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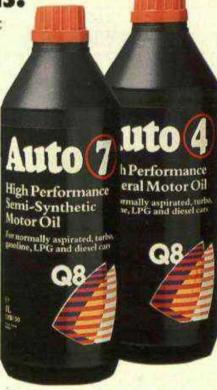
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# MOTOR SPORT

The Magazine that gave its name to The Sport

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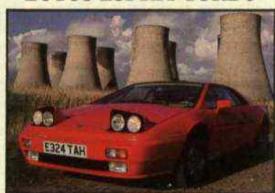
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For Ayrton Senna, the Japanese Grand Prix at Suzuka proved a tremendous personal triumph. Not only did he come from behind to overhaul McLaren-Honda team-mate Alain Prost after almost stalling at the start, and set a new record of eight Grand Prix victories in one year, but in so doing he satisfied his burning ambition—to become World Champion.

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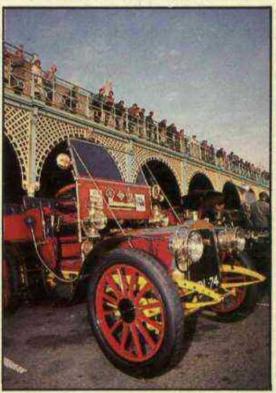
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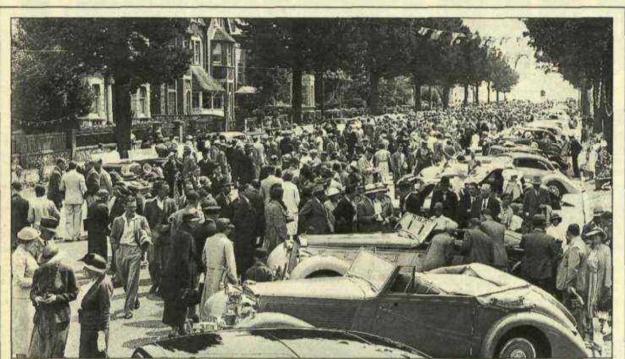
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## **MATTERS OF MOMENT**

## Club News



Today there are more concours than ever, though the elegance has gone.

# Old Cars: Use and Abuse

The Veteran to Classic car scene has expanded enormously over the years, and now represents a highly important part of the overall motoring movement. In fact, the new Federation of British Historic Vehicle Clubs claims to represent nearly 300,000 owners with 400,000 vehicles.

The number of competitive events for old vehicles has multiplied, with autojumbles to sustain them and concours d'état for those who prefer to polish (or tart-up) their cars in exchange for prizes — the pre-war idea of posing elegant girls with beautiful cars is virtually forgotten.

Innumerable contests such as the Mille Miglia and Alpine Trial are now re-enacted in the hope that former glories will rub off on them in spite of inappropriate entries being accepted; next year any pre-1959 car which has appeared in a film or on television is invited to rally to Nice, and no doubt many will deem the publicity worth the £1300 entry-fee.

Classic car shows are rife, for anything from aged and better-forgotten family cars to E-Types and Dinos, and the Brighton Run, which began as a challenge to enthusiasts to coax primitive cars perhaps not long dragged from barn and hedgerow to the finish, now clogs the A23, many of the passengers being celebrities with no motoring connections.

Worse still, the value of anything on wheels which is old has increased alarmingly from the viewpoint of young people hoping to take up the old-car hobby, to the extent that "old" cars are being constructed in increasing numbers!

Sentiments have certainly changed since the Veteran Car Club was founded to preserve historic transport heirlooms, and the Vintage Sports-Car Club was formed for those with the right motor-cars (sporting ones made before 1931), or with the right ideas but the wrong cars. But in this altered old-car world the VCC still conscientiously attempts to correctly date its pre-1905 veterans, and the VSCC called a meeting open to all its members on November 19, in an endeavour to revise its elegibility rules.

We are very glad that the VSCC has decided to ban newly-built "old" cars. Other problems are less easily solved: is it within VSCC rules, for instance, to scrap an original body on a vintage chassis to create something more sporting? If an historic engine exists, can a modern chassis of original type be made to accommodate it? Conversely, what of a racing-car devoid of its original engine?

These are just some of the difficulties involved in regulating those who are keen to win speed events and trials with old cars. The VCC, the VSCC and all those who administer the significantly strong old-car movement will need to be vigilant indeed.

# Forty Years of the 2CV

Only Citroën could have done it — keep the 2CV in production for 40 years and mark this with an honest Press handout which admits to failures as well as to this phenomenal sales success.

It openly links the inimitable 2CV with the Model T Ford, Volkswagen Beetle and Mini, and even contains some errors which render it as individual as the car itself; so we think the typist in a foreign land who was presumably responsible for the translation should be given immediately a 2CV of her own!

MOTOR SPORT offers birthday-year congratulations to the ageless and classless economy-car that is as instantly recognisable as an unbroken egg.

The organisers of the modern-day Mille Miglia are now promoting a Winter Marathon regularity rally for tourers with a competition history built between 1930 and 1965. Starting at Madonna di Campiglio on February 3, and finishing there two days later, the route will take in 500km of Italian Alpine roads. For details contact the Musical Watch Veteran Car Club, Via Cassala, 60-25126 Brescia.

BMW Car Club expects at least 30 entries for its new one-make series for M3s, which will follow Group N principals and use "control" tyres in order to keep costs down. Information about the championship can be obtained from the Club's Chairman Roland Andrews, 558 London Road, Isleworth, Middlesex TW7 4EP.

President Peter Morgan has presented to the Morgan Sports Car Club a silver cup given to his grandfather Prebendary H G Morgan by his Stoke Lacey parishioners in 1936. The October issue of Miscellany reveals that although Preb Morgan never actually worked for the company, he did help to boost early interest in the marque by writing letters to the Press and replying to himself . . .

Brian Harcourt-Smith has resigned as Secretary of the Vintage Sports-CarClub, and Peter Hull has taken over as Acting Secretary until a successor is appointed. The VSCC is based at 121 Russell Road, Newbury, Berkshire RG14 5 JX.

The Annual General Meeting, dinner/dance, awards presentation and drivers' meetings of the Historic Sports Car Club will take place over the weekend of December 3-4 at the Moat House International Hotel in Stratford-upon-Avon.

Lea-Francis Owners' Club marked the sixtieth anniversary of the introduction of the Hyper, and of Kaye Don's TT victory, with a parade at Donington Park on September 17 which included the TT car itself, now owned by Tom Delaney who raced it in the 1930s. Club Secretary Robin Sawers informs us that all the Hypers present, except the 1929 Le Mans car which is soon to be refitted with the correct Meadows engine but is not MOTed, were driven to the circuit.



Tom Delaney at Donington with Kaye Don's TT HyperLea Francis. (Photo: R Sawers)

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Saturday 7th January 10.00-19.00 · Adult £5.00 Child £2.50

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## **AROUND AND ABOUT**

## Sullivan claims CART Title for Penske

anny Sullivan is the new CART/Indycar Champion. Driving in an Ilmor Chevrolet-engined Penske PC17, he secured the title with a commanding victory from pole position in the penultimate round of the World Series at Laguna Seca in California on October 16.

A suspension problem cost the former Tyrrell Formula One driver the lead in the final round in Miami, enabling Al Unser Jnr's March to equal his seasonal tally of four wins and claim the runner-up spot overall. Reigning champion Bobby Rahal finished third in the points table driving a Lola-Judd.

Cesare Fiorio confirmed in Miami that Alfa Romeo is planning to enter Indycar racing with a V8 engine in 1989.



Winning combination — Danny Sullivan, Penske Racing and Ilmor Chevrolet engines.

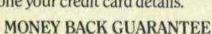
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# AROUND AND ABOUT

# Prequalifying for 1989 Grands Prix

With a handful of extra teams hoping to compete in Grand Prix racing next year, and regulations enforcing all entrants to run two cars and limiting qualifying sessions to only thirty, FISA has been forced to address the need for a new prequalifying procedure.

October's General Assembly in Paris issued a communique which confirmed that "Prequalifying sessions for those teams required to prequalify by the Formula One Sporting Regulations shall be organised one or more weeks prior to each event and on a different circuit".

One proposal being considered is that these sessions should take place at World Sports-Prototype Championship rounds, and that

### Lamborghini on track

Lamborghini engines will appear in two racing formulae next year.

The Larrousse-Calmels Lola team will race with the new 48-valve 80° V12 Formula One engine, which Technical Director Mauro Forghieri predicts will have "close to 600 bhp" at the beginning of the season. At the moment the factory has no plans to use the engine in Group C sports-car racing, but a competition development of the 60° V12 Countach road-car unit may be seen in next year's IMSA Championship in America.

A new team led by Jeremy Nightingale plans to have a chassis built to accept a 600 bhp 5-litre version of the 48-valve road engine, though the builder has yet to be decided. The team inspected the Tiga chassis which Portman Garages raced once only in 1986, with a similar engine, but discounted its use. A new power-unit has already been delivered to the British importer's workshop from Lamborghini Engineering, the Modena-based competitions department.

# Brundle stays with Jaguar

Lotus' decision to re-sign Satoru Nakajima for 1989 seems to have ended Martin Brundle's hopes of getting back into Formula One on a full-time basis, the new World Sportscar Champion refusing to consider driving for any team which has no serious racewinning prospects.

Brundle has, however, signed a fresh contract with Tom Walkinshaw Racing, and is also considering offers of subsidiary employment in Indycars.

the results will be good for the following three Grands Prix. But whatever system is adopted, expenses are certain to be increased for those teams which pre-qualify successfully, and the task of landing a sponsor (without the lure of television coverage) made that much more difficult for those who fail.

Thirteen teams have already been exempted from the need to prequalify for the first eight races of 1989, these being this year's championship points-scorers McLaren, Ferrari, Benetton, Arrows, March, Lotus, Williams, Tyrrell, Rial and Minardi, plus those with the highest finishes outside the top six, Larrousse-Calmels, AGS and BMS Dallara.

The remaining aspirants, expected to include Ligier, Coloni, EuroBrun, Osella and Zakspeed as well as Formula 3000 graduates First and Onyx and returnee Brabham, will have to fight it out for the four remaining places in qualifying itself; the teams which set the two fastest times in prequalifying will each be permitted to enter two cars.

Halfway through the season, the list of exemptions will be reviewed on the basis of race results.

# United States loses its GP

The 1989 Detroit Grand Prix will be a round not of the Formula One World Championship but of its American counterpart, the CART/Indycar World Series.

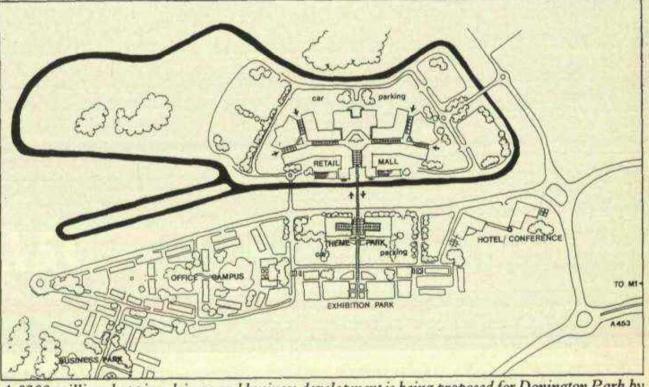
The switch-over was effected very swiftly after the six-year-old event failed to meet FISA's safety requirements. When a move from Downtown to a purpose-built track on nearby Belle Isle fell through, the organisers refused to build permanent pit facilities and a control tower for the existing street circuit, and took their business elsewhere.

Detroit was never beloved of Grand Prix drivers, but its cancellation nevertheless leaves a serious gap in the Formula One calendar: there will be no United States GP next year for the first time since its inception in 1958.

An Austrian Grand Prix at the Österreichring had previously been nominated by FISA as its first reserve, and can therefore be expected to return to the series after a year's absence.

Financial problems have cast a shadow over the Brazilian race, encouraging speculation that Brands Hatch might again be offered the chance to stage a European GP at short notice, as it did in 1983 and 1985. Brands says it would welcome such an opportunity, but has not been approached by FISA.

# **Donington Developments**



A £200-million shopping, leisure and business development is being proposed for Donington Park by circuit owner Tom Wheatcroft and Leicester developers Wilson Bowden. Outside the circuit, by the Museum, there would be a hotel, a theme park with a motor racing slant and a large business facility. An enormous 750,000 sq ft shopping mall would occupy much of the circuit infield east of the chicane, reached by a bridge between McLeans and Coppice corners. Another bridge would cross the main straight to connect the retail and leisure areas. In addition the complex would include a showground able to host major outdoor events. Planning permission has yet to be granted, but the developers say that a new dual carriageway link to the M1 motorway would be vital.



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# **FORMULA ONE**



Prost makes good his escape as team-mate Senna stalls and is engulfed . . .

# The Wolf at the Door

his feet.



... but at the end of the Japanese Grand Prix it is the Brazilian who has the motor racing world at I worked against Alain Prost, not just once, but twice. It allowed not only Ayrton Senna to roll his stalled McLaren forward sufficiently to restart twice, but also Satoru Nakajima to do likewise. Senna, of course, was the more significant threat to the Frenchman, but the Japanese Lotus driver was also to play a significant role . . .

Suzuka is a funny kind of place, its confines including an amusement park with overhead monorail and about a million of the concession stands from which the fanatical Japanese racegoers buy endless sets of team overalls. Turn up to a European race dressed as Nakajima and you're "out", but in Japan it's decidedly chic.

Here is a nation that takes its motor racing very seriously, and the debacle in last year's race, when Honda was disgraced in its own backyard, was sufficient to cost public relations man Sakurai his job. This time, then, there weren't going to be any mistakes from Tadashi Kume's troops, especially as Senna could clinch the World Championship if he won.

The Brazilian dominated qualifying (after Prost had been fastest in Friday's free practice session in the morning), but Prost was right in his wheeltracks as the two Steve Nichols-designed MP4/4s yet again proved in a class of their own. Yet at the start, incredibly, Senna fluffed it, partly because

he made a mistake, partly because his clutch was ultra-sensitive.

There he sat, arms aloft, his initial momentum on the green light all but sapped. With the downward slope he just managed to squeeze what remained of it to keep the McLaren rolling. The Honda V6 coughed, fired, coughed and fired again, and as Berger and Piquet took avoiding action he staggered away to finish the opening lap eighth. Prost, meanwhile had surged confidently into the lead, no doubt scanning his mirrors and trying to suppress a grin. It looked all over bar the shouting, even at this stage, when his advantage over his principal rival was 13 seconds.

The Japanese GP was, however, to be an extraordinary race. For a start the weather, as overcast as the 1987 event, was threatening rain. Indeed, there had been a few serious spots 15 minutes before the off. Then there were the backmarkers who, if you believe Senna, Prost and Boutsen, were the worst they've been all year. Certainly, a combination of the two cost Prost his chance.

As Senna was left to carve his way up to third place in spectacular style, taking chances galore without overstepping the mark, and moving past Patrese, Nannini, Boutsen, Alboreto and Berger with almost insolent ease by lap 11, Prost was busy coping with a different threat.

For some time now the rise and rise of the Leyton House March team has been one of the most gratifying sights of the 1988 series, and here, just as in Estoril, Ivan Capelli was proving a real star. Fourth on the grid alongside Berger, he followed the Ferrari for five laps before slipping neatly by, and then the gap between the March and the leading McLaren simply shrunk. By lap 14 it was drizzling, and Capelli was right on Prost's tail, seeking a way by.

In the McLaren pit Ron Dennis spoke of the 881 running on only half tanks, as if Akira Akagi's team was simply "grandstanding" on its home turf. The suggestion, when put later to Capelli, brought forth the enraged response: "Sure, just like I was in Portugal!"

The situation fell well for Senna. Just as he gained a clear track between himself and the two leaders, so Prost was totally occupied fighting Capelli. By lap 15 the two of them were nose-to-tail. On lap 16 Ivan actually led the McLaren over the line. Coming out of the chicane Prost had had to lift momentarily to avoid the spinning Lola of new boy Aguri Suzuki, and the slight loss of momentum was enough for the March to nose ahead. It was the first time one of the Bicester cars had headed a GP since 1976, but it wasn't to last. Prost had the inside line down to the first corner, and exploited it ruthlessly as they slithered round side by side on a track that had become perilously

# Japanese Grand Prix



Japanese drivers were inevitably under the microscope. Aguri Suzuki stood in for Dalmas in the Lola-Cosworth for an eventful F1 debut.

Capelli wasn't flustered, and continued to sit on the McLaren's gearbox, but by now Senna was within striking distance, and when the March's Judd engine cut suddenly exiting the chicane on lap 20, the wolf was at Prost's door. Capelli had over-revved the CV8, just as he had in Friday free practice, but it had fallen victim this time to electrical failure. Frustratingly, it fired first time when the team got it back to the pits after a race it might just have won.

With the interloper gone, the battle was now as it should be, Prost and Senna mano a mano. Not just for the lead, but for the World Championship. The drizzle had stopped by now, and Prost looked capable of maintaining his advantage even though he was experiencing occasional gear-selection trouble (the cynical might suspect that was a measure of excuse thrown in later, but that is not Alain's way and inspection would reveal a damaged dog-ring within the box). However, just down the road Mauricio Gugelmin and Andrea de Cesaris were locked in battle for twelfth place, having run in close proximity from the start, and as the leaders came up to lap them the cards fell badly for Prost.

He caught them just by the chicane, once again lost that vital measure of momentum, and could do nothing as Senna spurted alongside on the inner line to turn one. At this stage it seemed his penchant for taking

greater risks in traffic had won him the day. But in truth at this stage he had mainly been luckier than Prost with the backmarkers. Only later would the Frenchman's traditional bogey become a factor.

But had Senna been risking his fuel economy and tyres in his brilliant recovery? Prost suspected he might have, and stayed close. The battle wasn't won just yet. By lap 31, three after Senna had taken the lead, the gap was 2.5 seconds. A lap later it was halved. Then Prost got caught behind Philippe Alliot's Lola, and it opened again to 3.3. And then it began to rain again.

Now, said the pundits, Senna would paralyse Prost. Remember how he can't race



Capelli's March is about to become the first normally-aspirated car to lead a race in 1988.

## **FORMULA ONE**

in the rain? On lap 37 the gap was 5.5 seconds. Two tours later it was 2.9. "I can race whenever I can see," said Prost pointedly. It was back to 1.5 seconds on lap 42, but that was when Nakajima's ability to restart an engine stalled by selection of third rather than first gear at the start truly became significant.

Up to that point the local hero had run desperately, trying to make good the mistake which had wasted a sixth-place qualifying effort rendered all the more poignant by the news of his mother's death only minutes before Friday's action had commenced. Now, he was head down, in no mood to use his mirrors. Senna got him going into the chicane, Prost didn't. In fact, it wasn't until the approach to the same corner next time round that the McLaren finally speared ahead, by which time Senna was another second further ahead.

Prost trimmed that to 2.3 seconds on lap 43 as the rain continued to spit, but it was 5.4 three laps later and it was all over. On a track more slippery than Richmond ice rink, and littered with truculent backmarkers, it was too much for him, and he finally settled for second. Senna settled for nothing less than first.

Further down the field, the Japanese Grand Prix rapidly developed into a badtemper race. The scene was set as early as the hairpin on lap one, when Nigel Mansell augered into the back of Derek Warwick. The two were fourth and fifth at the time after Senna's startline drama. Mansell blamed Warwick for turning in too soon; Warwick, livid, was adamant that the Williams driver simply hadn't braked hard enough. The net result was a pit-call for both, Mansell for a new nose, Warwick new tyres.

Nigel returned in customary fighting mode and dragged the FW12 as high as 17th before his second, and terminal, controversial incident. Early in the race Piquet, fifth fastest qualifier with an identical time to Nakajima's, had run seventh before spinning in the wet in turn one. Now a lap behind after a stop for new tyres, he was ahead of Mansell on the road, and inflamed his former team-mate's temper further by refusing to accommodate his wish to pass. Going into the chicane on lap 25 Mansell thought he saw a gap as Piquet ran slightly wide after turning into the right-hander.

It was one of those stupid accidents that happens at virtually zero speed. The Williams slid wide into the Lotus, both seemed to come to a stop, and then the FW12 was flipped over the 100T's right-hand wheels. For a moment it seemed Mansell was about to land on his head, but it came down the right way up and he rolled down the hill to retire. Piquet lasted little longer, pulling in to quit on lap 35 still suffering the nausea that had dogged him throughout the meeting.

Warwick, meanwhile, had returned to the fray and upset Riccardo Patrese by stead-fastly staying ahead of the Williams even though he was a lap down. The Italian cursed the Arrows' aerodynamic turbulence, and eventually rooted his front tyres thanks to the understeer he suffered running in its downforce-robbing slipstream. Derek lasted only until lap 17, however, when he dropped it in the wet in turn one and went a long way off into the gravel. By the time he'd recovered it was barely worth continuing as he was four laps down.

Those incidents were but pale shadows of that between Michele Alboreto and Sandro Nannini, however. The Ferrari driver made the most of the chaos on the grid and was a handy fourth until Senna deposed him on lap four and Boutsen followed suit on lap five. He was thus defending sixth place from the second Benetton when the two touched going into turn one on lap eight. Nannini admitted a slight misjudgement that had the serious result of spinning the Ferrari across his bows; Alboreto clearly felt the move was deliberate and, having recovered in 25th place, logged the incident in his memory.

As the race progressed Boutsen emerged a clear third, unable to hold the McLaren but easily able to out-distance Berger as the Austrian drove yet another race on his fuel read-out. Steadily, Nannini reeled him in

and deprived him of fourth on lap 33. His progress, however, brought him up to Alboreto at the same time.

For lap after lap Michele refused to let him through, and on a circuit where genuine passing places are limited, Sandro began to lose ground to Berger again, until the Ferrari was able to reclaim its place on lap 47. The Benetton was then kept behind the other Ferrari to the end, even running into the back of it in the chicane at one stage, and there were hard words and one or two blows exchanged in parc fermé afterwards...

Accordingly to Günther Schmid, the good Andrea de Cesaris, a driver born under a lucky star if ever there was one, has cost Rial a million dollars-worth of fibreglass this season, although it is possible the German's view of his volatile driver was tainted by his attempt to steal his room booking on Wednesday evening! Certainly, the tiny Rial team had work to do patching up one tub after the Italian stuffed it on Friday, and again on Saturday when he claimed that the suspension broke.

After Prost lost time lapping him, which was just one of those things, Andrea became yet another ill-humoured runner when Suzuki inadvertently held up his chase of Gugelmin. As if he knew his own race was to be limited, de Cesaris decided he could, after all, afford time off in his chase. As he

Boutsen's Benetton-Cosworth routinely deals with Arnoux's Ligier-Judd through the esses.



#### Spectators aplenty witnessed three days of Honda glory.

# Japanese Grand Prix



Rain caught out Derek Warwick, leaving his Arrows beached . . .



... while an arm injury halted the charge of Zakspeed's Danner.

finally nailed the Japanese debutant going into the hairpin, he came to a complete stop on the inside after forcing him so wide he had to brake the Lola to a standstill as well.

The idea of de Cesaris giving a driving lesson is as laughable as a sadist lecturing in human rights, and fortunately he lasted only until lap 37 when he quit with overheating. Surprisingly, his Cosworth DFZ's efforts to breathe had been restricted by the unexplained ingress of mud and grass into its cooling system apertures . . .

There were some meritorious midfield drives despite all this, Gugelmin no doubt suffering unwanted déja vu as he coped throughout with a loose drink-bottle. On the face of it that seems a silly reason to be hampered, but consider piloting a vehicle which already has a cramped cockpit, when a heavy litre bottle full of liquid is rolling around the footwell, just out of reach. He spent the majority of his straightline running desperately trying to puncture it with his foot, eventually succeeding so the liquid could drain away. Even so the lighter container continued to roll around and foul the pedals intermittently, and he had to be satisfied with tenth in a race in which a strong result would have done a lot for a morale bruised of late by his team-mate's impressive performances.

Jonathan Palmer also deserved markedly better than 12th. Qualifying brought him nothing but grief as his race car persistently ate its gearbox oil-pump, but there was a silver lining. Both his and Julian Bailey's race cars were fitted with the new front suspension that had worked so well in tests after the Spanish Grand Prix, whereas JP's spare had the old set-up. However, the latter seemed better suited to Suzuka and Palmer made electrifying progress from 16th on the grid to eighth on lap 11. He couldn't quite fend off Eddie Cheever (on a charge in the Arrows after also suffering in qualifying), but was looking good for eighth overall when he picked up a puncture on lap 34. He at least had the consolation of sixth-fastest lap, even if it was a result of his fresh rubber after a pit-stop.

Bailey also showed well, both Tyrrells getting into the race for the first time since Silverstone in July. He repeated his Monza battle with the ever-awkward but ever-quick René Arnoux and finally found a way past the Ligier on lap 32. If you put Arnoux in a top car he would still be quick, so Bailey's performance fell into favourable perspec-

Cheever, like Palmer, deserved better than retirement on lap 36. He'd qualified only 15th after a series of dramas with his race car's engine, but looked good for at least seventh when the metering unit went haywire and dumped so much fuel through that the turbo caught fire.

Like Bailey, Bernd Schneider has had a lousy debut year in which to prove himself, but when things go half-right he looks good. He scraped in 25th on Saturday, despite a shunt that wrecked his race-intended Zakspeed, and took over non-qualifing teammate Piercarlo Ghinzani's. From 24th on the opening lap he stormed past Sala, Larini,

Bailey, Suzuki, Caffi and Arnoux without trouble and was closing fast on Martini when he finally had to quit. He'd hurt his left arm in his shunt and as the race progressed it became so numb he couldn't keep his hand on the steering wheel, and on this occasion discretion was the better part of his unquestioned valour.

Caffi struggled to pass Arnoux and then uncharacteristically fell off just after he'd found a way by, the twin Minardis were unspectacular finishers, and Larini pulled off as the left front wheelnut worked dangerously loose, while Philippe Streiff and Alliot engaged in war towards the end as they headed for eighth and ninth slots after upturns in fortune.

And Suzuki made it home 16th after two spins and his enlightening episode with de Cesaris. Thrown into the shark-infested deep end as a last-minute replacement for Yannick Dalmas (who had reported sick with an ear infection), the Japanese Formula 3000 ace did a respectable job.

Ayrton Senna gave few outward indications of his inner elation in the immediate aftermath of a quite superb victory, but his success was won the hard way, fought for every slippery inch of the way. It was a record eighth win in a season, finally erasing Jimmy Clark's long-standing record which he shared with the vanquished but evergracious Alain Prost, and it was a fitting climax to 1988.

Compared to Prost, Senna still has some things to learn, but as far as the title is concerned, the hungrier man won. DJT

## RESULTS

# Japanese Grand Prix

STARTING GRID	12
	A. Senna
11	(McLaren-Honda V6 t/c)
A. Prost	1 min 41.853 secs
(McLaren-Honda V6 t/c)	
1 min 42.177 secs	28
	G. Berger
16	(Ferrari V6 t/c)
I. Capelli	1 min 43,353 secs
(March-Judd V8)	
1 min 43,605 secs	
7	N. Piquet
2	(Lotus-Honda V6 t/c)
S. Nakajima	1 min 43.693 secs
(Lotus-Honda V6 t/c)	2 11111 40.070 3003
1 min 43.693 secs	17
A min 40.070 sees	D. Warwick
5	(Arrows-BMW 4-cyl t/c)
N. Mansell	1 min 43.816 secs
(Williams-Judd V8)	A 11011 40.010 Sec.
1 min 43.893 secs	27
* mm 40.020 accs	M. Alboreto
20	(Ferrari V6 t/c)
T. Boutsen	1 min 43.972 secs
(Benetton-Cos V8)	A HILL MANAGE SECO
1 min 44.499 secs	6
A min 44.122 deca	R. Patrese
19	(Williams-Judd V8)
A. Nannini	1 min 44.555 secs
(Benetton-Cos V8)	A HIM THOUS SEED
1 min 44.611 secs	15
A IIIII 44.011 Secs	M. Gugelmin
22	(March-Judd V8)
A. de Cesaris	1 min 45.138 secs
(Rial-Cos V8)	A 11111 40.200 Seco.
1 min 45.558 secs	18
Z IIIII 40.000 SECO	E. Cheever
3	(Arrows-BMW 4-cyl t/c
J. Palmer	1 min 45.845 secs
(Tyrrell-Cos V8)	1 11th 40.040 Sec.5
1 min 45.916 secs	23
T HILL ROLFITO DECS	P. Martini
14	(Minardi-Cos V8)
P. Streiff	1 min 46.449 secs
(AGS-Cos V8)	I min wo. Try sees
1 min 46.486 secs	30
A Hilli 40.400 Secs	P. Alliot
	The Calledon

A. Suzuki (Lola-Cos V8) 1 min 46.920 secs 24 L. Perez Sala (Minardi-Cos V8) 1 min 47.134 secs

N. Larini (Osella-Alfa V8 t/c) 1 min 47.547 secs

J. Bailey (Tyrrell-Cos V8) 1 min 48.589 secs

Did not qualify: 26 S. Johansson (Ligier) 1 min 48.716 secs 32 O. Larrauri (EuroBrun) 1 min 49.265 secs 9 P. Ghinzani (Zakspeed) 1 min 49.706 secs 33 S. Modena (EuroBrun) 1 min 49.810 secs

P. Alliot (Lola-Cos V8) 1 min 46.521 secs

36 A. Caffi (BMS Dallara-Cos V8) 1 min 46.982 secs

R. Arnoux (Ligier-Judd V8) 1 min 47.193 secs

B. Schneider (Zakspeed 4-cyl t/c) 1 min 47.599 secs



	LAF	TIMES		
		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)
1 N. Piquet	Lotus 100T	1.28.440	1.28.044	1.31.803 (11)
2 S. Nakajima	Lotus 100T	1.29.541	1.30.570	1.32.804 (11)
3 J. Palmer	Tyrrell 017	1.32.405	1.33.067	DNQ
4 J. Bailey	Tyrrell 017	1.32.573	1.32.290	1.33.203 (40)
5 J-L. Schlesser	Williams FW12	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	Zakspeed ZK881	1.31.182	1.30.476	1.33.476 (10)
10 B. Schneider	Zakspeed ZK881	1.30.773	1.30.161	1.32.054 (24
11 A. Prost	McLaren MP4/4	1.26.277	1.26.428	1.29.642 (27
12 A. Senna				
	AGS JH23	1 31 676	1 31 687	1.33.898 (31
	March 881			
	March 881			
	Arrows A10B			
18 E. Cheever	Arrows A10B	1 28 101	1 27 660	1 30 452 (42
19 A. Nannini	Benetton B188	1 28 969	1 28 058	1 30 248 /33
	Benetton B188			
	Osella FA1L			
22 A. de Cesaris	Rial ARCI	1 31 963	1 30 560	1 33 007 /20
23 P. Martini	Minardi M188	1 30 734	1 30 195	1 34 430 (8
24 L Perez Sala	Minardi M188	1 20 044	1 20 600	1 25 000 /11
25 R. Arnoux	Ligier JS31	1 22 040	1 20 216	1 22 406 (40
26 S. Johansson	Ligier JS31	1 22 270	1 22 420	
20 S. Johansson	Ferrari F1/87-88C	1 07 (10	1.06.000	1 00 070 /44
27 M. Alboreto 28 G. Berger	Ferrari F1/87-88C	1.27.018	1.20.988	1.29.070 (44
26 G. berger	Ferrari F1/8/-00C	1.20.002	1.20.054	1.29.113 (4/
29 Y. Dalmas	Lola LC88	1.32.164	1.32.080	1.34.723 (15
	Lola LC88	1.31.108	1.30.962	1.33.581 (28
31 G. Tarquini	Coloni CF188	1.32.829	1.35.805	DNC
32 O. Larrauri	EuroBrun ER188			did not pre-qualify
33 S. Modena	EuroBrun ER188	1.34.727	1.33.226	DNC
36 A. Caffi	BMS Dallara F188	1.30.989	1.31.009	1.32.735 (19

SUZUKA 5.859km

RESULTS
Japanese Grand Prix, Suzuka, October 30
51 laps of 5.859km circuit (298.809km/185.671 miles)

	Driver	Car/Engine	Time
1st	Ayrton Senna	.McLaren MP4/4-Honda V6 t/c	1h33m26.173s
2nd	Alain Prost	.McLaren MP4/4-Honda V6 t/c	1h33m39.536s
3rd	Thierry Boutsen	Benetton B188-Cosworth V8 DFR	1h34m02.282s
4th	Gerhard Berger	.Ferrari F1/87-88C-Ferrari V6 t/c	1h34m52.887s
5th	Alessandro Nannini	Benetton B188-Cosworth V8 DFR	1h34m56.776s
6th	Riccardo Patrese	.Williams FW12-Judd V8	1h35m03.788s
7th	Satoru Nakajima	Lotus 100T-Honda V6 t/c	1 lap behind
8th	Philippe Streiff	.AGS JH23-Cosworth V8 DFZ	1 lap behind
9th	Philippe Alliot	.Lola LC88-Cosworth V8 DFZ	1 lap behind
10th	Mauricio Gugelmin	.March 881-Judd V8	1 lap behind
11th	Michele Alboreto	.Ferrari F1/87-88C-Ferrari V6 t/c	I lap behind
12th	Jonathan Palmer	.Tyrrell 017-Cosworth V8 DFZ	1 lap behind
13th	Pierluigi Martini	Minardi M188-Cosworth V8 DFZ	2 laps behind
14th	Julian Bailey	.Tyrrell 017-Cosworth V8 DFZ	2 laps behind
		.Minardi M188-Cosworth V8 DFZ	
16th	Aguri Suzuki	.Lola LC88-Cosworth V8 DFZ	3 laps behind
17th	René Arnoux	Ligier JS31-Judd V8	3 laps behind
18th	Andrea de Cesaris	.Rial ARC1-Cosworth V8 DFZr	etired on lap 37
19th	Eddie Cheever	Arrows A10B-BMW 4-cyl t/c r	etired on lap 36
20th	Nicola Larini	.Osella FA1L-Alfa Romeo V8 t/cr	etired on lap 35
21st	Nelson Piquet	Lotus 100T-Honda V6 t/c r	etired on lap 35
22nd	Nigel Mansell	.Williams FW12-Judd V8r	etired on lap 25
23rd	Alessandro Caffi	.BMS Dallara F188-Cosworth V8 DFZ r	etired on lap 23
24th	Ivan Capelli	.March 881-Cosworth V8 DFZr	etired on lap 20
25th	Derek Warwick	.Arrows A10B-BMW 4-cyl t/c r	etired on lap 17
26th	Bernd Schneider	.Zakspeed ZK 881-Zakspeed 4-cyl t/cr	etired on lap 15

Fastest Lap: A. Senna 1 min 46.326 secs on lap 33; 198.375kph (123.264mph)
Winner's Average Speed: 191.880kph (119.228mph). Conditions: Dull and drizzly.



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Norrköping Airbase, Sweden. 23.8.88.

Idling on the right of runway 2 was the new Saab Carlsson Special. Named after the legendary rally driver Eric Carlsson, this rare car boasts 204 b.h.p. of turbo-charged, intercooled, 16 valve engine.

On the left stood the mighty Saab Viggen, packing the equivalent of 180,000 h.p.

For the next quarter of a mile, the Carlsson would attempt

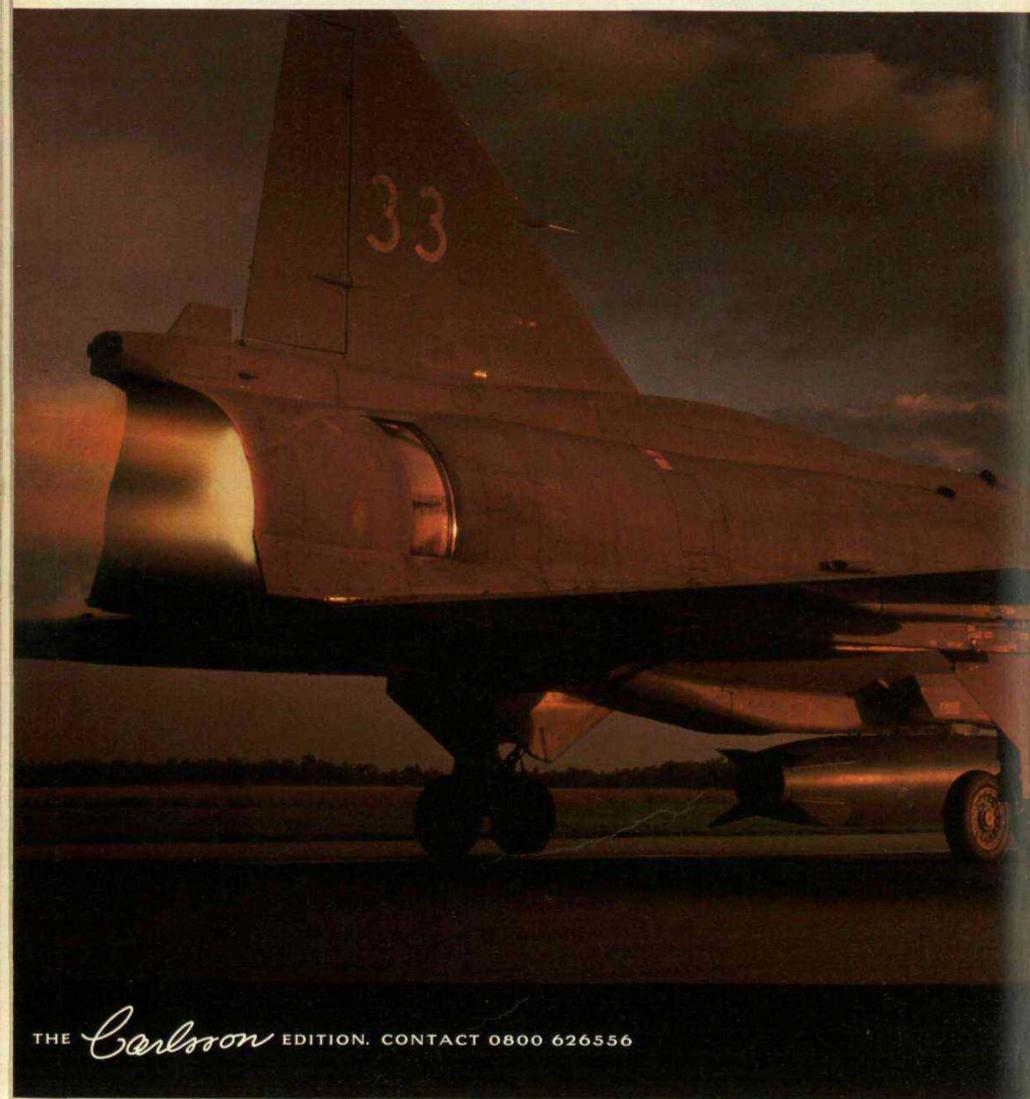
to keep apace of the plane during a peacetime take-off.

Inside the car the engine quietly revved, ready to go. Inside the cockpit, jet power was heard rumbling into life. Outside, ear-protectors were quickly donned, as the roar shattered the air and shook the bodies of ground personnel.

Suddenly the race was on.

The jet throttled forward, but the car powered away. 6.9

## FOR THE NEXT QUARTER OF A MILE, THERE



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seconds later, extra mid-range torque had urged the speedometer needle on to 60 m.p.h.

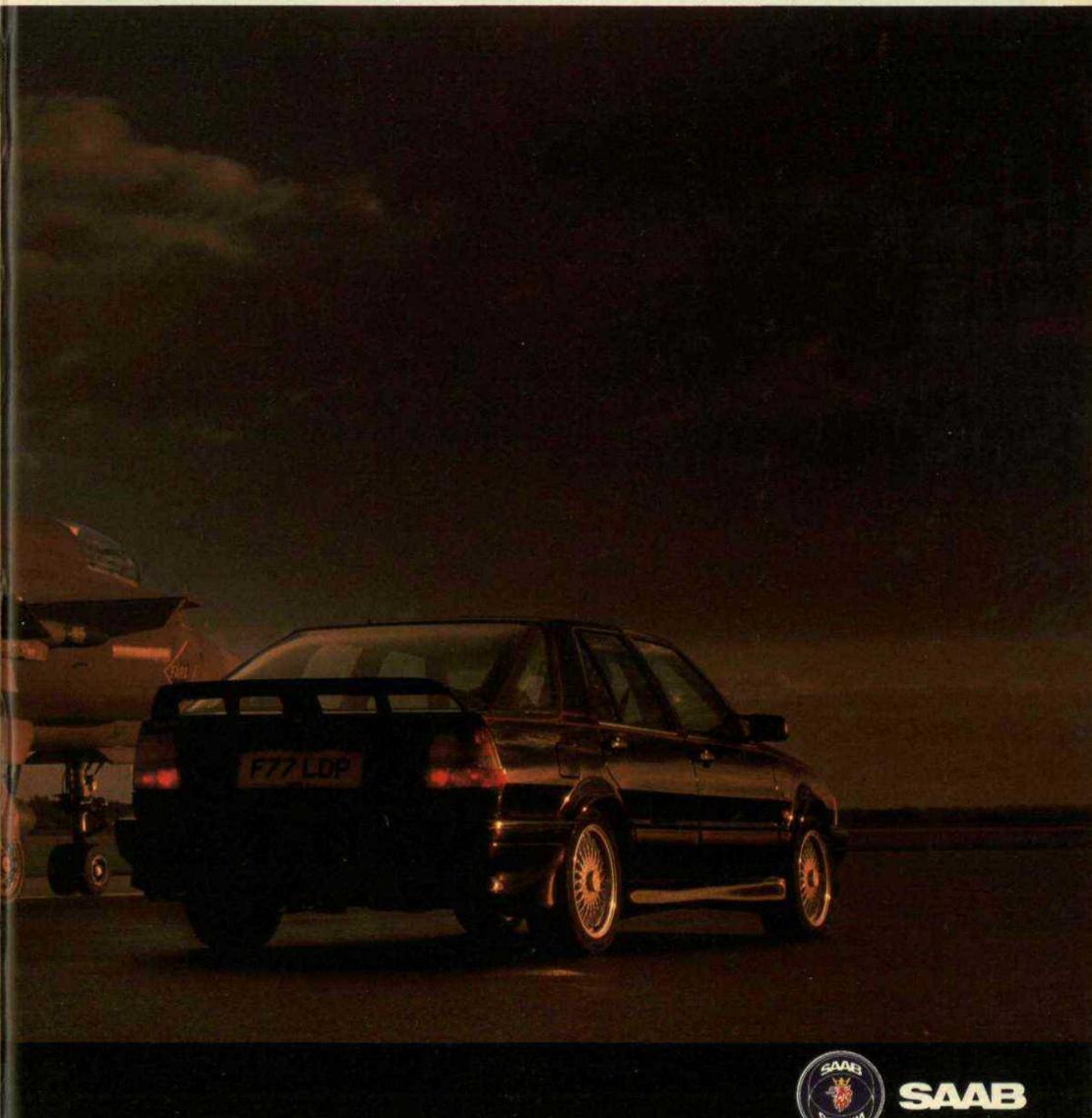
But before he knew it, the driver's mirrors were full of Viggen. In a matter of moments, the difference between the two combatants became more obvious.

At a deafening 150 m.p.h., a tug on the aircraft control stick lifted 35,275 lbs of jet, high into the heavy sky. Total distance covered; 0.25 of a mile. Time elapsed; 14.0 seconds.

Below, inside the Carlsson, downforce from the spoilers still held the speeding car firmly to the ground. Distance; 0.25 of a mile. Time elapsed; 15.3 seconds.

And it was all over. Just over a second had separated the two. That day, it seemed, the difference between aircraft technology and performance car building was smaller than ever.

### 'LL BE LITTLE DIFFERENCE BETWEEN THEM.



## **FORMULA ONE**



Having previously won 34 Grands Prix in the turbocharged era, it was somehow apposite that Alain Prost should also win the last . . .

#### Adelaide, November 13

On the face of it, it was all just another crushing McLaren-Honda demonstration run, as Ron Dennis' machines sped to their tenth 1-2 of a season in which the team has re-written the parameters of Formula One.

Alain Prost apparently cruised to his seventh win of 1988 and another nine points, which brought his total to 105, although thanks to the silly regulations only 87 of them could count towards the second place he thus took in the championship. It was his 35th GP success, and somehow apposite that it should be he who took the final win of the turbocharged era.

New World Champion Ayrton Senna was second, comfortably ahead of Nelson Piquet, which pleased Honda no end if not Lotus, and between them the two McLaren drivers brought the team's Constructors' Championship points tally to an incredible 199. Unless McLaren surpasses itself with the 1989 V10 Honda-engined cars, we are not likely to see that record beaten in the near future.

Beneath the external facade of the Australian Grand Prix, however, lurked a fascinating story, for both McLaren drivers were in dire trouble, needing all of their considerable talent and resourcefulness to bring home the bacon for the 15th time in 16 races.

# The End of an Era

Senna had narrowly beaten Prost to the pole after their customary qualifying duel, but Prost was only fractions off his pace, determined to win the final race of the era. Irritated by the recent polemics surrounding the entire question of equality of machinery, he simply wanted to race and to prove a point. And when the green lights finally put an end to all the speculation, he sprinted ahead of his team-mate on the run to the first corner and never looked back. He won the first race in Rio, and he won the last in Australia, but what made Prost's latest record so special was the

manner of his success.

Despite FISA President Jean-Marie Balestre's ire that Alain had suffered gearshift problems in Suzuka, and despite Ron Dennis' call just before the final race for an apology from FISA for impugning McLaren's reputation, the Frenchman was still troubled by gearchange stiffness early in the event. "The shift from second to third was particularly bad," he admitted, adding: "I was missing a lot of changes." Senna, too, was in difficulty, with third gear jumping out of engagement, but for both there was worse to come.

Prost's abiding problem arose on lap 47, when a shunt involving Pierluigi Martini, Stefan Johansson, Mauricio Gugelmin and Satoru Nakajima left debris on the track in the fast chicane. Prost ran over it, and damaged one of the skirts beneath his front left nose-wing's endplate. On the face of it, that was a minor aggravation, but its effect was to promote excessive understeer that he knew could destroy his front tyres.

Thereafter what should have been a relatively easy canter became a juggling act of continuously adjusting the damper and roll-bar settings using the cockpit controls, and it was under such circumstances that he finally triumphed.

Earlier in the race he had shown his maturity and common sense by refusing to be drawn into battle when Gerhard Berger

## **Australian Grand Prix**

blasted his Ferrari from third to first place by lap 14, and then began easing away, but the Frenchman had at least been forewarned about the irrepressible Austrian's race strategy. "Over breakfast this morning he told me he wasn't going to spend the last turbo race pussyfooting about for fifth place," grinned Alain, "and told me not to be surprised when he overtook!"

From his launch over the first corner kerbs at the start it was obvious that Gerhard was out simply to enjoy himself, and the hell with all the stupid fuel-consumption considerations he has been obliged to observe since Silverstone, and he'd gobbled up Senna within three laps as he set out after Prost. It was never going to last, of course, but it was beautiful while it did, and almost possible to believe it was real

racing. Maybe next year . . .

The end came unexpectedly, not through the Ferrari running out of fuel, as surely it would have at that pace, but when Gerhard got a mite too impatient trying to nose down the inside of the about-to-be-lapped René Arnoux at the end of Dequetteville Terrace. The Frenchman is never an easy man to pass, but on this occasion Gerhard was a little ambitious, and as René turned in, the Ferrari was launched over the Ligier and both were instant retirements. Having enjoyed himself, Berger walked in and happily told anyone gullible enough to believe him that he'd been right on his fuel schedule . . .

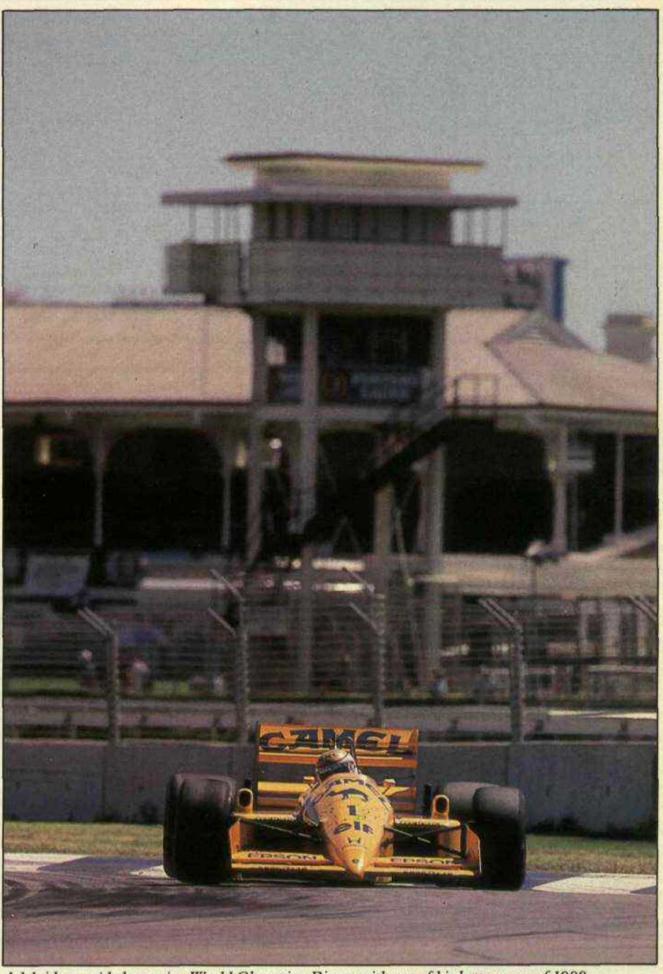
With Prost back in front, and obliged to cope with his understeer problem, Senna found himself in little position to capitalise. As the race progressed beyond half-distance his gear problem became more acute as second went out of business altogether, and suddenly Piquet was beginning to make inroads into the 50-second advantage he had built. At one stage it shrunk perilously to 10 seconds, but Senna and Ron Dennis had things worked out, the latter no doubt recalling how Niki Lauda had managed to win in Austria in 1984 by Iulling Nelson into the belief that he

couldn't be caught.

Senna was instructed to run the highest boost and the richest fuel-mixture on the fastest parts of the course, and to ease right back and make full use of Steve Nichols' excellent chassis on the slowest, and the ruse worked. At times Nelson, in his best race of the year, was lapping as fast as the crippled McLarens, but gradually the gap began to expand again as Senna slipped in a bunch of 1min 22sec laps.

For Lotus, Piquet's performance was nonetheless encouraging on the day on which director and general manager Peter Warr had finally been able to confirm that Satoru Nakajima would be staying on for a third year, and ex-Williams aerodynamicist Frank Dernie will be the Technical Director next year.

Nakajima himself ran strongly to begin with until a touch with Piercarlo Ghinzani's baulky Zakspeed sent him scurrying pitwards for attention and fresh tyres, and no sooner



Adelaide provided outgoing World Champion Piquet with one of his better races of 1988.

had he returned than he came across Martini in the throes of the 360° spin which triggered the laying of debris in the fast chicane. The Italian recovered with only the loss of a place to Johansson, but as Gugelmin braked Nakajima ran into the back of him, spinning the tardy March into retirement and damaging his own nose-wings sufficiently to prompt immediate cessation of his own race. Martini would continue for seventh, but Johansson's fine drive in the awful Ligier was finally thwarted by lack of fuel.

The McLarens' problems apart, brakes and fuel were the two other watchwords of a dull race, which was enlivened mainly by the



Swansong — turbo afterburn is now a thing of the past in Formula One.

## **FORMULA ONE**



Williams duo Patrese and Mansell hounded Piquet for third place before their respective spins.

Williams' pursuit of Piquet. In qualifying, Nigel Mansell had been his usual electrifying self in the FW12, despite the bumps aerating the brake fluid in its master cylinders. The problem was alleviated slightly by judicious insertion of foam, but nevertheless both Didcot cars were in trouble.

Mansell had settled into sixth, after being elbowed out of second on the run to the first corner and then demoted from fifth a lap later by hungry team-mate Riccardo Patrese, but when the Italian spun after braking a shade too late on lap 26, the Englishman knuckled down to chase Piquet.

Lap by lap he reduced Nelson's carefully garnered advantage, until he was right behind going down Dequetteville Terrace on lap 59. It was Mansell at his never-say-die best, but his former team-mate simply turned up the boost and outdragged him, and thereafter Nigel never got as close again. Indeed, he was beginning to drop back further when a long brake pedal caught him out on lap 66 and he spun backwards into the tyre wall. It was an ignominious end to his glittering career with the team.

His misfortune promoted Patrese to fourth again, but by this time Riccardo was in no



Jonathan Palmer's Tyrrell and Alex Caffi's Dallara were hard-working qualifiers who were out of mechanical luck on race day.

## **Australian Grand Prix**

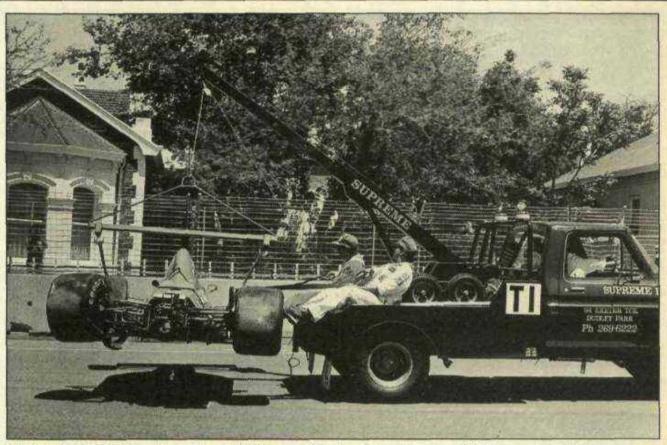
shape to challenge Piquet any further, having flat-spotted his tyres in his own excursion. It was, however, his best result of the year.

Neither March nor Benetton was really on top of things in Adelaide, both suffering serious lack of mechanical grip. It was sufficient to induce both Sandro Nannini and Thierry Boutsen into spins in their B188s, and while the Belgian fought back despite an engine that occasionally ran on seven cylinders and later broke an exhaust pipe, the Italian ended his challenge against the wall. He described his race as like driving on ice, and when the car caught him out the second time he was unable to restart his stalled Cosworth.

Boutsen's eventual fifth came partly at Capelli's expense. The March driver had disposed of Nannini early on and was on course for sixth (despite poor braking performance and a repeat of his qualifying handling imbalance) when he sustained a puncture on the chicane debris. As it turned out, a gritty drive brought him back to sixth by the end, but only after the rigours of the longest race on the calendar had taken their toll on his rivals' economy.

Andrea de Cesaris was the greatest sufferer, after driving the Rial with uncharacteristic aplomb all afternoon. He ripped up to a useful seventh after 26 laps and was fifth, fending off the recovering Boutsen's challenge, when the "blue Ferrari" ran out of fuel on its 78th lap. Günter Schmid's tiny team was heartbroken, for though the Italian had driven really well, he had pointedly refused to acknowledge pit-signals exorting him to slow in the last 20 laps. He'd run out of fuel in qualifying, too, having ignored his "in" signs . . .

At least he wasn't alone in his misery, fuel crises also accounting for Philippe Streiff in the AGS, after a smooth drive which threatened to take him into the points, Johansson, whose chances of preventing



Ligier's luck failed to change in Adelaide, and both cars must prequalify for next year's races.

Ligier from having to pre-qualify in 1989 were dashed on lap 77, and Philippe Alliot, who wrestled his gripless Larrousse-Calmels Lola for 75 laps before suffering a similar fate.

Fate was not kind to Alex Caffi in Adelaide, either, and the Dallara driver would have been a thoroughly deserving recipient of points after a superb performance in qualifying. He was shaping up nicely in tenth place, having collided with Alboreto's Ferrari on lap one, when the Scuderia Italia BMS 188 broke either its clutch or the gearbox input shaft.

For Alboreto, the retirement was an early release from the torment of Adelaide, for in qualifying he was fit to be tied by the attitude of the team to his requests for chassis set-up changes. "I might as well be driving the third Ferrari not the second," he glowered. Such a diminished relationship was a sad sight after

his 1985 championship campaign for the team.

Australia brought no sudden return to Monza form for Arrows, either. Derek Warwick qualified a useful seventh and ran ninth for a long time, but he slowed steadily with appalling throttle-response and eventually stopped rather than jeopardise other drivers, just before team-mate Eddie Cheever retired from a challenging 12th with the final Megatron engine failure of his career.

Piercarlo Ghinzani actually managed to get his Zakspeed into the race, but was brought to a halt by fuel-pump failure after an uninspiring showing, while both EuroBruns also surprised by getting in when the likes of Julian Bailey and Pierre-Henri Raphanel couldn't in Tyrrell and Larrousse-Calmels Lola respectively, but neither made it to the finish after driveshaft breakages. Luis Sala was also on the retirement list, his Minardi's Cosworth engine succumbing to the abuse the Spaniard had to mete out after discovering severe shortcomings in its braking department.

After his efforts in qualifying it was also sad to see Jonathan Palmer roll to a stop with crownwheel-and-pinion failure in his Tyrrell after only 17 laps, but in many ways the disappointment typified his dreadful season.

Thus ended the turbocharged era, which began with the Renault's quiet debut, at Silverstone in 1977, and played its final gig in downtown Adelaide. It has been called a lot of things, and has produced some memorable races, but those who don't mourn its passing, and instead deride the fuel-consumption racing that bred those dominant Honda Marlboro McLarens, might do well to study the times the prototype MP4/5s achieved recently at Imola. Everyone hopes desperately that 1989 will produce closer racing, but don't expect McLaren and Honda to abdicate their thrones just yet. . . . DJT



After a year of watching fuel-gauges, Berger went out simply to enjoy himself . . .

# Australian Grand Prix

12 S	TARTING GRID
A. Senna	11
(McLaren-Honda V6t/c)	A. Prost
1 min 17.748 secs	(McLaren-Honda V6t/c
	1 min 17.880 secs
N. Mansell	
(Williams-Judd V8)	28
1 min 19.427 secs	G. Berger
1 Him 17.427 Secs	(Ferrari V6t/c)
1	1 min 19.517 secs
N. Piquet	NAME OF STREET
(Lotus-Honda V6t/c)	6
1 min 19.535 secs	R. Patrese
	(Williams-Judd V8) 1 min 19.925 secs
17	1 mm 19.925 secs
D. Warwick	19
(Arrows-BMW 4cyl t/c)	A. Nannini
1 min 20.086 secs	(Benetton-Cos V8)
	1 min 20.182 secs
16	
I. Capelli (March-Judd V8)	20
1 min 20.459 secs	T. Boutsen
1 Hull 20.439 sets	(Benetton-Cos V8)
36	1 min 20.486 secs
A. Caffi	
(BMS Dallara-Cos V8)	27
1 min 20.781 secs	M. Alboreto
	(Ferrari V6t/c)
2	1 min 20.844 secs
S. Nakajima	23
(Lotus-Honda V6t/c)	P. Martini
1 min 20.852 secs	(Minardi-Cos V8)
20	1 min 21.133 secs
22	
A. de Cesaris	14
(Rial-Cos V8) 1 min 21.164 secs	P. Streiff
1 mm 21.104 secs	(AGS-Cos V8)
3	1 min 21.262 secs
J. Palmer	
(Tyrrell-Cos V8)	18
1 min 21.307 secs	E. Cheever
	(Arrows-BMW 4cyl t/c)
15	1 min 21.393 secs
M. Gugelmin	33*
(March-Judd V8)	S. Modena
1 min 21.554 secs	(EuroBrun-Cos V8)
The state of the s	1 min 21.856 secs
24	- IIIII - LIIVIV della
L. Perez Sala	26
(Minardi-Cos V8) 1 min 21.893 secs	S. Johansson
1 mm 21.093 secs	(Ligier-Judd V8)
25	1 min 21.988 secs
R. Arnoux	
(Ligier-Judd V8)	30
1 min 22.028 secs	P. Alliott
And the second second	(Lola-Cos V8)
32	1 min 22.211 secs
O. Larrauri	THE RESERVE
(EuroBrun-Cos V8)	P Chinana
1 min 22.213 secs	P. Ghinzani
	(Zakspeed 4cyl t/c) 1 min 22,348 secs
*Started from back of mid	
*Started from back of grid	
Did not qualify:	
31 G. Tarquini (Coloni)	1 min 22 393 sere
4 J. Bailey (Tyrrell) 1	
29 P-H. Raphanel (Lola	1) 1 min 22.733 secs
10 D C	eed) 1 min 23.025 secs

1988 WORLI	CHAMPIONSHIP
DRIVERS	CONSTRUCTORS
1 Senna	1 McLaren-Honda 199 2 Ferrari 65 3 Benetton-DFR 46 4 Lotus-Honda 21 5 Williams-Judd 26 Arrows-BMW 20 March-Judd 26 8 Tyrrell-DFZ 5 9 Rial-DFZ 10 Minardi-DFZ

	LAI	TIMES	A PERSONAL PROPERTY.	No. of the last of
		Qualifying Friday	Qualifying	Rest Race Lat
1 N Piquet	Lotus 100T	1 20 477	1.19.535	1.21 502
2 S. Nakajima	Lotus 100T	1.21.542	1.20.852	1.23.500
3 J Palmer	Turrell 017	1 21 959	1 21 307	1 24 726
4 J Bailey	Tyrrell 017Williams FW12	1.23.530	1.22.529	
5 N. Mansell	Williams FW12	1 19 427	1.19.508	1.21.71
6 R Patrose	Williams FW12	1 19 925	1.19.998	1.21.94
9 P. Ghinzani	Zakspeed ZK881	1 22 348	1.22.271	1 26 100
0 B. Schneider	Zakspeed ZK881	1 24 221	1.23.025	DNO
1 A. Prost	McLaren MP4/4	1.18.179	1.17.880	1.21.21
2 A. Senna	McLaren MP4/4	1 18 332	1.17.748	1.21.66
4 P. Streiff	AGS JH23	1.22.170	1.21.262	1.22.28
E M C. Inch	Manual 001	1 01 071	191554	1 02 70
6 L Capelli	March 881 Arrows A10B Arrows A10B Benetton B188 Benetton B188	1 21 136	1.20.459	1.21.52
7 D. Warwick	Arrows A10B	1.20.086	1.20.495	1.24.06
8 E. Cheever	Arrows A10B	1.21.393	1.21.514	1.23.52
19 A. Nannini	Benetton B188	1.20.331	1.20.182	1.22.46
20 T. Boutsen	Benetton B188	1 21 114	1.20.486	1.21.79
21 N. Larini	Osella FA1I			did not pre-qualif
22 A. de Cesaris	Osella FA1LRial ARC1	1.21.944	1.21.164	1.21.67
23 P. Martini	Minardi M188	1.21.905	1.21.133	1.22.88
24 L. Perez Sala	Minardi M188	1 23 022	1.21.893	1.23.19
5 R Arnoux	Linier JS31	1 23 547	1.22.028	1.25.09
26 S. Johansson	Ligier JS31	1 23 417	1.21.988	1.22 43
7 M. Alboreto	Ferrari	1 20 844	1.20.964	no tim
28 G Rerger	Ferrari	1 20 019	1.19.517	1.21.90
29 P-H. Raphanel	Lola LC88	1 23 393	1.22.733	DNO
30 P. Alliot	Lola LC88	1.22.420	1.22.211	1.22 50
31 G. Tarquini	Coloni CF188	1.23.650	1.22.393	DNO
32 O. Larrauri	EuroBrun ER188	1 23 413	1.22.213	1.24.77
33 S. Modena	EuroBrun ER188	1.21.972	1.21.856.	1.22 93
36 A. Caffi	BMS Dallara F188	1 20 781	1.20.881	1 23 84

ADELAIDE 3.780km

Australian Grand Prix, Adelaide, November 13 82 laps of 3.780km circuit (309.960km/192.600 miles)				
Pos	Driver	Car/Engine	Time	
lat	Alain Prost	McLaren MP4/4-Honda V6t/c	1b53m14 676s	
2nd	Aurton Senna	McLaren MP4/4-Honda V6t/c	1b53m51 463s	
3rd	Nelson Piquet	Lotus 100T-Honda V6t/c	1b54m02 222s	
4th	Riccardo Patrese	Williams FW12-Judd V8	1h54m34.764s	
5th	Thierry Boutsen	Benetton B188-Cosworth V8 DFR		
6th	Ivan Capelli	March 881-Judd V8	Hap behind	
7th	Pierluigi Martini	March 881-Judd V8 Minardi M188-Cosworth V8 DFZ	2lapsbehind	
8th	Andrea de Cesaris	Rial ARC1-Cosworth V8DFZ	5 laps behind	
9th	Stefan Johansson	Ligier JS31-Judd V8		
10th	Philippe Alliot	Lola LC88-Cosworth V8DFZ	7 laps behind	
11th	Philippe Streiff	AGSJH23-Cosworth V8DFZ	9 laps behind	
12th	Piercarlo Ghinzani	ZakspeedZK881-Zakspeed4cylt/c	retired on lap 70	
13th	Nigel Mansell	Williams FW12-Judd V8	retired on lap 66	
14th	Alessandro Nannini	Benetton B188-Cosworth V8DFR	retired on lap 64	
15th	Stefano Modena	EuroBrun ER88-Cosworth V8 DFZ	retired on lap 64	
16th	Derek Warwick	Arrows A10B-BMW 4cylt/c	retired on lap 53	
17th	Eddie Cheever	Arrows A10B-BMW 4cylt/c	retired on lap 52	
18th	Mauricio Gugelmin	March 881-Judd V8	retired on lap 47	
19th	Satoru Nakajima	Lotus 100T-Honda V6t/c	retired on lap 46	
20th	Luis Perez Sala	Minardi M188-Cosworth V8DFZ	retired on lap 42	
21st	Alex Caffi	BMS Dallara F188-Cosworth V8 DFZ	retired on lap 33	
22nd	Gerhard Berger	Ferrari F1/87-88C-Ferrari V6t/c	retired on lap 26	
23rd	René Arnoux	LigierJS31-JuddV8	retired on lap 25	
Z4th	Jonathan Palmer	Tyrrell017-CosworthV8DFZ	retired on lap 17	
25th	Oscar Larrauri	EuroBrun ER88-Cosworth V8 DFZ	retired on lap 13	
Zoth	Michele Alboreto	FerrariF1/87-88C-FerrariV6t/c	retiredonlap1	
	Fastest Lap: A. Pr	ost 1m21.216 secs on lap 59; 167.553 kph (104.112 m	ph).	
Winner's Average Speed: 164.225kph (102.044mph). Conditions: Overcast.				

RESULTS

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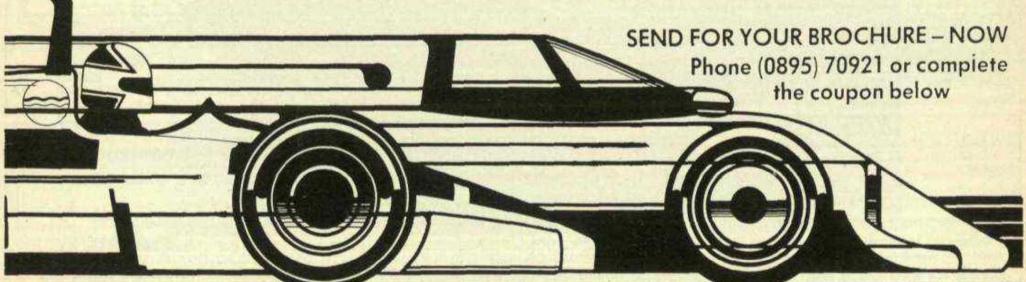
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HUNGARIAN GP — August 13

AUSTRIAN GP — August 20 BELGIAN GP — August 28

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ugust 13 LE MANS F3000 — September 24
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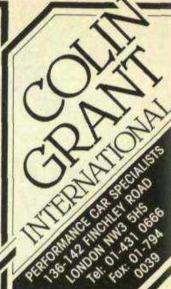


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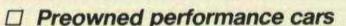


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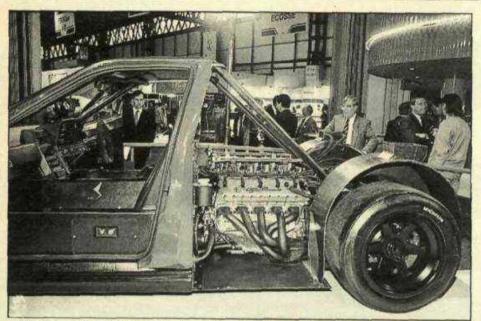
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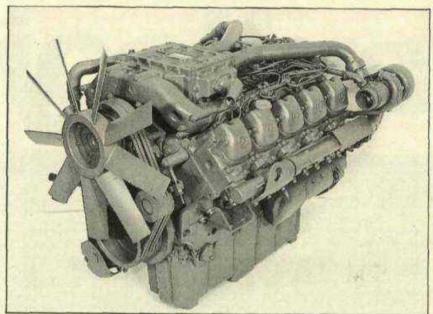
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## **FORMULA ONE**





Alfa Romeo's 72° V10, displayed in a 164 Procar (left) but now destined for sports-car competition, is the standard-bearer for a new generation of engines fostered by FISA's 3½-litre formula. But it is far from novel: Mercedes-Benz, for example, uses an 18.3-litre V10 diesel (right) in its trucks.

# Engines à la Mode

only with the adoption of the normally-aspirated 3½-litre formula for Grand Prix and sports-car racing have manufacturers appeared to appreciate the viability of ten-cylinder competition engines, Alfa Romeo and Honda currently testing 72° V10s and Renault a 67° version for use in 1989.

But more than ten years ago, in Motortechnische Zeitschift, Dipl Ing Fritz Indra of Audi wrote that the V10 seemed the optimum design for the 3-litre capacity limit then current.

Using criteria such as volumetric efficiency, mechanical losses, weight, length, centre of gravity, intake and exhaust tuning, he compared a V10 to the Cosworth V8 and to the Ferrari and Matra V12s, and concluded that a V10 (especially one of 144° included angle) had more to offer. Unbalanced secondary forces were the V10's only obvious disadvantage; however, Indra believed these were of a tolerable order for a racing engine. In any case, the vibrations of a V10 were likely to be less destructive than those generated by a flat-crank V8 such as the Cosworth.

Historically, this out-of-balance factor has not inhibited engine designers from choosing the V10 configuration. For decades large diesels of this type have been used successfully for ship-propulsion and electrical-power generation. MAN and Burmeister & Wain, for example, manufacture huge V10 diesels (520mm bore x 550mm stroke), whose pistons are as large as a complete Grand Prix engine. Though these V10s may weigh 130 tons or more, and are capable of producing 10,550 bhp, they do not tear themselves or their mountings apart.

More frequently one finds V10 engines in big lorries. MAN and Mercedes-Benz, for instance, use 18.3-litre (128mm x 142mm) V10 diesels (capable of developing over 460

Like the shape of our shoes and the cut of our clothes, engine design is subject to fashion. After years of "conventional" straight fours, V6s, V8s and V12s, the Grand Prix world is rushing to develop engines of unusual design. V10s and broad-arrow 12-cylinder power-units are now all the rage. But historian David Hebb argues that such apparently novel configurations have many precedents.

bhp) to power some of the juggernauts they make. Part of the attraction is economic: these engines form part of a series of V6, V8, V10 and V12 motors which share components and can be machined on a common productionline.

Furthermore, for years thousands of armoured vehicles and tanks have been powered by V10 engines. One tank engine used by several armies is the 37.4-litre (165mm x 175mm) 950 bhp four-stroke diesel made by MTU. But the outstanding example in this field is the Mitsubishi 10ZG diesel which powers the new Japanese Type 88 tank. Like the MTU, this 21.5-litre V10 directinjected diesel is also turbo-supercharged and intercooled, but it is of two-stroke design and develops 1500 bhp, or an astonishing 70 bhp

per litre! It might also come as a shock to the Grand Prix world to learn that Porsche has already

designed, built and tested dozens of V10 engines. All this, however, was done over 45 years ago.

An air-cooled petrol motor of 11.6-litres, the Porsche V10 was one of the first of this configuration to be manufactured. It was oversquare (115mm x 110m) with alloy heads and hemispheric combustion chambers: the intake valves were 56mm in diameter and angled 45° off-centre, as were the 39mm exhaust valves.

Both valves were operated by a single camshaft placed in the V and transmitting lift to the valves through pushrods and rockerarms. The exhaust pushrods were located at an angle between the adjacent cylinders, and the intake valves opened by reverse-action rocker-arms much in the manner that had been proposed by Georges Roesch in 1924 and subsequently used by Chrysler, Peugeot, Daimler and Humber.

As well as V10s, other engines of unusual design have been proposed for the new 3.5-litre formula. Two small continental firms, Motors Guy Negre and Life, have shown or announced plans to build "W" or "broad arrow" 12-cylinder engines. Engines of this configuration consist of three banks of cylinders usually placed 45° or 60° apart. The French MGN engine reportedly weighs only 105kg (232lb) and is expected to produce over 650 bhp at 12,500 rpm.

Though the MGN motor appears unusual,

"It might come as a shock to the Grand Prix world to learn that Porsche has already designed, tested and built dozens of V10 engines"

# **Engine Design Trends** — part one

the "W" configuration has a long tradition. CRM, an Italian engine manufacturer of industrial engines, has for years produced high-speed W18 diesels mainly for marine use, such as those which power Azimut, the Atlantic record challenger. Because of its exceptional lightness, compactness, and fuel-economy, this engine has also been recently selected to power an airship for the US Navy.

"The W12 configuration has been proposed several times in the past for use in Grand Prix cars"

Nor is the use of W-configuration engines

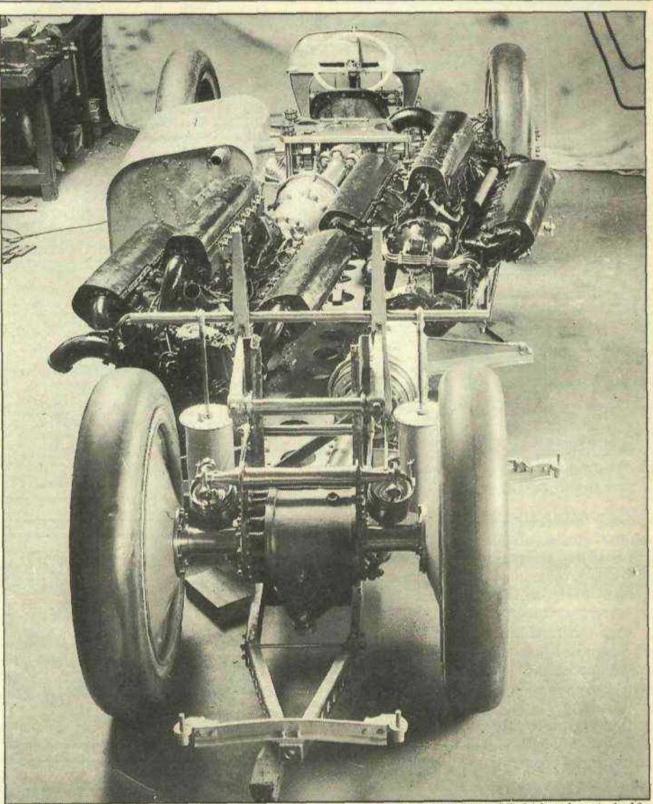
in aircraft new. In the inter-war period it was all the fashion with aero-engine manufacturers: Napier in England built the highly-successful Lion (two of which were adapted to power John Cobb's Land Speed Record car); in France, Lorraine-Dietrich offered a W12 and Farman inverted "W" (M?) 18 engines; while in Italy, Isotta-Fraschini manufactured the 1500 hp W18 Asso L, a petrol forerunner of the CRM diesel.

Furthermore, this configuration has been proposed several times in the past for use in Grand Prix cars. At the end of the 1930s, Ferdinand Porsche examined the merits of an unblown W18 engine of 4.5-litres, estimating that a W18 would produce 305 bhp, or slightly more than was then available from any of the 1.5-litre supercharged engines.

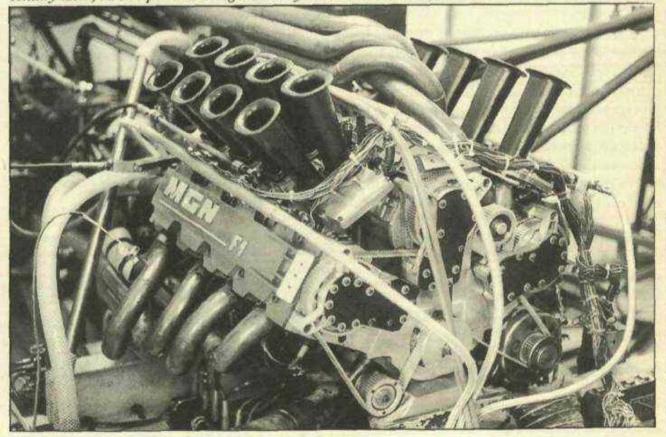
About thirty years later, Ferrari took up the "broad arrow" idea. At the behest of engineer Franco Rocchi, the Maranello firm built an experimental three-cylinder "W" engine (P3C) to test components for an 18-cylinder W engine of 3-litres. When regulations limiting engines to a maximum of 12 cylinders were introduced, this design was dropped. Soon after, Rocchi left Ferrari, but he is now technical director at Life, a small Italian firm with plans to produce a W12 with 60° between the cylinder-banks.

This engine is similar to one proposed in England ten years ago by the late Harry Mundy, who schemed a 3-litre W12 which he believed would be superior to the Cosworth, Ferrari and Matra "V" cylinder designs then dominating Grand Prix racing. With an intended weight of only 325lb, Mundy's "Trident" was light but, more significantly, it was only 20in long, about 25% shorter than the new V10s.

From several criteria this configuration seems attractive: the block and crankshaft can be exceptionally short and stiff, few bearings are required and hence friction losses will be slight, firing pulses are equal and balance is superior to a V8. Additionally, since the exhaust-system consists of three four-cylinder groups, abundant knowledge about

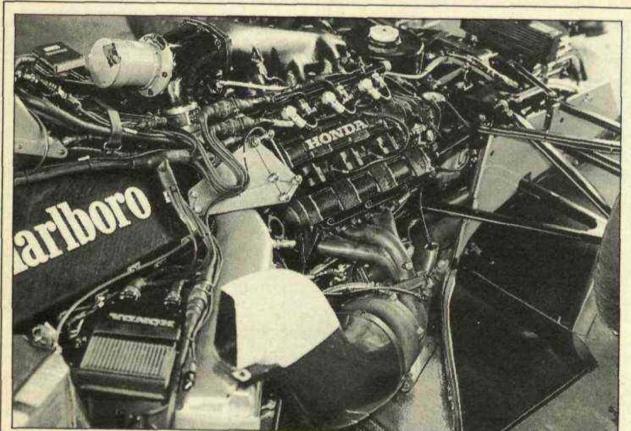


A pair of "W"-configuration Napier Lion engines powered John Cobb's LSR bids (above); half a century later, MGN plans to bring this 12-cylinder unit into F1 (below).



# **FORMULA ONE**

# **Engine Design Trends**



Engine-design fashion reflects changing chassis-design parameters: in the turbo era, compact V6s allowed cleaner airflow via ground-effect channels through rear suspension.

tuning is available. This latter feature may assume greater importance as designers follow the lead of motorcycle engine designers and start to configure and throttle exhaust systems to increase and broaden power-curves.

From this brief historical survey, one can see that, even in a state-of-the-art field such as Grand Prix engine design, there is very little that is truly new and that changes in design are often matters of fashion, many of which occur cyclically. However, these changes in design fashion do not come out of the blue; behind them are many factors, some of which are real and substantial, while others just reflect swings in style or even misunderstanding. For example, inlet tracts between the cams come and go almost as frequently as skirts rise and fall.

A more recent example of fashionable change is the choice of an 80° included angle for V-type engines; there is no engineering principle embodied in the choice of this angle. Honda adopted it initially just to make a 90° V6 design narrower, to fit a particular chassis. Since the Honda was successful, others have followed the fashion.

Frequently, apparent changes in fashion are really imitations of a successful design practice in other fields. The employment of "straight-eights", a type favoured by designers in the early 1920s, owed much to aero-engine developments. Duesenburg set the fashion, having been attracted to this configuration as a result of its experience in developing and manufacturing the Bugatti U16 during the Great War. On other occasions, changes in fashion derive from engineering theory or assumptions about racing conditions. The fashion for two valves per cylinder in the 1950s and early 60s drew

"Even in a state-of-the-art field such as Grand Prix engine design, there is very little that is truly new, and changes are often matters of fashion, many of which occur cyclically" heavily, if not always accurately, on theories about gas flow and the overriding importance of this factor in producing power.

At times, though, changes in design fashion reflect perceptions of the changing importance of other factors. In the last few years, for example, the application of aerodynamics has dominated racing-car design. Engine-power became relatively less important to the speed potential of a vehicle than the downforce which aerodynamic features could produce. Consequently, Formula One designers have preferred V6s of 80° and 90° because their compactness made it possible for air to flow more easily over wings or through ground-effect channels, thereby increasing downforce and ultimately speed.

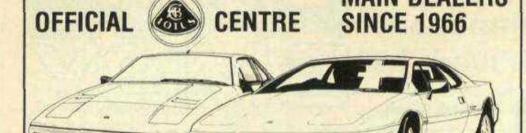
With the introduction of turbo-supercharging, Formula One car design was altered substantially. In the past designers struggled to produce engines with enough power to exploit chassis and tyres. But suddenly with turbos, horsepower was relatively plentiful. Simply by turning up the boost and pumping more air and fuel through an engine, a designer could get power, excessive amounts of power: 1000 bhp or more.

For the first time ever, racing drivers no longer called for more power; some even whispered that there was now too much. Indeed, the experience of the Arrows-BMW cars suggests that this surfeit of turbo-power was detrimental. Running on reduced boost this year, these cars are considerably faster and more reliable than they were previously. The introduction of restrictive fuel and boost limits has brought designers back to the difficult job of trying to produce engines with the sort of power that turns a racing car into a winner.

(Part Two next month)



Arrows struggled to exploit the prodigious horsepower of BMW's four-cylinder turbo when boost was unlimited; now engine designers might struggle to develop enough power to exploit the chassis!



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328 GTS QV Metallic blue Chiaro with magnolia hide, navy blue leather dashboard, air conditioned, rear aerofoil, 16 inch rims Goodyear Eagle tyres, 8,900 miles.

328 GTS QV Red with magnolia hide, red carpets, air conditioned, rear aerofoil, 16 inch wheels, alarm, Goodyear Eagle tyres, radio-cassette, 6,750 miles.

328 GTS QV White with mid blue hide, navy blue carpets, air conditioned, rear aerofoil, 16 inch wheels, Pirelli P7 tyres, radio-cassette, 2,900 miles.

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328 GTS QV. Red with magnolia hide, red carpets, air conditioned, rear aerofoil, 16 inch wheels, Goodyear Eagle tyres, 13,100 miles. 1987 (E) AUG 1987 (D) JAN 1986 (D) OCT 1986 (C) FEB

1985 (C) APR 1983 (A) Eagle tyres, 13,100 miles. 386 GTS QV Red with tan hide, red carpets, air conditioned, rear aerofoli, radio/cassette, 35,500 miles. AUG 1988 (F) MONDIAL 3.2 CABRIBLET Red with magnolia hide and hood cover, red carpets, air conditioned. TRX wheels & tyres. A.B.S. radio/cassette. 2.250 miles.

MONDIAL QV CABRIBLET Metallic blue Chiaro with navy blue hood, navy blue hide, navy carpets, air conditioned. TRX wheels & tyres, one of only 24 right-hand drive care. 25.050 miles.

MONDIAL QV CABRIBLET Red with tan hide, tan carpets, air conditioned, black hood and hide hood cover. TRX wheels & tyres, radio/cassette. LEFT HAND DRIVE. 17.200 kilometres.

MONDIAL QV Red with magnolia hide, black carpets, air conditioned, dectric sunroof, TRX wheels & tyres, redocerately. 28.800 miles. AUG 1985 (8) JUNE 1985 (8) MAR

MAR 1983 (A) OCT 1984 (A) JAN 1986 (C) APR 1977 (Cn) JUN 1978 (S) APR 1978 (S) radio cassette, 26,800 miles. MONDIAL QV Red with magnotia hide, red carpets, air conditioned, electric sugroot, TRX wheels & tyres. 412 INJ AUTO Metallic blue Sera with magnolia hide, mod blue carpets, air conditioned, TRX wheels & tyres,

412 IN AUTO Metallic blue Sera with magnolia hide, root blue carpets, air conditioned, FRX wheels a tyres, A B S \_ stectine seats. 18,050 miles.

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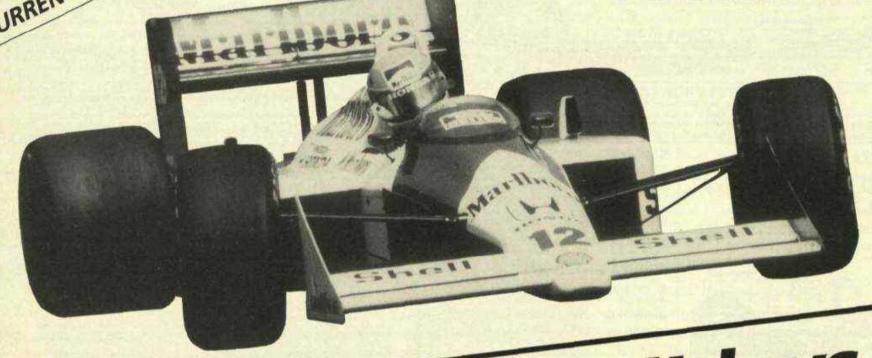
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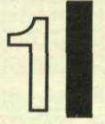
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## **RALLY REVIEW**



Italians have always been championship-conscious, and Lancia has crowned the nation's first World Rally Champion: Massimo Biasion.

# The All-Italian Job



Impressive from the start in Sanremo, Sainz and Ford could but delay the Lancia surge.

Michael Caine and Co will no doubt forgive us the comment that The Italian Job was a curious name for a film depicting British Minis and British characters, even if all the action did take place in Italy. Actually, the title was succinctly apt and we can do no better than to borrow and adapt it for this tale of a real triumphant Italian job.

The Italians have always been highly championship-conscious. Pots and prizes were never to be sneezed at, but they have always set much greater store by laurels, garlands, crowns and titles—especially titles! Emerging champion after a whole series of competitions attracts the ultimate accolade, which is far more exciting and glamorous than winning any of them separately. No little bits of spaghetti for the Italians: they go for the whole string!

When Swedes and Finns began to occupy regularly the winners' rostrums of the world's major rallies, Lancia and then Fiat joined other teams in snapping up the best of them. Munari apart, leading Italian drivers of the time, good as they were, did not quite have the

# Sanremo Rally

polished natural ability of the northerners and, although patriotism would have preferred Italian driving seats to be occupied by Italians, what was the point of having a winning car without a winning driver?

True, there have been wins by several Italian drivers, but it is largely to people such as Andersson, Lindberg, Källström, Lampinen, Waldegård, Salonen and Alén, not forgetting non-Scandinavians Darniche, Andruet and Röhrl, that Fiat and Lancia owe

their championship successes.

Invariably the celebrations have been jubilant and boisterous, but one thing has always been missing: an Italian driver as World Champion. Munari did win the FTA World Rally Trophy once, but in those days rallying was not sufficiently respectable in the eyes of the FIA to deserve the actual title of World Champion.

Nothing would approach the total satisfaction of a positive Grand Slam — victory by an Italian driver in an Italian car in World, European and Italian championships.

Finally, after years of trying, they achieved just that in 1989. At Sanremo in October, Massimo (Miki) Biasion scored his fifth outright win of the year and became the first Italian to be pronounced World Rally Champion since the title was created in 1979. What is more, Lancia won the makes' title and Dario Cerrato clinched the Italian Championship, also in a Lancia. From Sanremo to Turin, the rafters reverberated that night.

Since Lancia took over Peugeot's remarkable winning streak and continued with a Group A Delta after Group B cars were banned, the absence of any challenging opposition has given the Italian team field-day after field-day. It has romped home the victor almost wherever it has been, and so often has it filled more than one of the leading places that it has become accustomed to choosing its own winners by managerial manipulation.

Deciding which of its drivers should win is nothing new for Lancia; it happened in Stratos days, but never as blatantly as in the past few years, when team orders have become something of a joke. On the other hand, we can appreciate Lancia's situation, for there have been cases of one dominant car winning the makes' championship but (because victories have been spread between several drivers) the title in the drivers' series going to someone in another make of car who has scored a higher aggregate by consistent seconds and thirds. Ensuring that one driver picks up all the big points scores is a straight path to both world titles.

One especially artful move this year, at the time not recognised for its significance by most observers, was the withdrawal of Markku Alén from the Safari. Three cars had been entered, for Biasion, Preston and Alén, but the Finn was taken out because, it was said, the team would be better able to look after two cars than three.

Whether this was sincere will remain a



Lady driver Paola de Martini brought an Audi 90 Quattro into the top ten.

matter for conjecture, but it so happens that one of the rules of the World Championship states that no driver can become World Champion if he has not competed outside Europe . . . It also happens that Alén's only non-European rally of 1988 was to have been the Safari, so his absence from that rally effectively removed all his chances of becoming World Champion, no matter how many points he amassed within Europe. A coincidence? We wonder!

In Kenya, Biasion also got away with an indiscretion which should have resulted in his exclusion, and he owes a big favour to the official who chose to overlook his omission provided he took immediate steps to rectify it, which he did. At a rest-stop, he and his co-driver left for their hotel after inexplicably refusing to hand in their time card, and even novice competitors know that this is a cardinal sin.

It might be naive of us, in these devious times of hard bargaining, prodigious advertising and mammoth fees, to consider professional rallying as anything but a tool of big business, but we still feel that, despite huge support-operations by factories, the foundation of the sport prevails today - two people and a car out on their own, attempting to beat all others. Essentially, it is not a team sport, and to deliberately shrink from a clean fight is to border the fraudulent.

We certainly do not wish to steal Biasion's thunder, nor even to mute it, for he is a very capable driver, and a relaxed, affable chap at that. But even he must admit that not all his wins have been on merit. Undoubtedly he was Lancia's choice as number one candidate for the world title, and who can blame him for accepting tactical support from within his team to augment his own considerable driving talent?

Since the fine roads in the mountains behind Sanremo were all covered in tarmac some years ago, the organisers have gone far afield to seek dirt roads for their special stages. Regular visits have been made to Tuscany, sometimes even to San Marino, where the stages have been excellent, but the consequent long motorway distances have been cripplingly boring. There was also a time when the event, then held in February, was combined with the Sestrière Rally, but the format of a start at Sanremo and a finish in the snow of that ski-resort was not popular and was soon abandoned.

This year the route extended both to Tuscany and to the area around Turin in the north, so that it resembled a huge triangle with special stages clustered at its angles and motorway runs stretched along its sides. Stages made up 343 miles, road sections nearly 1300, and again the long road sections were unwelcome, whilst the traffic jams in and around the highly-populated city of Turin caused untold frustration.

To satisfy FISA, there was the usual mickey-mouse stage, absurdly christened "super-special" by Paris. This one, winding through flags and cones on the infield of an oval track, was particularly inappropriate as part of a World Championship rally. However, the real stages provided good competition. The mixture of tarmac and dirt (about 50:50) provided variety, and headaches for engineers who had to plan for suspension changes as cars moved from groups of one to groups of the other.

Naturally, Lancia was out in force, with five cars - two backed by Martini for Biasion and Alén, and three backed by the Jolly Club and Totip for Fiorio, Cerrato and Frenchman Yves Loubet. In opposition were three Ford Sierra Cosworths for Auriol, Blomqvist and Sainz, two 4WD Toyota Celicas for Kankkunen and Eriksson, and a BMW M3 for

Zanussi.

In the initial stages it seemed very likely that



Busy service and a quick bite to eat for Toyota's Kenneth Eriksson. Team-mate Kankkunen had earlier crashed while contesting the lead.

Kankkunen would repeat his Thousand Lakes performance and give Lancia a run for its money, but on the first stage of the second leg, after the first night-stop in Turin, he went off the road on a wet, downhill, left-hand bend, and over a steep edge.

Fortunately, trees held the Toyota back, and neither Kankkunen nor Piironen was injured, but the car was wrecked and they could not continue. Alas, when a Citroen went off later at the very same bend it was not restrained by the trees, and dropped into a ravine. Tragically, its French crew, Jean-Marc Dubois and Robert Moynies, were killed.

There were also several accidents involving spectators during the rally, for although there were flimsy plastic barriers at various places they were by no means enough to prevent watchers standing in highly dangerous places. Fortunately, no spectators were killed, but there were some pretty serious injuries.

Another to drive impressively at the start was Sainz, using both the power and the handling of his Sierra to good effect on the tarmac roads. At the end of the first leg he was third, behind Cerrato and Kankkunen, whilst Biasion, Fiorio, Auriol and Alén followed in that order. Auriol eventually retired when his Sierra slid off a wet road, emulating Loubet who did the same thing in his Delta. Zanussi

stopped when his BMW M3's gearbox let him down.

As the rally progressed southwards to Tuscany, then westwards back to Sanremo, where the final leg of five stages was held on the tarmac roads of the nearby mountains, a quartet of Lancias emerged at the head of the field. After earlier troubles, Alén moved up to second place, only about a minute behind Biasion and followed by Fiorio and Cerrato.

Fiorio was very lucky indeed to stay among the leaders, for his clutch began to pack up, but not the electrical operating mechanism with which the Lancias were fitted for the first time. He either had to stop to have it changed, bringing certain road penalties, or risk total failure in the next stage which was not far away.

By sheer coincidence, that next stage was cancelled due to the absence of an ambulance (there had to be one at the start and one at the finish) and Fiorio was able to have his clutch fixed without losing road time. Strange that several other stages went ahead without the required ambulances!

For the final leg it was thought that Lancia would instruct its drivers to keep their positions, but after the third of the five stages Alén was down in fourth place again. It was said that he had chosen the wrong tyres, but on dry tarmac this did not seem reasonable.

Later, the explanation of rear brake trouble was offered.

On the next stage, Cerrato lost a minute, allowing Alén to move back up to third place, and even if team orders had not previously been issued, they certainly were after this incident. Cerrato was certain of his Italian national title whether he took third or fourth place, but his team wanted him to gain a FISA Group One seeding, and for this he needed at least third place.

The result was a deliberately slow time by Alén on the final stage, which put him back to fourth place and gave Cerrato the seeding both he and his team wanted, ensuring a startnumber among the leading group in future rallies.

For Lancia team boss Cesare Fiorio it was the ideal result. Biasion had won, Fiorio's own son had finished second, Cerrato got his third place and the Italian Championship, and Alén made up the quartet of Lancias, ahead of Sainz whose Sierra was the best placed two-wheel-drive car. What is more, Fabrizio Tabaton had already settled the European Championship in Cyprus, so it was an all-round Italian triumph.

Only the RAC Rally remained and, as has often been the case, when this final qualifier got underway championship points would no longer be anyone's chief priority.

GP

During October 10-12, FISA held its annual general meeting in Paris. Formerly called the Annual Plenary Conference, it now has the title General Assembly and World Council, but AGM is much simpler.

World Championship rallies were reduced in number from 13 to 12 for 1989 (the Olympus Rally being axed) but there is a possibility that one will be added: the Australia Rally which was being held for the first time this November. The number of events in the Makes Championship has been reduced, for the Swedish Rally has joined New Zealand and the Ivory Coast in the list for the Drivers' Championship only, leaving the Makes Championship without a real snow rally, which is a shameful omission.

The Safari has been given a Saturday start-date, which, as it will then run on until the Wednesday after Easter, will create untold problems for the organisers who rely on volunteers using their holiday to man the controls. This has happened before, FISA insisting on a minimum period between qualifying events. What difference will two days make? It seems that FISA cares more about enforcing its regulations than helping organisers run their events as efficiently and smoothly as possible. On the previous occasion the start was switched at the last moment back to the traditional Thursday. Hopefully, this will happen in 1989, although an earlier announcement would be better for all concerned.

It is ludicrous that a committee in Paris is allowed to dictate bombastic and obstructive rules which create difficulties for people striving to produce honest-to-goodness rallies in other continents — quite the opposite of what FISA is supposed to do for the sport.

At the time of writing, nine of the twelve rallies are in the Makes Championship, but if the Western Australia event is added, the figures will be increased to ten and thirteen respectively.

#### 1989 WORLD RALLY

CHAMPIONS	HIP
Swedish Rally (D)	Jan5-Jan8
Monte Carlo Rally (D&M)	Jan 20-Jan 27
Portuguese Rally (D&M)	Feb 28-Mar 3
Safari Rally (D&M)	
Tour of Corsica (D&M)	
Acropolis Rally (D&M)	
New Zealand Rally (D)	
	Aug 2-Aug 6
Thousand Lakes Rally (D&M)	
Ivory Coast Rally (D)	
	Oct8-Oct14
RACRally(D&M)	Nov 19-Nov 23
D = Drivers' Champion	
M = Manufacturers' Chang	

In the European Championship, some opportunity for sensible planning was given to competitors at the start of this year when the four-coefficient system was changed from 4-3-2-1 to 20-3-2-1, thus making it quite clear which events were essential for those intending to go for the title. But that has now been changed again to 20-10-5-2. Eleven events will

# The Paris Register

have coefficient 20, nine coefficient 10, twenty coefficient 5 and seven coefficient 2.

The Paris-Dakar Rally came under fire at the AGM, following the organisers' decision last January to allow Ari Vatanen to continue in the event after he turned up at a morning restart beyond his maximum lateness when his car had been mysteriously stolen from the overnight closed park. FISA later insisted that rally-leader Vatanen be excluded, saying that the organisers had no right to change their own regulations.

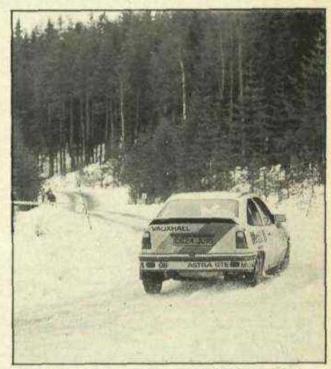
FISA directed the organising Thierry Sabine Organisation to supply, by November 1 at the latest, a complete list of officials (who must be licensed by the French Automobile Sport Federation and approved by FISA), a detailed safety plan and a bank deposit of 600,000 Francs, the amount of the fine imposed by FISA in June for the January transgression. If these requirements are not met, the Paris-Dakar Rally will be struck off the calendar and all licensed competitors and officials banned from taking part. And they call it sport!

These long distance endurance events met a real demand, for they provided an escape from the burden of the ponderous regulations governing other rallies, but FISA has assumed the right to create a string of rules even for these.

The latest under consideration include the establishment of a FISA list of graded drivers for long, overland rallies, and the creation of "Bajas and Sprints" within such marathons. Have you ever heard of anything more ridiculous than having, say, a two-mile mickey-mouse stage in a weeks-long slog spanning not counties but continents? Ah, but it may be that some kind of marathon championship is planned by FISA, in which case the contents of the next paragraph might offer an insidious explanation:

"In order to be part of an FIA championship, promoters must recognise that the FIA is entitled to exercise its rights over all its championships, present or future." It sounds almost reasonable, until you realise how sweeping it is. The title of the paragraph gives the game away: "Ownership of Television Rights". Speaks volumes, doesn't it?

From January 1, 1990, all supercharged engines in rally cars must be fitted with 40mm air-restrictors positioned about 50mm (to be decided by FISA) from 'the compressor blades. Unblown engines having two valves per cylinder will be limited to 3000cc and those having more than two valves per



Swedish snow — a shameful Makes omission.

cylinder to 2500cc. We wonder what will happen if Wartburg produces a 4-litre engine; its power-units don't have any valves at all!

It seems that in future an international competition licence will not be identification enough for drivers and entrants. All are to be issued with a document called an International Sporting Passport, bearing details of past records, including any decisions by officials—a kind of combination biography and criminal record!

Perhaps the most unjustifiable action of all at the FISA AGM was the removal from the Rally Committee of its Finnish delegate. Not all countries are represented on that committee, but Finland has provided drivers who collectively have been more successful in World Championship rallies than the rest of the world's drivers put together. The country also runs what is easily the best-organised rally in the World Championship, and has an outstandingly better claim to be represented on this committee than any other country.

Could it be that the delegate from Finland was too forthright? Was he unbending and immune to the scheming pressures of intrigue? Was he unresponsive when he was expected to conform? Did he fail to toe the Jean-Marie Balestre political line? All these are the marks of integrity, a quality perhaps not appreciated in the corridors of 8 Place de la Concorde.

The ending of Finland's representation on the FISA Rally Committee is not only scandalous and illogical but downright disgraceful. GP

#### **WORLD RALLY CHAMPIONSHIP**

Round 12 for Drivers and Round 10 for Manufacturers, Sanremo Rally of Italy, October 10-14

#### **TOP 20 STARTERS**

	Biasion/Siviero	Lancia Delta HF Integrale
2	Kankkunen/Piironen	Toyota Celica GT-Four
3	Fiorio/Pirollo	Lancia Delta HF Integrale
4	Auriol/Occelli	Ford Sierra RS Cosworth
5	Alén/Kivimaki	Lancia Delta HF Integrale
6	Blomgvist/Melander	Ford Sierra RS Cosworth
7	Cerrato/Cerri	Lancia Delta HF Integrale
8	Eriksson/Diekmann	Tovota Celia GT-Four
9	Loubet/Vieu	Lancia Delta HF Integrale
10	Recalde/Del Buono	Lancia Delta HF Integrale
11	Sainz/Moya	FordSierraRSCosworth
12	Zanussi/Amati	BMW M3
14	Bossini/Pasotti	Lancia Delta HF Integrale
15	Alessandrini/Alessandrini.	Lancia Delta HF Integrale
16	Cunico/Sghedoni	FordSierraRSCosworth
	Van de Wauwer/Manset	FordSierraRSCosworth
19	Gaban/Lux	Mazda 323 Turbo 4×4
20	Del Zoppo/Scalvini	Lancia Delta HF Integrale
	Trelles/DiBello	Mazda 323 Turbo 4×4

#### RESULTS

	BLOC	AL A ST	
Is	Massimo Biasion (I)/Tiziano Siviero (I)		A 6h06m41s
2md	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta Integrale	A (30s) 6h07m34s
		Lancia Delta Integrale	
4th	Markku Alën (SF)/Ilkka Kivimäki (SF)	Lancia Delta Integrale	A 6h08m55s
5th	Carlos Sainz (E)/Luis Mova (E)	Ford Sierra RS Cosworth	A 6h12m59s
6th	Kenneth Eriksson (S)/Peter Diekmann (D)	Toyota Celica GT-Four	A(5m 30s) 6h16m36s
741		Ford Sierra RS Cosworth	
8th	Raimund Baumschlager (A) Andreas Wolf (A)	Volkswagen Golf GTi 16v	A 6h36m20s
9th	Paola de Martini (1)/Umberta Gibellini (1)	Audi 90 Quattro	A 6h37m07s
10tl	Paolo & Alessandro Alessandrini (1)	Lancia Delta Integrale	A (3m 30s) 6h37m15s
	Figures in brackets de	note road penalties.	
	126 starters:		

Group A Overall and Over 2000cc: Biaston/Siviero; 1600-2000cc: Raimund Baumschlager/
Andreas Wolf (VW Golf GTi 16v); 1300-1600cc: Piero Becucci/Lorenzo Fusi (Alfa Romeo 33):
1150-1300cc: Massimo Ercolani/Gilles Thimonier (Citroen AX Sport); 1000-1150cc: Ugo
Ameglio/Giampaolo Annibale (Fiat Abarth A112); Up to 1000cc: no starters.
Group N Overall: Andreas Aghini/Sauro Farnocchia (Peugeot 309GTi)

Drivers' Championship (after 12 of 13 Rounds): 1. Massimo Biasion (I) 115; 2. Alessandro Fiorio (I) 76; 3. Markku Alén (SF) 66; 4. Stig Blomqvist (S) 35; 5. Bruno Saby (F) and Didier Auriol (F) 32; 7. Mikael Ericsson (S) 30; 8. Yves Loubet (F) and Jorge Recalde (RA) 27; 10. Kenneth Eriksson (S) and Carlos Sainz (E) 22; 12. Rudolf Stohl (A) 21; 13. Josef Haider (A) and Alain Ambrosino (CI) 20; 15. Timo Salonen (SF) 18; 16. Pascal Gaban (B) 16. (86 drivers have scored points)

Manufacturers' Championship (after 10 of 11 Rounds): 1. Lancia 140 (maximum); 2. Ford 71; 3. Audi 63; 4. Mazda 49; 5. Renault and Toyota 32; 7. BMW 25; 8. Nissan 23; 9. Subaru 18; 10. Peugeot and Volkswagen 14; 12. Opel 11; 13. Suzuki 9; 14. Mitsubishi 7; 15. Vauxhall and Alfa Romeo 4; 17. Fiat 2.



Local hero - new champion Biasion in Sanremo.



After yet another runner-up spot, Fiorio remained second in the World Championship.



Didier Auriol, being courted by Lancia for 1989, crashed his Sierra out of Sanremo.



Early leader - Sainz impressed for Ford.

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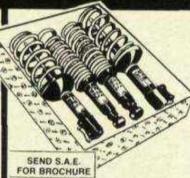
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Fearsome though it might appear, Alan Docking's Group A Commodore handles well in Silverstone's fast corners and soon inspires confidence.

When Alan Docking's team decided to compete in the British Touring Car Championship in 1987 it set itself a challenge. The ubiquitous Ford Sierra Cosworth and Rover Vitesse were the most obvious choices to run, but instead Docking plumped for an ex-Allan Grice Holden Commodore VL.

Initially it seemed a sound choice. At its first race, at Oulton Park (where it was very much at home), Mike O'Brien firmly put the car on pole, though the possibility of a golden debut ended when it was sidelined early in the event with a sick engine.

There followed a number of mixed results, including a fine win at Snetterton, but the last few events were spoiled when the Holden would not run cleanly because of carburettor problems, and a spate of cracked cylinderheads caused it to overheat persistently.

Although O'Brien qualified seventh for the first race of 1988 at Silverstone, less than a second from Andy Rouse's pole-time in a Sierra Cosworth, the Holden, now fully backed by Autoglass, was badly affected by new regulations.

The team had benefited from up-to-theminute tyre technology in 1987, using 12in tyres as used in Group C, but the new rules necessitated a change to smaller wheels. The team therefore had to resort to 10in covers, but there had been little development carried out on running such small tyres on cars of the Holden's weight. A change in the minimum weight allowed also forced it to run with 15kg of ballast.

After months of delay, the long-expected evolution package was finally homologated on August 1, including new front and rear

## Pastures New!



Regular driver Mike O'Brien briefs WPK prior to his run.

bumpers and spoilers, tail boot and spoiler, side skirts, door panels and engine scoop. Carburettors were replaced by Bosch fuelinjection, heads had been reworked, the two bolt mains of the crank was now doubled to four, and there was a new engine-management system. But question-marks remained

over whether the car really was good enough in the first instance to compete with the Sierra Cosworths. The carburettored version of the Commodore had bags of torque low down, but while the fuel-injection gave it more top-end power, torque was not as much improved as it should have been. Peak power and peak

### Holden Commodore VL



Unusual for a racing car and belying the functional cockpit, the Holden boasts power-steering.

torque were also too close together.

The new spec Commodore made its debut at Brands Hatch for round ten of the British Championship in August, and although O'Brien found an improvement of 2.2 seconds a lap, he was only one place further up the grid, such had been the pace of his rivals progress. What the car lacked was a thorough testing and development programme, which the privateer Docking team was not in a position to undertake. The situation was further aggravated from Docking's point of view by the fact that General Motors and Holden were indifferent to the car's presence in the British series. Even the little help received from Vauxhall caused a fuss within GM.

The attraction of the car for the outsider, spectator and television director was that it was refreshingly different from all those Sierras, its looks and V8 sound bringing to mind the Camaros which used to contest Group 2 in the early 1970s. When invited to try it on Silverstone's Club circuit, it was an opportunity I was not going to waste.

Even when sitting in the garage the Holden has a presence, the Autoglass livery on its plain white bodywork looking most attractive. Once seated, the driver is confronted by five important dials: the tachometer, redlined at 7000 rpm, is flanked on the left by water-temperature and fuel-pressure gauges, and on the right by oil-temperature and oil-pressure displays. On the central console, the voltmeter is located above the transmission and differential temperature gauges. Two switches to the right of the dials are fuel pumps, with two others for the transmission and differential. As was to be expected, the interior is spartan, all interior trimmings having been removed except for the driver's

seat with its six-point safety-belt and a special passenger seat.

With a Getrag 'box, first gear is dog-leg left and down, while the four remaining gears are in the usual H-pattern. Once the engine is started, it is necessary to blip the throttle to keep it turning, and then raise the revs before dropping the clutch.

Fortunately, track conditions were very much in my favour, the wet surface of the previous hour having dried out under the Silverstone wind and bright blue sky. Treating the car with respect until I got used to it, I worked my way up to third gear and approached the sharp right-hander at Becketts on the short circuit. O'Brien had suggested second gear, so I duly changed down and then floored it up the long straight, quickly reaching fifth gear at 6500 rpm. Speeding underneath the bridge for the first time, I began to brake and change down, wary of the still slightly damp Woodcote.

Charging up the pit-straight and into Copse for the first time at speed, I could not remember whether O'Brien had advised third or fourth. I tried the lower gear, but found I had made a wrong choice. Slingshotting through Maggotts, I approached Becketts again and, feeling that I was still not going quickly enough, disregarded all advice and left my braking and gear-shifting perilously late. I only just made it around.

But my confidence was growing. The Commodore was a delight to drive, and I soon felt secure enough to really have a go, taking it right up to the 7000 rpm red-line. Given that it was about the heaviest car I have driven on the track, I was always conscious of the heavy braking required, but that was my only uncertainty. A quick glance at the dials every lap showed all was well, and I was allowed to

circulate for lap after lap.

However, confidence soon became overconfidence. As I sped through Copse for the umpteenth time I knew I was going too quickly. Already I was tending to use the rumble strip on the outside, and this time I was on the very edge. I was able to hold it there without putting any of the tyres on the slippery grass but, pleased with myself for keeping control, I then made the mistake of accelerating too quickly out of the corner. The surge of power slightly wagged the tail to the left, which caused the nearside rear wheel to hit the grass.

Instant lack of grip spun me round across the track and onto the wide expanse of grass on the infield, much as Alboreto had done during the British Grand Prix! Unfortunately I was unable to perform a full pirouette as the Italian ace had done, and desperately noticed the armco nearing the car; but a highly embarrassing incident was averted when the car manouevred itself to slide backwards, parallel with track and barrier, and roll itself to a halt in reverse. The only damage sustained was to the ground-hugging front spoiler which had partially detached itself as soon as I hit the grass.

My thanks must go to Alan Docking, Alan Longland and his team for providing the car and the track-time, to Mike O'Brien who had taken time off from his highly successful sports promotions company SpeedSport to be present, and to Mike Cornwell of Autoglass whose enthusiasm enabled the whole session to take place.

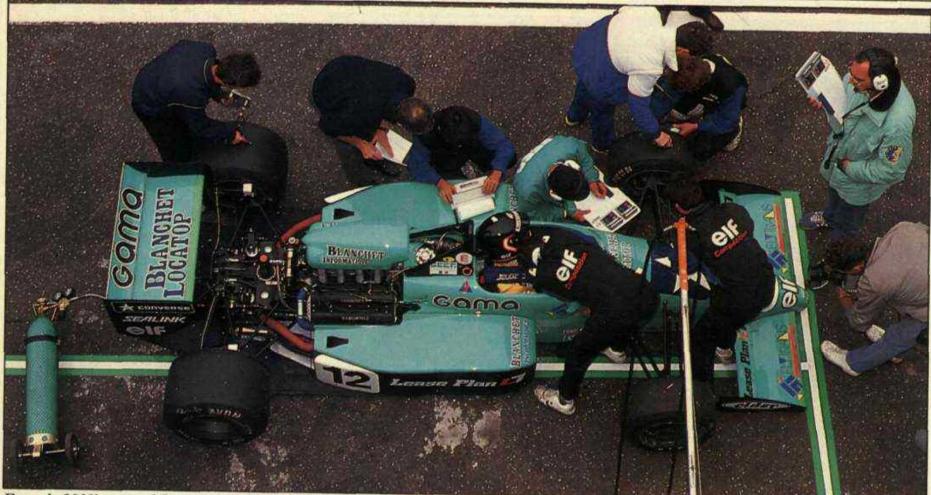
Although Docking has plans for next year's British Touring Car Championship, it now seems unlikely that he will run the Commodore again. From a competitive point of view it does make sense for his team to acquire Sierra Cosworths, but I must confess to a tinge of regret that the glorious Australian V8 might not be seen again in the series.

WPK



Silverstone Syd meets Skid Solo.

#### FORMULA 3000



Formula 3000's team of the moment is GDBA Motorsport, for whom Olivier Grouillard won two of the last three races in a Lola-Cosworth.

# A Bang and a Whimper



Moreno leaves Gachot, Donnelly, Grouillard and Blundell in his wake at Dijon.

The European Formula 3000 Cham-pionship concluded with both a bang and a whimper.

The bang thankfully bore no relation to the thumping accidents which blighted the mid-season races at Monza, Enna, Brands Hatch and Birmingham, but was indicative of some top-quality, cut-and-thrust racing of the type that has made F3000 stand out since its inception as the world's most competitive single-seater category.

The whimper? Well, Roberto Moreno duly wrapped up the championship title for the Bromley Reynard team, although not quite in the grand manner he would have wished. The four-times winner failed to add to that tally in the final trio of races, although he was scorching away from the opposition at almost one second per lap when his engine blew just five laps into the finale at Dijon.

The title had actually landed in his lap at Le Mans, a couple of days after he confirmed that he had signed a one-year deal to race in Formula One with Enzo Coloni next season (quite why nobody offered him such an opportunity years ago has been one of motor racing's great puzzles). All he in fact needed was an inconspicuous fifth in the wake of myriad handling problems. With Pierluigi Martini, his distant title rival, away racing for Minardi in the Portuguese Grand Prix, those two points were sufficient.

The Brazilian had another low-key day at Zolder, bolstering his final points tally up to

#### **FORMULA 3000**

43 with another fifth place. After his engine expired in Dijon, the popular champion slipped quietly away, driving straight back to Italy to prepare for a hard week's development work with the 1989 F1 Ferrari, a project which has occupied much of his time recently.

As it transpired, Martini never proved a threat in the final couple of races, the First March team not quite on top form, and it was Olivier Grouillard who finally took second in the points table.

The GDBA Lola driver was around during F3000's first year, 1985, and has hovered near the front of the grid ever since. It was only at Le Mans that he finally notched up a long overdue maiden victory, but although he didn't have to wait too long for a second, as he held off Mark Blundell to take a thrilling win at Zolder. The young Englishman's works Lola was but 0.22 seconds shy of Grouillard at the chequered flag, and Mark was spitting bricks afterwards about his rival's defensive tactics.

If we thought that had been exciting, Dijon was better still, with no fewer than five drivers scrapping for the lead once the rampant Moreno had fallen by the wayside. Indeed, the champion is doubtless grateful that Martin Donnelly, the young Ulsterman who emerged victorious from the squabbling quintet, has only contested five of the year's eleven races.

In those five races, Donnelly notched up two wins (the other had been at Brands Hatch on his debut), two second places (Birmingham and Le Mans) and was coasting towards victory at Zolder when gear-selection bothers caused him to make a mistake and — ultimately — retire. His magnificent effort in the Eddie Jordan-run Reynard gave him third in the championship; if Peter Warr hasn't snapped him up to partner Nelson Piquet at Lotus (as speculation suggests he might have done), he will start the 1989 F3000 season as firm title favourite, and with good reason.



Perry McCarthy injected extra enthusiasm into the works Ralt team's final races before dissolution.

Donnelly's stylish end-of-term performances were not the only encouraging news for Britain. Blundell qualified on the front row at both Zolder and Le Mans, and but for a bad start at the latter might have gone one better than his second place in Belgium. As it was, he tangled with old Formula Ford sparring-partner Bertrand Gachot during the heat of the lead battle, ending his season in a gravel bed and sixth in the championship.

Damon Hill was recruited to drive for Mike Collier's GA Lola team in the final two races, and acquitted himself admirably, running comfortably in the midfield until spinning out at Zolder, and taking a steady eighth at Dijon (to which he flew direct from his wedding reception!). Collier is keen to keep his team at the forefront next year, and sees Hill as the man to do the job, budget permitting.

Perry McCarthy was sufficiently desperate to get into the formula that he drove the unloved works Ralt with approximately twenty times more enthusiasm than any previous incumbent this season. His consistent midfield qualifying efforts were most worthy, particularly when you consider that he was the only Ralt runner to qualify for either of the final two events.

David Hunt could also look on the end of the season with a degree of satisfaction, although a fine qualifying effort at Zolder ended in a brush with McCarthy just 100 yards after the start, his RCR Lola rotating into the sand somewhat short of wheels and suspension components after heavy contact with the wall.

On the flipside for Britain, Andy Wallace switched from GEM to Madgwick, but only did Le Mans (where he ran just outside the top six in the opening laps) before the piggy bank ran dry. GEM recruited Johnny Dumfries to deputise for Wallace, but he was victim of a first-lap contretemps at Zolder, and only just scraped into the race at Dijon, where he picked his way through to finish 13th.

GEM patron Gary Evans had an even worse time, tangling with McCarthy at Le Mans and failing to qualify thereafter. After three years of running his own team, Gary has subsequently decided to sell lock, stock and barrel, and to concentrate solely upon driving, whether in Europe or in the recently-announced British championship.

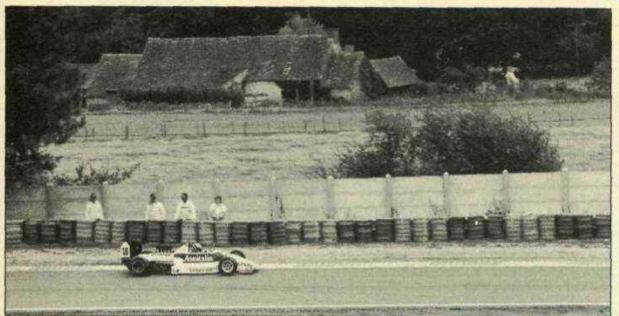
Finally, Russell Spence's disastrous campaign with Madgwick, where he had shown pace but failed to record a single finish, ended after Brum. He returned to join old friend Mike Earle's Onyx March set-up, with whom he saw the chequered flag for the first and only time during the season when he finished eleventh at Le Mans. But at least he managed to smile about his dismal season...

A major reshuffle at Spirit saw John Wickham usurped as team manager by erstwhile driver Steve Kempton, and the team continued to be well-represented thanks to the unstinting efforts of Bertrand Gachot. The Belgian led an F3000 event for the first time at Zolder, but his Reynard eventually



Nearly a winner at Zolder, Mark Blundell has emerged as another British F1 prospect.

#### FORMULA 3000



After failing to qualify at Le Mans, Enrico Bertaggia jettisoned the series' lone Dallara chassis.



March ended the year as disappointingly as it began, Martini's title challenge fading away.

slipped to fourth, enough to clinch fifth place behind the fading Martini in the series. He, too, might move straight into Formula One next year, if Rial gets its way.

Even so, there is a most promising crop of drivers who will still be around. Frenchman Eric Bernard, for example, has all the makings of a star, having concluded the year on the second step of the podium at Dijon, where he was chiselling fractions out of Donnelly's lead as the flag fell. He led at Le Mans too, before failed brakes assisted the Bromley Reynard's early trip into a grassy retirement.

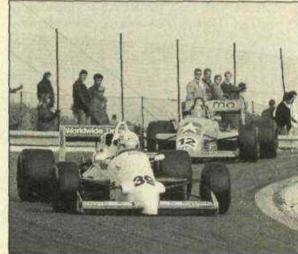
Revelation of the closing moments of the season was Swiss Jean-Denis Deletraz. Tired of the disorganisation at Sport Auto Racing, Deletraz substituted for the injured Michel Trollé at GDBA, and promptly took third behind his team-mate Grouillard at both Le Mans and Zolder. Former employer Sport Auto impounded his gleaming red Ferrari Testarossa at the latter, alleging non-payment of various bills; but undeterred, the good Jean-Denis duly slid into the Dijon paddock in his blue Testarossa...

Oreca, the experienced French equipe expected to win races, had a pretty shambolic year all in all, having to swap March chassis for Reynards in mid-season but still effectively managing to hide Jean Alesi's known ability behind a curtain of poor preparation. Indeed, Alesi threatened to quit the team after another lacklustre weekend at Le Mans, though he gritted his teeth and bagged a couple of points at Dijon. Team-mate Pierre-Henri Raphanel was simply miles off, and as teams packed their bags in the Dijon paddock Oreca manager Hugues de Chaunac was earnestly talking about not doing F3000 at all next year . . .

Recovered from the fractured wrist he sustained at Brands Hatch, Gregor Foitek returned to the GA fold but failed to add to his points tally. Quick he may be, but the young Swiss is still hopelessly erratic at times — witness a couple of sizeable accidents at Dijon, most spectacularly in the race morning warm-up.

Marco Apicella's latent ability was shrouded by an irritating sequence of electrical gremlins on his First March, while Volker Weidler was bitterly regretting that he only got the works Onyx/Marlboro March working to his satisfaction in the final race of the year, where he qualified on the third row and finished sixth.

Enrico de Bertaggia also served better notice of his true potential once Forti bought



On the pace all year but never a winner, Bertrand Gachot hopes to join Rial in 1989.

an ex-works Lola and consigned the inefficient Dallara to the hands of Italian nohopers.

Formula 3000 will certainly be a little different next year. The cheaper British series will undoubtedly woo a few possible competitors, and the likes of Ralt Racing (absorbed by March in a recent takeover), Onyx (committed to Formula One), First (if its Grand Prix aspirations come to pass) and Lola Motorsport (ditto, albeit under the name of Atmos) will no longer be around. But March and Lola will find new works teams, and there will be the usual queue of drivers clamouring to attract the attention of eagle-eyed team managers.

Other changes will be FISA-inspired. Firstly, teams have been told they may only make one driver change per car during the course of the season, a move designed to stop the wholesale musical chairs which has afflicted the formula in the past (witness the fact that no fewer than 15 drivers switched teams between Birmingham and Le Mans, and a further eight had moved on by Zolder). Only one team, Lola Motorsport, completed the year without a single change of either driver or chassis, and FISA feels that this presents an unprofessional face to the world.

Future competitors who have not previously qualified for an F3000 event must, in addition, have attained a certain standard in either national Formula Three or Group C in order to acquire an F3000 licence, although exceptions may be made in special circumstances. This is clearly designed to stamp out the indefatigable brand of Italian club racer who appears with a pot of lire every year, wasting his time and money and endangering all those around with staggeringly slow lap times and haphazard lines.

Thus as F3000 faces up to an inevitably bright future — despite the turbulent, mid-season problems which brought it into the critical focus of the motor sporting world — we must sadly reflect that the likes of Wladimiro de Tomaso, the late-season purchaser of non-qualifying drives for the Pavesi Ralt team, may no longer be around next season . . . LWTNS

#### **INTERNATIONAL FORMULA 3000 CHAMPIONSHIP**

#### Round 9, Le Mans, September 25 47 laps, 124.61 miles (200.54km)

1st Olivier Grouillard         Lola-Cosworth T88/50         72m 15.23s           2nd Martin Donnelly         Reynard-Cosworth 88D         72m 22.55s           3rd Jean-Denis Deletraz         Lola-Cosworth T88/50         72m 53.22s           4th Bertrand Gachot         Reynard-Cosworth 88D         72m 54.02s           5th Roberto Moreno         Reynard-Cosworth 88D         73m 03.69s
2nd Martin Donnelly         Reynard-Cosworth 88D         72m 22.55s           3rd Jean-Denis Deletraz         Lola-Cosworth 788/50         72m 53.22s           4th Bertrand Gachot         Reynard-Cosworth 88D         72m 54.02s
3rd Jean-Denis Deletraz Lofa-Cosworth T88/50 72m 53.22s 4th Bertrand Gachot Reynard-Cosworth 88D 72m 54.02s
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Est Dahasta Marana Parmard Carwarth 88D 72m 03 69c
JIM HOUSERO MOISHO
6th Pierre-Henri Raphanel Reynard-Cosworth 88D
7th Mark BlundellLola-Cosworth T88/5073m 33.02s
8th Paul BelmondoLola-Cosworth T88/5073m 33.31s
9th Cor Euser
10th Michel FertéLola-Cosworth T88/50

Winner's Average Speed: 103.48mph (166.53kph) Fastest Lap: Grouillard, 1m 31.14s; 104.72mph (168.53kph)

#### Round 10, Zolder, October 16 48 laps, 124.80 miles (200.84km)

Pos	Driver	Carl Engine Time
		Lola-Cosworth T88/5073m 30.27s
		Lola-Cosworth T88/50 73m 30.49s
		Lola-Cosworth T88/50 74m 00.16s
		Reynard-Cosworth 88D 74m 00.62s
The second		Reynard-Cosworth 88D 74m 01.56s
		Reynard-Cosworth 88D 74m 56.28s
		Revnard-Cosworth 88D 48 laps
		Reynard-Cosworth 88D 48 laps
		Reunard-Cosworth 88D 48 laps
	Claudio Langes	Lola-Cosworth T88/5048 laps
	VALLE - August - August - Con	-d- 104 17mmh (167 64bmh)

Winner's Average Speed: 104.17mph (167.64kph) Fastest Lap: Grouillard. Im 28.27s; 106.22mph (170.94kph)

#### Round 11, Dijon, October 23 54 laps, 127.44 miles (205.09km)

Pos	Driver	Car/Engine	Time
	Martin Donnelly		64m 57.03s
	Eric Bernard	Reynard-Cosworth 88D (	54m 58.65s
3rd	Olivier Grouillard	Lola-Cosworth T88/50	5m 05.67s
4th	Bertrand Gachot	Reynard-Cosworth 88D 6	5m 07.58s
5th	Jean Alesi		5m 18.89s
	Volker Weidler		55m 18.96s
7th	Paolo Barilla		55m 33.25s
	Damon Hill	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER. THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	55m35.11s
	Jari Nurminen		66m 02.83s
10th	Pierluigi Martini	March-Judd 88B	66m 12.09s
	Winner's Average Spee	d: 117.792mph (189.567kph)	

Winner's Average Speed: 117.792mph (189.567kph)
Fastest Lap: Mark Blundell (Lola-Cosworth T88/50), 1m 10.74s;
120.169mph (193.393kph)

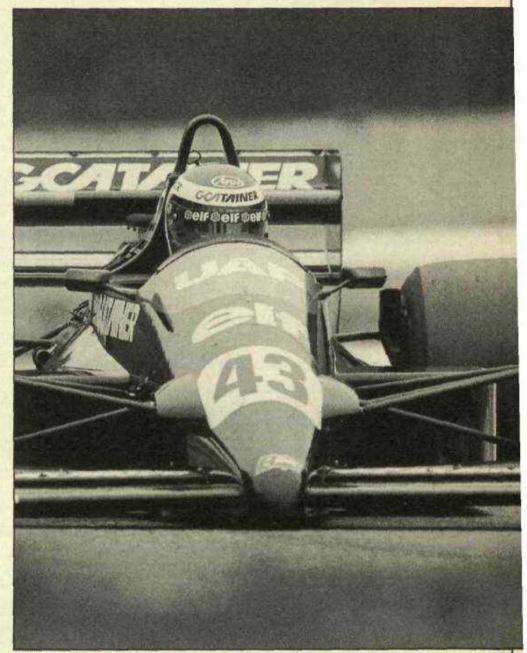
Final Championship Positions: 1. Moreno 43; 2. Grouillard 34; 3. Donnelly 30; 4. Martini 23; 5. Gachot 21; 6. Blundell 18; 7. Foitek 15; 8= Herbert and Bernard 13; 10. Alesi 11; 11= Trollé and Apicella 9; 13= Raphanel and Deletraz 8; 15= Langes and Weidler 5; 17= Giroix and Barilla 3; 19. Euser 2; 20= Ferté and Chiesa 1.



Martin Donnelly at Dijon: victory here added third place in the International Championship to fourth overall in British F3, after contesting only half of each series!



Tailender Jean-Denis Deletraz became frontrunner overnight by joining GDBA, backing up team-mate Grouillard with two unexpected third places.



Eric Bernard showed late-season promise in Bromley Motorsport's second Reynard, leading at Le Mans until slowed by brake trouble.



Donnelly, Grouillard and Deletraz seized the spoils at Le Mans.

# COYS A

MAJOR UK SALE OF SUNDAY 4TH D CLASSIC CAR SHOW, WEMBLEY

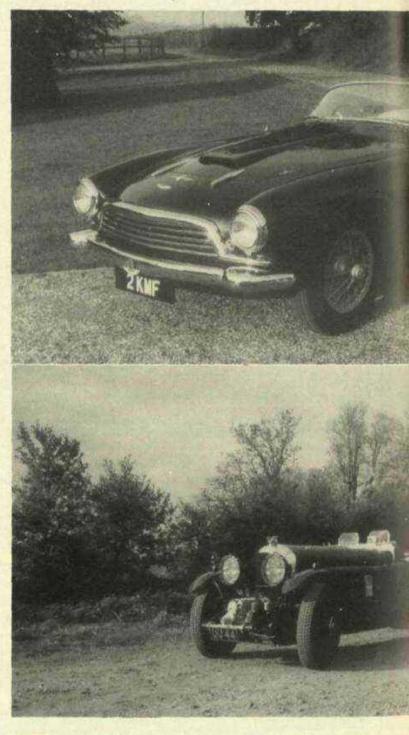
The Summer Sale in July was an outstanding success with five World Record prices achieved. These included £110,000 for a 1957 Mercedes 300SL Gullwing, £79,000 for a Bentley R Type Continental, £385,000 for a 1932 Alfa Romeo 8C2300, and a staggering £112,000 for a 1937 Bentley 4½ Litre with original open touring coachwork by Vanden Plas.

This Auction followed on from two

This Auction followed on from two equally successful sales earlier in the year where records were again broken including £165,000 for a Jaguar SS100.

Our last sale of the year is at the Classic Car Show at the Wembley Conference Centre on December 4th. This is an exclusive auction with a limited entry of a mere fifty cars. If you are contemplating selling a car we are uniquely qualified to offer professional advice. Founded in 1919 we specialise exclusively in historic and sporting automobiles from our Kensington showrooms, together with an established programme of four major auctions a year. If we can be of any assistance in the valuation and sale of your car please do not hesitate to contact us.

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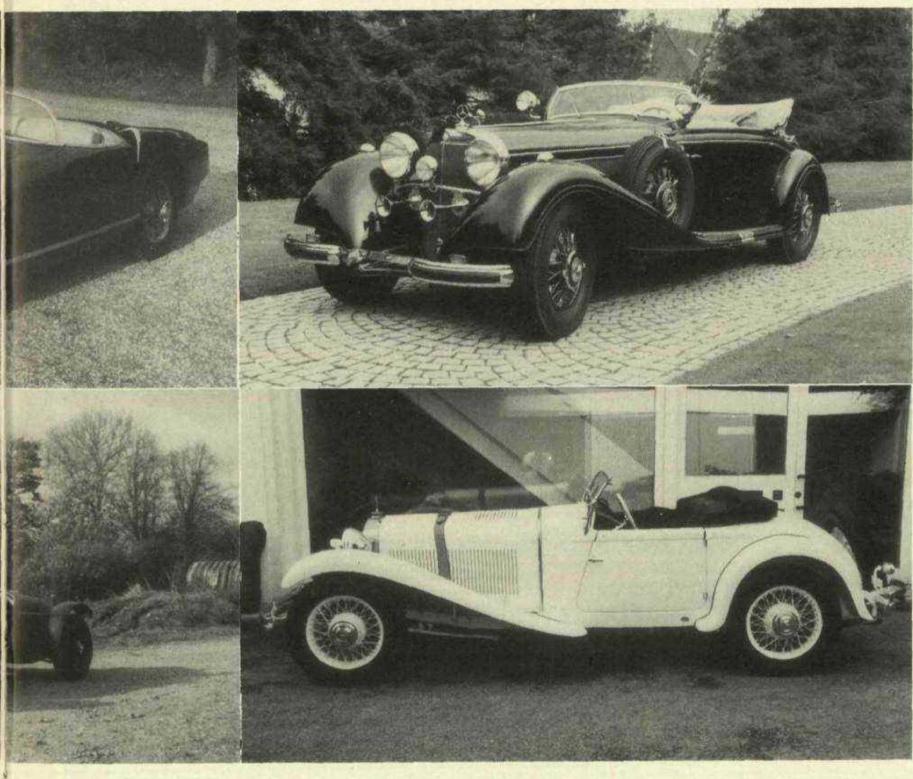
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# UCTION

HISTORIC VEHICLES ECEMBER 1988 CONFERENCE CENTRE, LONDON



1956 ASTON MARTIN DB2/4 Convertible by Touring of Milan

1929 BENTLEY 4½ LITRE SUPERCHARGED UU44 The Brooklands Battleship

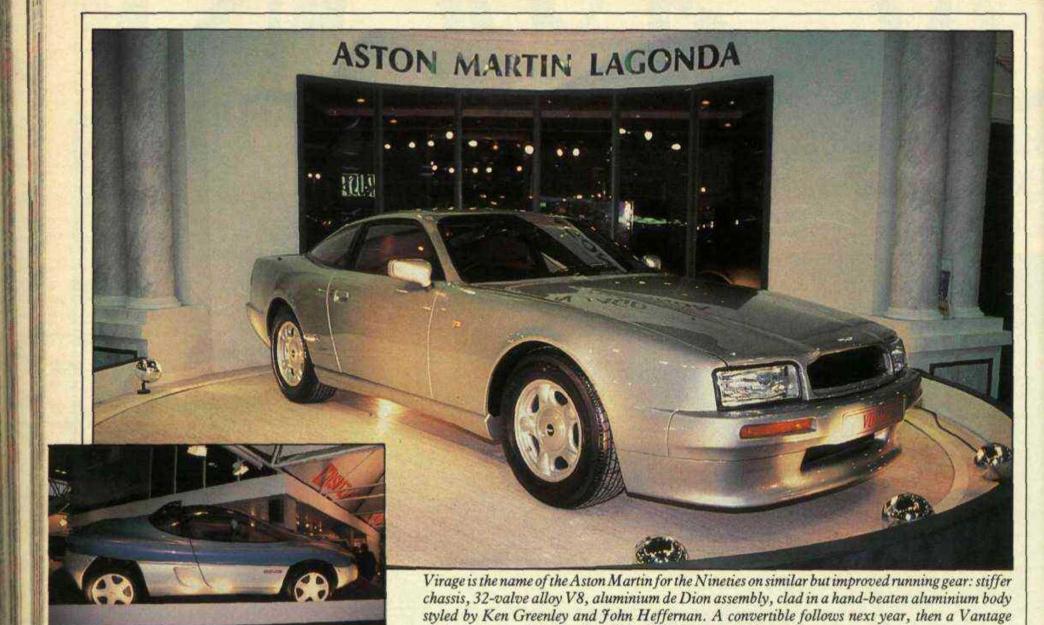
## GREAT ENTRIES INCLUDE

1939 MERCEDES BENZ 540K CABRIOLET A Delivered new to the Luftwaffe in November 1939

1931 MERCEDES BENZ 370S ROADSTER WS10 SERIES

1980 Ferrari Boxer 512 BB, 1928 Aston Martin Le Mans Team car (LM1), 1928 Bugatti Type 37A Sports, 1938 Delahaye 135 M Roadster, 1924 Bentley 3 litre VDP Tourer, 1936 Lagonda LG 45 Fox & Nicholl Rep, 1952 Frazer Nash, Tony Crooks British Grand Prix Car, 1946 Frazer Nash BMW 328 with competition body, 1938 Lagonda LG6 Drophead Coupe, 1936 Mercedes 540K Sedanca Coupe, 1966 Ferrari 500 Superfast, 1948 Alta-Jaguar

#### **BIRMINGHAM MOTOR SHOW**



Isuzu showed two concept cars at the NEC, a small four-seater and this tiny aerodynamic off-roader, the COAIII.

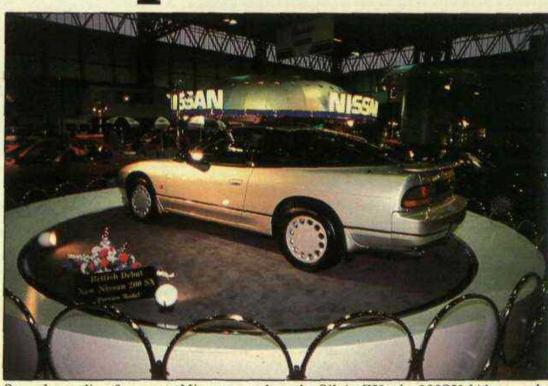


variant. Meanwhile, the first of the 330 bhp cars will be ready next autumn.



Vauxhall will stick to rallying to promote its range, Malcolm Wilson contesting next year's British series in a 4WD Cavalier (above); Lotus, in celebration of 40 years' production, has produced a special Esprit (below) with pearlescent paint, special interior trim and rear spoiler.



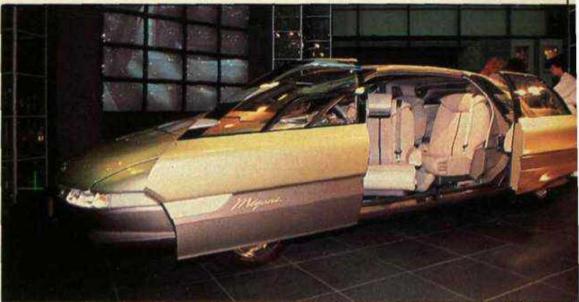


Smoother styling for a new Nissan to replace the Silvia ZX: the 200SX hides a turbo 16-valve four of 171 bhp under bodywork similar to the big 300ZX.

#### **BIRMINGHAM MOTOR SHOW**



TVR's range broadens further with the Tuscan, a 3.5 Rover-powered development of the S. New dash is an improvement.



Megane concept-car from Renault squeezes a turbo V6 under the bonnet, with pillarless parallel doors and a rear hatch which retracts to switch from saloon to estate.



More startling than the Aston, but likely to remain a one-off, was Jaguar's XJ220 supercar. Capable of over 200 mph, the 4WD two-seater uses a 48-valve 500 bhp V12 to propel its aluminium body to 100 mph in a claimed eight seconds. But Jaguar says it will not produce the car; the project will be passed to the Tom Walkinshaw joint-venture Jaguar Sport for assessment.





Biggest-yet flat-six (3.6-litre, 250 bhp) powers Porsche's 4WD Carrera (left); new body treatment reverts to a purer 911 shape with a small retractable spoiler over the engine. Long-awaited drophead 944 (right) also houses new enlarged 3-litre Porsche four producing 211 bhp; top speed should be 149 mph.



## If you're considering a high-perform

Before you step into any car with a highperformance engine, ask yourself this question: Has it got a high-performance body?

At Volkswagen we build our bodies slowly. Which is why they always feel taut and solid when you go quickly.

We start with high-tensile steel which we

form into a rigid safety cell. Avoiding the use of large welds which can weaken the surrounding area of steel.

Our welds are strong because they are small. All 440 of them are accurate to within a diameter of 4mm.

Doors fit like a glove and shut with a clunk.



## mance car, start without the engine.

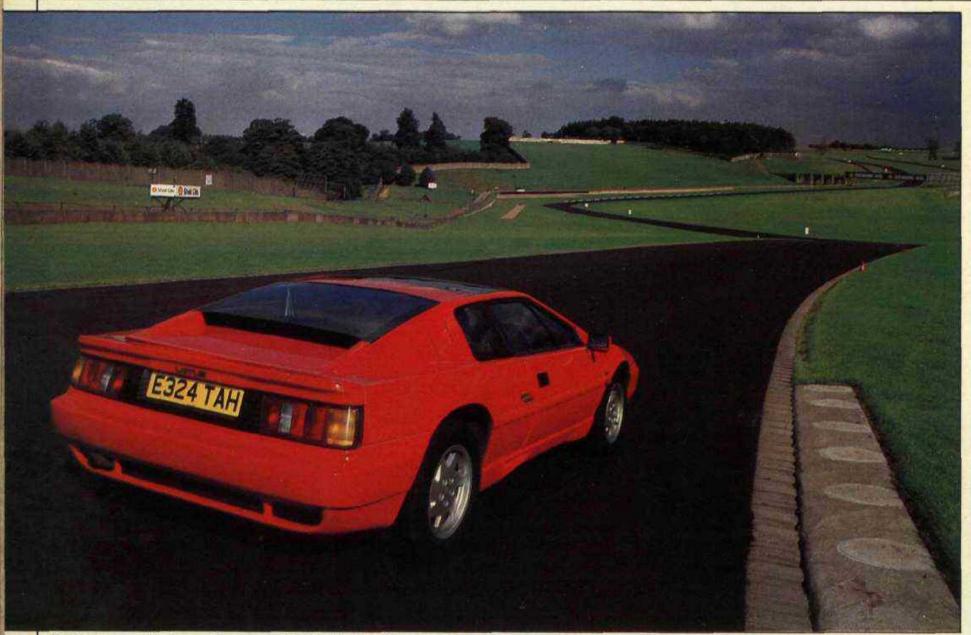
As do bonnets and boot lids.

Bodywork, axles, wheel mountings and suspension are subjected to 10 million press-ups on a punishing test machine for 300 hours before they're declared fit.

And the Volkswagen 16-valve GTi Golf and Jetta have many other strong points.

Including uprated springs and dampers. Lowprofile VR rated tyres. And air ducts to the front disc brakes.

Not to mention a 139 bhp engine that accelerates from 0-60 in 7.1 seconds. But isn't that the last thing you GTi 16v should be thinking about? GTi 16v



Donington Park's Craner Curves are the ideal habitat for a car with the Lotus' racing pedigree.

# Breaking the Rules



More luggage space, even less access to the canted-over twin-cam engine.

Improve on one of the most perfect shapes from one of the greatest automotive designers; that was the scale of the challenge Lotus faced in producing a new Esprit.

For a decade and a half, Giugiaro's razor-edged faceted wedge has remained largely unaltered, its impact lying in its proportions rather then its detailing. Broad and flat, as low as a Countach but costing a third of the price, the agile Lotus has always been the supercar which broke the rules: an Italian-styled mid-engined exotic no dearer than a luxury saloon; a glorious racing pedigree clothed in a glass-fibre body; a 150 mph projectile with a mere four cylinders.

But those things alone could not slow the passing of time: for several years the angular Lotus has looked increasingly dated compared to its peers; no less handsome, but quite plainly a product of an earlier generation of design. And it had its flaws: the assembly quality was erratic, there was barely any luggage space, no-one of more than medium height was likely to fit into it, and it was noisy at speed.

The Turbo's dynamic abilities, on the other

hand, have scarcely been equalled this side of the impossibly expensive Porsche 959, so improvements in that area were to some degree redundant. Benefiting from the separate steel backbone chassis which cradles the engine and transmission in a rear-facing fork, the Hethel team had a realistic option not easily available to mass-producers: it could consider a major re-skinning of the basic structure.

Thus the new Esprit has identical running gear (double wishbones in front, transverse links and trailing arms behind), but boasts a fresh, softened look. Door-frames and glass are the only externally recognisable parts, and in fact the only discordant element of the new shape is a hang-over from this: that hard-edged knuckle on the front of the quarter-light. Even the windscreen is now curved, to avoid the hollow look of the old flat and to help airflow around the A-pillars. This also puts a little more headroom into the roof.

Every other line has been subtly changed: the waistline tilts up just a fraction, the front wing now has a gentle downward curve, and the ugly air-inlet "ear" behind the door has

## **Lotus Esprit Turbo**

gone. Instead, the rear side window now curves inwards to trap air, which works well, looks better, and, more significantly, allows more air to flow over the quarters to the smooth horizontal lip on the tail. That is why the new car has no need of the previous tall spoiler. Another consequence of this is that the kick-up on the trailing edge of the roof has been dropped, since its purpose was in fact to kill some of the effect of the big spoiler, after testing showed a front-rear imbalance.

A little extra internal length was gained by using the toe-board from the Americanspecification car, already a little more roomy, and the rear bulkhead was sqeezed back a fraction. The extra space gained is not great,

but it is a help.

Most observers are agreed that the result is a tribute to Hethel's in-house design team, which now numbers four designers and four design engineers under the leadership of Peter Stevens. Like the technical sections at Lotus, the design studio undertakes outside consultancy work, and the new Esprit must be an excellent advertisement for its abilities. Giugiaro's reaction to the car? A hug for Stevens at the unveiling.

This project had to fit into a complex schedule of development on other models: Etna, the super-supercar shown at Birmingham in 1984, though still a live project which aims to steal the Countach's thunder, has been taking a back seat lately to the new baby Elan-type sports-car, which we will finally see in 1989. Squeezed between these and some revisions to the Excel, shown at last month's Motor Show, the Esprit job took only 15 months.

Apart from the restyling, there have been other changes, changes in the way the car is built. The details have changed little; a cursory glance might easily miss the telltale tightening of standards. Yet the rough edges are harder to find; the trim is less self-conscious. In sum, the Lotus exudes a maturity of execution which, if overdue, is all the more welcome.

It starts with the bold new shape and follows through the careful fit of the panels to the comfortable blend of soft leather and woven fabric inside. As the quality of Lotus' own input improves, the parts borrowed from larger manufactuers such as door handles and switches are less obvious than before, helped also by being sourced from higher-quality machinery.

What results is a vehicle of all-round poise, its external finish mirrored in the cabin, where the previous winged instrument pod has been softened to a more subtle housing sitting more happily on the angled fascia. That sloping top remains the striking element within the interior, but has practical drawbacks: it cramps the glovebox into being an inadequate wedge-shaped slot, and it means that the fresh air vents are too low to offer any real ventilation. Nor is there any other storage save a little pouch in the centre of the rear

"Apart from the restyling, there has been a tightening of standards in the way the car is built. Rough edges are harder to find, trim is less selfconscious, and the Esprit exudes a welcome maturity of execution"

bulkhead, the same irritation as before. Even a road atlas has to be cradled by the passenger for the entire journey.

Electric door locks have been added to the specification for 1989, to round out a rather average range of standard equipment. Options available include the usual air condition-

ing (£1260), full leather interior (£720 for the Turbo), sports sills (£220 to paint them grey) and, recommended at £370, that lift-out glass roof-panel.

Ergonomically the Esprit remains a mixture of good and bad; it rates highly for the seat-wheel-gearlever positioning, and the distance to the pedals, but there is barely space around the pedals to wear size nine outdoor shoes without catching the throttle while braking, and the handbrake lever remains unreasonably far away. The extra cockpit length allows more rake adjustment for the seat-back, and the new removeable glass roof-panel gives extra headroom as well as dispelling the claustrophobic effect of the low roof, but the seats do not offer as much grip as they promise. Luckily the belts are very well positioned, and help to restrain the body in the more exciting manoevres, but access to the car is still restricted by the miserable angle to which the doors open.

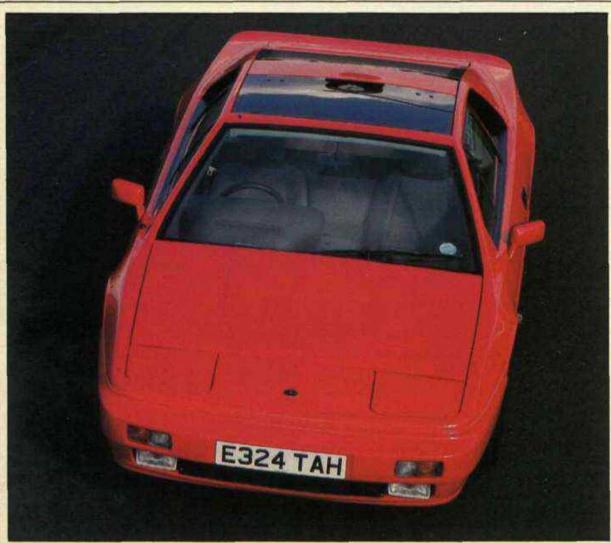


Turbo's inset spot-lamps help reduce drag by cutting the volume of air through the radiator.



New binnacle is more rigid, and trim quality is tighter, but awful handbrake position is unchanged.

#### **ROAD TEST**



Lift-out glass roof is a valuable feature. Note smooth side-window air-intakes.

The handsome leather wheel lets the hands rest comfortably on it without obscuring the dials, which are grouped with the urgent ones framed by the wheel-rim. The less vital ones are set into the wings of the binnacle, as are push-button switches for all lighting, and the whole assembly no longer vibrates like a tumble-dryer at 110mph.

Over-the-shoulder views are still difficult, though helped to some degree by the angling of the small rear side-windows. However, despite the extraordinarily low height of the car and the consequent reclining driving position, there is a good view around the new slimmer screen pillars and in the softly-rounded door mirrors, electrically-heated for the new model-year.

Things are not so good in the interior mirror, which is badly affected by reflections from the engine-cover in the "glassback", a toughened glass sheet which closes off three-quarters of the trough between the C-pillar buttresses. This feature is also the only way to tell the rear view of the Turbo from that of the plain Esprit, which lacks the small aerodynamic benefit it induces.

Previously, Turbo cars boasted much more obvious nose and tail spoilers and wider wheels and tyres than their unblown brethren; now, in part due to the lack of time during the redesign, and partly for simpler assembly, the Turbo stands out only through the glassback, inset spotlamps (which improve the drag figures), and body-coloured door-mirrors. This may help to boost the

image of the unblown £26,500 "starter model", still an exceedingly rapid car but overshadowed by the £31,900 flyer.

In the boot, too, there has been an improvement: pull the lever set into the rear bulkhead and the long rear cover swishes up to the whistle of gas struts. Underneath, the luggage well has grown both deeper and longer. It is still an irregular shape, but now it will actually swallow a medium suitcase, which genuine boosts the low car's useability.

Behind the luggage, the same cheap clips as before hold down the insulated engine-cover, which gives minimal access to the 16-valve all-alloy twin-cam. Time, and supercar rivals, have marched on since this relatively simple system was "state of the art"; no intercooler, no electronic anti-knock device, no fuel injection. Instead, a simple cast-iron manifold snakes up from the turbo snuggling against the rear of the block to feed the two twin-choke Dellorto carburettors, pressure-sealed to allow them to cope with the boost.

Garret's small T3 turbo with its water-cooled bearings is now standard, dispensing with the need to let the engine idle briefly before killing the ignition, but the engine's output is unchanged. Wind the needle round the VDO dial to 6000rpm, and the power surges up to 215bhp, but feather the throttle and there is still nearly 100 horse power at the 3000 mark. The rest is waiting in the wings, surging into action with the mildest pause when the driver chooses to get up and go.

Even without black boxes to trim the spark,

the Esprit's engine boasts enviable flexibility, from the slightly coarse rumble when it is relaxed to the taut whine which says it is hard at work; such is the advantage of forced induction, for don't forget that this small motor, (both physically and in capacity) operates at a fraction under the once-magical 100bhp/litre figure, without any of the low-speed weaknesses which were once inevitable. Only starting needs care: turbos can be reluctant to start when hot, while for winter mornings there is a now-rare manual choke to remember.

Fuel-thirst is acceptable, even a little better than other cars with this sort of power, averaging about 22-23mpg over a mixed week of London crawling, long motorway hauls, and fast A and B-roads through Lincolnshire.

Lotus has thoughtfully given the Turbo larger tanks carrying almost three gallons more fuel than the normally-aspirated Esprit, which offers 172bhp from an engine which is in most respects identical to the blown one. Because of the backbone design of the chassis, the petrol is contained in two tanks, one behind each seat, and each with its own filler. These tanks are inter-connected, but are so easy to choke and slow to fill that the only way to cram the maximum of 17.3 gallons in is to use both fillers alternately. For 1989, the filler-flaps are electrically operated.

Suspension settings on the new car remain as before, but where before the car felt harsh and chattery at anything like a suburban pace, now those shudderings have disappeared, thanks to greatly increased body rigidity. This, plus reduced noise from aerodynamic sources, makes the car feel very much

Model: Esprit Turbo.

Maker: Lotus Cars Ltd, Hethel, Norfolk.

Type: Mid-engined two-seater sports. Engine: 2174cc (95.3 × 76.2mm) all-alloy straight four, dohc, 16 valves, cr 8.0:1. Garrett water-cooled TBO3 turbocharger, twin Dellorto DHLA 45 carburettors. Power: 215bhp at 6000rpm. Torque: 220lb ft at 4250rpm. Transmission: Five-speed transaxle, single-plate clutch.

Suspension: (Front): Double wishbones, coil springs, telescopic dampers. (Rear): Transverse links, radius arms, coil springs, telescopic dampers. Steering: Rack and pinion.

Brakes: Dual circuit, vacuum servo. (Front): 10.2in ventilated discs. (Rear): 10.8in solid discs.

Wheels and Tyres: (Front): 195/60 VR15 tyres on 7JK alloy rims. (Rear): 235/60 VR15 tyres on 8JK alloy rims. Performance: 0-60mph: 5.2sec; 30-50mph: 5.9sec; 50-70mph: 4.5sec; 70-90mph: 4.4sec. Max speed: 152mph. Economy: 22.8mpg overall.

Price: £31,900.

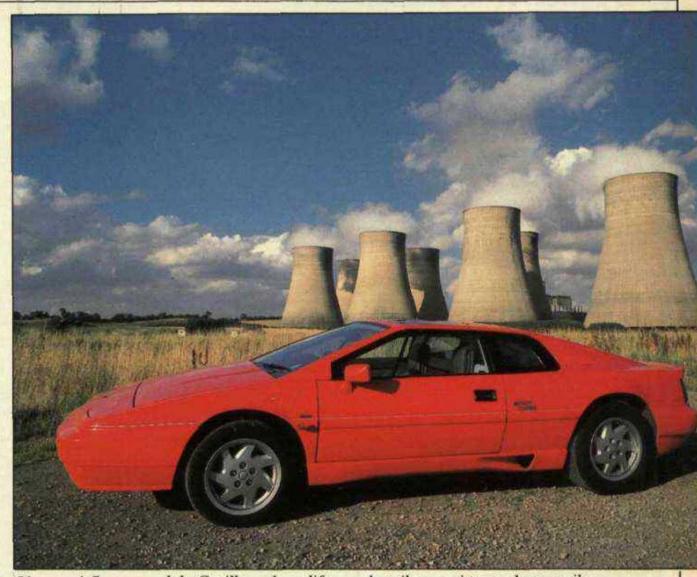
## **Lotus Esprit Turbo**

smoother and more solid, as taut as before over the fast and hard stuff where it really flies, but a more acceptable place to be when the tarmac is suffering from neglect.

This relatively small change makes an astonishing amount of difference to the pleasures of Esprit piloting. The peaks of unbreakable adhesion and seat-squashing acceleration, of delicate directional control and quick hard gearchanges, stand out from a plateau of general competence instead of being linked by terrible troughs of jarring discomfort.

It is by no means an effortless drive: the unassisted steering is no light weight at 80mph, and becomes hard going at 10mph, but that is a fair price for its accuracy and response. The clutch action is sudden rather than heavy, but the hearty low-rev torque makes it easy to live with, and the action of the transaxle, sourced from one of the Esprit's rivals, the Renault GTA, is of an equally solid and strong nature, and fast to boot.

When last we tested an Esprit, I rated it a clear second to Renault's rear-engine GTA, That lead has been closed, and while there is nothing Lotus can do about the Renault's two extra seats (except sell you an Excel), the British company has effectively dealt with the most serious weaknesses in its top-priced car, in a very cost-effective manner. GC



Cleaner airflow around the C-pillar reduces lift over the tail even without a large spoiler.

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MOTOR SPORT, DECEMBER 1988

1279



Small cars are always hard to inject style into, but BMW's two-seater has sensational looks.

Roadster arefully leaked in 1986, and officially Jannounced at Frankfurt last year, BMW's little Z1 roadster is now on the road. The high-tech rear-wheel-drive two-seater was given an official Press launch in Italy a few weeks ago to universal acclaim. But, due partly to its unusual construction and partly to its limited market, it will remain rare and expensive, even on home ground.

Z1 sales will be an insignificant blip on the BMW's sales graph over the next few years. But it is a vital product for the company nevertheless; its value as a show-car is necessarily short-lived, but its appearance has highlighted BMW's latest offshoot, BMW Technik.

An independent "think-tank" of some 100 styling and technical experts, BMW Technik has a brief to investigate future materials and techniques without worrying about production constraints. Its main objective in this, its first project, was to study ways of shortening the gestation period for new models. That the project turned into a car at all, and a sports-car

in particular, is, claims BMW, due to the collective enthusiasm of the team. And that the car was "sold" to the BMW board and is now in production shows the extra flexibility which the new department offers.

As a vehicle for new technologies, the Z1 excels; it has an all-plastic body, novel rear suspension, and those innovative doors which can be left open while in motion. Even the German TUV has agreed that this is safe, and BMW is confident that other countries will take the same view. The slim doors drop down into deep side-sills which give the chassis immense rigidity and safety from side impacts.

Yet there has been no compromise over comfort and practicality; careful attention to aerodynamics has resulted in minimal draughts in the cockpit, the smooth spoilerfree styling conceals impact-absorbing bumpers beneath highly flexible panels, the screen surround forms a roll-bar and there is a small boot in the stubby tail.

Power comes from the well-proven

170 bhp straight six engine and five-speed box from the 325i, but set well back in the galvanised steel chassis and solidly connected to the differential through a thick alloy tube. This "spine" has only three body mounts (two front, one rear), and gives the stubby car a 49:51 front:rear weight-balance. The pressed steel parts which make up the car's frame are further strengthened by bonding in a composite floorpan, and even the galvanising process is claimed to add rigidity.

All the running gear is attached to this frame, so that the skin is completely stress-free. A new paint process was required to handle the three different materials used for the body; injection-moulded high-impact plastics for the sides and wings, elastic material for the "bumpers", and foam-cored fibre composites for bonnet, boot and roof cover. All these panels can be removed in 30 minutes. These methods, says BMW, save some 100kg over conventional construction to achieve the same rigidity.

At the front, a wide-track variation on the



A new variation on cutaway doors.



Simple and efficient - BMW's hallmarks.

3-series strut is employed, but the rear wheels are located by a new and very accurate system known as the "Zaxle". Two lateral arms guide the wheel vertically, while a massive trailing link curves round the tyre from a pivot in line with the hub. Camber changes and bump-steer are eliminated, but there is a degree of passive steering; toe-out is introduced to give crisper turn-in, changing to toe-in as lateral forces rise, minimising the risk of throttle-off oversteer. Eccentric bushes allow for fine adjustment should anyone want to take to the track.

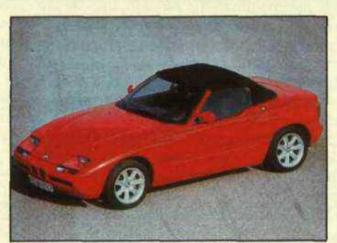
BMW claims that the Z1 can generate up to 1G laterally on its 16in 225/45 tyres, and certainly several rapid ascents of a mountain pass proved that the little car has exceptional roadholding. What is more, BMW has achieved a superb degree of high-speed damping without making the car hard over slower abrasions. It deals firmly with sudden brows or mid-corner bumps, keeping the wheels in touch with the ground and generally feeling as lively as a go-kart, but rather more comfortable.

Though the 3-series power steering is not especially fast, the sheer sharpness of the chassis gives the Z1 a delightful feeling of agility; it is completely stable under rapid cornering, and if the bend proves to be sharper than expected, a further twitch of the wheel instantly gives a tighter turn. Stylish seats keep the crew anchored, and the cabin layout is well up to BMW standards, with plain round dials under a motorcycle-style cowl. There is only one flaw inside — a complete lack of storage, although a panel can be removed to give access to the boot and even to carry skis. Stopping power comes from the 325i but with larger rear discs, and ABS is standard.

Driving with the doors down will feel novel to anyone who has not driven a pre-war sports-car, but is fairly windy at 40-plus mph; better to flick the handle and watch the lightweight panel glide up (it can be done manually should motor or battery fail). Buffeting from behind, the perennial sportscar bugbear, has been virtually eliminated,



The entire skin is stress-free and removable to reveal the galvanised steel structure.



Hood mechanism could hardly be simpler to use, and makes for a particularly neat and quiet top.

helped by free-standing mirrors on the A-pillars, and rear axle lift substantially reduced by channelling air up under the tail around a wing-shaped exhaust silencer. A separate motor on the chassis operates the window through an ingenious L-shaped link.

Like the 3-series convertible, the hood is concealed by a smooth cover when down, and it flips up with one hand. There are no hooks or poppers—when tensioned, it presses down on the cover behind the seats and locks into the screen rail. The rail itself is unusual in standing proud of the top of the screen; this increases its strength in a roll-over, and makes

a useful grab-handle for getting in and out. Top up, visibility is still good through the glass rear light, and wind noises are low.

In its design and execution, the little Z1 is a gem: its exciting styling is likely to form a keynote for other studios; its driving qualities are superb; its unique doors offer a novel driving experience. For its makers it has proved several new ideas, not least that the new Technik department will be a real asset.

But its very success is likely to be a problem. Such a vehicle cannot be adapted to automated assembly; instead it will be hand-built at a rate of about ten a day in the small area in the main BMW plant vacated by the old pilot line, now removed to a new Research and Engineering Centre. Only some 1500 cars will be built in 1989, and yet orders already exceed 4000. If demand continues high, double-shift work might help, but BMW will wait and see, as it will for RHD and American versions.

Meanwhile, with its M3 success as a guide, BMW (GB) feels that it could be selling 100 cars a year or more in Britain, even in LHD and at a cost well over £30,000. But it will be interesting to see which of the four Z1-only colours sells here: bright red of course; metallic black and dark green also. But lemon yellow may prove to be a rarer sight. GC

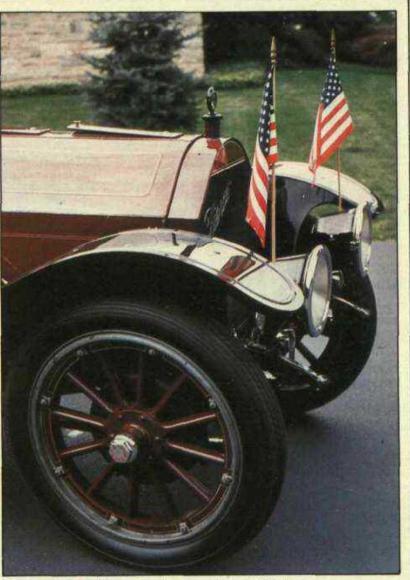
#### **CLASSIC TEST**



Powerful Pierce-Arrow tourer is taller than a man.



Three separate ignition systems operate a total of 18 spark plugs.



Centre-lock artillery wheels carry detachable rims.

## Colossus of Roads

In the years of opulence before the First World War, reputations were being forged in America's luxury car market. One successful survivor of a time when many firms failed was the Pierce company, established in 1901 in Buffalo, New York State. But it was as Pierce-Arrow, from 1909 onwards, that the company began to make its reputation with large, powerful and well-engineered products which rivalled those of Europe. Amongst these was the Model 48, and we have been driving a 1913 example belonging to American collector Bill Ford.

To power the huge machine — the wheelbase is just two inches shy of 12ft — the Model 48 is equipped with a 525-cubic-inch (8½-litre) side-valve inline six, with its cylinders cast in three pairs. Originally it was provided with a completely duplicated ignition system featuring two vertical plugs per cylinder; six plugs were connected to a magneto, and six to a coil, and the driver had a switch to select either or both.

However, the man who rebuilt the car in the Fifties obviously felt that this was inadequate, and added a third set of spark-plugs by drilling out six of the cylinder-block core plugs. These project horizontally into the combustion space and are triggered by one half of a double

distributor which has replaced the original single unit. The other half fires the same six plugs as before. Thus the driver has the choice of one, two or three plugs per cylinder igniting the mixture. But setting the timing must be a nightmare.

Several other major changes were made to the Pierce-Arrow nearly forty years ago, including the substitution of hydraulic brake operation for the older mechanical system. With the enormous weight of the vehicle, keeping all four drums properly adjusted must have been critical, for even now it takes a bone-cracking heave to bring the car to a halt. Also a large electric starter was fitted — not that the chauffeur had to crank the huge engine by hand before that, because he had the benefit of an air-starting device.

This used compressed air stored in a tank to turn a small piston engine geared to the flywheel. When the motor was running, the driver reversed a valve and the air-engine became a pump, recharging the tank. A brass gauge showed the pressure in the reservoir. It seems to have been an efficient system, and of course particularly quiet, but after forty years of use the struggle against leaks became too much. The redundant mechanism remains, though, its copper and brass pipe-work

gleaming by the driver's left foot.

As an aside during this explanation, Bill told me that the American Winton company used a sealed-air valve-spring system on its passenger car engines in 1906 — the same principle that Renault's Formula One engineers adopted for their last turbo V6 and for the new V10!

Also replaced during the car's extensive rebuild was the body, though the "new" coachwork (at forty years old as aged as many supposedly "classic" cars) follows the lines of the original five-seater tourer. It sports the dominating canvas top with a backward-sloping rear panel typical of American body designs right through from before the First World War to the advent of integral steel saloons, and looks well-proportioned, somehow managing to disguise the sheer vastness of the car until you step up close.

Its size is overwhelming: the radiator cap is at chest-height, and the running-boards are a good step up. Inside are two nicely-upholstered chairs for the front occupants, while the distance between these and the rear bench seat is almost enough to lie down in. A large wooden wheel faces the driver, who has only the bare minimum of instrumentation, a large drum-action Warner speed read-out and

### 1913 Pierce Arrow Model 48

mileometer being the important one.

It took only a short press on the button to hear that slow whine of a low-geared starter suddenly change to a regular chuffing sound as the big cylinders swung into action. With the owner in control (in the right-hand seat like so many prestige cars) we rolled down the drive and on to the public highway.

It makes good progress, this 75-year old leviathan; like all such slow-revving long-stroke engines it can be left in top gear to tackle almost any hill. If it shows signs of flagging, switch in the third set of plugs: an extra growl creeps into the engine noise, the exhaust sounds harsher, and the car seems to square its shoulders and set to work on the hill.

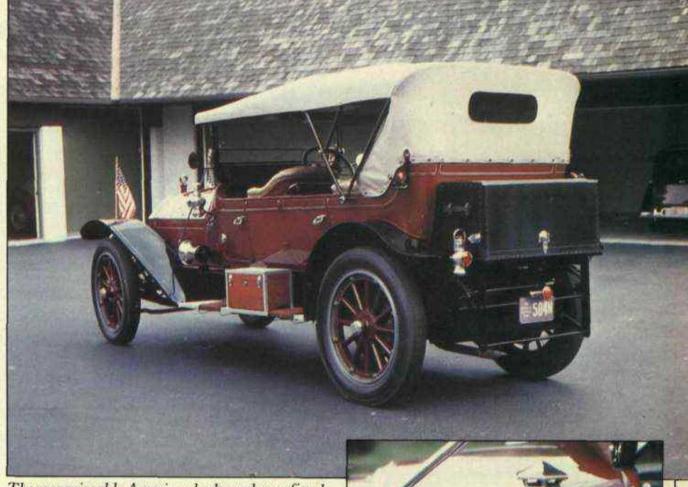
The enormous size of the engine means that its useful rev-range is extraordinarily low, as I discovered on taking over the wheel. Only a trace of movement in the central throttle is needed as the stiff clutch comes up to get moving, and immediately it is time to change up. It took me a couple of attempts to get into second, until Bill advised me that I was using too many revs. 1200 is all it needs to switch cleanly. Thereafter I could settle back to listen to the hiss of the huge tyres and the gentle puff-puffing from under the bonnet.

One of the Pierce-Arrow's special features, according to Bill, is the delicacy of the steering compared to other pre-WW1 luxury cars. I cannot say that I found it light or especially sensitive, but there was no more lost motion or delay than in many a vintage car I have tried, which must reflect well on the Pierce company in those early years.

But if the performance of this imposing vehicle reflected its role as a touring car, serene and stately, each corner and junction had its own excitement. Could we stop in time? Even with leg muscles straining on the brake pedal, the car takes its own time to slow down; only a question of mechanical advantage, to be sure, since the drums are adequately sized, but much forethought is called for.

So we sailed along the gently undulating roads of Pennsylvania, so like England but with far less traffic, with the huge sheet of glass pushing the air aside in front of us, feeling quite detached from the everyday scurrying of ordinary cars somewhere below. Returning home, Bill squeezed the towering Pierce-Arrow back into his motor-house (the roller shutter had to be specially raised to allow the car to be put away with the top up) and we looked at some of his other cars.

Like many East Coast collectors, Bill likes British cars, but his Phantom I Rolls-Royce neatly bridges the Atlantic. It is one of the very early Derby chassis assigned to the Springfield, Massachusets, plant to start the Rolls-Royce operation there. It is fitted with Dunlop hubs rather than the American-made Buffalo units on later cars, but has distinctive American lamps and gauges and Springfield coachwork with a folding rear passenger windscreen.



The recogniseably American bodywork was fitted in the Fifties.

Alongside is a 4½-litre Bentley with an elegant three-position drophead body by Rippon Bros, built in 1938 but not delivered to its first owner until 1940. Most interesting of all to me, though, was the 4½-litre car with unique coachwork by Wilder of Kew Gardens, built to the design of Prince Georg Imeritinsky early in 1928. With its sharply cut-off tail it looks unusually rakish for a four-seater, and it is unusual in having fabric (black, not green) over a complete alloy body. The Prince, a Russian, wrote motoring articles amongst other things, and used this car for an extensive tour of Europe.

Bill Ford's real interest is in the big, powerful cars of what Americans refer to as the "brass era" (essentially pre-WW1) and since my visit, he has added a 1906 Lorraine De Dietrich dual-cowl phaeton to his collection, everyone of which sees regular use. GC



Scuttle-mounted lamps converted to electricity.



Also in Ford's collection is the 41/2-litre Bentley bodied to the pattern of Prince Imeritinsky.

## Down from the Hills

Nobody who has attended Classic Trials in the past couple of seasons can have failed to notice the growing number of one particular type of purposeful and attractive small sports-car, the Troll.

Just as in Nordic legend, modern-day Trolls are usually found at the *top* of hills. In fact, the marque's 1987 successes included no fewer than eight outright victories and the overall British Championship.

Its origins go back to the winter of 1979-80. Minehead-based trialling enthusiast Peter James had enjoyed considerable success trialling Ford "Pops", Hillman Imps and a supercharged Dellow, all of which he had thoughtfully and ingeniously modified and developed in the family garage, and he now decided it was high-time he built his own pukka competition car from scratch.

The result of his efforts was the Troll Mk 4, a neat spaceframe two-seater with stressed floor and seat squab panels, clothed in simple bodywork with cycle wings, and powered by a blown and highly-tuned 1340cc BMC "A" series engine. Not only was this 80in-wheelbase 9cwt projectile soon carrying its builder to new heights in the trials world, but its power-to-weight ratio in the region of 200 bhp/ton allied to excellent roadholding was able to give a good account of itself on the tarmac in local sprints and speed hill-climbs.

Such performance inevitably led to enquiries about replicas, so during 1986 more cars were constructed and given the model reference Mk 6 (the missing model number refers to a different avenue of exploration).

The spaceframe chassis had been well proven over six seasons of strenuous competition, so all efforts were concentrated on the mechanical package: the resulting 1700cc Ford crossflow-powered cars have maintained the earlier model's trialling capability and combined it with greater reliability.

Each of the early cars was hand-built by Peter James and friends in a small workshop behind the James family business premises in Minehead. Fortunately one of the early Mk 6 buyers was Jim Templeton, an Essex businessman. Realising the general appeal and multi-sport potential of these exciting little cars, Templeton wasted no time in applying his commercial expertise to the venture, and Troll Engineering Ltd was formed

During the past year several more Troll Mk 6 models have been completed, as Peter James' small team works flat-out to keep pace with a swelling order-book. But these will be the last cars to emerge from the Minehead workshop, since the new company is soon to move to new premises in Rainham, where batches of five chassis can be assembled in parallel. James will remain in Minehead,



Troll Mk 6B — trialler, autotester, hill-climber, clubman's sports-car and road car.

concentrating on design and development of the current Mk 6B production model.

Like all previous Troll models, the Mk 6B is of true spaceframe construction, using square- and round-section tubing; additional stiffness is achieved by stressed NS 4 aluminium panels forming the cockpit floor, seat squab and dashboard.

The light but rigid chassis is supported at the front by unequal-length upper and lower wishbones with fully adjustable coil-spring/gas damper units. Front suspension is fully rose-jointed, fitted with an adjustable antiroll bar, and activated by a modified Escort "quick" steering rack. At the rear a modified Escort axle is attached to the frame by a rose-jointed five-link trailing arm system, with springing once again provided by coil-spring/gas damper units.

A great deal of attention has been paid to suspension, and the resulting fully-adjustable anti-dive-anti-squat set up affords the little car leech-like roadholding, despite its 8in ground clearance and 15in wire wheels shod with 70 aspect-ratio road rubber.

The mechanical package comprises a Troll-modified 1700cc Ford crossflow engine in "Sprint" tune, giving a reliable 115bhp at the flywheel. This is backed up by a Sierra gearbox and a 4.5 differential on a specially strengthened pin.

Braking is provided by 9in-diameter front discs backed by rear drums. A unique feature is the externally-mounted hydraulic handbrake lever, specially developed for trials use: the driver holds the lever back to hold the car on the rear brakes, and lets go to release them. For parking, a conventional handbrake is mounted in the passenger footwell, alongside the transmission tunnel.

The Troll's beautifully-proportioned

bodywork comprises aluminium panels for all flat and single-curvature surfaces with well finished glass-fibre mouldings for the combined bonnet/nosecone and four cycle-type wings. The body does not have doors, but once the driver has stepped in and wriggled down into the flat seat there is adequate comfort and good lateral location due to the narrowness of the cockpit.

On the road the Mk 6B is a real adrenalin-pumper. I immediately felt as one with the machine; it is light, responsive and extremely quick, although its highly developed suspension and instant-response steering kept me on my toes.

Peter James suggested I try a racing start, and I was soon snicking my way up the gears on the way to a 0-60 mph time in the six-second bracket. Originally designed to climb slippery trials hills, the Troll possesses a great deal of traction, and this, coupled with the low differential ratio and extremely torquey engine, makes it depart very quickly indeed.

The concept behind the Mk 6 has always been to produce a modern equivalent of the pre-war "blown" MG or immediate post-war Dellow. It is a clubman's sports-car, finished to a very high standard and equally capable as a trials machine, sprinter, speed hill-climber, autotester, or road car. With its compact dimensions and large-diameter wire wheels, it captures exactly the desired image.

Subject to the customer's desired specification, a built-up Troll Mk 6B will cost in the region of £9500 but, for those who feel they have the necessary skills to finish the job, the basic rolling chassis, mechanical and body components can be supplied for roughly half that figure. When one considers the Troll's versatility, this represents a very astute investment on a fun-per-pound ratio. DA

### **Brighton Run**

## VETERAN TO CLASSIC



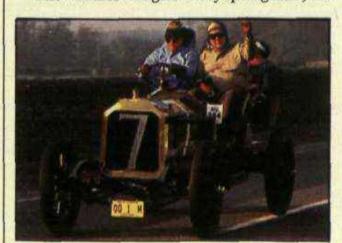
The 1903 Mercedes waits at Hyde Park to give WB his 35th "active" run.

In spite of its enormous popularity, the RAC London-Brighton Run event gets far less reportage than it once did. This year Eoin Young in "Automotor" advised any VIPs who had never been on a veteran before to go to Brighton by train!

MOTOR SPORT is far more enthusiastic. This time, as the early motoring writers might have put it, "I was fortunate in being invited to go down as a passenger on the great Mercedes motor with its powerful 9-litre engine and many advanced engineering features, which other makers of top-quality autocars have avidly copied, this machine belonging to Mr R Collings of Hereford, President of the VSCC. Although the great tonneau-bodied automobile took six people to the Sussex coast, I do not remember it being overtaken by any other vehicle, and I lost count of the number we overtook."

We had a fine fast run: Judy Collings and Mrs Lemon with me in the back, Roger conducting, Vauxhall enthusiast MR Lemon as "mechanic", young Ben Collings sitting on the step, racing-fashion. The Merc faltered only once, out of petrol at Kennington; Ron Knight's 1903 Darracq stopped and proffered a can

The weather was gloriously spring-like, the



Don Meyer's magnificent 1903 60hp fourcylinder Peerless from the USA.



Lady Montagu, on a 22hp Daimler, was one of several NMM representatives on the A23.

# Brighton Express

traffic congestion (except between Streatham and Croydon) far less than expected in view of the 427 Kenco cars. Oldest was Moore's 1884 De Dion steamer, and the RAC, VCC, major museums and, a sign of the times, auctioneers Phillips and Sotheby's were all represented.

Weaver's 1903 Darracq twin demilimousine was rustily unrestored, Mozart's 20hp Panhard from the USA sported 36 x 4 white rubber tyres and continental headlamps and Pownall's De Dion had a Surrey top but how can we report further on 359 Kencos all aiming for Brighton? At a crossroads, about halfway, six veterans had stalled, a policewoman helping to push one of them out of the way. Johnny Thomas lost time when the radiator burst on his fearsome Etna tricyle, the Creed-Miles Humber Olympia tandem ran a big end, and just before the finish the Shuttleworth de Dietrich stopped.

Nothing stops a Merc however, especially when driven by Roger Collings, and we came in in good time, not long after the RAC's Mors driven by Prince Michael of Kent, who sipped coffee with the rest of us (hot soup and champagne were offered as well!). On high-gear sprockets, the Mercedes did not get

into top gear for the first time until Coulsdon, but it stormed up all the hills on the A23 in fine style. At the half-way halt, Roger oiled the scroll clutch, which has excellent grip, but is either in or out and cannot be slipped, so dislikes traffic work.

Lord and Lady Strathcarron were as usual snug in their Georges-Richard Brougham but Richardson's single cylinder Peugeot was boiling.

It is not a race of course, but first to finish was M Clough's 1899 23/4hp Marot-Garden Tricycle. Cohn's rare 18/22 Mercedes with three-quarter-elliptic front springs, had collided with a modern car that went across its bows but finished strongly with only a hubcap damaged. One of the most remarkable motoring runs was the tall-chimneyed six-seater 1899 Shearer Steamer from the Australian NMM, its occupants in bush hats; it was last seen with broken wheel-belts.

General Foods (Kenco) has agreed to sponsor the run for three years for £250,000. This indicates the cost of running even a public road event — presumably of policing it, for surely the entrants' fees pay for the medals and the programme for itself? WB

#### **VETERAN TO CLASSIC**



A packed grid of Grand Prix cars demonstrated members' support for the endurance idea instead of the usual sprints.

# Glory for All

The Race of the Year — that was the bold title the Historic Grand Prix Cars Association chose for its 100-mile two-legged event at Donington, and events proved it right. No fewer than 29 Grand Prix cars (plus reserves) lined up for the first of two 50-mile heats on the 50th anniversary of Nuvolari's great victory in his Auto-Union at the Derbyshire track.

Neil Corner brought his W154 Mercedes to commemorate the German invasion, though sadly only as a static exhibit, and "Wilkie" Wilkinson was there, too; he and Billy Cotton finished the 1938 race in seventh place in ERA R1B, driven now by Duncan Ricketts.

The Association exists to promote racing both here and abroad for the Grand Prix cars its members own, but this is the first time it has promoted its own British event. It was Dan Margulies who suggested the idea of an endurance event to break away from the usual 10-lap sprint format, but the only slot in Donington's calendar was in a busy weekend of

club racing. Hence the split into two heats in amongst saloons and Formula Fords.

One of the essential factors the Association insisted on was the banning of the super-sticky 484 tyres which have so radically cut the lap times of pre-war cars; thus the cars which came were fitted with tyres which actually looked right for the pre-1959 grid.

The event's unique nature brought a wider field than normal: three Maserati 250Fs from Germany, including Manfred Rimboek with a 1954 example once driven by Prince Bira, and Hartmut Ibing's ex Fangio 1957 car, rounded out the impressive Maserati entry of eight 250Fs plus Peter Hannen's 4CLT and Sean Danaher's 4CM.

HGPCA Chairman Richard Pilkington (who with his wife Trisha put so much effort into putting the event on) brought his Talbot Lago, and the post-war entries embraced Cooper-Bristol, Connaught and the sole rear-engined car, Alan Miles' ex-Salvadori 1957 Cooper-Climax. Martin Stretton brought a rare beast, an F2 Pierce powered by a blown 1250cc MG XPAG engine.

Pre-war, five ERAs lined up against Tipo B and Monza Alfa Romeos, leavened by the Gillies' Dixon Riley, the Summers' KN MG and an intended brace of T35B Bugattis. Sadly both the Molsheim cars failed to start: Terry Cardy blew his engine up before getting to Donington, while Julian Majzub had a block



Perfectly matched, either Willie Green (No 1) or one of the Corners (No 2) led throughout both days.

### **Donington Historic GP Race**

crack in practice, letting in water which then punched a hole in the side. Problems also struck Keith Duly, who lost middle gear from his Tipo B Alfa Romeo with Dubonnet ifs, and missed the first heat.

Although the field was packed with rapid cars and drivers, it was Neil Corner and Willie Green who were expected to make the headlines, but a practice spin for Neil's son Nigel almost upset the script. The 250F thumped the barrier, crumpling the nose and damaging the radiator mounts. However, all had been tidied for the race.

Unlike the average VSCC meeting, many of the crowd had never seen old cars racing, so the aggressive battle which erupted from the very start of the first 26-lapper bowled them over. Corner and Green leapt from the pack and rocketed into Redgate, Green just ahead, with Ludovic Lindsay (ERA R5B) and John Charles' Connaught on their heels. For several laps the two pairs battled, Green and Corner swopping the lead and Charles passing Lindsay, until suddenly the Connaught disappeared. Debris in the oil pump had broken it, sending oil pouring out of the catch-tank and causing Charles to spin on his own lubricant.

This put Lindsay back up to third, chased by Duncan Ricketts in Sally Marsh's ERA, with Alan Miles making up ground in the neat Climax-engined Cooper. But one of the Cooper-Bristols had lost its drain plug, leaving a steam of oil on the racing line right down the Craner Curves and through the Old Hairpin, which caused a lot of alarm. Ibing spun and stalled his 250F on the kerb, while Mason spun his twice on successive laps, fetching up against the concrete and bending a radius arm.

At the front, though, the battle continued, the two scarlet cars lapping more and more of the field until only Lindsay was on the same lap. First Green, then Corner would appear in front by a yard, and as the 50th mile unrolled they sprinted across the line in a glorious photofinish, Corner grabbing it by 0.01 seconds.

Lindsay and Ricketts kept ERA honour high, and Miles showed the promise of his recently-rebuilt Cooper with fifth. Not far behind was Stephen Griswold, showing the speed of the V12 Maserati, while Pilkington and David Ham had their own race for seventh in Talbot and HWM respectively.

Remarkably, only seven cars failed to finish the first heat, but there was plenty of activity before and after Saturday's dinner-dance. Mason's team straightened the radius arm, Martin Morris replaced the broken rocker screw which had caused a bad misfire, and John Charles fitted a borrowed oil pump. Duly decided he would race with his two-gear Alfa, but Paul Grist was unlucky enough to break a half-shaft in practice on Sunday, a Monza weakness even when new. With no spare, he was out.

Nigel Corner had pole position for Sunday's heat, cut to 20 laps due to the poor light, and just beat Green through the first bend. Griswold managed to get the V12 past Lindsay's ERA, but could not touch that of Ricketts in third. Very quickly, though, more oil appeared all

Stripped: Alan Miles' F2 Cooper-Climax, originally run by Rob Walker for Roy Salvadori.

round the track, completely upsetting the order. Corner spun in a big way at the chicane, dropping nearly a lap and handing Green a lead which was to survive everything Ludovic Lindsay, who had got past Griswold and then Ricketts, could do.

Further back, the best dice was between the Cooper-Bristols of Robinson and Lavers, seemingly well matched, while Miles looked good delicately pushing the Cooper through the oil which afflicted every corner. 250Fs were everywhere, Lodge spinning when fourth gear popped out, followed by Rimboek and Ibing, then Barry Gillies in the Dixon Riley and Peter Mann, who had a push-start for the ERA on the Melbourne Loop. Stretton retired the Pierce when the bonnet blew off after a pit-stop.

Though Miles was still trying hard in fourth, with Griswold a cautious fifth, there was no catching Green, who came home with 25 seconds over Lindsay, then Ricketts. John Charles was sixth in the revived Connaught, and Mason followed, looking rather unsettled in the slippery conditions, later described by Richard Summers, who retired the MG KN after 14 laps, as "like driving on ice".

Combined times made Willie Green the overall winner, ahead of Ludovic Lindsay who is making R5B go quicker and quicker. The Corners took third, ahead of Duncan Ricketts, Alan Miles and Stephen Griswold. But one of the unusual features was the wealth of class wins, plus prizes for three-car teams arbitrarily assembled by Peter Hannen. Oliver Robinson, Jeffrey Pattinson and the Morrises took away handicap awards, while Tony Stephens collected a set of Michelin tyres for sharing his drive with a carless John Venables-Llewellyn. Awards for driver-prepared cars went to the Summers, the Gillies and Manfred Rimboek, Stephen Griswold got a bronze sculpture for coping with a tricky car in hard conditions, and everyone else had a silver key-ring.

It was an occasion when every entrant felt he had a chance of glory, and there was a great atmosphere; all good signs for this becoming an annual fixture.

GC

## RESULTS Historic Association 100, Donington Park, October 15-16

eil CornerMaserati 250F	
	39m37.74s
	40m46.32s
Fastest Lap: Neil Corner 1min 27.36sec (80.65 mph)	
RACETWO	
	30m55.94s
udovic Lindsay ERAR5B	31m20.79s
	31m48.06s
Fastest Lap: Nigel Corner 1min 29.36sec (78.85 mph)	
1	Villie Green Maserati 250F. Idovic Lindsay ERAR5B Fastest Lap: Neil Corner 1min 27.36sec (80.65 mph)  RACE TWO Idovic Lindsay Maserati 250F. Idovic Lindsay ERAR5B

	AGGREGATE RESULTS	
lst	Willie Green	35
2nd	udovic Lindsay ERAR5B 1h12m07.1	ls
	Neil Corner/Nigel CornerMaserati 250F	id
	lass A: 1, Green (Maserati 250F); 2, Corner/Corner (Maserati 250F).	
	Class B: 1, Miles (Cooper T41): 2, Ham (HWM).	

Class C: 1, Pilkington (Talbot Lago); 2, Hannen (Maserati 4CLT),
Class D: 1, Lindsay (ERA R5B); 2, C Mann (Alfa Romeo Tipo B),
Class E: 1, Ricketts (ERA R1B); 2, Stephens (ERA R12C).

Handicap Award: 1, Robinson (Cooper Bristol); 2, Pattinson (Cooper Bristol);
3, Morris (ERA R11B).



Martin Stretton in the F2 Pierce, with supercharged 1250cc MG engine.

### VETERAN TO CLASSIC VSCC Welsh Trial



One of several welcome newcomers on the Welsh Trial was Sudjic's 1930 Aero.

# Two Days' Hard Slog

Well, one-and-a-half days really! This tough October trial for pre-war cars started with a 100-mile run to Presteigne, just over the Welsh border, where locals and enthusiasts saw preparations being made to the 101 entries, back wheels being changed, bad-weather clothes donned, and Maylan's Frazer Nash having its transmission attended

Odell's "Mud-Racer" had been completed only that morning, to spare his Riley Sand-Racer the stresses and strains of the trial. It is a replica of the 10.8hp side-valve special sports Riley in 1923 form, using vintage parts even to its short running-boards — an impressive car with a very long bonnet and but one dial (an air-pressure gauge) on its dash. The Sand-Racer was originally registered HP9310, and the story goes that after it broke its crankshaft this number (whose digits add up to 13) was thought unlucky and changed; the later number is still on the Sand-Racer, and the earlier one is now on the new sports job.

Another newcomer was Sudjic's little 1930 Aero, a 662cc two-stroke which was apt to boil, its two-seater body more sophisticated than those of A7s of this period. A7s numbered nearly a quarter of the entry, including Stringer's Hughes of Birmingham sports version and the versatile Ann Shoosmith's Gordon England Cup model. Hickling and his stalwart passengers were riding high in the 1917 Dodge Four, and Liddell's 30/98's showroom-style sparkle belied its run up from Hampshire. Blake's GN, alas, broke its Vitesse engine at the very start.

At Bailey, one of Saturday's eight observed sections (a steep climb above Llangunllo with overhanging trees making the lower part slimy), Moffatt just kept his T13 Bugatti going; it was even more touch-and-nearlynot-go for Marsh's Brescia, and Felton in the third 16-valve Bugatti failed. Most of the others likewise, but Liddell stormed up, clouting a bank on the way, and Jane Tomlinson made it look very easy in her remarkable A7 box-saloon.

Before his unsuccessful attempt, Hallam had cheerfully repaired a split sprocket on the Anzani Frazer Nash. Rouse's hoodless Chummy started well but soon stopped, heavy bouncing did nothing to avail Doggett's Alvis Silver Eagle, the Aero hardly got started, and even Potter in Miss Stocken's Trojan Utility (to which boiling apparently comes naturally) failed. Saturday's action ended with Jeddere-Fisher's 30/98 well placed, but Stanley Mann's A7 out after smashing its differential while reversing from a section, and retreating to its van . . .

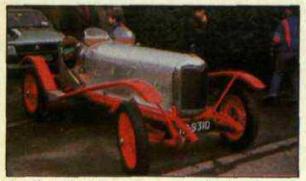
Sunday's first hill, Lloyds, a muddy gully high on a bleak hillside, had proved a stopper last year, but seemed easier this time. Bruce Spollon cleaned it in the 30/98 Wensum, followed among others by the Dodge, both Trojans (Carlisle's faster than Potter's), and Baxter's Model A Ford which started in middle gear and changed down halfway up! Fenner's Riley 9 had the rotten luck to fail right at the top, whereas a similar 9 had lost revs at half-distance. Rides' 41/2-litre Invicta grounded its front axle this time, and shed its silencer.

The four sections at Pilleth ended this eventful trial, free parking and refreshments (the latter to aid church restoration funds) being generously provided by the farmer. Rain had by now made the going very difficult, and on Pilleth One most cars stopped low down, Seymour Price's A7 Chummy in spite of having a large tree-stump as ballast; Winder showed his skill by reversing the famous 8/18 Humber Chummy faster than it had tried to ascend!

Ann Shoosmith sawed at the wheel to get her A7 to marker four, and by running almost on the Bugatti's rims Moffatt got even higher. Another hard try got Bennett's A7 to marker six and a steady climb by Hill almost took the Crouch-Helix to success; the A7s of Painter, Low, Proctor, Clarke and Gunn did as well, but Felton did best of all in the Bugatti. But the jolly Austin 16/6 tourer was steaming and wouldn't look at it, and Rolfe's Chummy had lost its silencer.

The hero of this ordeal by Jupiter Pluvius turned out to be young Simon Diffey, who was the outright winner in his A7.

In the pelting Welsh rain the large number of onlookers began to melt away while sodden competitors again set about inflating or changing back tyres; "The Welsh" was over for another year, but already they were talking of the VSCC Lakeland trial. And as I drove home over deserted roads I overtook a sleeve-valve Daimler, for all the world as if it were sixty or more years ago. WB



Odell's "Mud-Racer" was completed at 8am.

#### RESULTS VSCC Welsh Trial, October 8-9

Harry Bowler Trophy (best performance):

Presteigne Trophy (best in class two):

Smatcher Trophy (best by previous non-winner):

Leslie Winder Trophy (for overcoming adversity):

W. Couch (Lea-Francis)

First-Class Awards: S. Diffey (A7), R. Felton (Bugatti), H. Stringer (A7), A. Carlisle (Trojan), W. Urry (Riley), C. Collings (Bentley), Miss Tomlinson (A7), A. Jeddere-Fisher (30/98).

Second-Class Awards: T. Pipkin (A7), B. Clarke (A7), H. Spence (Lea-Francis), H. Moffatt (Bugatti), J. Phillips (Jowett), R. Collings (1903 Mercedes).

Third-Class Awards: J. Evans (A7), R. Harcourt-Smith (A7), A. Jones (30/98), S. Potter (Trojan), C. Gunn (A7), R. Low (A7), A. Liddell (30/98), A. Goding (Morris-Oxford), R. Hickling (1917 Dodge), C. Rides (Invicta).

C. Rides (Invicta).

Retired: T. Threlfall (Ford), J. Beesley (Riley).



On its first competitive outing for more than half a century, Smith's 4.9-litre Indy Sunbeam set a class record on the seafront.

On the beautiful day of October 2, the VSCC again held speed-trials along the front at Weston-Super-Mare, furthering a tradition which started in 1913. Weston's earliest sprints were over a mile on the beach, later becoming a half-mile along the Marine Parade with paired runs, and are now run as a half-kilometre event with single runs.

In practice this year L J Smith proved that even in a simple speed-trial it is possible to have a considerable accident; he failed to see the finish, spun his Derby-Bentley into a lamp-post, and was removed to hospital with broken ribs, the car having been chopped virtually in half! But they have done almost as much at Brighton, without getting far from the start . . .

Otherwise things began well, with Selwyn-Smith setting new vintage and general class-records (21.43 seconds) with his 1930 Interceptor Frazer Nash in the 1500cc sports-car category, beating Golder's 1936 Riley Sprite. In the over-1½-litre class Matthews' Delahaye 135 set a new general class-record, (19.70 sec), just beating Craig Collings, who won the vintage section in the 4½-litre Bentley (20.11 sec).

Records fell again in the class for special and

Seaside Vintage

supercharged 1½-litre sports-cars, won by Mrs Ricketts' Riley Special (19.28 sec) from the Riley "Wagtail" and Keens' neatly-supercharged 1.3-litre Lagonda Rapier, whilst Gordon's Riley Special took vintage honours (25.15 sec). All except two of the big special sports-cars were post-vintage, the Royce-Bentley (displaying BARC and BRDC badges) winning in 17.52 sec after an exciting take-off. Bruce Spollon's 4½ Bentley and Roscoe's 4.3 Alvis filled the places.

Of the little racers, Brian Gray scored in the Hardy (17.76 sec), from the Gunns in the MG Q-type replica, Colin the quicker by 0.27 sec. The Allt'cok went limp and retired, and Hernandez' A7 finished its run at 54 mph (the Bentley-Royce had done 94) but was best vintage car. Purnell's monoposto A7 (with "knees-up" cockpit and single SU gasworks),

needs development, and like the real racers Keeling's PB MG was started with a battery-trolley.

The 1½-litre racing-car class went to Sayers in his MOTOR SPORT Brooklands Trophywinning Riley (16.82 sec), 0.61 seconds quicker than ERA R12C, with Danaher's 4CM Maserati third. It was very good to see the Halford Special win the vintage section with a class-record 20.30 sec, which was too much for a T37 Bugatti and the BHD in this poorly-supported category. The Vernon-Crossley appeared to have a radiator-shell made of gold, which would put it in the Royale valuation bracket!

The merged big-racers and historics class saw Mayman continue his very successful season with FTD (14.70 sec, another record) in ERA R4D, which went over the line at 122mph, eclipsing Felton's Alfa Romeo (15.00 sec) and Jolley in the jolly-long shining-silver Giron-Alvis (15.46 sec). By dint of blowing a Speed-20 engine Hulbert's Silver Eagle Alvis, although not placed, pulverised the vintage class record of Ghosh in the TT Vauxhall and was fastest vintage car (16.94 sec). The pre-war sprint flavour was endorsed by the Djinn, attended by Rupert Instone, although it is in 1949 form.

The veterans and Edwardians produced two newcomers: Harold Smith's 1916 Indy 4.9-litre Sunbeam, out for the first time since 1936 and wisely keeping to about 2800 rpm, which nevertheless won the class in the record time of 21.87 sec, and Brown in the 1914 3.4-litre SAVA (with overhead exhaust, side inlet-valves and a replica TT body) brought back from Australia in 1985 (28.14 sec).

In fact Roger Collings' 1903 Mercedes was a worthy second (23.47 sec) from Valentine Lindsay's 1914 GP Opel (24.47 sec) which his girlfriend Miss Whittome also courageously drove on this her first competition appearance, to a most commendable 25.85 sec. Nick Ridley drove his mauve 1914 TT Sunbeam, imported from New Zealand two years ago.

So ended a most enjoyable day by the sea, with the handicap awards to add to the enchantment.



Danaher's 4CM Maserati was placed third in the 11/2-litre racing car class.

#### **VETERAN TO CLASSIC**

With the VSCC quite rightly opposed to newly-built "old" cars and the rules governing historic vehicles due for revision, it is interesting to look at how an accomplished engineer tackled the task of recreating a very significant 1904 car whose chassis had been scrapped as long ago as 1908.

I refer to the 15-litre Napier L48 "Samson" which Bob Chamberlain has revived in Australia, and my information is based on data supplied by Chamberlain himself. It is important to make it clear from the outset that he has never claimed that "Samson" is the original car; rather, having come across its original engine, he has recreated the world's first successful six-cylinder racing car to house it.

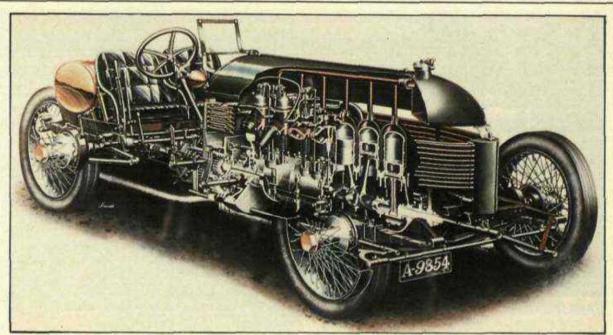
Designed by A J Rowledge (who was later responsible for the famous Napier "Lion" aero-engine before moving on to Rolls-Royce), "Samson's" career has already been well documented (MOTOR SPORT, November 1982 and Anthony Heal's 1951 articles). Suffice it to say that in S F Edge's hands it lost its 1908 Brooklands Match Race against Nazzaro's Fiat "Mephistopheles" when the crankshaft broke in its replacement 20-litre engine, but was very successful in speed-trials here and in America, and won the 1908 Montagu Cup race at Brooklands, where it took records at up to 119.34 mph. It was regarded as the fastest British racing car of its day.

When the chassis was scrapped, both L48's engines went into racing boats, the first being used by the Cornwall brothers in Australia to win the 1914 and 1915 Griffiths Cup races. They later installed a Sturtevant aero-engine in Nautilus 2 before going off to the war in Europe, and the 15-litre Napier power-unit lay disused in their pottery works until Bob Chamberlain heard of it, and acquired it.

Realising what a prize he had, Chamberlain decided to build a chassis for it. He had comprehensive facilities available in his own engineering works, but being over 70 years of age he couldn't hang about! So thorough was he that he travelled to London to inspect the original Napier drawings in the Science Museum, and to the USA to measure and photograph the two similar four-cylinder racing Napiers then in the Harrah Museum.

Rowledge had had access to the 70hp Panhard, the most successful racing car of its time, when designing L48, but his biggest problem had been to make the pioneer six-cylinder engine as large as possible while keeping overall weight to the 1000kg limit imposed by the regulations of the time. Weight-saving is evident throughout, even to internal parts, and there was space only for a two-speed gearbox. Even floorboards were dispensed with in 1903-04.

One of the problems facing those who restore, or rebody, historic cars is to decide which period the rebuild should cover. The larger engine had been installed before the Match Race in 1908 (and the boat it was later



A sectioned view of the Napier clearly showing the separate domed cylinders and tubular con-rods.

# Restoration Ethics



Bob Chamberlain at the foot of Shelsley Walsh, before recording a time of 50.4 sec.

used in apparently sank), so L48 was made to its last specification with the 15-litre power-unit (but with the two road-racing bucket-seats, whereas at Brooklands the petrol tank had been placed alongside the driver's seat).

In spite of Bob's fine workshops and foundries, no press of sufficient length was available for rolling the side-members, but welds in the most highly-stressed part proved satisfactory. Similarly, nobody in Melbourne could produce the tapered-section spring leaves, since the necessary tapering rollers no longer exist, but Australia's biggest springmaker came to the rescue, its shop superintendant himself being the only man who could forge them by the old-fashioned method.

Meanwhile, Australia was scoured for three sets of six early Rudge-Whitworth wheel centres, and four 23/60 Vauxhall wheels had to be sacrificed to obtain mint-condition rims. To obviate the messy and time-consuming job of changing ratios which Napier's had had to endure (dismantling the axle and then

precision-shimming it in the rebuild), three complete rear-axle assemblies were made up.

Chamberlain's work was complicated by the fact that L48 had been a one-off, using no parts from other Napiers. Its original flat-fronted radiator had been replaced in 1908 with cooling tubes along the sides of the bonnet, which came to a point at the front; it is said that Edge demanded this not to increase cooling efficiency but to make the car more distinctive! These tubes made the engine inaccessible, so Bob made separate tanks for them. The four small brass tanks at the ends of the tubes were all different, but a leading metalworking firm made replicas from the drawings without difficulty.

Axle-ratios of 1.85:1 and 3.0:1 (for rallies) and 1.56:1 were made up, the latter originally used with gearbox ratios of 1:1 and 1.866:1. Dunlop supplied 880×120 tyres like the Clinchers used at Brooklands, and 6.00×21s and Firestone 6.50×20 tyres were also used.

The only other main areas in which the new chassis departed from the original were larger brake drums on the back wheels (11in×21/4in like the transmission-brake drum, instead of the ridiculously small 8in×11/2in dictated by the 1000kg weight-limit), the use of modern bolt-sizes instead of the unavailable early Whitworth standard bolts with large nuts, and a 21/2in increase in length to accommodate a new engine vibration-damper.

The engine was as removed from the boat more than 60 years earlier, but was in reasonably good order; it was found to turn over freely and all cylinders had even compression. The water jackets were badly cracked, but the seven-bearing crankshaft,

## Napier L48 Reconstruction

machined from the solid, showed no such flaws even though it had been reground several times, and could still be used. Bear in mind that Napier had had no prior knowledge of torsional vibration (Edge's famous "powerrattle") in a six-cylinder engine, and that Rowledge probably lightened the crankshaft to further reduce overall weight.

Chamberlain pays tribute to the quality of the alloy castings — good foundry work for 1904 — and notes that Napier must have had a precision cam-grinder. Incidentally, the purpose of using six cylinders had been to ease tyre strain through smoother torque, but the flexible running prompted the ebullient Edge to forecast that production cars would soon be able to dispense with gearboxes!

No attempt was made to use materials to original specification in the rebuild (these were unknown for the chassis anway, and its new side-members are of 3/16-thick 1045 steel). The only usable 1904 parts were the crankcase, crankshaft, three of the inlet-

"Bob Chamberlain has
never claimed that his car is
the original Samson; rather,
having come across the
original engine, he has
recreated the world's first
successful six-cylinder
racing car around it"

manifold branch-pipes, one timing-pinion, the ignition-drive skew gears, a thrust-race, some bolts, and the water-pump.

It was known that L48 had design failings, and some of these could be eliminated in the rebuild.

It would never idle, a fault blamed on the

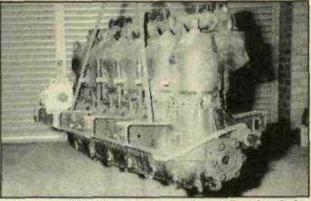
Napier carburettor, though the weak valvesprings were also a likely cause, since the actual valve-timing was suited to a good idle. The 32 lb exhaust-valve springs allowed the valves to lift and gas to re-enter the cylinders and the cam-followers to lag when this ioe engine with push-rod inlets was running at high speeds. It is believed that it had to be restarted at least 17 times (one report says 25 times) during the 1905 Gordon Bennett race. So 110 lb exhaust-valve springs and 60 lb inlets were fitted and a larger-diameter camshaft made, with lift more suited to the engine (Rowledge having believed low-lift was suitable with Napier's odd multi-opening flat-seated valves).

Napier cylinder-design was also unusual, and four "pots" had failed in the car, one more in the boat; since they were unusable, new cylinders were made, to a revised design. The crankshaft might fail if it vibrated, so the aforementioned Lanchester-type torsional damper was fitted.

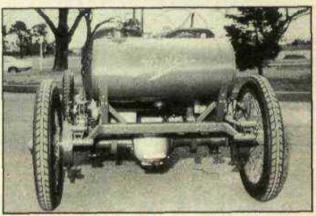
The original pistons were of cast-iron, weighed 11 lb, and had 3/sin-wide rings; compression-ratio was 3.6:1, which in the boat was increased to 4.0:1 by machining the heads, allowing half a ring to protrude above the bore at tdc! New 7 lb alloy domed-head pistons were made, giving 4.6:1 cr.

New chains and sprockets now drive the water-pump. The total-loss lubrication system was replaced with a dry-sump system incorporating one pressure- and three scavenge-pumps, with provision for priming to 75 lb/sq in, before starting up. The forged tubular con-rods were of 23 tons tensile strength, using Napier's racing bearing-caps which were only about half the width of the journal, giving a large dip area but, as is now known, a broken oil-film; so new 70-ton rods were manufactured.

Twin carburettors were used in the boat, but a single World War Two-type <sup>27</sup>/<sub>16</sub> Bendix-Stromberg is now fitted. The original



15 litres of Napier engine as found having lain in a pottery for over 60 years.



A rear view shows the huge differential casing and the much-enlarged rear brake drums.

Napier trembler-coil ignition system has been replaced with a dual system using "off-the-shelf" Lucas parts but with the coils in the correct dash-mounted box. There is a choice of modern make-and-break or trembler coil, and two plugs per cylinder. An original-type starting handle is fitted, but a Ki-gass aids firing up and, as a substitute for two strong brave "swingers", an Eclipse Bendix aircraft-starter with 130:1 reduction-gear is available. Although a new clutch-stop was made up, Bob says "the 1907 one probably worked better".

The rebuilt engine was first started up in July 1982, using sae-30 Shell Super Moil. The carburettor required no adjustment, but ignition-advance was increased from 20° to 40° btdc. The Napier was soon making demo runs in Australia, but its tyres gave trouble, creeping on the rims even at low speeds, as security bolts had been eschewed.

Seats and tanks are 1½ in further back than in 1904, the wheelbase longer at 9ft 2in to take the crank-damper. With 35° ignition-advance, a rolling-road test gave an estimated output of 240 bhp at 2250 rpm.

In 1983 the famous Napier came to Donington and was demonstrated at Brooklands. Then it ran at Shelsley Walsh (recording 50.4 seconds) and at Colerne (30.67 sec for the standing-start kilometre, driven by Tony Gaze) using the 1.85 axle and 880 front, 7.00×21 rear tyres.

Whether or not you approve of the modern reconstruction of old cars, you must concede that this is the recreation of the decade. Modifications made were in keeping with the ethics of a highly-experienced engineer intent on providing a habitat for a decidedly historic engine, and had the task not been undertaken there would now be no 1904 Napier L48. WB

#### **NAPIER L48 MODIFICATIONS 1904-1908**

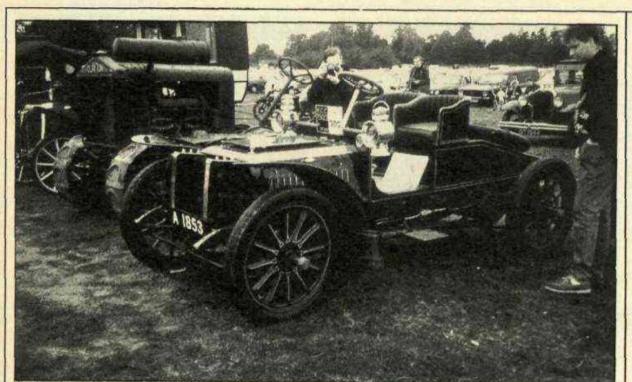
As designed, F-head engine had inlet-valves with flat seats, sealing against three concentric circular areas, with holes through each valve-head (Benz and Mercedes persisted with what Bob Chamberlain calls "this piece of nonsense" until after 1909). Ignition was by patented Napier "synchronised system". A single water-heated Napier carburettor was used. 0.3in-thick copper water-jackets were electro-deposited, a process taking four weeks in 1904! Valve timing: inlet opens at TDC, closes 30° after BDC; exhaust opens 50° before TDC, closes 10° after TDC.

As first shown in June 1904, L48 did not have its separate reverse lever, and the front springs' top leaves were too short. This was corrected, and normal radiator replaced by side cooling-tubes. Speedometer fitted, driven first by friction-wheel, then by spur-gear from offside front wheel. About March 1905, wood-spoke wheels replaced with Dunlop detachable wire wheels. After steering problems at Daytona, radius-arms replaced back-axle torque-tube for Gordon Bennett race. Brake-operating geometry seriously at fault, causing car to hit a wall in 1905 GB when handbrake locked on, as had happened to 1903 GB Napier. Pawl and ratchet removed for Daytona runs. Camber of springs reduced during 1906.

For high speed at Brooklands in 1907, new Rudge wheels and stronger front axle fitted, plus drum-type friction-dampers; the latter necessitated steering alterations, geometry being impaired by lowered drag-link and by shorter Pitman-arm used later to increase leverage (Chamberlain has made no alterations, believing dead steering action to be in keeping with a car of this age—the correct sentiment!). Flat spring-leaves were now used. chassis-height being maintained by longer shackles. At this time, rear radius-rods were removed, and it is believed back shackles were eventually locked-up.

New cooling header-tank fitted in 1908 permitted simpler bonnet and improved car's appearance; this later replaced by crude tank of similar shape, perhaps due to an accident. 15-litre,  $6\frac{1}{4}$  in  $\times$  5 in engine replaced in 1908 by larger one of  $6\frac{1}{8}$  in  $\times$  6 in. For the Match Race, stroke was increased to 7 in, when top speed was in the region of 130 mph. Geometry of the brake gear has been improved by Chamberlain so ratchet can be safely used for parking, which seems reasonable. The Napier was known as L48 but in its final form at Brooklands it was chassis No 599 with engine No 5019.

#### **VETERAN TO CLASSIC**



Side by side - pristine 1903 de Dietrich and lucrative Clayton tractor at Biggleswade.

## Shuttleworth Trust Anniversary

I used to watch the late Richard (Dick) Shuttleworth race at Brooklands and Donington Park. I remember him rushing frenziedly about his shed at the Track, flinging spares into his 30/98, and how he used to take off in his Comper Swift from just outside the shed instead of from the aerodrome—to Duncan Davis' wrath!

Before that, I used to see Shuttleworth driving his de Dietrich in Brighton Runs, usually well over to the wrong side of the road as he overtook less powerful veterans on the hill past Croydon Airport; I recall the rude letter Dick received from a well-known motoring pioneer who thought he was mistreating the circa-1897 Panhard-Levassor which he had bought for 25/- and had not had enough time to restore before the 1928 Run, and I remember too Shuttleworth's polite but acid reply. And during the war, Dick's mother kindly gave me one of the 7hp Jowetts which her son had used as hack transport at Brooklands.

So on September 25 it was essential to attend the anniversary celebration for the foundation by his mother of the Richard Ormonde Shuttleworth Remembrance Trust at Old Warden Aerodrome, Biggleswade, though this meant a 400-mile drive.

Organised by Peter Hull, the VSCC parade of historic cars was led by the very same Paris-Amsterdam racing four-cylinder Panhard and that 1903 de Dietrich, which Dick rebodied as a "Paris-Madrid" racer and tuned until it could lap the Brooklands Mountain course at 43.65 mph. I was the honoured passenger on this pristine car, which still has exhaust-pressure petrol-feed, total-loss lubrication and a pressure gauge for the cooling system.

We were followed by a great cavalcade, and it was splendid that Henry Wessels had brought his P3 Alfa Romeo, the actual car with which Shuttleworth won the 1935 Donington Grand Prix, though he had to be circumspect on the wet Biggleswade grass! In addition, there were makes used by Dick, such as Bugatti, Railton, Alfa Romeo, FWD Alvis, Jowett and A7 (although not the actual Shuttleworth cars), and Pitt had brought along the 30/98 of which Shuttleworth made such very good use.

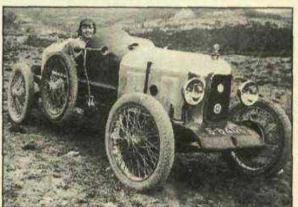
There was even a Clayton caterpillar tractor, representing the source of the vast Shuttleworth family fortune, and a Crossley tourer as a reminder of Royal Flying Corps staff-cars (Shuttleworth joined the RAF and was killed in 1940 in a Fairey Battle). Wilfred Hawkes, Chairman of the deserving Shuttleworth Veteran Aeroplane Society, drove an A7 Open Road tourer. We passed a fascinating line-up of aeroplanes, and I was interested to see the 34hp DH53 and 398cc English Electric Wren from the 1923 Lympne "motor-glider" trials.

The fly-past was led by the trio of DH51, DH60X and Gipsy Moth, followed by a Moth (G-AAHY) in the colours of the Brooklands School of Flying, where Shuttleworth trained. Military planes included Swordfish, Hind and Gladiator and (with the RAF's Spitfire, Hurricane and Lancaster, as well as a Comper Swift, grounded by the weather, and a Simmonds Spartan by an oil-leak) the highlight of the afternoon was the arrival from Hatfield of the meticulously-rebuilt DH88 Comet (G-ACSS) which won the memorable 1934 England-Australia Race.

Among the static exhibits was the Ford Model T Huck's starter, now used for starting other aeroplanes besides the Collection's Bristol fighter, and in the vast car-park I saw five flat-twin Lomax three-wheelers before driving Walesward with a friend who worked on Shuttleworth's Bugatti at Papworth's before the war. An interesting day!

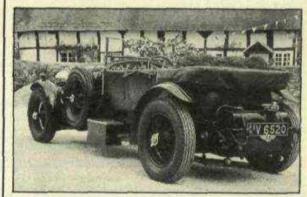
#### Readers' Requests

R S Clarke of Hailsham, East Sussex, asks for the identity of the car in the accompanying photograph (S-8406). It was owned around 1925 by a Mr John Lloyds Bereton, "Fleetwood Mac's" grandfather, who always took seven spare tubes with him when driving from Richmond, Surrey to Somerset. The problem defeats us, but the car may be Italian, as its lines resemble those of the Fiat racing voiturettes of 1922. It was registered in Edinburgh, probably in 1920, yet it had front-wheel brakes; could it be the very rare La Perle? And as our correspondent says, who is the girl? Cherchez la femme!



The owner of a 1928 4½-litre Bentley (registration UV 6520, chassis MF 3153, engine KN3095, once worked on at Birkin & Couper's) seeks its history, which the BDC has been unable to provide. It has original VdP body, a racing filler to the large rear fuel-tank and swept-forward screen-frame/scuttle beading.

The original owner was Gerald T S Bevan, and though this is apparently not the car raced at Le Mans by Bevan and Couper in 1931, a Bentley was also raced at Brooklands long-distance events by an H L Bevan in 1931-32. The well-known bridge player Sir Guy Domville, Bt, seems to have owned the car in question late in 1931 (at a mileage of 38,500), and a Mr Edwards in 1932.



A Southampton reader wants to trace the deep red 1932 J2 MG (registration ALE 456) which he sold for £150 in 1954. He says the thought of it makes him cry in his beer! A Belfast reader owns a 1931 2.3 Zagato Alfa Romeo (registration AUL 488) which was imported in 1934 and was advertised for £450 by Cecil Kay Ltd of Birmingham, in 1938; he would like to contact the importer. WB

#### **VETERAN TO CLASSIC**

We left Owen John lamenting the demise of the steam-car, and watching the first of what were to become the RAC/VCC London-Brighton Veteran Car Runs.

At the dinner following this 1927 frolic (for light-hearted it was in those days), OJ met such pioneers as Colonel Charles Jarrott and Sir Edward Iliffe, who both made speeches, S F Edge, Ernest Instone (Rupert Instone attended this year's VSCC hill-climbs), Percy Kidner, Stocks and Frank Lanchester who, said OJ, by their blood and tears and strong language helped to make motoring the easy thing it had become.

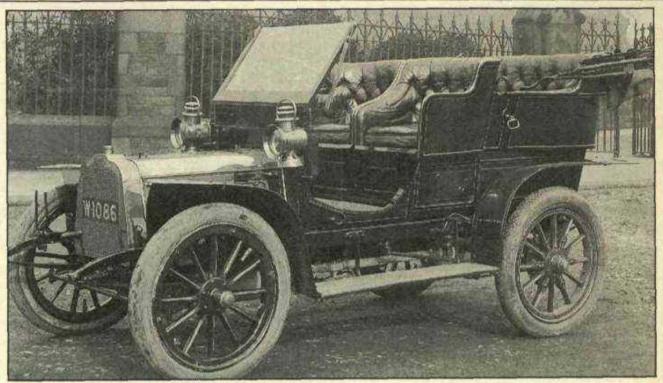
Mrs Victor Bruce was also among those present, sitting to the right of the Chairman, and seemingly quite envious of the adventures of the pioneers which she now had to travel the world to emulate — she and her husband had just driven an AC Six for 15,000 miles in ten days in appalling weather conditions at Montlhéry, breaking many records.

One toast which was missing at this "Old Crocks" dinner, thought OJ, was that to The Autocar, which had been launched a year before the Emancipation Day Run of 1896. This sounds a topical and somewhat sad note, because that enduring title has recently incorporated Motor, so will hereafter inevitably be referred to as the Automotor or Motorcar...

Incidentally, the guest of honour at another banquet which had taken place about the same time, that of the Royal Scottish Automobile Club, was the Prince of Wales, who had agreed to become its Patron. The Scottish Show at Kelvin Hall was then a very notable event. The Prince's speech (the sort reported with "applause", "laughter" and "loud laughter" inserted in brackets) included the remarks that American annual car output was so stupendous he feared he might confuse the figures with divorce statistics, and that although in the springtime a young man's fancy turned to super-sports models, the voice of experience (HRH had had his motoring moments!) was crystallised in such advice as "say it with brakes, and save the flowers"!

As 1927 drew to a close, work was going on with the new Glencoe Road and with London's biggest road scheme (though now overshadowed by the M25), the North Circular. This link between the eastern end of the Great West Road and Eastern Avenue on the main Southend Road was regarded as a big step forward; the Lea Valley/Ching Brook sections were to be opened in December, though others were still uncompleted.

I often used the North Circular in the days after World War Two, and found it difficult to keep to in places where its weaving route was badly signposted, much of it also being very congested and frustrating. Yet it was worth using it for the journey from Hampshire to Essex in order to exchange my 1934 A7 for a much newer Vauxhall Ten when long trips were in the offing . . .



Of bought a Talbot in Kidderminster in 1905 . . .

# The Roads of the 1920s

As 1927 ran its course, details were eagerly awaited of the secret new Model A Ford, and the following year's Grand Prix races had been cancelled because the cars required were thought too expensive at £30,000-£40,000 per team. Foresti had escaped death when Djelmo overturned on Pendine Sands, in much the same way as had "Babs" earlier in the year, killing Parry Thomas, and at Great Ormond Street Hospital for Sick Children the "Babs" cot (which he had financed during his lifetime) had been endowed in Thomas' memory. This famous hospital is seriously in need of funds, and donations would be as welcome now as they were then, addressed to the "Babs" cot, Great Ormond Street Hospital, London WC1N 3JH.

In 1928 OJ went off in a Singer Senior to Shropshire, which he explains was originally called Scrobbesburgshire; this was too much for the Normans, who shortened it to Sloppes-buries, which in turn became Salop.

The Singer, which only pretended to be a puny 12hp, gave no trouble, and the delightful Salopian roads were less crowded than expected. Ellesmere, found to have a confusing jumble of streets, was described by OJ as "a little fairy town", whose mere should be admired, but not the mansion which did its best to spoil it. I wonder if that scene can still be found? The day before, OJ had been in the regions of Northwich, Middlewich, Nantwich and Winsford, where over-vigorous brine-pumping had created subsidence and left houses at peculiar angles.

OJ was enthusiastic about the pleasant little Shropshire market towns, noting the many pony-traps, and even farmers' wives astride fat Welsh ponies, still to be seen on the roads there. The Singer saloon took him on to crowded Whitchurch and even-more-crowded Market Drayton (where once he had caught trout), to one of the Newports, "a very handsome big village with a street that should be an example to town-planners", and on through "a countryside as beautiful as anyone could wish for" almost to Wellington.

Then it was over the hills to Bridgnorth via Brosley, a town where both car and railway enthusiasts today have fine museums. Brosley once made clay pipes by the million, OJ remembered, and at Ironbridge (now well known for yet another museum) he found a baby-show in progress, and more parked prams than he had ever seen before.

Finally Owen John made his way home through "prosaic Kidderminster", where the inventor of penny stamps was born and where OJ himself had bought "a most excellent 12hp two-cylinder pale-blue Talbot" in 1905. He also reckoned that the town housed the most prosperous business in the country — I wonder what he meant by that?

WB

#### Argyll Artena

The fate of the historic Argyll factory outside Glasgow still hangs in the balance. While there are proposals that it should become the home of Dumbarton District Council, the Labour Party is opposed to this. Meanwhile, out of the demolition of part of the factory a rare Lancia Artena was discovered, and it will be restored.

#### **BOOK REVIEWS**

#### Bonneville Salt Flats — Speed Limit 1000 mph

by George D Lepp. 128pp. 10<sup>1</sup>/<sub>2</sub>" × 9". (MRP Ltd, Unit 6, The Pilton Estate, 46 Pitlake, Croydon CR0 3RY.£12.95.)

This book is claimed to be the only one available about Bonneville; about the drag races and trials which still take place, there, perhaps, but Ab Jenkins wrote of the place in the days of the Land Speed Record attempts at Salt Lake and the long-distance records established there.

Lepp graphically brings out the atmosphere of these modern-day speed blasts, where you get a special hat for exceeding a two-way 200 mph. The big colour plates are a tribute to the art of the cameraman rather than studies of the cars used, and the captions tend to be repetitious. But if you like fine speed shots, of brave bikers as well as car drivers, this might be your book.

I learned some things from it, such as that the 265.553 mph Gale Banks Pontiac Firebird TransAm gains aerodynamically by having no front brakes (stopping with the aid of twin chutes), that a modified Porsche 911 holds a class record of 183.737 mph (unless the book has dated), and that a Mazda RX7 called "Rotary Rocket" has exceeded 200 mph on 530hp from its 80ci twin-rotor twin-turbo motor. WB

#### Video:

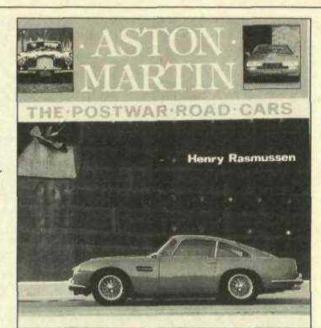
Jaguar 1985-1988 — Roaring To Victory produced by Sahara Productions. 60 minutes. (K-tel International Ltd, 620 Western Avenue, London W3 0TU. £9.99).

And still they come! Six months after Jaguar's famous Le Mans triumph, the tide of commemorative books and videos shows no sign of abating, which can only be good for consumer-choice.

Although it starts and ends with the emotional rendition of our national anthem at the Sarthe, this particular film takes the Great British racing sports-car story back to its resurrection-pangs at Mosport Park in 1985. The tale it tells is both informative and action-packed, including race footage, interviews with all the leading players at Tom Walkinshaw Racing and an all-too-brief foray into the Kidlington factory.

Unfortunately, with almost three years of racing to cram into one hour's viewing, there is just not enough time to analyse. As is the case with far too many videos, the commentary is delivered in an increasingly annoying Jackanory tone, never pausing yet seldom adding significantly to the viewer's entertainment. Its most lively moment is Derek Bell's expletive accusation that Porsche's PDK development programme is about to cost him the 1986 World Championship!

Even so, this is the best and fullest visual record of the Jaguar renaissance you could hope to acquire for less than a tenner . . . GT



A mong the recent titles from GT Foulis of Yeovil, under the Haynes imprint, are Henry Rasmussen's Aston Martin — The Postwar Road Cars at £24.95, and Great American Convertibles by Richard M Langworth at £12.95. Both are large-format hardback books in which almost all the illustrations are in colour.

Langworth's Triumph Cars, co-written with Graham Robson and published by Motor Racing Publications, has now become available as a superb leather-bound limited edition. The 100 copies are numbered and signed by both authors and are obtainable exclusively from Menoshire Limited, 49 Churchfield Road, Acton, London W3 6AY for£39.95 plus postage. WPK

From Haynes Publishing comes a big study of the MGB, in the form of an illustrated history in which Jonathon Wood and Lionel Burrell have packed all manner of fascinating colour and black-and-white pictures of the never-to-be-forgotten B. The foreword is by John Thornley (who else?) and the price is £14.95, but we are sorry to note that the bibliography gives the impression that MOTOR SPORT neglected the MGB, which we most certainly did not.

This book is complemented by the same publisher's Improve And Modify MGB, by Lindsay Porter and Dave Pollard, whose title is self-explanatory. This 240-page, 800-illustration, 270mm x 210mm book has 16 pages in colour, and is priced at £12.95. WB

Newest Haynes/Foulis DIY Guide we have seen is about how to restore, and how to buy, Triumph Spitfire, GT6, Vitesse and Herald cars, by ex-teacher Lindsay Porter and scientist Peter Williams. They take the reader step-by-step through the required processes, using nearly 1000 photographs and seven line-drawings in 312 pages, for a cost of £14.95. The same publisher has brought out a new edition of Graham Robson's Rallying — The Four-Wheel-Drive Revolution, which first surfaced two years ago, at £16.95.

A little book of 167 clearly reproduced pictures depicting Scottish motoring scenes from veteran days to the 1950s has been published by bus driver Robert Grieves. It is more attractive than many similar books and the author clearly knows his cars; captioning the makes individually in many hundreds of cases, in only three of the pictures could his quoting of makes be queried.

The postcard-size pictures cover pioneer days (many Scottish cars and the famous Argyll factory included), rallies, camping and the ferries. I congratulate Mr Roberts on a highly "browseworthy" book, whose last picture is of the bullnose Morris tourer he has restored. Motoring Memories is available from XS Publications, 9 Pearson Drive, Rehfrew PA4 0BE, for £5.25 post-free. WB

Jowett Car Club has published a magazinesize illustrated book The Pirelli Classic Marathon — A Challenge By Jowett. The two Jupiters and a Javelin all finished the marathon—the latter coming first in its class. Copies are available from Mike Smailes, 2 Talgarth Road, Norton, Stockton-on-Tees TS20 1LF, for£2.50 including postage. WB

For those confused by the complexity of modern engine-management systems, Foulis has brought out Tuning New Generation Engines For Power And Efficiency by A Graham Bell, a 235-page book which also covers chassis-tuning, pollution control and the law, for £14.95.

A useful stocking-filler for many a motorist will be the 1989 Collins Road Atlas of Britain. All the information within its 136 pages of large-scale maps has been revised and updated to include golf courses, airports, roads under construction, gardens, museums and theme parks. Full colour plans of central London and 57 other towns and cities, with the major roads and streets named, are useful items. Good value at £4.95.



#### Trial by Media

Sir.

DSJ's "Letter" (MOTOR SPORT, October 1988) reeks of trial by media, and suggests sour grapes in impugning the motives of enthusiasts. In my opinion the owners of the Multi-Union should be congratulated for saving an important historic car.

A genuine and historic GP car, the most effective model of its time, is being returned to original form with almost all of its original parts, not just the parts remaining in the Multi-Union. I believe no other early Tipo B in the intermediate configuration with medium body and louvred "skirts" exists outside Japan. There are many who will rejoice to see it in action. The facts are clear that it was a Scuderia Ferrari team car, modified for 1933-34 and sold to Sommer in 1935.

Details of the parts will undoubtedly, and properly, be taken up by the VSCC, but many GP cars have been resurrected and accepted from far less.

On the other hand a great British effort of the late 1930s in attempting to match the continentals is still preserved in its final form, and the parts unique to the Multi-Union, which make it an important and much-admired car, are intact.

What made the Multi-Union was not the bit of Tipo B frame remaining but the special parts noted by DSJ: some were necessary for bumpy Brooklands such as the Tecnauto ifs, but some, such as the gearbox with its poorly-stepped ratios, were inferior (compared to the later constant mesh Tipo B box).

The long blowers admittedly improved the performance of the engine. However, these and stronger rods were paralleled by Alfa in the 308, and the latter GP car with its speed and independent suspension would certainly have outperformed the Multi-Union in 1939.

The above special parts, together with the special body, radiators, and all the accessories and fittings are what made the Multi-Union, and they are all intact.

But superior? I think not.
Even though the car did indeed win at Phoenix Park in 1938, it was only marginally quicker than 1½-litre ERAs and, as far as I can determine, slower than Maserati and 2-litre ERAs. Ah, you will say, but that was before the ifs! But as one who has driven both cars on the race circuit, I strongly refute DSJ's contention of superiority of the Multi-Union over the Tipo B.

At Brooklands, for which it was built there is no doubt, it is quick. But so too is a Tipo B with long blowers. More to the point is the handling: where the Tipo B is a thoroughbred, responding with great precision and delicacy and never letting the driver down, the Multi-Union is exactly the opposite: a pig to drive.

In my mind restoration of a
Tipo B is not only justified, it is
the necessary thing to do,
especially when the MultiUnion remains intact as to its
unique features. Despite the
new chassis rails we will still be
able to enjoy watching it race in
present-day events, unlike many
of its contemporaries which are
now in museums. Had that
happened, or had it been broken
up, that would have indeed been
vandalism.

Nor do I agree with DSJ's barely veiled implication that the underlying motive was commercial. I know the "owners" well and share their long-time enthusiasm for Alfa Romeos, and I am convinced that the project was done with the objective of resurrecting a great car and saving an interesting and important one.

It is clearly a fact that "collectors' valuations", as DSJ has it, have been pushed up and up, and the entire vintage scene has been profoundly and sadly distorted. While it is still possible to race our cars with enjoyment (as Neil Corner said, "It cost only X pounds") it is not possible to ignore the other implications of such value. Most of us are compelled to reconsider our priorities: only the very wealthy can remain immune to this change. It is simply much harder to use and enjoy our cars.

H W WESSELS Paoli, Pennsylvania, USA Henry Wessells recently sold his own Alfa Romeo Tipo B, the ex-Dick Shuttleworth car, for a "collectors price", so he should know the value of a "genuine" car as compared to an English special. As an American Alfa Romeo enthusiast he no doubt finds it difficult to understand the true feelings of a lot of English people, to whom Chris Staniland and the Multi-Union meant a great deal more than merely a racing driver with a modified Italian racing car - especially to those who knew him personally.

The Multi-Union was not built expressly to race at the Brooklands Track. It was intended for long-distance road-racing at places like Donington Park and in Irish road-racing events, and would have probably gone to a Grand Prix or two, had war not broken out. To say that the "reclaimed" Tipo B will have "almost all of its original parts" is a travesty of the truth and reality.

DSJ

#### Multi-Union III?

Sir,

If we are not careful, we spectators will see neither Multi-Union II not its P3 base again, particularly if Mr Mike Lawrence's ridiculous idea of a campaign against either car being recognised as "genuine" is given serious credence. If all less-than-perfect cars were banned, there would not be much to see at Historic events today. What is important is that the full facts are known, particularly to historians and clubs, that nothing is passed-off as something it is not, and that the cars are used with enthusiasm.

From what I have read, I understand the Multi-Union Special which raced at the 1987 VSCC Silverstone Alfa race was actually "Multi-Union Replica"! But, I recall being very impressed with its performance, and nothing can erase that impression.

At the same time, I understand that the major original components of the Alfa Romeo P3, having been removed from Multi-Union I and II or found elsewhere, have been rebuilt into the Alfa car as it was originally. Whilst it is a pity about the original chassis-

frame of the Multi-Union, if this means another pre-war Grand Prix car may join the ranks of competitors, and if the owner can satisfy the authorities he really has the original frame, engine and so on, then good luck to him.

Surely, the major outcome of the "replica" controversy which has raged since the CM Maserati 250Fs and the Dino Ferraris in the early 1980s was that original components such as chassisframes and continuous history were the key to the vehicle's genuine identity? Surely, the FIA has rules which cover this? If those involved have followed the rules, surely what we have now is a most unusual case of a car with two virtually separate careers and identities - not dissimilar to the 1958-9 frontengined BRMs which were made into rear-engined cars in 1960 and back again later but without the original frontengined frames, I think?

If the original P3 was bound to be rebuilt with its major components, which is conceded as the prerogative of its owner, surely the result we have is infinitely better than if "Multi-Union" has been totally destroyed, which must have been a distinct possibility and may even be preferred by some. At least it seems that all the Multi-Union Special features remain and will continue to do so, although if we follow the argument on originality faithfully, we cannot now categorise Multi-Union as "original". The race programmes do not call the Dino Ferraris or 250F Maseratis "replicas", so I would have thought the car in its present form should be known as "Multi Union Special" or "Multi Union III" to ensure no-one is

As more and more "real" cars go to speculators, collections or museums to be seen no more, surely we spectators will enjoy watching those which continue in active competition just as much, even if many of them have new, presumably legal, chassis-frames.

I for one look forward to seeing the cars again, and hope that the owner will not be too inhibited by the fact that the few people who have written in criticism must be outweighed by the silent many who when they confront the issues will enjoy seeing both cars.

SIMON COATES Leigh-on-Sea, Essex

#### First Gullwing!

Sir,

I read with interest the article on the Mercedes 300 SL (MOTOR SPORT, November 1988). From this and the company's recent advertisements it seems that Mercedes-Benz believes it originated the "gullwing" door for cars. However this is not entirely correct.

In 1930 I assisted in the design of a car built by a Canadian by the name of Donald Mackenzie. The punttype frame and body structure were made of duralumin.

The car had all-independent suspension by leaf-springs arranged transversely. The power-train consisted of a Johnson outboard motor-boat engine at the rear, driving vertically downwards through an Austin 7 clutch and gearbox to a Triumph Super 7 worm-drive rear axle unit. A novel steering gear patented by Mr Mackenzie was used and, another of the many innovations, the body had gullwing doors hinged down the centre-line of the body.

JOHN B PERRETT

St Austell, Cornwall

#### Coalville Pokora

Sir,

Regarding the Pokora mystery, one of these cars (probably the one in your picture) was at the country garage at Thringstone near Coalville from 1946 onwards, alongside the alleged Duff Bentley. I understand Tom Wheatcroft bought the contents of the garage, including the Bentley and the Pokora.

I saw them both in 1946 when I bought a Brough Superior motorcycle from the Walker family — a sort of old-time matriarchy like the Boswells in Bread. They told me the Pokora had been built for hill-climbs and had come over to this country to compete at Shelsley Walsh. I thought it an unlikely story. It looked like the sort of fake racer they used to make for films.

C E ALLEN Founder, Vintage MCC Ibstock, Leicestershire

#### Away from the Action?

Sir,

For the information of Peter Biggs (Letters, MOTOR SPORT, November 1988), the new Jimmy Brown Centre at Silverstone is hardly a sop to the Press.

True, there is a nice, clean lavatory to which Joe Public has no access, but there its usefulness ends. One can see absolutely none of the action from this expensive new facility, which thus gives the Press the same deal as the paying spectators, stranded

behind rows of chicken-wire.

The moral of the tale is simple; if you want to watch motor racing, either professionally or as an enthusiast, visit Oulton Park, Brands Hatch, Mallory, Lydden or any other places where you can see a little of what is going on without being totally alienated. ROBIN LION

Little Budworth, Cheshire

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393-395 Hendon Way London NW4 LP3. Telephone 01-202 8011/2



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10,500 or exchange XJS ITE 032736 392 (Northamptonshire) (cc3152 MGC GT Sebring styling total re-build, triple webers, mini lights etc. Excellent condition valued at £12,000, £7500 ovno St Albans (cc3152

COOPER 500 MK4. Ch. No. 5/38/50, needs finishing, many Jap bits plus other spares, rough wheels, £5500, John Ure (work num-

MOTORSPORT 1939-74 (except 40, 44, 46).Motor racing 54-70. VSCC Bulletin plus lots more. Private Sale. SAE list. 17 Cobden (953620 Road, Sevenoaks

ALFA ROMEO 1952 "1900" Pinnintarina Cabriolet. Borrani's. RHD, running requires restoration. £15,000. 1952 Sprint £12,000. 1953 Berlina £2,000. 1953 Veloce Lightweigh (choice of 3) PCA. 1959 101 Sprint £2,000. 1974 1600 GT £1,000. 1960 Sprint Zagato PGA. 1962 Simca Abarth PGA Cardiff (0222)

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MoT. A very genuine car, stored in a heated garage 12 years, offers please. Tel: 074989 313. (CC3068

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0836 726455 Suffolk. (952256 1938 ROLLS ROYCE PHANTOM III C-SERIES coachwork by Nendover, ordered new by Sir Jeremey Coleman used by Lord Bejerbrook in the war years after. Sold to Lady Lysaght. Teh car is all original with reconditioned engine and tyres MoT & Tax. Much history with car. £32,500, Tel: 074989 313. (CC 3068) AUSTIN 7 1934 box saloon. Total restoration maroon, black new leather interior all very original. Best offer around £4000. Tel: 0246 432288. (CC 3069 MORGAN 4/4 2 SEATER 1986. Red alumin-

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JAGUAR E-TYPE FHC, SI, 1965. LHD, car in excellent bodily and mechanical condition. No rust, £9950, Tel: 0947 87654. (953565

#### FOR SALE - continued

DAIMLER MAJESTIC MAJOR SALOON, 1966 4.5 litre V8 engine. Subject of Major restora-tion. New seals, doors, wing king pins, exhaust, tyres etc. Excellent red leather seats, windows out resprayed colour silver. £3,500 spent on professional restoriation. Taxed, MoT'd, used for Weddings, many spares included E4,750. Telephone: Hedingham (Essex) 0787 60848. (CC 3098 (Essex) 0787 60848.

HONDA VT500E March 88, 7000 mls. Mint condition, warranty. Bagster T/bag. £1875 or P/x Morini. GU221 V50 & cash. Tel: Alan 0625 (175216) MGA TWIN CAM ROADSTER 1959. Strong original car with rebuilt engine, brakes. LHD.

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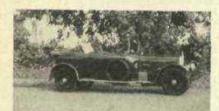
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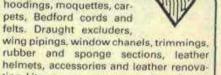
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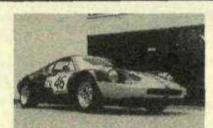
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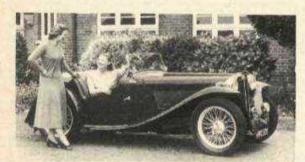








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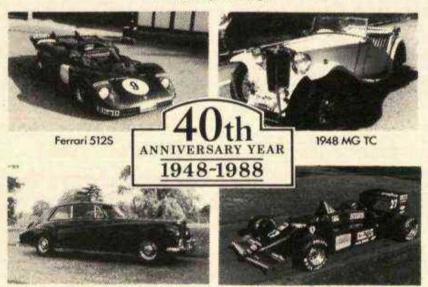
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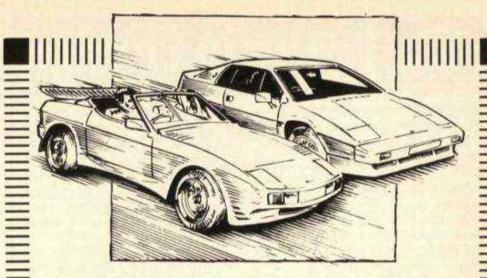
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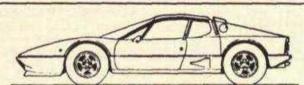
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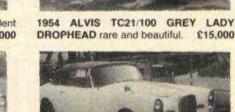
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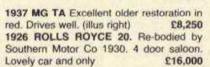
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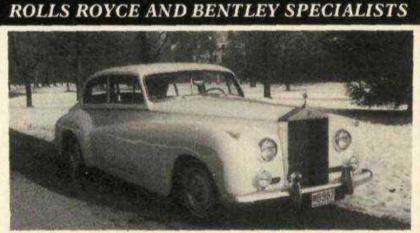


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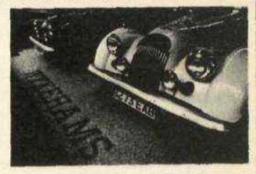
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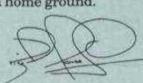
Nigel Mansell

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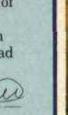
Ari Vatanen and Juha Kankkunen

Peugeot 405 T16 and Peugeot 205 T16

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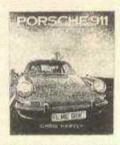
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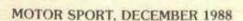
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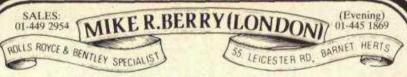
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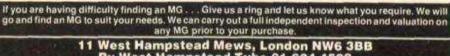
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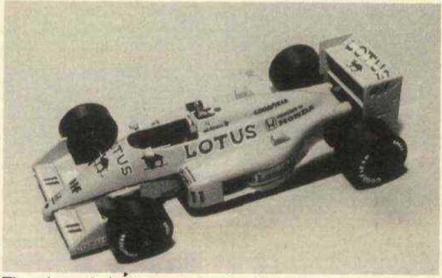


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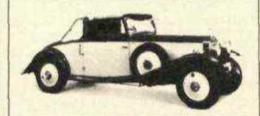
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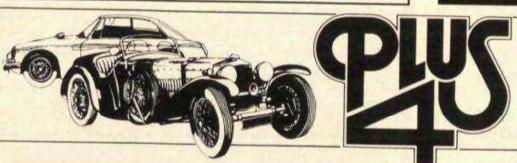
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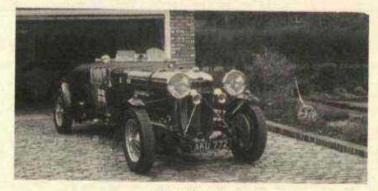
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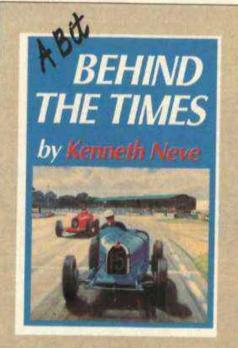
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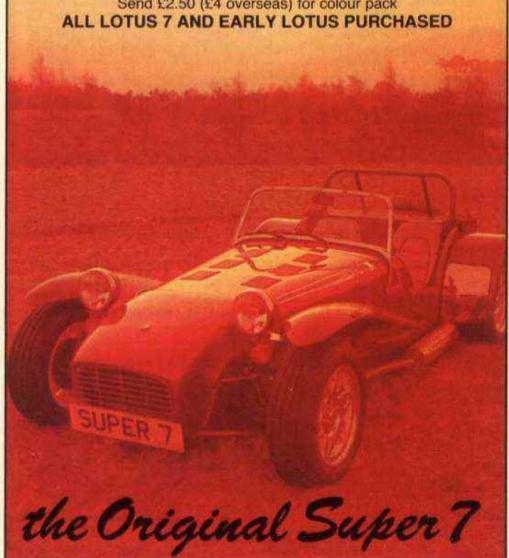
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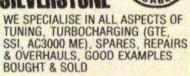


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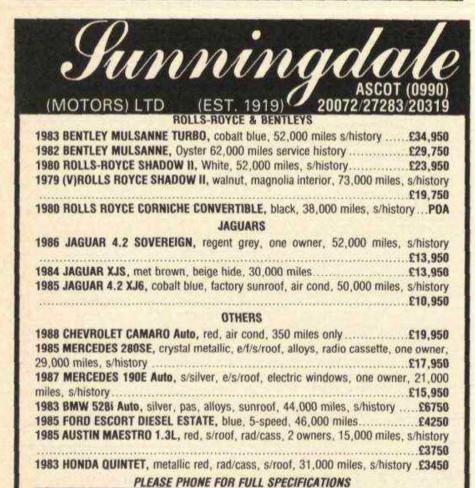
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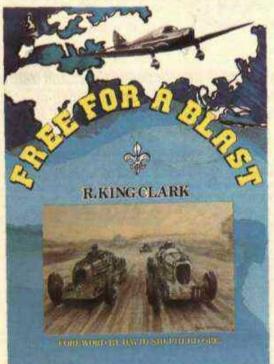


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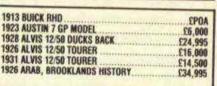


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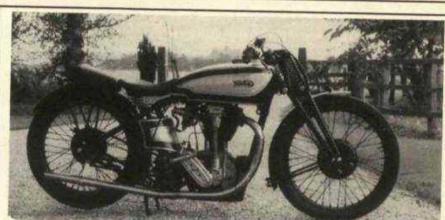
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1970 280 SE Convertible, dark blue metallic, tan hide interior, excellent, LHD 1968 280 SE Convertible, white, black hide interior, 2 owners, fully restored, full service history

1965 220 SE Convertible, dark burgandy, tan hide interior, one of the best we have ever had

1963 300 SE Convertible, black, grey hide interior, fully restored. Please ring

We are also looking for RHD 280 SE 3.5 Convertibles, have clients waiting.

#### OTHER MERCEDES BENZ IN STOCK

1971 280 SE 3.5 Coupé, dark red metallic, black hide 1969 280 SL 2+2 Roadster, cream with tan interior, only 56,000 miles from new, full service history

1960 190 SL, red with full cream hide, fully restored

1981 450 SEL 6.9 Saloon (X Reg), silver blue metallic, blue velour, one of the last

1969/70 Chevrolet Corvett Stingray, A 4-speed manual small block model, with hard or soft tops. One owner only since imported in 1973 with full service history. Taxed and MOT'D but cosmetic restoration needed. This is one of the rarest of the Stingray models and an ideal project car.

#### MASERATI STOCK

Since last months issue I have the following Maserati's for sale

1972 Mexico, RHD, black with grey hide, a very rare original example 1973 Indy LHD, petrol blue with cream interior, needs work but an ideal project

Also just arrived a rare 1975 Alfa Romeo Montreal, right hand drive. A future

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Classic Car Services are pleased to advise their Clients and future customers of the following selection of the best of British classic cars. Four distinctive Jaguars and M.G.T.C. and a lovely T.R.4 all as described below:

1972 Jaguar E-Type V12 F.H.C. 2+2, old English white with black hide interior, chrome wire wheels very original, 82,000 miles on the clock, this car drives exceptionally well, very good value for money. Jaguar E-Type Coupe 1962, Owned by same family from new. Very original car. Metallic grey with red interior. 55,000 miles with full service history. This is a unique buy in todays market. An original car in every respect which will always realise a substatial profit for the discerning owner/driver.

Jaguar XK 150 Drophead 1958 3.8, This car has had full body off the chassis restoration, full photographic record. Dark blue with tan interior, MoT till August 1989. Only 700 miles since rebuild. A good drivers car and a guaranteed financial investment.

1956 Jaguar MK7 Saloon, 54,000 miles, white with red hide interior, sunroof, excellent engine, just had £2,500 spent on it. Recently been in daily use, good history. A great car for the collector which will

M.G.T.C. 1948, finished in cream with newly trimmed interior in dark red. New black double duck hood. This car has just had a complete engine rebuild, restored chromework etc. A Classic English sports car with running boards and rear mounted spare wheel. A fun investment for the enthusiast.

1964 Triumph T.R.4, Surrey top, white with black interior, wire wheels, this car has just had a ground

Also in stock a selection of continental cars as follows: Persche 2.7 Carrera 1974 RHD, black with black interior hide, mechanical fuel injection giving 210 bhp. electric sunroof and windows. Complete ground up engine rebuild and a new clutch by Porsche specialists. 1500 miles since engine rebuild.

Lancia Fulvia 1.3S 1975, burgundy with tan vinyl root & tan interior. This car was on show at the National Classic Car Show. It has only had two former owners and with only 28,000 miles on the clock it can be taken as a genuine original Lancia Fulvia. Exceptional value for a rare car.

1966 Alfa Romeo 2600 Spider, LHD, gun metal grey with red hide, factory hard top, 96,000 km, complete engine rebuild by Alfa specialist, total restoration including new paint, new leather interior. Very original car with tool box and tools. Previous owners all members of AROC, must be seen. 1966 Guilia Spider 1600 RHD, (Guilletta shape), red with black interior. New hood and interior, new paint from base metal. Fully restored mechanically, reconditioned wiring, new chrome, only 200 miles since rebuild. A rare RHD example of a very beautiful sports car.

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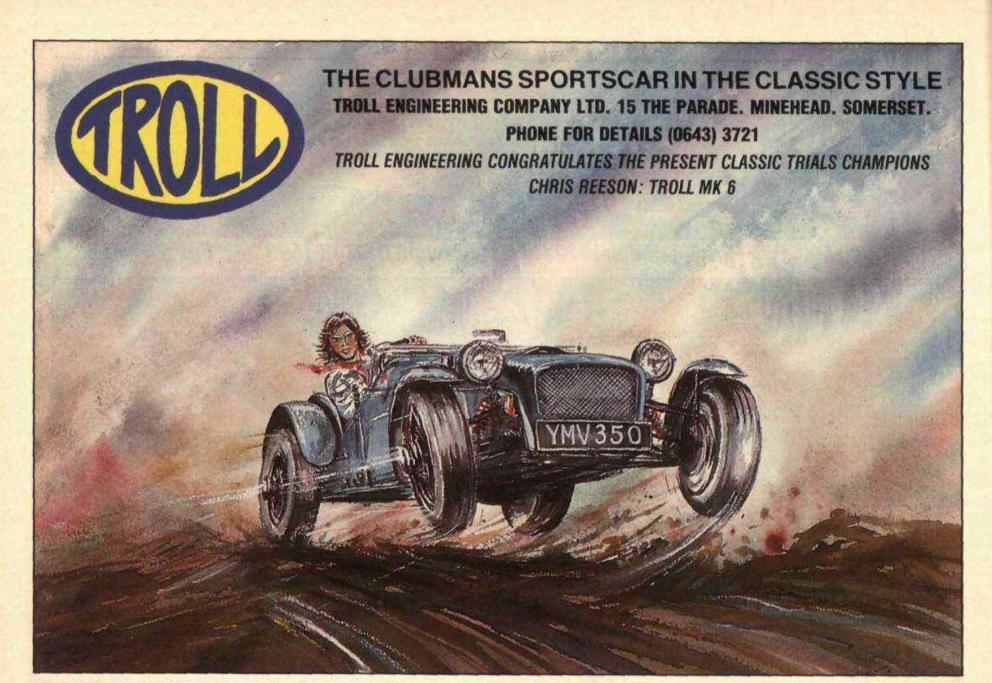
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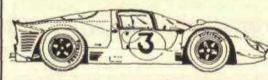
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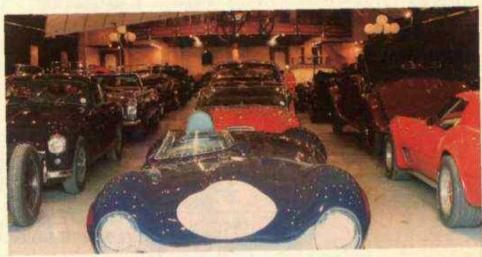


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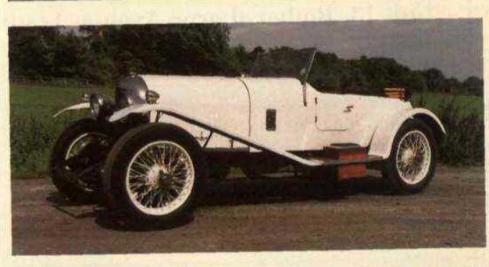












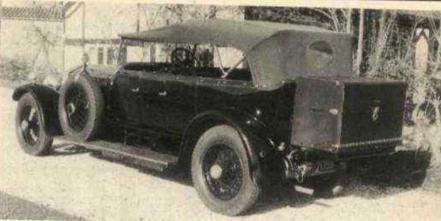




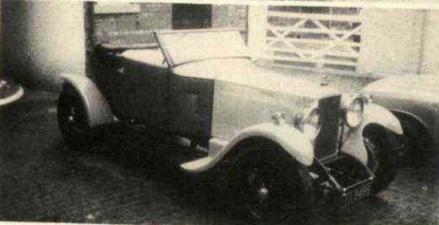
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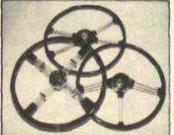
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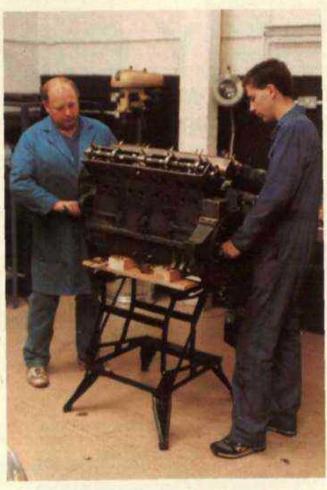
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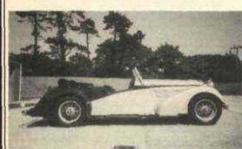
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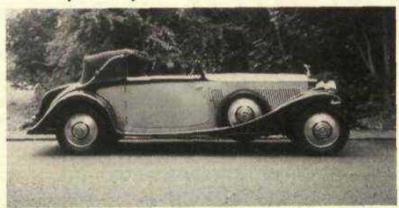
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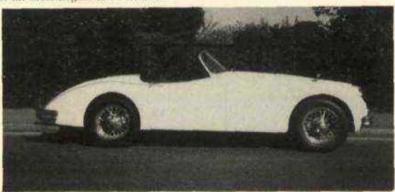
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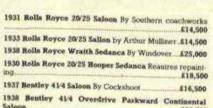
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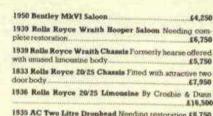


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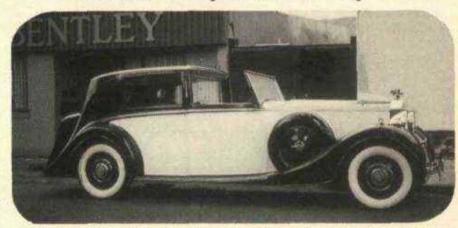
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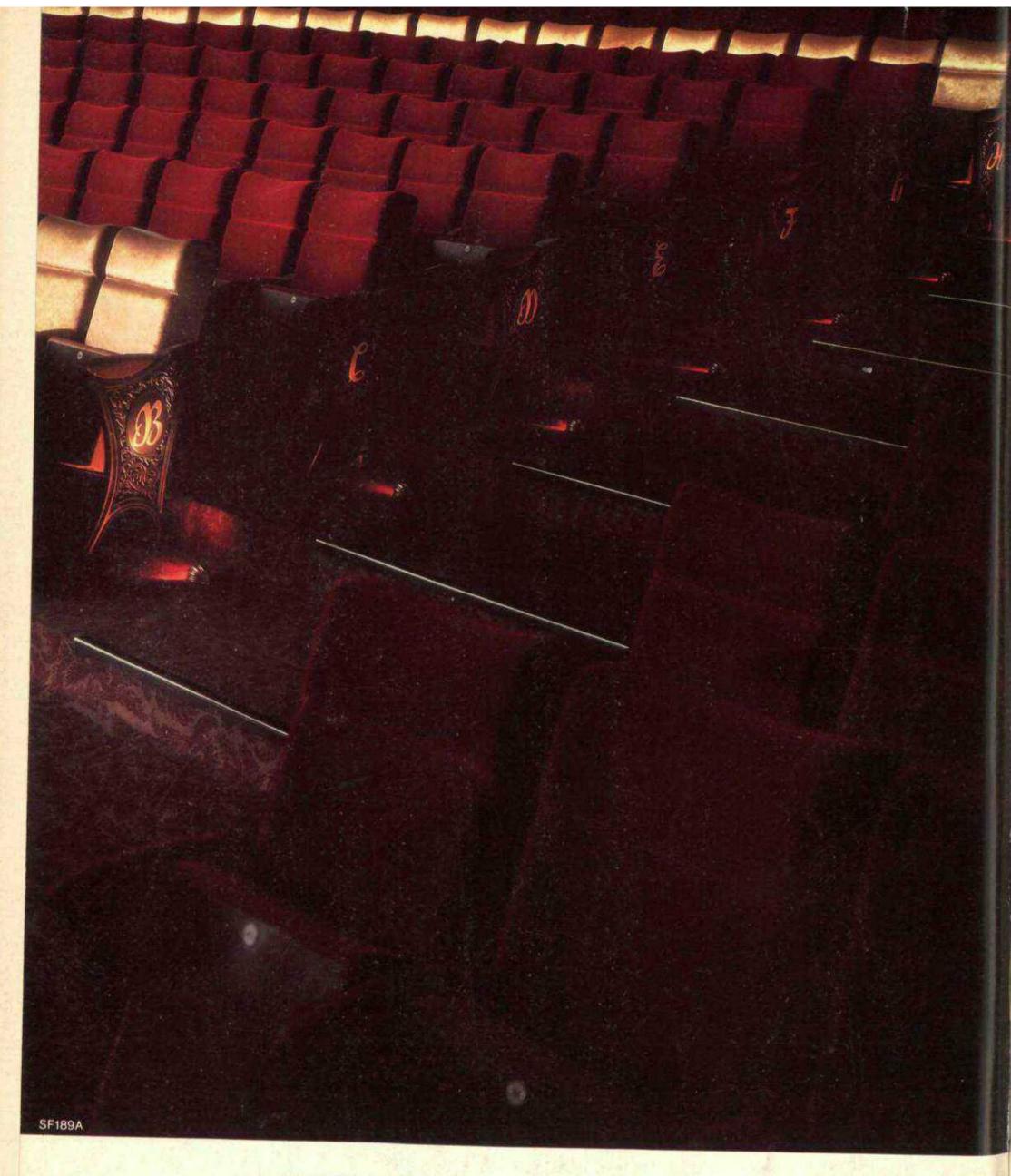
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