

AUGUST 1988

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# MOTORSPORT



**SENNA: Master in the Wet**

**MARATHON: Alpine Classics**

**SNETTERTON: 24 Hours**

AS DRIVEN BY NIGEL MANSELL.



AS PREFERRED BY MRS MANSELL.



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A rather more individual statement of style. After all, Mansell may be her name but she's very definitely her own woman.

# MOTOR SPORT

The Magazine that gave its name to The Sport

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### FRONT COVER

Ayrton Senna and the McLaren-Honda MP4/4 were in a class of their own in the very wet British Grand Prix at Silverstone on July 10. Although Ferrari claimed the front-row grid positions and Gerhard Berger led the early laps while running up a fuel overdraft, the Brazilian was able to ease the pace after half-distance and still record his fourth victory of 1988.

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## MATTERS OF MOMENT

Once upon a time MOTOR SPORT was consulted by the BBC — the conference included a sports-producer and the top tennis commentator — as to how motor racing could be presented on the air.

Since then Formula One and other classes of racing have been a much-appreciated part of television broadcasts. BBC coverage not only entertains the viewers, but enables motoring enthusiasts to get a good impression of a race before consulting their favourite magazine for the full facts.

Alas, the standard of BBC race-reporting has recently fallen. It is now all balls — football, cricket, tennis, snooker, golf, rugby, volleyball, hockey or whatever — seemingly at the expense of sport on wheels. Advertised viewing times for the latter are changed to accommodate prolonged snooker or golf matches.

Ball games are accorded full-match coverage, frequent play-backs, interviews with managers and players, and repeat programmes. In contrast, motor racing tends to get poor visuals (not necessarily the BBC's fault), truncated races and Murray Walker's Grand Prix commentaries postponed until nearly midnight.

Worse still was the absolutely astonishing non-coverage of this year's Le Mans 24-Hour Race, and Jaguar domination thereof — this in spite of published viewing times and the tremendous interest which Jaguar's participation caused.

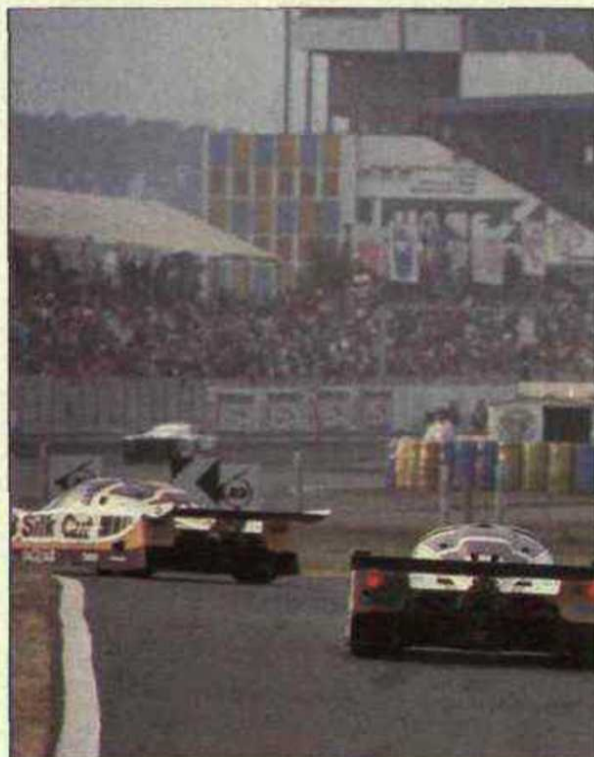
The BBC owes tens of thousands of licence holders an explanation as to why it was not prepared to spend, we understand, a mere £1000 or less on televising this important race

## Be Prepared!

Since MOTOR SPORT covers most aspects of motoring, from Formula One to veteran and classic cars, we need make no excuse for returning to the subject of the effect regulations issued by the EEC in Brussels might have on our future freedom to use the older motor vehicles on European roads.

Already, slipped in under the Drivers' Hours Requirement applying to vehicles of all ages, there is a restriction on running a preserved bus on any but a predetermined rally route. This is but one example. France and Italy already have heavy restrictions on old-vehicle usage; Switzerland, Germany and the Netherlands lesser restrictions.

So far, there is virtual freedom to run aged motors in Scandinavia and the United Kingdom. But the Historic Vehicles Clubs Committee, which has so ably protected the users of old vehicles from possibly unintended restrictions since its formation in 1966, warns that Harmonisation Rules which become effective in 1992 might impose unwanted and unnecessary curbs on the old cars which the public so enjoys seeing out and about — curbs such as prohibition after dark,



Le Mans — where was the Beeb?

## BBC Sport: is it All Balls?

and the British victory. If such an explanation is not forthcoming, and quickly, the conclusion must be that the BBC now considers other sports more important than motor racing — all balls, in fact!

new lighting requirements, two-wheel braking permitted only at approved events, and a complete motorway ban.

The HVCC has an excellent relationship with the Ministry of Transport, and has secured valuable concessions for all kinds of vehicles over twenty years old. Threatened by fresh EEC laws, it is calling an Open General Meeting to represent 150,000 members at the RAC on July 23, when it will set up a European Action Group and will hope to merge with the Classic VCC which has been representing the younger car clubs.

This represents an important bid to safeguard freedom of use for old vehicles on the roads of Europe, without unnecessary restriction. As the HVCC's chairman Derek Grossmark so rightly says, "this is a fight the movement must win".

Historic vehicle clubs are urged to send a representative to the meeting, which starts at 2.30pm in the Mountbatten Room at the RAC. The secretary can be contacted at the new Aston Martin Owners Club headquarters, or in the evenings on 0945-870716. Don't wait until 1992 is upon you!

## Club News

Membership of the Grand Prix Contact Club, an international friendship network for enthusiasts, exceeds 400 people from 30 countries, with ages ranging from 14 to 70. To enrol, send £1.50 and personal information to David Hayhoe at 28 Pine Avenue, West Wickham, Kent BR40LW, and you will receive in return a list of all members and details about them.

Porsche Club GB's Weekend Of The Year on September 23-25, based at the Brands Hatch International Hotel, will be celebrating the 25th anniversary of the 911 with a mixture of racing and social events. If you wish to attend contact Sylvia Collings as soon as possible on 0732-63294.

750 Motor Club's Racing Car Show will take place on Sunday, August 21 from 10am until 4pm at the Hambridge Lane Industrial Estate, Newbury, Berkshire. Racing and roadgoing Austin Sevens will be among the vehicles on display. Further details can be obtained from Sue Dudley-Ward at the 750MC Berks Motor Sport Centre, 37 Prospect Street, Caversham, Reading, Berkshire.

Club Lotus' Scottish branch has arranged a Fast Driving Day (there will be no competitive events) at Knockhill, near Edinburgh on Saturday August 20; entry costs £15 per car. Contact Bob Dickson, 98 Hillingdon Road South, Glasgow for details.

Rover Sports Register's Events secretary is urging members to seek sponsorship from friends for club outings in an attempt to raise money for Great Ormond Street Hospital. The East Midlands branch National Pride of Ownership Rally for pre-1950 Rovers takes place at Belvoir Castle near Grantham on August 21 (contact Mrs Couldry on 0602-811222), and the West Midlands branch event on Sunday September 18 following Saturday's AGM and dinner/dance in Coventry (details from Alan Gillham on 0926-613843).

## Sky Channel

Motor sport programmes scheduled to appear on Sky Channel during late July and August are as follows:

- Monday July 25, 10pm  
Toronto CART race
- Thursday July 28, 9pm  
Meadowlands CART race
- Saturday July 30, 10.30pm  
Spa 24-Hour Race — report 1
- Sunday July 31, 1.30pm  
Spa 24-Hour Race — report 2
- Sunday July 31, 11.30pm  
Spa 24-Hour Race — report 3
- Thursday August 11, 9pm  
Michigan 500 CART race
- Thursday August 25, 9pm  
Pocono 500 CART race

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**The technology: Electronic digital engine.**

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# AROUND AND ABOUT

## The Things They Say

Reader Andy Ritchie drew our attention to a classified advertisement which appeared in *Investors Chronicle*. Under the subheading "Cars" he found the following:

"We buy and sell German cars including Ferrari. London's Audi Volkswagen Centre. 01-741 1366."

*Vorsprung durch technik*, as they say in Italy.

## Mountain Rover

Driving a virtually standard Rover 800 Vitesse, Tony Pond recently failed by only 6.8 seconds to lap the Isle of Man TT "Mountain" circuit at 100 mph. The lap record stands to Steve Cull's Honda motorcycle, at 119.08 mph.

## Peter Hammond

Peter Hammond's sudden death in a motorcycle accident on Thursday morning, while on his way to the British GP, is a body blow to British motorsport.

He took over as Chief Executive of the RAC's Motor Sports Association almost a year ago, graduating to full executive status after a three-month trial period, on October 1. In the past 12 months he had made a lot of friends throughout all branches of the sport, who appreciated his honest, forthright manner.

He came into the MSA with a firm belief in marketing, and over his year in office his policies clearly reflected his desire to present the association in a stronger, more professional manner. Part of his drive for better communications was his decision to move

from Belgrave Square to Colnbrook.

A true enthusiast, he competed in closed and restricted rallies with a Saab 96 in his youth, and remained a keen follower of all categories. He had a particular commitment to the grass roots levels, believing the MSA had a firm responsibility to maintain sight of the little man's requirements while catering for professional motorsport.

Peter Hammond will always be thought of fondly by those who had the chance to meet him and become engaged by his warm personality. He was urbane, articulate and friendly, and totally approachable on all manner of subjects pertaining to the sport.

MOTOR SPORT extends its sincere condolences to his wife and family. DJT

## AUGUST FIXTURES

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

Date	Organiser	Venue	Event	Type
Jul 23	BARC	Lydden Hill, Dover, Kent	Sprint	R
Jul 23	500MRC	Kirkistown, Cloughy, Belfast	Race Meeting	R
Jul 23-24	BRSCC	Brands Hatch, Dartford, Kent	Brands Hatch 1000km (WSC)	INT
Jul 23	750MC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Jul 23-24	Royal Automobile Club de Belgique	Spa Francorchamps, Belgium	Spa 24 Hours (ETC)	INT
Jul 24	AC von Deutschland	Hockenheim, Germany	German Grand Prix	INT
Jul 24	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	N
Jul 24	BARC	Donington Park, Castle Donington, Derbyshire	Race Meeting	R
Jul 24	HDLC	Loton Park, Alderbury, Shrewsbury	Speed Hill-Climb	R
Jul 24	BARC	Gurston Down, Broadchalke, Wiltshire	British Hill-Climb Championship	R
Jul 29-30	Northern Ireland MC	Ulster	Ulster Rally (BRC)	N
Jul 30	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Jul 30-31	BARC	Snetterton, Norwich, Norfolk	British Formula Three Championship	N
Jul 30	MCRC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
Jul 31	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Jul 31	BRSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
Jul 31	JDC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
Aug 4-7	STH Idar Oberstein	West Germany	Hunsruck Rally (ERC)	INT
Aug 4-7	Automobil Club Argentina	Argentina	Argentina Rally (WRC)	INT
Aug 6	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Aug 5-7	Rally Vno de Madeira	Madeira	Rally Vno de Madeira (ERC)	INT
Aug 6	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Aug 6-7	RSAC	Knockhill, Dunfermline, Fife	Race Meeting	N
Aug 7	Magyar Autoklub	Budapest, Hungary	Hungarian Grand Prix	INT
Aug 7	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	N
Aug 7	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 13	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Aug 13	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
Aug 14	BARC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	N
Aug 14	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
Aug 14	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Aug 14	BRSCC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
Aug 14	Scottish MRC	Ingliston, Edinburgh	Race Meeting	R
Aug 14	750MC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 14	STMSC-Sektion Knittelfeld des STAMK	Osterreichring, Zeltweg, Austria	International F3000 Championship	INT
Aug 14	RAC de Belgique	Zolder, Belgium	European Touring Car Championship	INT
Aug 14	AC von Deutschland	Nürburgring, West Germany	European Historic Championship	INT
Aug 20	500MC of Ireland	Kirkistown, Cloughy, Belfast	Race Meeting	N
Aug 20-21	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	International F3000 Championship	INT
Aug 20-21	BRDC	Oulton Park, Tarporley, Cheshire	British Formula Three Championship	INT
Aug 21	BARC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 24-28	The Rally of the Thousand Lakes	Jyvaskyla, Finland	Thousand Lakes Rally (WRC)	INT
Aug 26-28	Motor-Union Charleroi	Belgium	Lotto Bianchi Rally (ERC)	INT
Aug 27-28	Conseil Régional de l'UAB	Ploudiv, Bulgaria	Rallye Hebros (ERC)	INT
Aug 27	Bentley DC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
Aug 27	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Aug 28	BARC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
Aug 28	Scottish MRC	Knockhill, Dunfermline, Fife	Race Meeting	R
Aug 28	VSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	C
Aug 28	RAC de Spa	Spa-Francorchamps, Belgium	Belgian Grand Prix	INT
Aug 29	BRSCC	Birmingham, West Midlands	International F3000 Championship	INT
Aug 29	BRDC	Silverstone, Towcester, Northamptonshire	British Formula Three Championship	INT
Aug 29	Brands Hatch Leisure RC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 29	BARC	Thruxton, Andover, Hampshire	Race Meeting	N
Aug 29	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
Aug 29	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Aug 29	750MC	Donington Park, Castle Donington, Derbyshire	Race Meeting	R
Aug 29-Sep 1	Automobile et Touring Club de Grèce	Greece	Rallye Halkidiki (ERC)	INT
Sep 1-4	AC di Podenone	Podenone, Italy	Piancavallo Rally (ERC)	INT
Sep 2	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	INT

## Mansell Signs for New-Look Ferrari

Nigel Mansell's announcement prior to the British Grand Prix that he has signed a Ferrari contract for 1989 is the culmination of a considerable reshuffle within the team.

Early in June, the *Commendatore's* son Piero Lardi-Ferrari left his post as racing team manager to take up a new position on the road-car side of the company's activities, following a vehement internal debate as to whether to persevere with the existing Formula One turbo project until the end of the season or to cut losses by concentrating instead on the normally-aspirated car being designed by John Barnard in Guildford.

At the end of the month, Dr Harvey Postlethwaite, the former Hesketh, Wolf and Fittipaldi designer who has been working on Ferrari's turbocharged Grand Prix cars in Italy and at the trackside for six years but was about to be moved onto the F40 road car development programme, announced he was leaving Maranello to become Engineering Director at Tyrrell from August 1.

As a consequence of this restructure, Barnard returned to the pit-lane for the French Grand Prix at Paul Ricard. He has

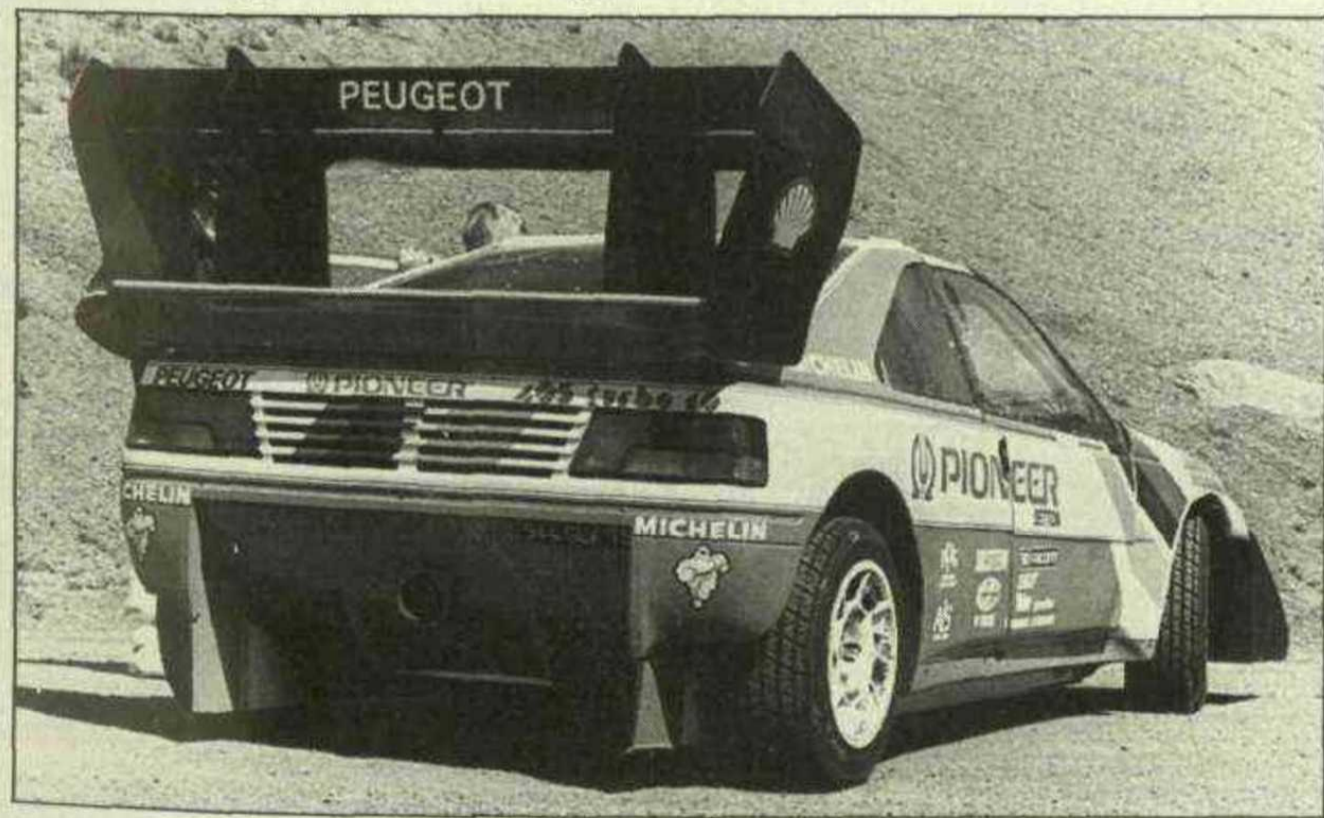


Alboreto and Postlethwaite — deserting ship.

already made it clear to senior Fiat management that he believes the group's resources should be ploughed into the new 3½-litre V12 powerplant if Honda is to be knocked off its perch next year, and can be expected to wield all the more power within the team when Mansell and Gerhard Berger start to race it. The unit has already been bench-tested, and Roberto Moreno has been hired to conduct the early track-work once it has been installed in a chassis.

Mansell, who came close to joining Ferrari in 1986 before deciding to remain with Williams, will be replaced by Thierry Boutsen in the Renault V10-powered Williams.

## Peugeot's Uphill Taskmaster



This rather unsubtly bespoiled monster is the 405 T16 supercar with which Ari Vatanen won the United States' second-oldest motor racing event, Pike's Peak Hill-Climb, for Peugeot on July 10. Derived from the Paris-Dakar cars, the 520 bhp machine carried huge wings for grip on the loose surface, and used a mechanical four-wheel steering system to reduce understeer plus a water-cooled intercooler. Rising from 9400ft above sea-level to 14,100ft in just 12.42 miles (20km), the Colorado course frustrated Peugeot's 1987 assault when three 205 T16s were beaten by Walter Röhrl and Audi, but this time there was no mistake; Vatanen and second-placed Juha Kankkunen defeated the Jones Intercable Special of Robby Unser, whose family has a long-standing tradition of success on Pike's Peak, by more than 25 seconds.

## Mercedes beats Jaguar at Brno

Always highly competitive, the Sauber-Mercedes team recorded its second World Sports-Prototype Championship victory of the season at Brno, in Czechoslovakia, on July 10. The TWR Jaguar team was narrowly but decisively beaten, and although the two Saubers and two Jaguars finished on the same lap it turned out not to be a classic encounter.

Jochen Mass was the mainstay of the Swiss team throughout the event, a 360km "sprint" on the big 5.4km Moravian track. Possibly the German had a point to prove after being eased out of Jean-Louis Schlesser's car and paired with James Weaver, and throughout qualifying he concentrated on finding the best suspension settings for the difficult, multi-cornered track. Schlesser was more interested, as usual, in starting from pole position, leaving Mauro Baldi as a spectator much of the time during practice.

The two Saubers filled the front row as comfortably as the works Porsches did in previous years, on other tracks, and from the start Baldi and Mass pulled out a substantial margin over Jan Lammers and Martin Brundle, with Bob Wollek finding new life in Reinhold Joest's Porsche 962C.

Baldi had a puncture early in the race and soon afterwards Lammers did as well, and at that point Peter Sauber made the obvious decision and put Schlesser into Mass's car, which was 15 sec ahead of Brundle before the pit stops and 21 sec ahead of John Nielsen afterwards . . . Sauber's pit stops are improving!

All four Jaguar drivers coped with unusual understeer on race day, the track seeming to have changed its character after heavy rainfall the previous afternoon, and by taking Mass's car Schlesser was able to extend his lead in the driver's championship, now having 135 points to Baldi's 119 and Brundle's 115.

The Silk Cut Jaguar team, though, still leads the World Championship points.

## Audi Out!

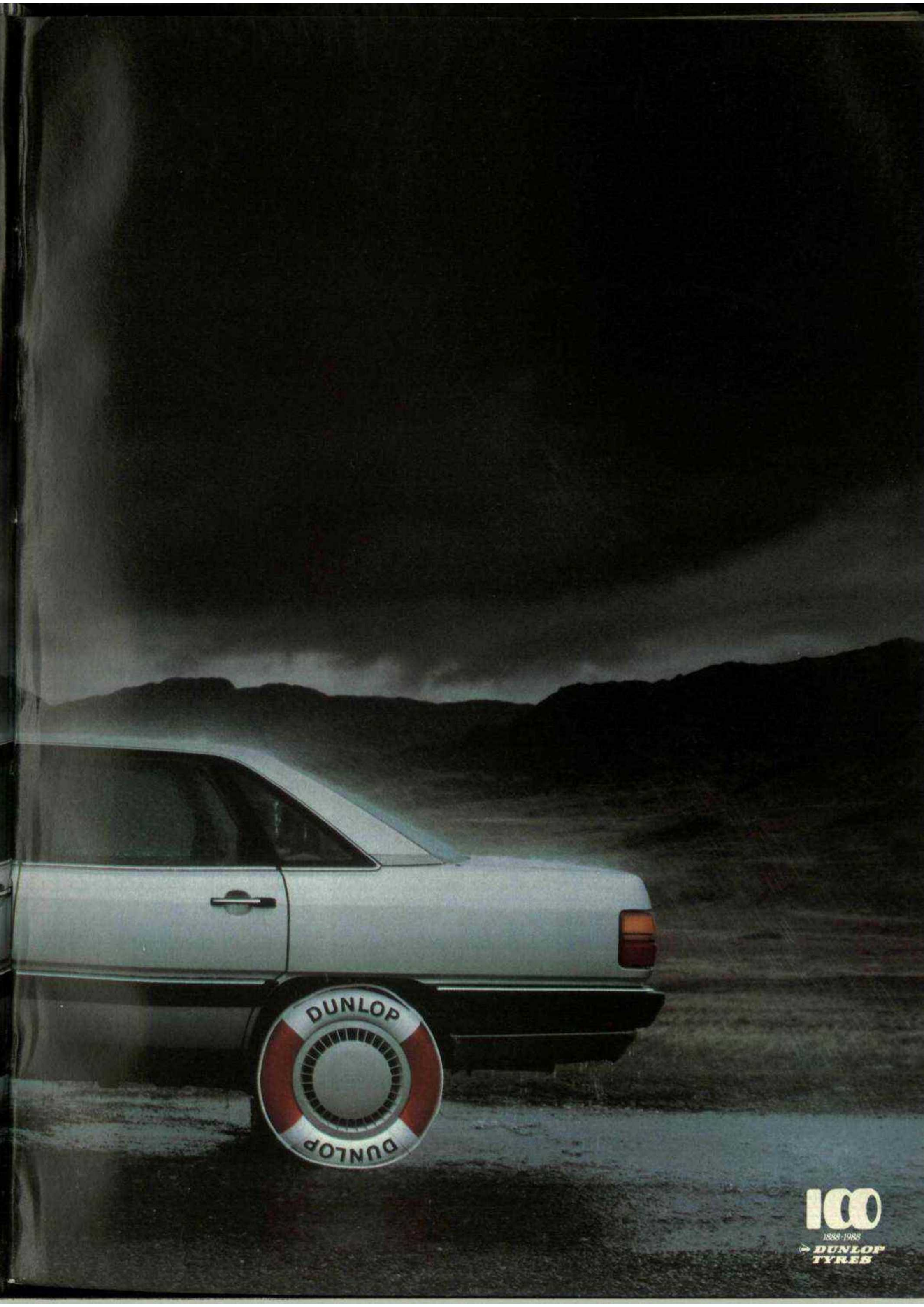
Hot on the heels of our feature on David Sutton Motorsport last month comes the surprising news that Audi Sport UK has withdrawn from rallying, and that the Audi 200 Quattro will no longer be seen on future rounds of the Open Championship. The decision was taken at the highest level after a series of disappointing results.

According to Sutton himself, the withdrawal will not hurt DSM as much as it might have done a couple of years ago. "Naturally we are very disappointed, and obviously we will miss the revenue, but our client-base is now so wide that we still have plenty to keep us busy."

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# FORMULA ONE



Lap one: Senna leads, while Prost is temporarily stuck behind Berger, Alboreto and Boutsen.

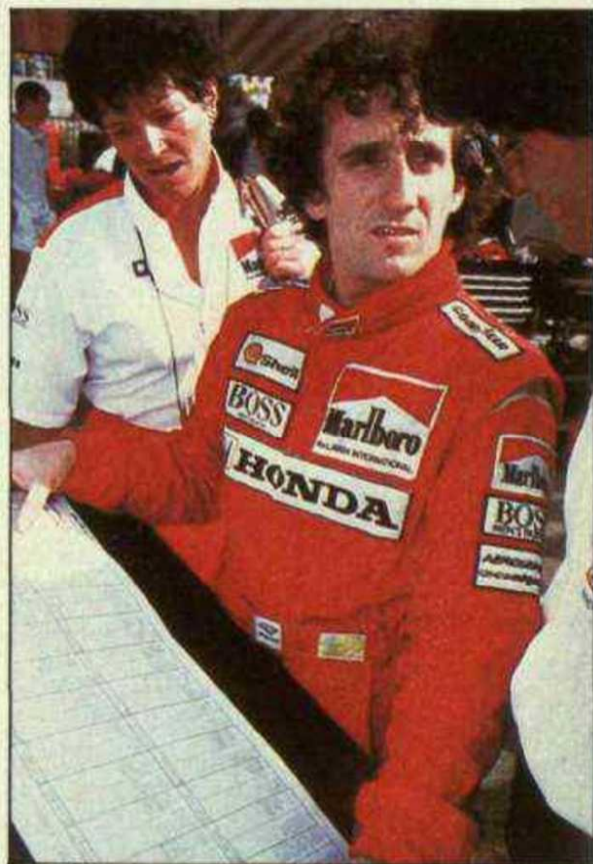
## End of the Road

Downtown, Detroit, June 19

When the idea of a Formula One race round the streets of Detroit was first mooted and a date fixed for 1982, a lot of people were very sceptical and at best viewed it as a one-off shot. But Chris Pook and the Long Beach people in California had shown that it was possible to race round the streets of an American city, lining the circuit with impenetr-

able concrete blocks and wire netting, and catching wayward cars in vast areas of old car tyres.

The United States Grand Prix round part of Detroit described as Downtown has now been held successfully for seven years, but if all goes according to plan this year's race was the last to be held on the city streets. It is proposed to build a permanent circuit on an island in the Detroit



Alain Prost looks over Sunday morning's warm-up times. His own was the best.

river, in the way the Canadians have built their circuit on the island in the St Lawrence river near Montreal. If this idea catches on we might see a London Grand Prix on the Isle of Dogs in the Thames!

The Detroit river island is called Belle Isle, reached by a five-lane bridge from the mainland or a 15-minute boat ride from the Detroit Downtown river-front. Reception of the news the day before the seventh Downtown Grand Prix was mixed: drivers, mechanics and race-workers welcomed the idea, glad to see the back of the shambolic temporary arrangement of the present circuit, but public reaction was opposed, the feeling being that the party atmosphere that surrounds the present circuit would be missing. Nature lovers were loud in their complaints because the noise might frighten the herd of deer that lives on the island!

However, to the last of the Detroit street races. Once again it was all about Ayrton Senna, McLaren cars, turbocharged Honda engines and total domination by the McLaren International team. There is not much point in talking about the opposition, because it doesn't exist.

With the two best drivers, in the two best cars, with the two best engines, controlled by the best team management, it would be silly if they didn't finish first and second. It is the way the Daimler-Benz team dominated the scene in 1955 with Fangio and Moss; there are no mysteries, no secrets, no unfair advantage, everything that McLaren International has is the best.

Some journalists were saying that the McLaren domination is bad for the sport. Sport? Grand Prix racing stopped being a sport in 1907. When asked if he thought his domination was spoiling Formula One, Senna pointed out that he had spent two years trying to

# United States Grand Prix

win races, and thus become World Champion, only to be frustrated by unreliable Renault engines and unreliable Lotus cars. At last he had a car and engine combination in McLaren MP4/4 and Honda V6 turbo that was giving him the opportunity to go for the World Championship. If others could not keep up he was sorry, but it was not his problem.

The McLaren International "boss man" Ron Dennis was equally frank when asked why his drivers were not allowed to talk to the Press after qualifying, until the McLaren engineers had spent an hour or so discussing the results of qualifying. He said that they were in Detroit for the sole purpose of winning the race; that was their job, and they did it to the best of their ability. Six victories out of six races rather speaks for itself as regards their ability as a team. Talking to the Press had to be of secondary importance. For once I agree wholeheartedly with Mr Dennis.

Street racing is very unforgiving, as is practice and qualifying, and there were lots of spins, locked-up slides into escape roads, brushes with walls and nasty-looking crashes, but from it all there were only two injuries. Stefano Modena "ricked" his neck, and Ivan Capelli broke a bone in his left foot. A lot of cars were broken and bent, but none were totally lost, the rebuilding by the mechanics being an almost continuous operation. As soon as one team finished its rebuilding, another started.

Through it all Ayrton Senna was uncatchable, even by his team-mate Alain Prost, but the Saturday afternoon qualifying produced an unreal situation. The weather was very hot and on many corners the tarmac was breaking up. In the qualifying hour, if you didn't go out quickly and set a good time you were in trouble. Senna and the two Ferrari drivers got their laps in early, but Prost missed out and when he tried again the track had deteriorated and he ended up fourth, Berger and Alboreto being between him and Senna.

A lot of people who obviously had not been paying attention thought that the starting grid represented a magnificent upsurge in the Ferrari challenge. It was no such thing, and in the race it took Alain Prost a mere six laps to pass both Ferraris and take up position behind the flying Brazilian who had gone into the lead from the start. You hear a lot of talk about how it is impossible to overtake on the stop-and-go Detroit circuit, but it looked as though nobody had told Prost.

Once again the race as such was all over and Senna was perfection, as was his McLaren-



Honda. Prost was not happy with his gearchange and once or twice we saw him skittering a bit wide on corners as he missed a change down. There was no way he was going to give Senna any trouble, even without gearchange problems, and the two cars reeled off the 63 laps (not 64 as the American television commentator kept saying), lapping everyone in the process. Both drivers stopped for a tyre change, but they had all the time in the world, and in the closing laps Senna slowed down so much that some of the slower cars he had lapped more than once were able to pass him and regain a lost lap.

Among the rest the Benetton were undoubtedly the best, and oddly enough both of them were indirectly responsible for the demise of a Ferrari.

Both Nannini and Boutsen were well in the hunt for third place right from the start, hard on the heels of the Ferraris once Prost had got by them. On one slow corner Boutsen made light contact with Berger's Ferrari, and a moment later the left rear tyre on the red car deflated, but whether it had been damaged by the Benetton was hard to say. Boutsen continued undisturbed but Berger came to rest at the far end of the circuit from the pits, the back end dragging along the road.

That was on lap seven and on lap nine Nannini ran into the back of Alboreto's Ferrari on a slow right-angle corner. The Ferrari spun to a stop and the Benetton went on its way. After a long pit-stop Alboreto rejoined the race in next-to-last position, and though he climbed up from 22nd place to seventh place the rear suspension eventually broke and spun the Ferrari into retirement.

Nannini did not get anything like as far, as the collision had damaged the front suspension of the Benetton and it was out on lap 15.

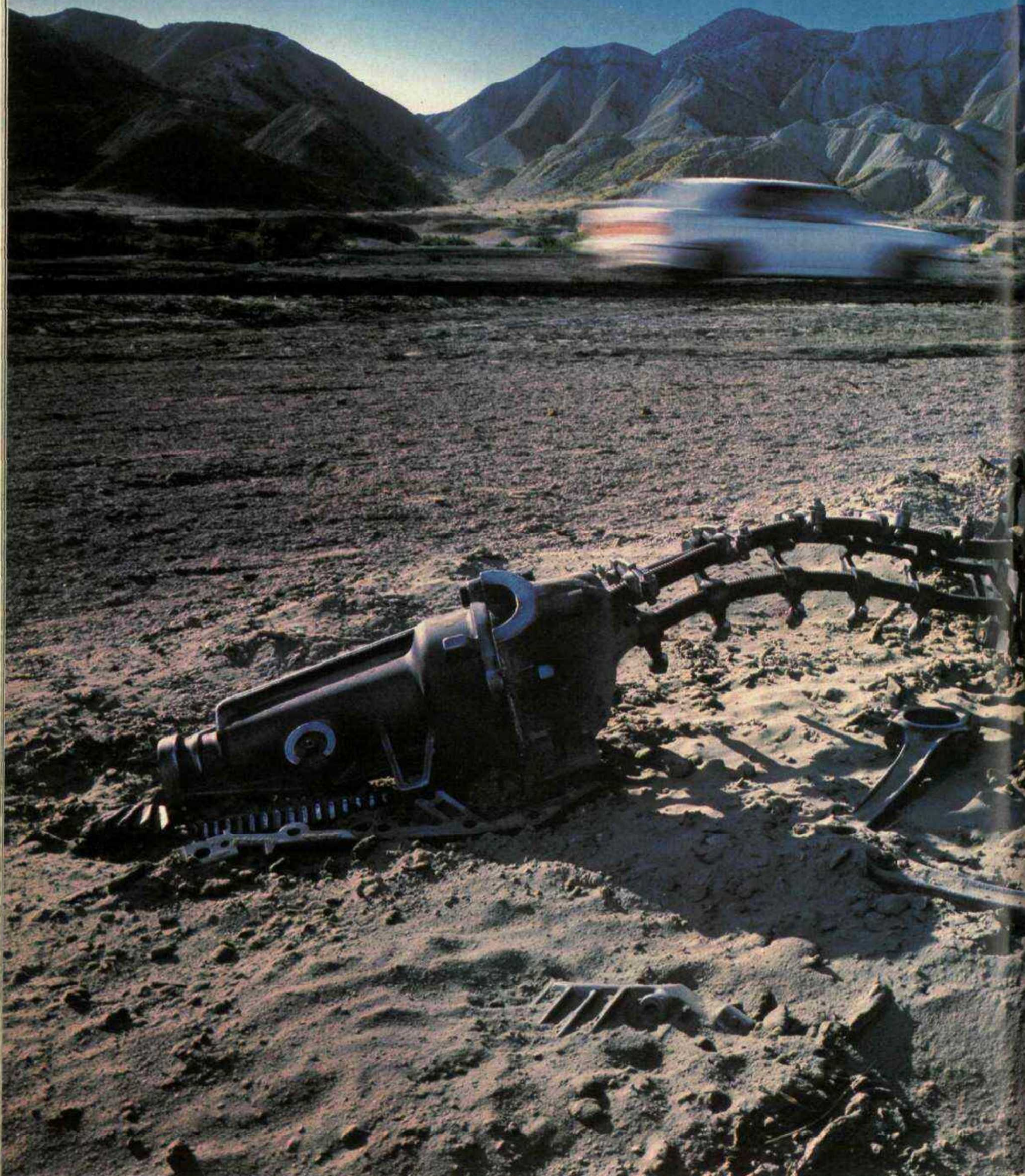
Boutsen's drive was another smooth and unruffled performance, like he had made in Canada, and the result was a very praiseworthy third place, one lap behind the McLarens and well ahead of all the surviving non-turbo cars. He couldn't have done more, and no doubt the Ford hierarchy who were watching the race were well satisfied with their backing of Cosworth Engineering and the Benetton team. Certainly Mr Benetton himself was well placed to see "The Colours of Benetton" being carried so strongly by the Witney-based team both in Canada and the United States of America.

The Judd-powered cars made no impression whatsoever, and had another wasted trip. Neither of the Williams cars lasted until half-distance, and even when they were



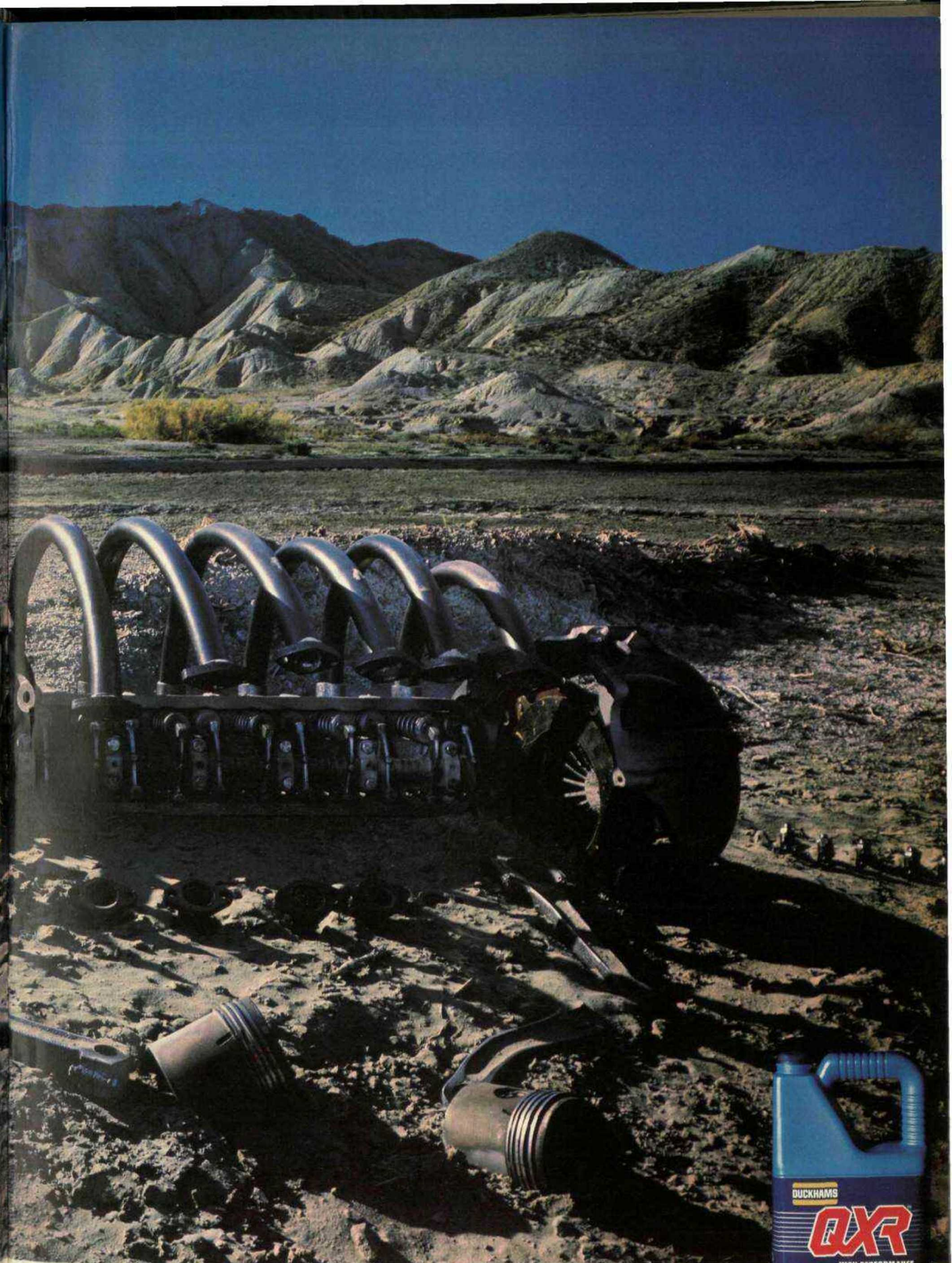
Recalled by the Minardi team which dropped him in 1985, Martini scored its first point.

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# FORMULA ONE

# United States Grand Prix

running were not serious contenders for third place. Mansell had his car come to rest on his way round to the starting grid when all the drive to the rear wheels disappeared. Eddie Cheever gave him a lift back to the pits, and he took over the spare car in a great hurry and just made the grid. His race only lasted for 19 laps before the power unit died, and a few laps later the same thing happened to Riccardo Patrese's engine.

The March effort was halved during Saturday practice when Ivan Capelli crashed into the pit-wall while leaving the ess-bend chicane. The left front corner was destroyed, and the cheerful Italian driver broke a bone in his foot, spectating on race day from a pair of crutches. Mauricio Gugelmin ran nicely in mid-field during the opening stages of the race and was up to fifth place as others retired, only to succumb to engine trouble just after half-distance. All one can say about Arnoux and Johansson with the Judd-powered Ligiers is that they qualified for the starting grid.

The performance of the Honda-powered bright yellow Lotus cars must have made Colin Chapman weep in despair, up on high (or wherever he is). Satoru Nakajima failed to qualify and if Nelson Piquet's car hadn't been painted bright yellow he would have been missed altogether. As it was, he probably wished it had been a sombre black when he

crashed into the unforgiving barriers and retired.

There was a fleeting glimpse of the reigning World Champion as Senna lapped him on lap 20, barely a third of the way through the race, which prompted the thought: "Wait a minute, they are both using Honda-turbo engines, how can Senna be *lapping* Piquet." But he was.

For the British contingent in Detroit the Tyrrell team gave some pleasure, especially Jonathan Palmer, who collided with Larrauri's EuroBrun on the opening lap and had to make a pit-stop for a new nose-cone, rejoining dead-last. The doctor then got stuck in and drove his heart out to catch the tail-enders, work his way through them and climb to an eventual fifth place — a well-deserved result, even if he did have a quick spin on lap 30. New boy Julian Bailey had his first proper race and kept his end up well, but then spoilt it all by crashing into a wall on his last lap due to sheer exhaustion.

Among the smaller teams there was one significant change since Canada. This was in the Minardi team where Adrian Campos was stood down and Pierluigi Martini took the Spaniard's place in car No 23. He more than justified the opportunity by bringing his Minardi-Cosworth DFZ home into sixth place. His team-mate Luis Perez Sala, who drives very neatly and smoothly, was put out

by gearbox trouble.

To regular Formula One followers, one of the most remarkable sights was to see Andrea de Cesaris finish in a strong fourth place with Günther Schmid's Rial-Cosworth DFZ. He hasn't been nicknamed de Crasheris for nothing, and to see him keep the Rial off the walls and barriers for 62 laps was heartening, while the car itself, designed by Gustav Brunner, is a neat and tidy machine.

With the "big wheels" (apart from McLaren of course) falling by the wayside, the Detroit race was a good opportunity for some of the smaller teams to gather up some of the FOCA money.

FOCA collects the total monies and pays it out on results, not on promises, so that the harder you try and the further you go, the more money you get. Payments are made at quarter-distance, half-distance, three-quarters distance and at the finish, so the Rial, Tyrrell and Minardi teams were able to watch the cash-register ringing up the numbers as well as collecting valuable World Championship points, which pay off next year in FOCA travel benefits.

As the sun went down behind the glass monument called the "Ren-Cen" (a vulgar abbreviation for the Renaissance Centre), we bade farewell to Downtown Detroit and looked hopefully across the Detroit River to Belle Isle and 1989. **DSJ**



In 1989 the race will move from Downtown (foreground) to Belle Isle (background) after seven years on the streets.



This flag marshal could reach out and touch Larrauri, but feigns disinterest!



More ignominy for Piquet and Lotus, as de Cesaris' Rial goes through.

# United States Grand Prix

# RESULTS

## STARTING GRID

<b>12</b> A. Senna (McLaren-Honda V6t/c) 1 min 40.606 secs	<b>28</b> G. Berger (Ferrari V6t/c) 1 min 41.464 secs
<b>27</b> M. Alboreto (Ferrari V6t/c) 1 min 41.700 secs	<b>11</b> A. Prost (McLaren-Honda V6t/c) 1 min 42.019 secs
<b>20</b> T. Boutsen (Benetton-Cos DFR) 1 min 42.690 secs	<b>5</b> N. Mansell (Williams-Judd V8) 1 min 42.897 secs
<b>19</b> A. Nannini (Benetton-Cos DFR) 1 min 43.117 secs	<b>1</b> N. Piquet (Lotus-Honda V6t/c) 1 min 43.314 secs
<b>17</b> D. Warwick (Arrows-BMW 4 cyl t/c) 1 min 43.799 secs	<b>6</b> R. Patrese (Williams-Judd V8) 1 min 43.810 secs
<b>14</b> P. Streiff (AGS-Cos DFZ) 1 min 44.204 secs	<b>22</b> A. de Cesaris (Rial-Cos DFZ) 1 min 44.216 secs
<b>15</b> M. Gugelmin (March-Judd V8) 1 min 44.474 secs	<b>30</b> P. Alliot (Lola-Cos DFZ) 1 min 44.590 secs
<b>18</b> E. Cheever (Arrows-BMW 4 cyl t/c) 1 min 44.948 secs	<b>23</b> P. Martini (Minardi-Cos DFZ) 1 min 45.048 secs
<b>3</b> J. Palmer (Tyrrell-Cos DFZ) 1 min 45.268 secs	<b>26</b> S. Johansson (Ligier-Judd V8) 1 min 45.275 secs
<b>33</b> S. Modena (EuroBrun-Cos DFZ) 1 min 45.304 secs	<b>25</b> R. Arnoux (Ligier-Judd V8) 1 min 45.437 secs
<b>36</b> A. Caffi (BMS Dallara-Cos DFZ) 1 min 45.750 secs	<b>4</b> J. Bailey (Tyrrell-Cos DFZ) 1 min 46.286 secs
<b>32</b> O. Larrauri (EuroBrun-Cos DFZ) 1 min 46.390 secs	<b>29</b> Y. Dalmas (Lola-Cos DFZ) 1 min 46.422 secs
<b>24</b> L. Perez Sala (Minardi-Cos DFZ) 1 min 46.593 secs	<b>21</b> N. Larini (Osella-Alfa V8t/c) 1 min 46.623 secs

**Non-starter (practice accident):**  
16 I. Capelli (March), 1 min 45.544 secs

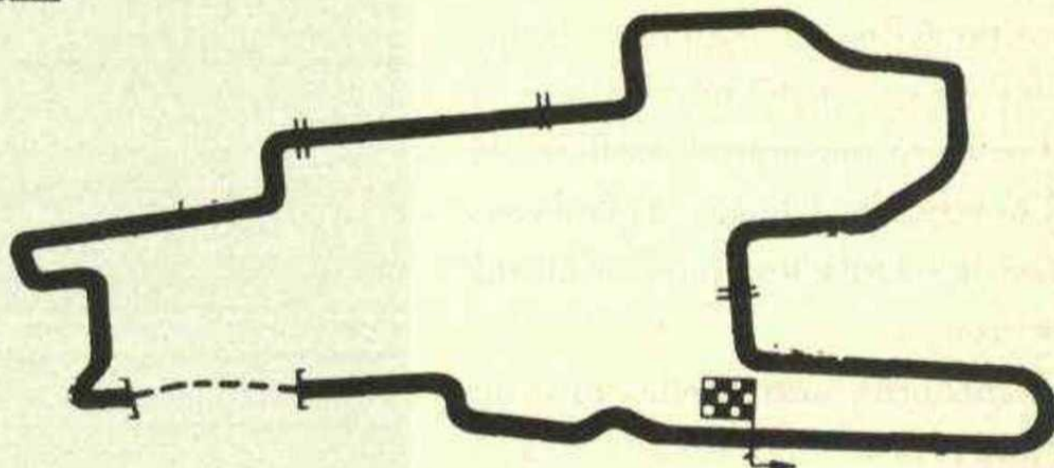
**Did not qualify:**  
2 S. Nakajima (Lotus) 1 min 47.243 secs  
10 B. Schneider (Zakspeed) 1 min 48.249 secs  
9 P. Ghinzani (Zakspeed) 1 min 48.925 secs



## LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)
1	N. Piquet Lotus 100T	1.44.352	1.43.314	1.47.137 (4)
2	S. Nakajima Lotus 100T	1.47.243	1.49.353	DNQ
3	J. Palmer Tyrrell 017	1.45.268	1.45.622	1.46.905 (4)
4	J. Bailey Tyrrell 017	1.46.286	1.47.801	1.49.330 (7)
5	N. Mansell Williams FW12	1.43.458	1.42.897	1.46.044 (4)
6	R. Patrese Williams FW12	1.43.810	1.45.016	1.46.632 (5)
9	P. Ghinzani Zakspeed ZK881	1.48.925	1.48.990	DNQ
10	B. Schneider Zakspeed ZK881	1.48.423	1.48.249	DNQ
11	A. Prost McLaren MP4/4	1.42.019	1.43.420	1.44.836 (4)
12	A. Senna McLaren MP4/4	1.40.606	1.41.719	1.44.992 (8)
14	P. Streiff AGS JH23	1.44.204	1.44.743	1.47.326 (5)
15	M. Gugelmin March 881	1.44.474	1.53.243	1.49.224 (18)
16	I. Capelli March 881	1.45.544	no practice	did not start
17	D. Warwick Arrows A10B	1.44.614	1.43.799	1.47.030 (5)
18	E. Cheever Arrows A10B	1.45.159	1.44.948	1.47.739 (6)
19	A. Nannini Benetton B188	1.43.117	1.45.345	1.46.125 (6)
20	T. Boutsen Benetton B188	1.43.718	1.42.690	1.45.714 (13)
21	N. Larini Osella FA1L	1.46.623	1.51.623	1.50.703 (7)
22	A. de Cesaris Rial ARC1	1.45.866	1.44.216	1.47.594 (4)
23	P. Martini Minardi M188	1.47.094	1.45.048	1.49.236 (8)
24	L. Perez Sala Minardi M188	1.48.186	1.46.593	1.51.855 (45)
25	R. Arnoux Ligier JS31	1.45.437	1.47.483	1.49.554 (8)
26	S. Johansson Ligier JS31	1.45.275	1.47.135	1.50.260 (2)
27	M. Alboreto Ferrari F1/87-88C	1.43.925	1.41.700	1.45.878 (4)
28	G. Berger Ferrari F1/87-88C	1.42.283	1.41.464	1.45.508 (3)
29	Y. Dalmas Lola LC88	1.46.422	1.46.447	1.49.946 (12)
30	P. Alliot Lola LC88	1.44.590	no time	1.50.223 (37)
31	G. Tarquini Coloni CF188			did not pre-qualify
32	O. Larrauri EuroBrun ER188	1.46.390	1.48.116	1.49.782 (17)
33	S. Modena EuroBrun ER188	1.45.304	no practice	1.48.243 (9)
36	A. Caffi BMS Dallara F188	1.47.493	1.45.750	1.48.951 (8)

## DOWNTOWN DETROIT 4.023km



## RESULTS

### United States Grand Prix, Detroit, June 19 63 laps of 4.023km circuit (253.471km/157.500 miles)

Pos	Driver	Car/Engine	Time
1st	Ayrton Senna	McLaren MP4/4-Honda V6t/c	1h 54m 56.035s
2nd	Alain Prost	McLaren MP4/4-Honda V6t/c	1h 55m 34.748s
3rd	Thierry Boutsen	Benetton B188-Cosworth DFR	1 lap behind
4th	Andrea de Cesaris	Rial ARC 1-Cosworth DFZ	1 lap behind
5th	Jonathan Palmer	Tyrrell 017-Cosworth DFZ	1 lap behind
6th	Pierluigi Martini	Minardi M188-Cosworth DFZ	1 lap behind
7th	Yannick Dalmas	Lola LC88-Cosworth DFZ	2 laps behind
8th	Alessandro Caffi	BMS Dallara F188-Cosworth DFZ	2 laps behind
9th	Julian Bailey	Tyrrell 017-Cosworth DFZ	retired on lap 60
10th	Luis Perez Sala	Minardi M188-Cosworth DFZ	retired on lap 55
11th	Philippe Alliot	Lola LC88-Cosworth DFZ	retired on lap 47
12th	Stefano Modena	EuroBrun ER188-Cosworth DFZ	retired on lap 47
13th	Michele Alboreto	Ferrari F1/87-88C-V6t/c	retired on lap 46
14th	René Arnoux	Ligier JS31-Judd V8	retired on lap 46
15th	Mauricio Gugelmin	March 881-Judd V8	retired on lap 35
16th	Riccardo Patrese	Williams FW12-Judd V8	retired on lap 27
17th	Nelson Piquet	Lotus 100T-Honda V6t/c	retired on lap 27
18th	Oscar Larrauri	EuroBrun ER188-Cosworth DFZ	retired on lap 32
19th	Derek Warwick	Arrows A10B-BMW 4 cyl t/c	retired on lap 25
20th	Nigel Mansell	Williams FW12-Judd V8	retired on lap 19
21st	Philippe Streiff	AGS JH23-Cosworth DFZ	retired on lap 16
22nd	Alessandro Nannini	Benetton B188-Cosworth DFR	retired on lap 15
23rd	Eddie Cheever	Arrows A10B-BMW 4 cyl t/c	retired on lap 15
24th	Nicola Larini	Osella FA1L-Alfa Romeo V8t/c	retired on lap 8
25th	Gerhard Berger	Ferrari F1/87-88C-V6t/c	retired on lap 7
26th	Stefan Johansson	Ligier JS31-Judd V8	retired on lap 3

**Fastest Lap:** Alain Prost (McLaren) 1 min 44.836 secs on lap 4; 138.158 kph.  
**Winner's Average Speed:** 132.321 kph. **Conditions:** Very hot.

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# FORMULA ONE



Prost was visibly more aggressive than usual at Paul Ricard, and Senna had to give best.

## A Special Occasion



Flogging a dead turbo but not giving up — Gerhard Berger was lapped by the McLarens.

Paul Ricard, July 3

It had to happen. For the first six Grand Prix races of 1988 Alain Prost has appeared to be content to let his Brazilian team-mate set the pace, with blindingly quick qualifying laps that gave him six consecutive pole-positions. He agreed to Senna having first call on the McLaren-Honda T-car for those events, and when Senna had trouble in the race (as in Brazil) or crashed (as at Monaco) or got elbowed out at the start (as in Mexico) Prost eased serenely into the lead.

The score before the French Grand Prix was three wins each, but more impressive, and more important to the overall scene, was the fact that the McLaren-Honda MP4/4 cars had won six races out of six.

At the flat and featureless Paul Ricard circuit, on the arid plain in the mountains behind the Mediterranean coast-line between Toulon and Marseilles, Prost arrived with his name on the McLaren T-car and a very aggressive will to win at all costs — quite unlike the normally cool and placid Monsieur Prost.

Outwardly it did not show, but when it came to racing it was another story and in qualifying he was nearly half-a-second faster than Senna. His driving was visibly aggressive, using all the road and more, braking so late that even Senna was beginning to look quizzical. This was not the real Alain Prost, this was something special which he obviously kept in reserve for special occasions. For Prost, the French Grand Prix was a special occasion, and his performance caused quite a few eyebrows to be raised (including those of DSJ).

In the race it was just the same, he made a superb start and was gone; all that Senna could do was to keep up with him.

The race was over 80 laps of the truncated Paul Ricard circuit, and while the Honda men were confident about the ability of their engines to run at race-winning speed and to consume less than the permitted maximum of 150 litres, the Goodyear men advised a change of tyres about half-way through the race.

Senna came in on lap 31, leaving Prost to sail away into a long lead, but the Brazilian was back into the race on new tyres before the third-placed man came into view. Such was the domination of the McLaren team, long before half-distance.

On lap 33 it was Prost's turn for a tyre-change, and his speed down the pit-lane and onto the marked-out space in front of the McLaren pit was perfection. Jacks under, wheel-nuts off, old wheels off, new wheels on, wheel-nuts on and . . . there was a heart-stopping moment of two seconds, three at the most, as the left front wheel, or the nut, balked. Then the car was down and the Frenchman was away, but as he let in the clutch Senna sailed by into the lead. The question was: "So now what?"

The McLaren team orders are simple

# French Grand Prix



*Nannini surges past Capelli into sixth place; each had reason to be pleased with his performance.*

enough: the cars must finish first and second, which order they are in is up to the drivers. When your drivers are Prost and Senna you don't have to worry about them doing stupid things that might upset the overall concept of first and second.

With the race half-way over, there seemed to be slow cars all round the circuit, which by any standards is a bit "mickey-mouse" with a lap time of 1min 12sec for the leaders. Fortunately the circuit is more than adequately wide, so overtaking is not a great problem, and most drivers have become accustomed to seeing a red-and-white car looming up in their mirrors, knowing full well that the second one will not be far behind. There was nothing Prost could do about Senna, in the same way that Senna had been unable to do anything about Prost in the opening stages, so it was a sort of friendly stalemate. For once Prost was a bit more audacious in his overtaking, as he followed Senna through the ranks of the slower cars, closing up and waiting for something to happen.

What he didn't know was that Senna was having trouble with his fifth and sixth gear-selection, and under high-speed braking he could not rely on fifth engaging cleanly to help him slow down, having to rely more on the brakes than he wanted to. Occasionally he was locking up a front brake, a sure sign that he was arriving at a corner a bit too fast, caused by not having the assistance of the "over-run" on the engine. This meant that he had to reduce his personal limits just a fraction, and eliminate chancy moments.

It was just this situation on lap 61 as they peeled off the back straight into the fast right-hand sweep. Senna was about to lap a slower car, and the worry that his car might jump out of gear at an embarrassing moment caused him to hesitate behind it. That was all Prost needed, and in a clean and precise move he was through on the inside, past both cars and into the lead.

By the time Senna had untangled himself from behind the slower car it was all over. Luckily for everyone who was not at Paul Ricard, the television cameras caught the whole thing and beamed it round the world. For those watching from the pits the two McLarens had merely changed places!

All this time the two cars from Woking had been running hard and overdoing it on fuel consumption, in spite of warnings from the pits, but they were not going to throw the race away. In the closing stages they eased off and cruised safely home, Senna now having difficulty finding second gear in his gearbox, and some of the slower cars that had been lapped twice went by the red-and-white duo, to regain a lap.

Prost took the chequered flag with great joy and satisfaction, and continued round on a slowing-down lap—no longer obligatory, but much appreciated by his compatriots. It was the French Grand Prix, he is the best driver that France has ever produced, and from the first day of practice you just knew he was going to win this one, with no messing about. Senna pulled off the track as soon as he crossed the line, glad that it was finished and not slow to

acknowledge that the French Grand Prix had been Alain Prost's day and there had been nothing he could do about it.

That was race A, or to be more precise, race M (M for McLaren). But what about race B (B for back-markers, or should it be A for also-rans?)?

Two years ago, when the rules were announced that turbocharged engines would be cut down to a maximum of 4-bar in 1987 and 2.5-bar in 1988, someone remarked that it would be good for the sport. They said that teams which could not cope with hi-tech turbo engines could dig out their old Cosworth DFV engines, enlarge them to 3½-litres of DFZ, and start winning races again.

Leo Mehl, the head of Goodyear racing, grinned and said "Don't kid yourself". That was before anyone had seen a turbocharged engine restricted to 4-bar, let alone 2.5-bar and I always felt that Leo Mehl knew what he was talking about. You don't make tyres for Honda and Ferrari without knowing what is going on behind the scenes in Research & Development.

For those who are interested in category B (ie the non-McLaren part of the entry) there is much of interest, even if it is of only secondary importance at the moment.

Ferrari is still there, using basically its 1987 car and engine, and in spite of typical Italian intrigue within the management Gerhard Berger and Michele Alboreto shouldn't complain while they can keep the McLaren pair in sight for a moment or two. At the French Grand Prix Dr Harvey Postlethwaite

was absent, it having been announced that he is leaving Ferrari and returning to England, and John Barnard seemed to be in charge.

Barnard's new car with the 3½-litre V12 engine is likely to appear sooner than expected, now that the turbocharged cars cannot catch the McLaren-Hondas. Once McLaren has amassed enough Constructors' points to become unbeatable, there is no point in Ferrari flogging a dead turbo car in order to finish second in the championship, so it might just as well get ready for 1989 with its new car and engine.

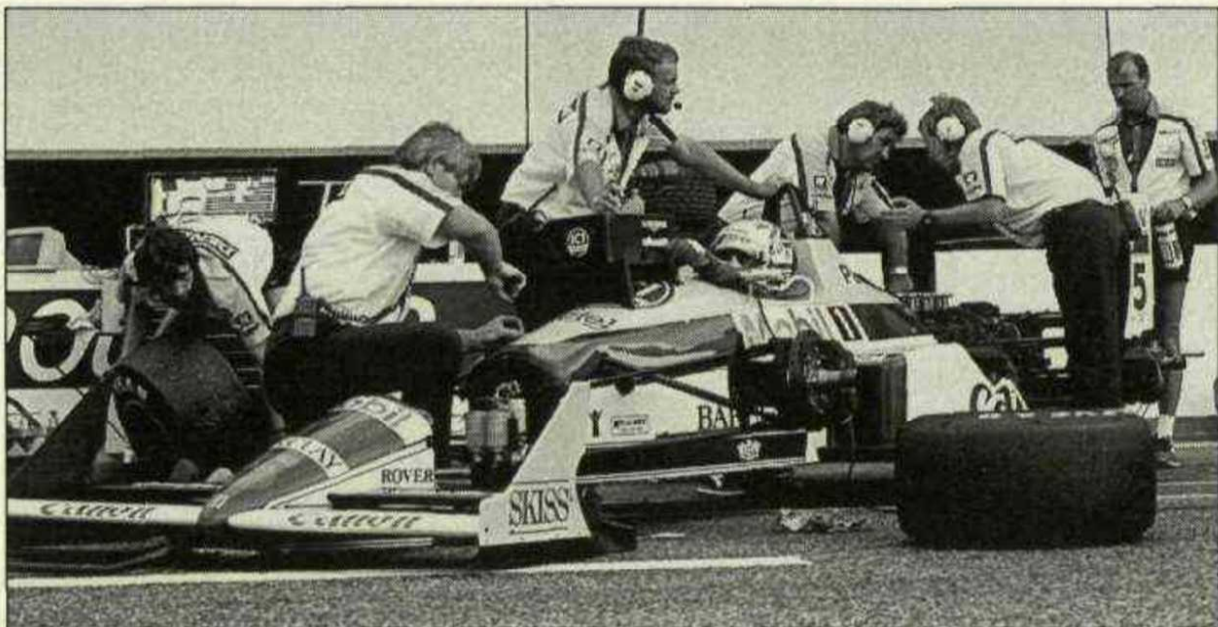
Alboreto has made it clear that he is finished with Ferrari at the end of this year and there is little incentive to "bust his gut", whereas Berger is still full of fighting spirit and actually split the McLarens away from the start, down to the first corner. He drove hard, as he always does, but had to pay the price with an early stop for tyres on lap 23, while a spin on the lap before lost him an additional 15 seconds. The Ferrari mechanics did a super job on the wheel-change, and as the car came off the jacks Berger had the engine bouncing off the rev-limiter and just dropped the clutch. It was spectacular and so typical of the "never-say-die" attitude of the Austrian.

Meanwhile Alboreto was driving round neatly and tidily, regularly and fast, and was staying on the same lap as the McLarens, in spite of a tyre-stop. When they slowed up in the closing stages it allowed Alboreto to keep on the same lap right to the finish, but Berger had to slow right down as his fuel-reading was warning him he wouldn't finish if he didn't obey the signals.

It is still difficult to see exactly why the McLarens can lap Nelson Piquet's Lotus 100T when both teams have Honda power, but it is rather like the Williams cars being competitive with the Judd engines while Ligier, also with Judd engines, fail to qualify, as Arnoux and Johansson did yet again.

In between is the March team, also using Judd engines, and two likely-lads Capelli and Gugelmin get quietly on with the job, learning and improving while they go. Capelli was still suffering from his foot injury received in Detroit, but made no heroics about it and drove a consistent race with one stop for tyres. Gugelmin went through non-stop, nursing his mechanical components rather than the tyres, as things had reached desperation point on Saturday morning and it was only by dint of a lot of hard work and improvisation that the team was able to field two cars on race day.

On Saturday morning there wasn't a complete March to be seen. All three cars were strewn over the garage floor in many pieces and the last of their Judd engines had been used up. Somehow miracles were worked, and both drivers qualified on Saturday afternoon, both started the race and both finished. It was no surprise to see Capelli and Gugelmin sitting on a couple of chairs in the paddock, long after the Leyton House motor-home had been packed up and most



*Williams personnel did their best for Mansell, but it was not enough. Will Ferrari do better in 1989?*

drivers and important people had gone off to their Lear jets or helicopters. They had done a good job, they knew it, so why shouldn't they sit quietly and enjoy the evening sun with some friends?

For once, the Judd engines were not the Achilles Heel of the Williams team, though they could not match the works Cosworth engines in the Benetton for speed. Both Williams cars faded from the scene almost unnoticed, Mansell with a suspension failure, and Patrese with brake mechanism trouble. Just as it has been announced that the Williams team will have the full support of Renault in 1989, with its new V10 engine, Mansell appears to be deserting the ship and joining Ferrari next year.

While they ran, the Benetton cars were in cracking form, heading all other non-turbo cars, as well as the Arrows-BMWs, turbo Zakspeeds and Osella, and the two Lotus-Hondas on the starting grid. To really put it into perspective, Thierry Boutsen was only beaten in qualifying by the two McLarens and the two Ferraris.

This was in spite of running out of cars on Saturday morning when both DFR engines cut out and stopped due to some obscure electrical interference making the "chips" go on the blink. After the cars were towed back to the pits both fired up and ran perfectly. This is an electronic phenomenon that has affected a number of other teams this year, with no symptoms or eventual faults to be found. Both Boutsen's cars suffered while Nannini's engine didn't miss a beat.

In the race it was the same again, and Boutsen was out before half-distance after two stops to change suspect components without any improvement to the misfire. He had been running a strong sixth. Nannini had been running strongly behind Boutsen in the opening stages, and took over sixth place to lead the 3½-litre brigade to the finish, one lap behind the McLarens.

Of the rest one cannot help but wonder whether they wouldn't be better off running in Formula 3000, and, as the season progresses and the pace at the front gets hotter, how many will survive to the end of the year. **DSJ**



*Even in its shortened form, the Mistral straight puts a premium on horsepower, favouring the turbos.*

# French Grand Prix

# RESULTS

## STARTING GRID

<b>12</b> <b>A. Senna</b> (McLaren-Honda V6t/c) 1 min 08.067 secs	<b>11</b> <b>A. Prost</b> (McLaren-Honda V6t/c) 1 min 07.589 secs
<b>27</b> <b>M. Alboreto</b> (Ferrari V6t/c) 1 min 09.422 secs	<b>28</b> <b>G. Berger</b> (Ferrari V6t/c) 1 min 08.282 secs
<b>19</b> <b>A. Nannini</b> (Benetton-Cos DFR) 1 min 09.718 secs	<b>20</b> <b>T. Boutsen</b> (Benetton-Cos DFR) 1 min 09.587 secs
<b>2</b> <b>S. Nakajima</b> (Lotus-Honda V6t/c) 1 min 10.250 secs	<b>1</b> <b>N. Piquet</b> (Lotus-Honda V6t/c) 1 min 09.734 secs
<b>16</b> <b>I. Capelli</b> (March-Judd V8) 1 min 10.496 secs	<b>5</b> <b>N. Mansell</b> (Williams-Judd V8) 1 min 10.337 secs
<b>22</b> <b>A. de Cesaris</b> (Rial-Cos DFZ) 1 min 10.861 secs	<b>17</b> <b>D. Warwick</b> (Arrows-BMW 4 cyl t/c) 1 min 10.634 secs
<b>36</b> <b>A. Caffi</b> (BMS Dallara-Cos DFZ) 1 min 11.211 secs	<b>18</b> <b>E. Cheever</b> (Arrows-BMW 4 cyl t/c) 1 min 10.979 secs
<b>15</b> <b>M. Gugelmin</b> (March-Judd V8) 1 min 11.315 secs	<b>6</b> <b>R. Patrese</b> (Williams-Judd V8) 1 min 11.286 secs
<b>30</b> <b>P. Alliot</b> (Lola-Cos DFZ) 1 min 11.511 secs	<b>14</b> <b>P. Streiff</b> (AGS-Cos DFZ) 1 min 11.466 secs
<b>33</b> <b>S. Modena</b> (EuroBrun-Cos DFZ) 1 min 12.007 secs	<b>29</b> <b>Y. Dalmas</b> (Lola-Cos DFZ) 1 min 11.747 secs
<b>23</b> <b>P. Martini</b> (Minardi-Cos DFZ) 1 min 12.268 secs	<b>10</b> <b>B. Schneider</b> (Zakspeed 4 cyl t/c) 1 min 12.026 secs
<b>21</b> <b>N. Larini</b> (Osella-Alfa V8t/c) 1 min 12.406 secs	<b>3</b> <b>J. Palmer</b> (Tyrrell-Cos DFZ) 1 min 12.316 secs
<b>32</b> <b>O. Larrauri</b> (EuroBrun-Cos DFZ) 1 min 12.538 secs	<b>24</b> <b>L. Perez Sala</b> (Minardi-Cos DFZ) 1 min 12.525 secs

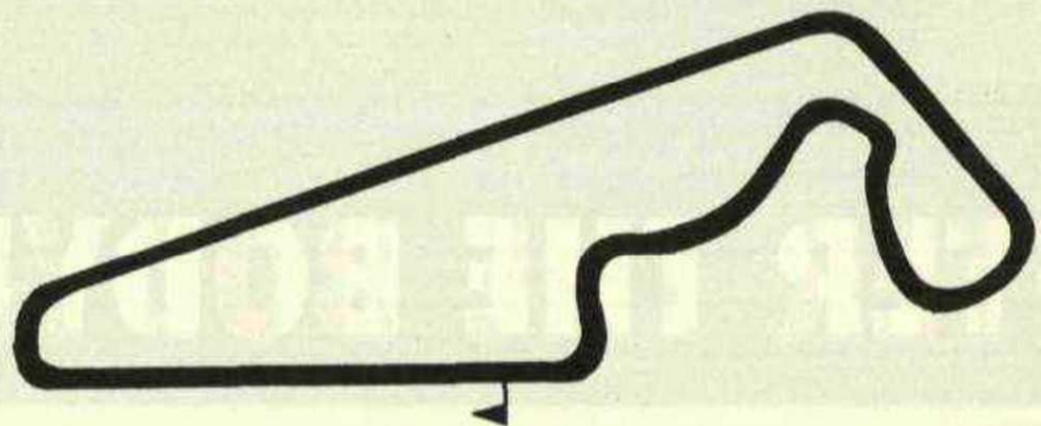
**Did not qualify:**  
25 R. Arnoux (Ligier) 1 min 12.654 secs  
4 J. Bailey (Tyrrell) 1 min 12.697 secs  
26 S. Johansson (Ligier) 1 min 12.801 secs

**Disqualified for rule infringement:**  
9 P. Ghinzani (Zakspeed) 1 min 12.121 secs

## LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)
1	N. Piquet	1.09.734	1.09.900	1.12.357 (54)
2	S. Nakajima	1.11.394	1.10.250	1.12.979 (70)
3	J. Palmer	1.13.053	1.12.316	1.15.490 (39)
4	J. Bailey	1.13.839	1.12.697	—
5	N. Mansell	1.11.112	1.10.337	1.13.671 (46)
6	R. Patrese	1.11.671	1.11.286	1.15.014 (6)
9	P. Ghinzani	1.14.797	disqualified	—
10	B. Schneider	1.13.523	1.12.026	1.13.844 (55)
11	A. Prost	1.08.171	1.07.589	1.11.737 (45)
12	A. Senna	1.08.456	1.08.067	1.11.856 (8)
14	P. Streiff	1.12.004	1.11.466	1.14.800 (5)
15	M. Gugelmin	1.11.315	1.11.404	1.13.567 (71)
16	I. Capelli	1.11.779	1.10.496	1.13.143 (52)
17	D. Warwick	1.11.339	1.10.634	1.14.197 (5)
18	E. Cheever	1.11.567	1.10.979	1.13.321 (41)
19	A. Nannini	1.10.743	1.09.718	1.12.570 (70)
20	T. Boutsen	1.11.170	1.09.587	1.13.669 (6)
21	N. Larini	1.13.037	1.12.406	1.14.741 (34)
22	A. de Cesaris	1.11.854	1.10.861	1.12.814 (54)
23	P. Martini	1.13.039	1.12.268	1.14.551 (72)
24	L. Perez Sala	1.12.938	1.12.525	1.14.198 (46)
25	R. Arnoux	1.12.654	1.12.736	—
26	S. Johansson	1.13.629	1.12.801	—
27	M. Alboreto	1.09.624	1.09.422	1.12.002 (46)
28	G. Berger	1.09.032	1.08.282	1.11.866 (25)
29	Y. Dalmas	1.12.547	1.11.747	1.13.968 (53)
30	P. Alliot	1.12.286	1.11.511	1.14.594 (40)
31	G. Tarquini	Coloni CF188	did not pre-qualify	—
32	O. Larrauri	EuroBrun ER188	1.13.888	1.12.538
33	S. Modena	EuroBrun ER188	1.12.997	1.12.007
36	A. Caffi	BMS Dallara F188	1.13.144	1.11.211

## CIRCUIT PAUL RICARD 3.813km

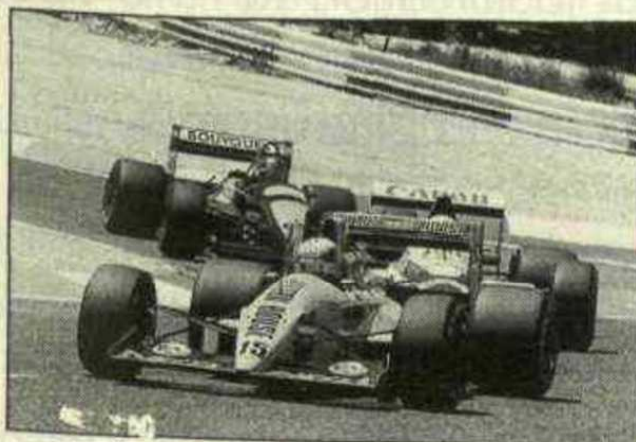


## RESULTS

### French Grand Prix, Paul Ricard, July 3 80 laps of 3.813km circuit (305.040km/189.543 miles)

Pos	Driver	Car/Engine	Time
1st	Alain Prost	McLaren MP4/4-Honda V6t/c	1h37m37.328s
2nd	Ayrton Senna	McLaren MP4/4-Honda V6t/c	1h38m09.080s
3rd	Michele Alboreto	Ferrari F1/87-88C-Ferrari V6t/c	1h38m43.833s
4th	Gerhard Berger	Ferrari F1/87-88C-Ferrari V6t/c	1 lap behind
5th	Nelson Piquet	Lotus 100T-Honda V6t/c	1 lap behind
6th	Alessandro Nannini	Benetton B188-Cosworth DFR	1 lap behind
7th	Satoru Nakajima	Lotus 100T-Honda V6t/c	1 lap behind
8th	Mauricio Gugelmin	March 881-Judd V8	1 lap behind
9th	Ivan Capelli	March 881-Judd V8	1 lap behind
10th	Andrea de Cesaris	Rial ARCI-Cosworth DFZ	2 laps behind
11th	Eddie Cheever	Arrows A10B-BMW 4 cyl t/c	2 laps behind
12th	Alessandro Caffi	BMS Dallara-Cosworth DFZ	2 laps behind
13th	Yannick Dalmas	Lola LC88-Cosworth DFZ	2 laps behind
14th	Stefano Modena	EuroBrun ER188-Cosworth DFZ	3 laps behind
15th	Pierluigi Martini	Minardi M188-Cosworth DFZ	3 laps behind
16th	Luis Perez Sala	Minardi M188-Cosworth DFZ	10 laps behind; unclassified
17th	Oscar Larrauri	EuroBrun ER188-Cosworth DFZ	retired on lap 65; clutch
18th	Nicola Larini	Osella FA11-Alfa Romeo V8 t/c	retired on lap 57; driveshaft
19th	Bernd Schneider	Zakspeed ZK881-Zakspeed 4 cyl t/c	retired on lap 56; gearbox
20th	Nigel Mansell	Williams FW12-Judd V8	retired on lap 49; suspension
21st	Philippe Alliot	Lola LC88-Cosworth DFZ	retired on lap 47; electronics
22nd	Jonathan Palmer	Tyrrell 017-Cosworth DFZ	retired on lap 41; engine
23rd	Riccardo Patrese	Williams FW12-Judd V8	retired on lap 36; brakes
24th	Thierry Boutsen	Benetton B188-Cosworth DFR	retired on lap 29; electronics
25th	Philippe Streiff	AGS JH23-Cosworth DFZ	retired on lap 21; fuel leak
26th	Derek Warwick	Arrows A10B-BMW 4 cyl t/c	retired on lap 12; accident

**Fastest Lap:** Alain Prost (McLaren) 1 min 11.737 secs on lap 45 (191.349 kph).  
**Winner's Average Speed:** 187.482 kph. **Conditions:** Very hot.





## AFTER THE BODYBUILDING CO

"The 535i is one of the finest BMWs we have ever driven", said 'Autocar', having put it through its paces.

One wonders what they'll make of the car above, the Alpina B10, which is based on the 535i.

Alpina have been building versions of BMWs since 1963.

And they're the only manufacturer to do so with BMW's blessing.

What they've created here is, to all intents and purposes, a brand new model.

The suspension has been completely reworked with specially rated Bilstein gas dampers and Alpina springs both at the front and rear.

Consequently, the car is lower and the handling is that much more sure.

A front spoiler helps keep the car firmly on the road as do the 8.5J x 17in. front, and 9.5J x 17in. rear spoked aluminium wheels, sporting Michelin MXXs.

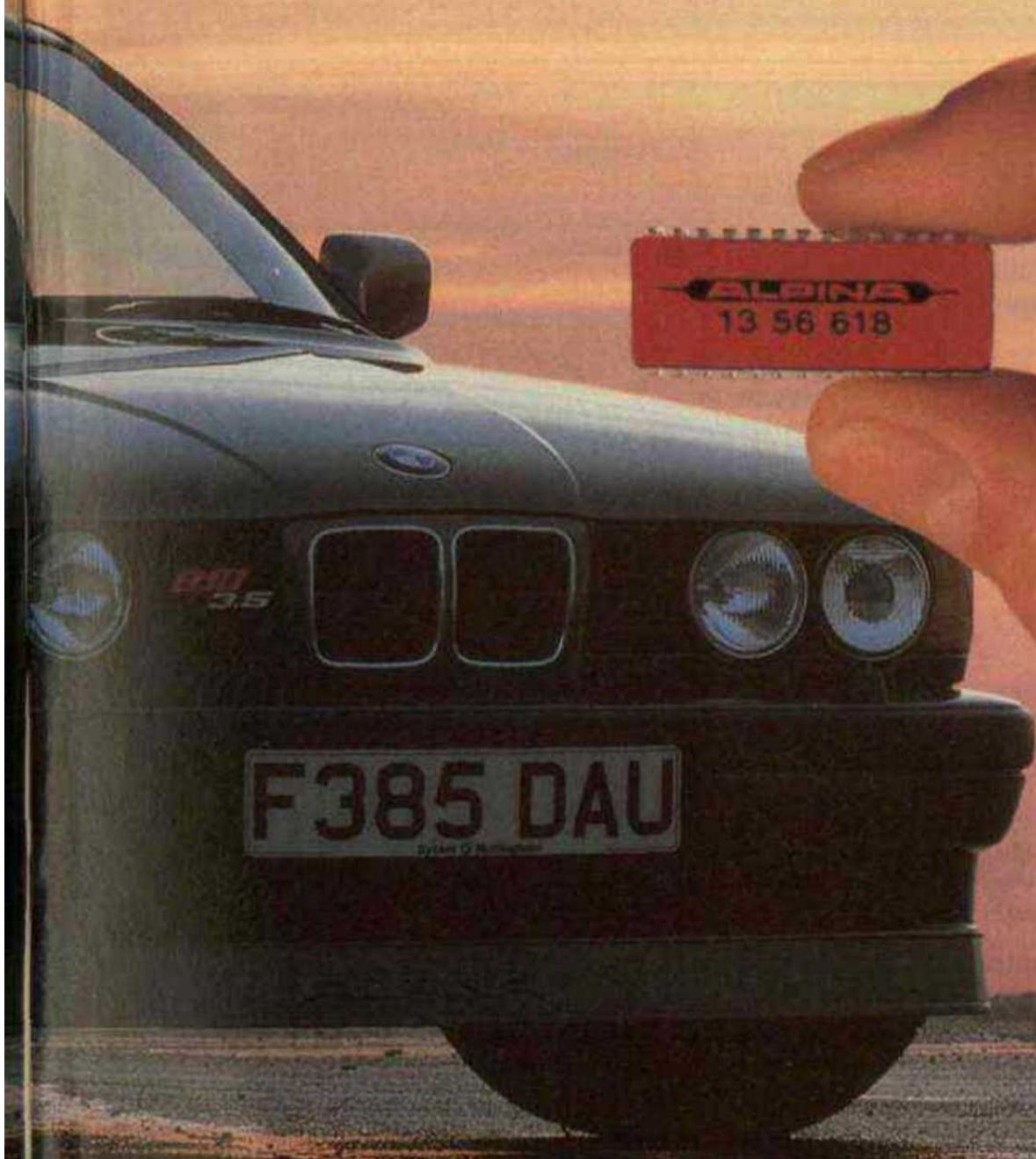
These too were developed solely for the Alpina.

The real justification for this special equipment lies under the bonnet.

Each Alpina engine is meticulously hand-built.

The modified head, pistons and special tubular steel exhaust manifold enable the B10 to produce 260bhp.

It's capable of 0-62 mph in just over



## MES THE BRAIN TRANSPLANT.

7 seconds, not to mention a somewhat academic top speed of almost 160 mph.

What's more, thanks to a revised differential, it can pull smoothly from 25 mph to 150 mph in 5th gear.

So much for brawn, but what about the brain?

At the very heart of the engine's advanced Motronic management system lies a feature unique to Alpina.

Only Alpina have been permitted by BMW to reprogramme the micro-chip which governs engine performance and which also guarantees maximum efficiency at all times.

The ignition timing and fuel injection

are re-mapped to suit an engine with considerably more punch.

Having whetted your appetite for the B10, perhaps we should inform you of its whereabouts.

Only one company has been granted a concession to build Alpinas in the UK.

That's Sytner of Nottingham.

But hold your horsepower.

A further Alpina dealer has just been appointed, namely L & C Auto Services in Tunbridge Wells.

You can catch the B10 at either place now. They're about the only places you will catch one.



**PERFORMANCE WITHOUT ALL THE PERFORMANCE**



Fierce competition all the way down the field is a trademark of the Challenge: a wheel-spinning Tim Allen fends off Simon Sabel.

## Image Enhancer

The last four-and-a-half years have seen the Honda name rocket into prominence in motor racing with its utter domination of Formula One following success in Formula Two and Formula 3000.

As a corporate image enhancer this has done a great deal for the Japanese company, but internal surveys by the British importers continued to show that the average age of a British Honda owner was 57. It was thus in an effort to attract the attention of younger buyers that Honda UK decided to initiate its own Challenge in 1988 based on the desirable and fast CRX 1.6-16.

As there are several other manufacturer-supported series on the calendar, Honda was uncertain as to how its own would be received. A great deal of research therefore went into ensuring that the rules would be clear and keep competitors' costs low, and a prize fund in excess of £65,000 was provided. The response was so good, however, that it was decided to restrict the number of registered competitors to 35, since most circuits are unable to accommodate fields of more than 30



Tim Sugden's car looks the worse for wear, but charges on regardless.

cars anyway. By controlling the number of entrants, Honda could thus be assured that most drivers would get to race at some time, and could still allow for full grids even after natural wastage had taken its toll during the season.

The cars themselves were sold by Honda UK directly to the competitors, on the strict condition that they were for racing only and could not be used on the road. They were offered at the special price of £9650, including all the parts needed to prepare them for racing, and delivered to competitors through local dealers. At the end of the season, the V5 registration form and National Type Approval number will be released by Honda, on payment of the taxes, to allow the cars to be converted back to road use.

The power-pack is the familiar twin-cam four-cylinder, 16-valve 1600cc engine developing 130 bhp which, along with the gearbox, is sealed by the importer to prevent any extra tweaking. To police this, Honda has the right at the end of every round to impound two cars and take them to the rolling road at Brands Hatch, where they can be thoroughly checked for any signs of tinkering.

To minimise costs the rest of the car is basically standard, apart from mandatory safety equipment. The double-wishbone independent suspension is fitted with Spax competition dampers and stiffer coil-springs. As in other series, the tyres are controlled, Yokohama being the supplier of the permitted racing rubber in this case.

After six of the twelve rounds in this closely-contested series, there have surprisingly been only two winners — Patrick Watts and Rob Hall with three victories apiece. That statistic, however, should not give the impression that they have dominated the racing as Messrs Prost and Senna have done in

their Honda-engined cars; Hall and Watts have been keenly chased all the way, notably by Barrie "Whizzo" Williams, Graham Churchill, Dave London and David Leslie.

Car No 1, entered by British Credit Trust, is always reserved for celebrity drivers — among them Derek Warwick, Roberto Moreno and Patrick Head, the technical director at Williams Grand Prix Engineering. The appearance of these guests, who are ineligible for championship points, not only adds interest to the grid, but also acts as an extra stimulus for the competitors.

With so many other one-make championships, what is the particular appeal of the Honda CRX Challenge? According to Greg Masters, one of the last of the demon late-breakers, there were a number of reasons why he preferred this series. The MG Metro, Fiesta and Renault 5 championships had been around for rather a while and had lost their initial glamour, and the highly-publicised Vauxhall-Lotus Challenge was for single-seaters; but the Honda CRX Challenge was new, was therefore getting the full support from the company which was keen to see it succeed, and, being a new championship, was easier to attract sponsorship for.

Without having the necessary finance available himself, Masters found the various Honda dealers he approached were all fully informed about the series; following the lead from Honda, many were becoming involved one way or the other. In the end, he found support from Ron Forster Cars of Rugby, which has been able to arouse a great deal of interest by displaying the car in the showroom, and through local newspaper reports on its activities.

With close and competitive racing, and the sponsors seemingly satisfied, Honda UK can be justifiably pleased with its initiative. So successful has the project been that Irish, French, Dutch and Swedish Honda importers have all expressed an interest in forming their own Challenge series along the same lines.

WPK



FISA president Jean-Marie Balestre hinted strongly at Le Mans in June that future Group C regulations would favour 3.5-litre racing engines, and so it proved when the full executive endorsed his blueprint on June 27-28.

"There were three proposals on the table," complained one manufacturer's representative at Brno. "The proposal agreed unanimously by all the leading manufacturers, the Technical Commission's, which were not quite the same, and FISA's. As we feared, FISA's was adopted."

In 1989 the fuel consumption formula will be scrapped. That pleases the drivers enormously, and should please spectators too, but is rather less welcomed by the manufacturers. From January 1989 the World Sports-Prototype Championship will admit current Group C-type cars with 3.5-litre racing engines or with 6.0-litre "stock-blocks" such as Jaguar's V12 and Aston Martin's V8, and other types of engine with 55mm inlet restrictors, including Porsche's flat-six turbo, Mercedes' V8 turbo, and Mazda's rotary engines.

In 1990 all engines except the 3.5-litre examples will run with 55mm inlet restrictors — including the Jaguar and Aston Martin — while the turbo/supercharged engines will, additionally, have to be equipped with pop-off valves further to restrict their power.

Finally, in 1991 and beyond, the Group C category will cater exclusively for 3.5-litre racing engines and other types with 55mm restrictors, but excluding turbo/supercharged and rotary engines altogether.

What the manufacturers proposed is irrelevant now, but unanimity was reached by Jaguar, Mercedes, Porsche, Toyota, Mazda, Nissan and Aston Martin in setting out an equivalency formula for 3.5-litre racing engines in cars weighing 850kg — giving them a very sporting chance, as Balestre would wish — "stock blocks" with two valves at 6.0 litres or with four valves at 5.7 litres, turbos with restrictors, rotary engines, the lot, at 900kg. It was a proposal each of the seven could have lived with, if not prospered from, and would have supported.

It is too early, yet, to know whether Jaguar and Aston Martin can field competitive cars under the new regulations; they'll want to study the wording and, particularly, establish power outputs with the inlet restrictors in place. At first sight, though, Jaguar and Aston Martin could be competitive in 1989 without restrictors (Jaguar's 6-litre IMSA engine develops a stated 620 bhp, and probably more).

For their part, Mercedes and Porsche will want to find out if their nominal 5-litre production engines will stretch to 6-litre reliably, and if they'll develop the 600 bhp which will be required with 55mm restrictors in place.

As mentioned in this column last month, however, Mazda's Mr Ohashi was quite



When will we next see a works Porsche on a World Championship event?

## Goodbye to the Old Order?

shaken to learn that rotaries would be banned, and none of the Japanese manufacturers have large-capacity production engines. They'll have to build 3.5-litre racing engines if they want to remain in sportscar racing at all, and without substantial development (and "detuning" from Formula 1 specification) the 3.5 litres will not be suitable for 1000km races, still less for Le Mans.

Monsieur Balestre's grandiose plan to have three regional championships — IMSA, European and Asian Pacific — run to the same

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*"I suspect that by this time next year endurance racing will have lost its backbone"*

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regulations, and with the best events counting towards a World Championship, seems likely to founder: the Americans definitely have no means or plan to promote 3.5-litre racing engines. They are, rather, moving fast to the promotion of domestic stock-block engines of four-to-six litre capacity, with sliding weight-scales to equalise their performances. They'll get rid of turbos too, like FISA, but that's about all they're likely to agree upon.

Sooner or later, specialist manufacturers such as Spice Engineering, March and Lola perhaps, will produce chassis to accept reliable versions of the new breed of Formula One engine including the Renault, Honda and Alfa Romeo V10s and the Lamborghini-

Chrysler V12; as soon as they can run for five hours while producing 600 horsepower we can probably say goodbye to today's favourites Jaguar, Porsche and Mercedes.

The old order is already changing, for the recent Le Mans race may have been Porsche AG's final appearance in World Championship racing for some years. The Weissach team is busy concentrating on getting its CART Indycar V8 up to a competitive pace and has no budget, nor incentive any more, to design a brand-new Group C/IMSA sportscar.

The Rothmans-sponsored works Porsche team, and its customers, might have treated us to some very predictable racing between 1982 and 1986 but they did maintain the tradition of endurance racing, helped by Lancia and latterly, Jaguar and Mercedes. Now the factory team has gone and customers Reinhold Joest, Walter Brun, Richard Lloyd and Erwin and Manfred Kremer will find themselves in an increasingly parlous state. I suspect that by this time next year endurance racing will have lost its backbone.

In 1983 we were impressed to see that Porsche 956s occupied nine of the top ten places at Le Mans, though it didn't advertise good inter-marque racing. This year only eight of the top ten places were filled by Porsche 962s, but because Jaguars were first and fourth we were extremely satisfied with the contest.

Take all those Porsches away, and I wonder what we're left with? With one mighty bound, we turn the clock back to the doldrums of 1972!

MLC

## WILLHIRE 24-HOUR RACE



Fords galore head the 37-strong pack into Riches, David Pinkney leading from eventual winner Lionel Abbott (far right).

The weekend after motorised Britain was suffused with pride (for Jaguar's Le Mans victory) and rage (for BBC Television's apparent indifference), 1.9 miles of Norfolk's Snetterton circuit played host to the United Kingdom's only 24-hour race.

Instead of Jaguar versus Mercedes, Porsche and the Japanese, the contestants were from the booming National Production Saloon Car Championship. Miffed by an absence of success and further turbo boost-controls, Colt Car Company had withdrawn its support for the Starion, leaving eight Sierra RS Cosworths the favourites for victory in this safely-organised BRSCC contest.

The obsolete three-doors were boosted to rather less than their usual production racing 270-285 bhp in the interests of durability. The "Cosworths", as they always seemed to be referred to in the category, were still comfortably the fastest straight-line propositions in the field along Snetterton's answer to Mulsanne — the Revett straight.

The Fords, which finished 1-2-3 against all predictions in 1987, faced a field of potentially more reliable but slower BMW M3s, Escort RS turbos (a surprise winner in 1986) Golf 16V GTis, and a lone Mercedes-Benz 2.3/16, plus sundry representatives of Peugeot, Honda, Lancia, Opel, Fiat and the flock of GTi Suzukis which dominate the sub-1300cc division.

The star turn amongst the 37 on the grid was Nissan and former TWR Jaguar star Win Percy. This time he was sharing a new racing project from Mazda UK, the 4x4 323 turbo, with previous Uniroyal Champion James Kaye and rally champion Alistair Sutherland. However, the Mazda never looked like cutting really fast times, having an engine sealed close to the standard 148 bhp. The "stars" at Snetterton were really the eleven previous winners in the race.

This was the ninth edition of an annual fixture which started from a meeting of Willhire owner Roger Williams and then BRSCC director Peter Browning. In 1980 it

## Our Own 24



Much head-scratching went on in the Janspeed pit — JW is flanked by Jan and Kieth Odor.

was a mixed sports and saloon event, but the 1985 swop to a saloon car championship race marked the beginning of an escalation in spectators and competitors which is quite a surprise to anyone who remembers Snetterton only for its windy isolation.

The June weather is usually kind, and this year was no exception. Unfortunately that 21-26°C temperature is not a blessing for the hard-worked 205/50 road-legal rubber which twists beneath 1200kg of Cosworth through the many hard rights such as Coram's endless 100 mph corner.

Aside from Spa-Francorchamps (ancient or modern circuit), I am not fond of spectating at 24-hour races, so my Norfolk presence was that of a participant.

It was the fourth successive time I had attempted the race — one with which I became fascinated through the generosity of another journalist who let me share his fragile but exhilaratingly fast Fiat Abarth. That was so much fun that, when the inevitable retirement came, I vowed to come back until we did get a decent finish . . . I am still waiting!

Since 1986 I have used Ford Sierras, starting with a long-shot XR4x4 and then two of the inevitable RS Cosworths. Last year's Cosworth was bit of a mess, but fast enough to figure in the top three when healthy, even with me aboard.

This year's car was a pristine example prepared by the people who first trusted me enough to support my saloon racing sideline: Janspeed. I did not really need reminding that it had been sixteen years since we tackled 29 novice-season races and came home with a class title, for, instead of driving for Jan Odor senior, I had agreed to accompany Kieth (yes, that is the Hungarian spelling) Odor, who had been less than ten years old when I drove for his dad!

Now Janspeed has seen its turbocharging technology fully employed upon the Sierra Cosworth, for the Ford races under strange technical regulations in Britain. A 26mm air-restrictor on the path from intercooler to injection attempts to strangle the Cosworth's overwhelming horsepower advantage. Yet there is no control placed on the boost, so competitors run more than double the Ford-recommended figure of 0.55-bar/8 psi. A fair degree of technical expertise with electronics and turbochargers is called for if the poor old Garret AiResearch TO3 (which spends its life working virtually flat-out against the restrictor) is to remain serviceable and the head-gasket unblown.

Generally you can reckon that a winning RS Cosworth in this category will have 280-285 bhp, enough to slam it to 135-140 mph on many British circuits. That road tyre-smoking power level was my first racing experience of the Janspeed Ford.

In late May, Kieth and I shared the driving in a one-hour event around Oulton Park's captivating crests and cunning double-apex corners, finishing third overall. So we went to

# WILLHIRE 24-HOUR RACE

Snetterton with some optimism, even though all of us knew that this complex car would be far more sorely tested in 24 hours.

Just as you would expect, we took the precaution of running lower boost to place less stress on not just the engine, but also upon replacement running gear. Included in the selection of standard equipment were a new Borg Warner gearbox, viscous coupling differential, brake discs (we bedded-in six sets of Mintex M200 brake-pads amongst the testing chores) and gas-insert Koni dampers.

In a formula where you cannot change any material part of the suspension, especially the coil springs, the replacement dampers and abused tyres (standard 205/50-sized BF Goodrich TA-R1 for us) end up as the only obvious handling advantages. As ever, in "showroom" racing, it was the subtleties that mattered just as much . . .

The Sierra proved incredibly sensitive to ride-height, so that it felt terribly nervous when riding on new springs which were fitted to avoid falling below the specified legal minimum-ride height. As the springs settled beneath the load of a full 120-litre fuel-tank, its contents consumed at close to 10 mpg, the Sierra also stabilised. Unless upset by heavy braking, the RS Sierra turns into an apex on understeer lock, followed by power oversteer.

Some three hours of practice are provided, half of it the mandatory night session in which every nominated driver (between two and four per car) must complete at least three laps.

We intended to drive two-handed for the majority of the race. From the delayed 4.15pm Saturday afternoon start to 10.31am on Sunday, that is exactly what we did, but former Porsche Champion (and Snetterton 24-Hour Race winner) Bill Taylor stepped in for what was destined to be the last stint.

Practice left us on the third row of the grid, seventh quickest courtesy of Kieth. In fact, as for the night session, our strategy was simply to do the minimum possible, the car now fully race-prepared so that any excess practice mileage was pointless.

To put out lap times in perspective, it is worth reporting that pole position went to the Dave Pinkney/Rob Gravett RS Cosworth in 1min 18.58sec (87.82 mph), nearly a second faster than eventual winners Lionel Abbott/Graham Scarborough, who would cover a record 1964.9 race miles at an average 81.85 mph. In race trim, our car recorded a 1min 19.43sec (86.88 mph), the fifth fastest lap (the winners also established the fastest racing lap, 1min 18.54sec, fractionally faster than the best in practice).

I had the honour of starting the car in a 2½-hour session, but we normally ran closer to 2¾-hours with brake-pad changes scheduled every second stop and tyres thrown at the car during most stops.

The daytime temperatures did give us tyre problems. As Kieth put in laps below 1min 20secs, we suffered the tread separating from the carcass and consequent deflation. But

there was plenty of warning and it is worth saying that temperatures in excess of 250° Fahrenheit were recorded, even when the covers had reached the pits. Other leading brands suffered the same problems when fitted to the faster cars.

The rolling start was a daunting third-gear experience, the herd of Cosworths congregating on Riches, the opening corner, in a dusty haze of blue tyre smoke, over-run exhaust flames and searing paint schemes. The initial laps were spent with the Cosworths gradually subduing the interloping Escort RS of David da Costa. I settled in behind the Firestone Firehawk RS Cosworth of Jerry Mahony.

Dry and dusty night or sun-soaked day, lap times and cornering patterns remain the same, altered only by the need to accommodate sudden strings of traffic. Some 25 of 37 starters completed 24 hours; only 24 were classified though, the second-placed RS Cosworth disqualified for using a tyre lacking

road legality.

In the RS Cosworth you need drop no lower than third gear at this circuit, the superb torque a marvellous assistance to avoiding tyre-destructive wheel spin. Fourth is required to dive into the aptly named Bomb Hole dip that introduces you to the delights of Coram. All through this eternal right you listen to the tortured near-side front tyre wailing, your body braced upon a giant alloy footrest and by the embrace of your Willans harness.

You straighten the steering and give the tyre an easier time at the expense of your heart-beat. Prompting the big Ford back into 100 mph line for the left/right flick of Russell is a precise process, otherwise the car bites back and clips the forbidden zones of the low kerbs.

Past the pits, fourth can be exchanged for fifth again at the designated 6000 rpm limit, the side exhaust booming off armco and



Our man lines up his 285 bhp charge to dive into the Bomb Hole . . .



Snetterton is the only place you will see night racing in this country.

## WILLHIRE 24-HOUR RACE



The Nick Baughn/Rob Kirby Golf GTi not only won Class C, but placed third overall.

backmarkers with exhilarating vigour. Top is only required again on the Revett back straight. The car I had last year reached the rpm equivalent of more than 130 mph at the fastest point, but this year's more conservative specification brought only 121 mph.

That was not enough to cope with the other Sierras in the opening charge, but the Firestone car was exactly the same at that stage and I knew Mahony/Hales had been a leading force in this category before. Thus I wasn't too disheartened by my first-hour placing of seventh, three seconds ahead of the Firestone machine, a position which strengthened into fifth at the close of the second hour.

Unfortunately our pit-stop at 6.44pm took 13 minutes, after a misunderstanding during a brake pad change (to check wear rates) popped a piston from one caliper. That delay summed up our event — we would just get the car back into the top ten when another mechanical gremlin wormed into view . . .

Amongst the evil ones were: a burst oil cooler, total brake failure after a caliper distorted (I took to autocross on the infield to slow the thing down on the fourth gear approach to Riches), the tyre deflation, intermittent clutch operation due to a fractured steel component in the fulcrum operating mechanism, plus a series of electro-

nic engine management misfires after the alternator was damaged by a surprise shear in the massive bolt which locates it.

At 12.52pm on Sunday the electrical shortcomings eventually mismanaged the engine to the point where the head-gasket wept. The travel-stained Ford rolled silently toward my Renault caravan base (thank you, Tim Jackson for putting a roof over our heads!) with less than four racing hours left.

Yes, I was disappointed. Yet ten hours and 25 minutes racing in four sessions gave a personal satisfaction that was denied the hardworking Janspeed pit-crew. Team manager Frank Swanston, engine ace Norman Clancy and Kieth's regular mechanical minder, Shaun Arnold, demonstrated that they could whip the car back into contention after each delay, and I hope they all get another chance to try to win this challenging event.

I enjoyed my hours of sweated labour, but I think a trip on the Autoglass 1989 Tour of Britain (and Ireland) might be a more appealing project and story next year. However, there are still two longer-distance races for Odor the younger and myself to tackle in 1988: a one-hour event at Donington on September 18, and the following weekend a Brands Hatch finale to the Uniroyal series over 300km of the modified Grand Prix circuit. JW



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## EUROPEAN TOURING CAR CHAMPIONSHIP

Round 6, Vallelunga, June 5

157 laps, 312.05 miles (502.09km)

1st	K. Niedzwiedz/P. Dieudonné	2.0t Ford Sierra RS500	1	3h40m40.53s
2nd	E. van de Poele/R. Ravaglia	2.3 BMW M3	2	3h41m26.87s
DQ	J. Laffite/W. Vogt	2.3 BMW M3	2	3h41m59.73s
3rd	J-M. Martin/M. Thatcher	2.3 BMW M3	2	154 laps
4th	E. Pirro/V. Strycek	2.3 BMW M3	2	154 laps
5th	K. Bornebusch/U. Larsson	2.0t Ford Sierra RS500	1	153 laps
6th	H. Lingmann/L. Holzl	2.3 BMW M3	2	149 laps
7th	J. Cserkúti/'Spiffero'	2.3 BMW M3	2	147 laps
8th	P. Mueller/R. Schmidlin	3.0 Toyota Supra	1	144 laps
9th	P. Fermine/S. de Liedekerke	1.6 Toyota Corolla	3	141 laps
10th	G. Katsers/J-C. Berton	1.6 Toyota Corolla	3	141 laps

**Class Winners:** Niedzwiedz/Dieudonné; van de Poele/Ravaglia; Fermine/de Liedekerke.

**Fastest Lap:** Niedzwiedz, 1m20.76s; 88.56mph (142.49kph)

**Drivers' Championship:** 1. Ravaglia 192; 2. Niedzwiedz 180; 3. van de Poele 175; 4. Dieudonné 167; 5. Soper 160; 6. Thatcher 87; 7= Alber/Charouz 82.



Eggenberger's RS500s dominated as usual at Vallelunga, though the leading car retired just after Soper took over from Brancatelli.

## RAC BRITISH TOURING CAR CHAMPIONSHIP

Round 7, Silverstone, July 10

15 laps, 44.53 miles (71.67km)

1st	A. Rouse	2.0t Ford Sierra RS500	A	28m58.41s
2nd	G. Edwards	2.0t Ford Sierra RS500	A	29m10.59s
3rd	L. Bristow	2.0t Ford Sierra RS500	A	29m22.97s
4th	J. Mahony	2.0t Ford Sierra RS500	A	29m24.09s
5th	R. Gravett	2.0t Ford Sierra RS500	A	29m37.96s
6th	M. Newman	2.0t Ford Sierra RS500	A	29m55.53s
7th	T. Harvey	2.0t Ford Sierra RS500	A	30m13.13s
8th	F. Sytner	2.3 BMW M3	B	30m18.11s
9th	G. Hathaway	2.0t Ford Sierra RS500	A	30m20.87s
10th	K. Jones	2.0t Ford Sierra RS500	A	30m30.30s

**Winner's Average Speed:** 92.22mph (148.38kph).

**Class Winners:** Rouse; Sytner; Jeffrey (VW Golf GTi 16v); Dowsett (Toyota Corolla).

**Fastest Lap:** Rouse, 1m51.75s; 95.64mph (153.88kph).

**Drivers' Championship:** 1. Sytner 61; 2. Rouse 56; 3. Dowsett 52; 4. Hall 34; 5. Smith 26; 6. Mahony 24.



Winni Vogt's Bigazzi BMW was disqualified in Italy because his partner Laffite drove more than the permitted two-thirds distance.



Graham Scarborough acknowledges the Willhire chequered flag, half an hour after his RS Cosworth had broken the 1000-lap barrier for the first time.



Robin Brundle was more fortunate at Snetterton's 24 Hours than his elder brother had been at Le Mans, finishing second in an M3.

## UNIROYAL PRODUCTION SALOON CHAMPIONSHIP

Willhire 24 Hours

Snetterton, June 18-19

1st	L. Abbott/G. Scarborough	Ford Sierra RS Cosworth	A	1025 laps
2nd	R. Brundle/D. Sears/G. van Kouwen	BMW M3	B	1004 laps
3rd	N. Baughn/R. Kirby	VW Golf GTi	C	995 laps
4th	S. Brown/R. Birley/M. O'Brien	Ford Sierra RS Cosworth	A	994 laps
5th	N. Whale/D. Loudon/M. Peters/I. Khan	BMW M3	B	993 laps
6th	R. Jones/P. Taft	VW Golf GTi	C	992 laps
7th	D. Oates/V. Richmond/D. da Costa/K. Jones	Ford Escort RS Turbo	B	978 laps
8th	T. Stone/R. Ward/M. Taylor	Toyota Corolla	C	977 laps
9th	R. Armes/C. Challenger/J. Squirrel/G. Goode	VW Golf GTi	C	973 laps
10th	A. Middlehurst/J. Brindley/J. Lewellyn	VW Golf GTi	C	973 laps

**Winners' Average Speed:** 81.85mph (131.69kph)

**Class Winners:** Abbott/Scarborough; Brundle/Sears/van Kouwen; Baughn/Kirby; Busby/Munger/Baillie (Suzuki Swift GTi)

**Fastest Lap:** Abbott/Scarborough, 1m18.54s; 87.86mph (141.36kph)

There are kings. And there are



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## BIG BANGERS OF THE SIXTIES

Every year has its own highlights and dark patches for racing fans, but 1968 was a year most would have wished had not happened at all. The deaths of Jimmy Clark, Mike Spence, Jo Schlesser, Ludovico Scarfiotti, Chris Lambert and Dickie Stoop, along with frightening crashes for Formula One cars experimenting with wings, brought sad news almost every month.

1968 is also a year Eric Broadley would probably prefer not to dwell on. To get out of the "too many projects in 1967" problem, there had to be too many projects for 1968 — new T102 Formula Two BMW cars, new T140 Formula A chassis, new T150 USAC/Indy chassis, a new T180 Formula One chassis for Surtees and Honda and, as a replacement for the difficult T70 Mk III spyders, a T160 CanAm car. Consequently the new cars suffered from a lack of testing. By mid-year Lola was hard at it redesigning and developing the T142, T152, T162, a T190 Formula 5000 chassis and an all-new coupé for 1969, the T70 Mk IIIB GT.

During 1968 the factory built two more Mk III spyders for the USA, and six more coupés. A grand total of eighty-two T70 cars had now been built, and most were still racing. Along with early McLarens, Lolas were still the chassis to have in US club racing, although most were now sprouting all sorts of front bib and canard spoilers, rear aerofoils, trim tabs and extended fenders to accommodate the ever-wider tyres.

But 1968 was the swansong for the T70 in the CanAm series, with only George Follmer in the ex-Penske Mark IIIB making a mark, by coming second at Lola's favourite track, the Las Vegas Stardust Raceway. Otherwise it was a McLaren M8A steamroller, with first and second in the championship — plus \$160,000! Surtees was disgusted with the underdeveloped T160, and the overweight F1 Honda, and sadly severed his relationship with Lola at the end of the year; Broadley had



Mike d'Udy and Jo Bonnier battle it out in the 1968 Oulton Park Gold Cup.

## A Sad Year

lost a brilliant development driver.

The situation was a little brighter with the coupé. Now that 25 cars had been built, the T70 MkIII was homologated in Group 4, and thus the British Sports Car Championship. With plenty of GT40s around, six Lola coupés could only add to the excitement.

Mike d'Udy set the year rolling by taking the South African Land Speed record away from David Piper's Ferrari with an average of 191.8 mph. The cash he got from that success paid for shipping the Lola over to Sebring, where he lined up with three more coupés against the Group 4 JWA Gulf Ford GT40s, Ed Nelson's GT40, a lone Howmet turbine, and the Daytona-winning fleet of Group Six 2.2-litre Porsche 907 coupés.

Jo Bonnier had bought SL73/101, the prototype and Le Mans car, now painted in his

yellow, white and red colours. The other two Lolas were chassis 117 and 131, run by film-star James Garner's American International Racing team. American publicity reported that both the 1967 Le Mans cars were to run at Sebring. Whilst it is true that the ACO records do show that the Lola chassis were numbers 101 and 117, one can only wonder how the Team Surtees car came to be renumbered 121 when it returned to the UK after Le Mans, and how a new chassis, only completed on August 25, 1967, came to have chassis-plate 117 affixed before it was shipped to the States.

Practising for Sebring was incredibly close, and augured well for the race. Siffert's 907 was on pole, one second ahead of the Ickx/Redman Gulf GT40. Then came Dr Dick Thompson 0.2 sec down in the Howmet, with Scooter



The newly-homologated car of d'Udy/Dibley suffers a puncture at Sebring. Along with the three other Mk III Lolas, it failed to finish.



## Lola T70 - part four

Patrick a further 0.2 sec away in the fastest AIR Lola. D'Udy was ninth on the grid, but still only 1.4 sec behind Ickx, with Bonnier tenth, suffering somewhat with new Goodyear rubber and a new Bartz Chevy.

The Porsches shot into the lead, hotly pursued by the Lolas, with the Gulf GT40s avoiding the first-hour "Grand Prix" on team orders. Scooter Patrick soon passed the Porsches and gradually pulled out a good lead, achieving the fastest race lap of 2min 49.0 sec; 0.4 seconds faster than Siffert's pole position! The Lola T70s might sound like rumbling beasts, with those big 6-litre Chevrolet engines, but they could move!

Sadly, at the three-hour mark, Patrick retired the Lola when the suspension broke on Sebring's bumpy surface. The second AIR car suffered clutch trouble, whilst both d'Udy and Bonnier had punctures and a succession of plug troubles.

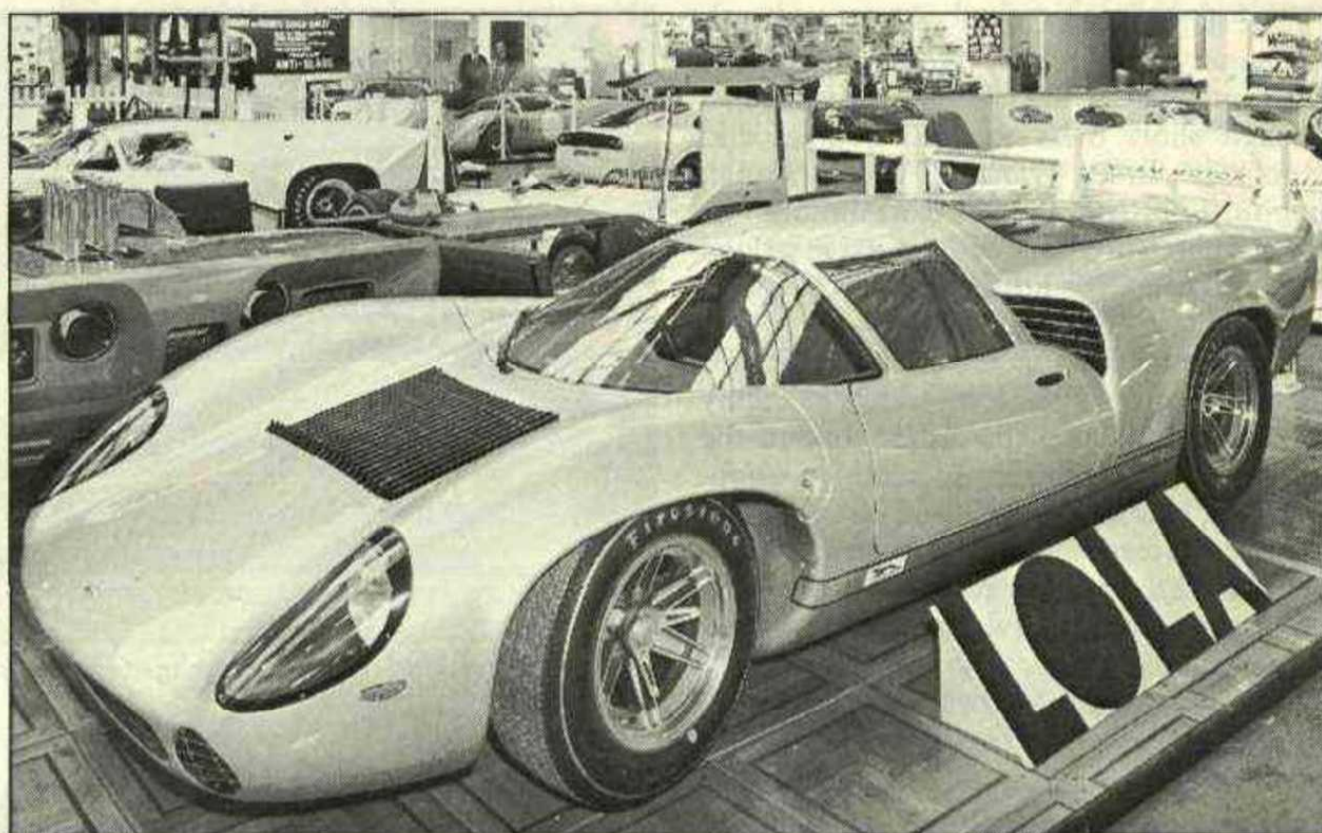
It was the same in Britain and Europe. The Lola coupé was deceptively fast, and thundered round the circuits at the start of the races with displays of superb handling and close racing to delight the fans. All too often, however, mechanical trouble intervened in the long-distance events, and the challenge would fade.

Short club sprints were fine, and Lolas won all the British Group 4 races. Most consistent were the white and green cars of Dubliner Sidney Taylor, who ran a construction-machinery hire company in his spare time to pay for the racing. The cars (chassis 102 until July 1968, when 134 was delivered), were probably the best prepared T70s ever, thanks to dedicated engineer Ron Bennett.

Chassis 102 achieved eight wins in fifteen starts, and chassis 134 five wins in only seven starts, plus an impressive list of fastest laps and circuit records in the hands of drivers Frank Gardner, Denny Hulme, Brian Redman and Sid Taylor himself. Jo Bonnier, fellow Swede Ulf Norinder, Mike d'Udy,



The purple Epstein/Nelson Lola ran well at Le Mans but retired with transmission failure.



A Mk III conversion by Franco Sbarro was the only road-going version produced.

Jackie Epstein, John Woolfe, David Prophet and Chris Craft also followed the prize-money circuit around Europe, in company with the British contingent of GT40s, Chevrons and 2-litre Porsches.

Ulf Norinder and Jackie Epstein took their cars to Le Mans. The Epstein car was chassis 121, the car driven by Surtees in 1967 but now with different body panels. Epstein had been T-boned by Ron Fry at the Silverstone Martini meeting and had been back to the factory for tub repairs and a new set of bodywork; Specialised Mouldings had a set of bodywork prepared for a customer who had not turned up, so Epstein got a cheap set of deep purple bodywork instead of his usual British Racing Green.

At Le Mans, he was so well prepared that he had nothing for his team to do, so the mechanics cut out a large steel key and fixed it to the roof of the Lola, to the delight of the crowd. They applauded even more when the mechanics pretended to "wind up" the Lola just before the race! This car lasted into the seventeenth hour before retiring with transmission failure, but Ulf Norinder ran out of fuel early on and was disqualified.

The London Racing Car Show in January 1969 saw the appearance of two new cars. The last Mk III chassis, SL73/135, had gone to Franco Sbarro in Switzerland, who had turned a racing coupé into a civilised road car with electric windows, air conditioning, wood veneer, leather trim, silencer and a price tag of £7000 before tax. The other car was SL76/138, the second T70 Mk IIIB GT, already painted in Sidney Taylor's colours (the first, SL76/139, had been shipped to Penske on the last day of 1968).

The Mk IIIB received its homologation on the basis that it was a developed Mk III T70. In fact it was a totally new car; there was nothing interchangeable between the Mk III and the Mk IIIB. The Mk IIIB was designed

at the same time as the FA/F5000 T142 and used all the same standard running gear.

The chassis was a bonded and riveted light-alloy monocoque, with windscreen bonded into monocoque and roll-over bar as before. Specialised Mouldings had produced ultra-light panels using the very new carbon-fibre filaments laid as a strengthening grid. The doors were no longer gull-wing, but hinged forward. Front suspension was independent with upper and lower wishbones on self-aligning roller bearings and ball-joints, Koni shock absorbers adjustable for bump and rebound, and co-axial springs.

The rear suspension differed only in that it had double wishbones and radius rods. Steering was proprietary rack and pinion with a lightweight, leather-covered 11in steering wheel. 12in x 1.1in ventilated brake discs were mounted on light-alloy bells with aluminium "four-pot" full-area thick pad calipers.

The normal engine offered was a 304.6ci (5-litre) dry-sump Traco-tuned V8 Chevrolet, fitted with four 48mm downdraught Weber carburettors. Transmission was by a Hewland LG600 five-speed and reverse transaxle, with roller spline driveshafts and a 7¼in three-plate Borg and Beck clutch.

Flexible fuel cells were incorporated into the monocoque with a large single-filler arrangement. Feed was by two Bendix electric fuel pumps. Water and oil radiators were mounted at the front of the car. Wheels could be 8in or 10½in fronts with 10in, 14in or 17in rears. Maximum track was 54in front and rear, with a wheelbase of 95in, and weight with oil and water was 1930lb (860kg).

It was stated by the factory that re-homologation would be sought for a lighter development at 800kg. A batch of twelve had been laid down at Slough, and the racing fraternity could not wait to get at them. GJ

(Part Five next month)

## STATESIDE

The sixteen-race CART series is held on a variety of circuits, ranging from the superspeedways such as Indianapolis, through short ovals to road courses and temporary street circuits. The 1.9-mile, nine-turn Portland road circuit, built on the site of a city which was submerged in a flood forty years ago, has hosted an Indycar round for the past five years.

Track conditions were almost perfect for the first qualifying session and it was Danny Sullivan who posted the fastest time of the day with five minutes remaining, establishing a new lap record at 116.685 mph. His Penske team-mate Rick Mears, keen to win his third race in a row and prove he is just as good on non-oval circuits, set second fastest lap just 0.2 seconds slower, but then had his time disallowed when his rear wing was discovered to be set back  $\frac{1}{4}$ in beyond the limit.

Since the final qualifying sessions are held in two parts, with the slowest from the first day going first, this was where Mears found himself, along with the ever-improving Dutchman Arie Luyendyk, hungry for his maiden victory, whose Lola had suffered clutch problems the day before. The top five in this first session were Luyendyk (118.636 mph), Mears, John Jones, Scott Brayton and Tero Palmroth. In the group two qualifying, Danny Sullivan put in a 118.687 mph lap, fastest of the weekend to date, to vault ahead of Arie and claim his seventh Indycar pole position.

Mears and Al Unser Jr's March qualified for row two, followed by the Lolas of Mario Andretti (with Chevrolet power) and Bobby Rahal (Judd). Derek Daly reported that he was disappointed in only qualifying tenth. "The boost problem persisted," he said, "and the car developed understeer".



Reigning champion Bobby Rahal has yet to work his 1988 Lola-Judd up to full competitiveness.



Sullivan's Portland triumph underlined Penske's current Indycar dominance.

# Danny Boy!

Four races into the 1988 Indycar season, Penske chassis and Chevrolet engines had proved the dominating force, and Rick Mears led the championship after successive victories on the oval speedways of Indianapolis and Milwaukee. David Hayhoe travelled to Oregon on June 19 to watch Mears' team-mate Danny Sullivan complete a Penske hat-trick in front of a record crowd at Portland International Raceway.

Mario's son Michael Andretti said his March was "sliding all over the place. It was pretty good this morning and no darned good this afternoon". He wound up eighth.

Raul Boesel, World Sportscar Champion and currently second in the CART championship standings, struggled for grip, while Porsche's Teo Fabi seemed satisfied at claiming ninth place on the grid. "We have a good balance in the chassis," he said,

optimistic about his chances for the race.

Pole-man Sullivan led the 26-car pack from Luyendyk, Unser and Mears at the start. Andretti father and son were next up, followed by Emerson Fittipaldi and Rahal. Raul Boesel stalled and retired just beyond the pit exit, after only two laps; reigning Champion Rahal had earlier stalled on the grid but had been restarted.

On lap 14, when he came upon Rocky Moran's March in turn nine, race-leader Sullivan half-spun, jumped the curb and tore through the grass. He rejoined without sustaining any damage, but Luyendyk had sneaked through into the lead, followed by Unser Jr ("Little Al").

Sullivan is getting into a habit of spinning and winning. His most famous moment was at Indianapolis in 1985, where he survived a 360° pirouette and still ended up the victor.

With 30 laps completed, Sullivan's Penske was putting Little Al's second position very much in jeopardy, the leading bunch now being Luyendyk, Little Al, Sullivan, Michael and Mario Andretti.

Rick Mears was the first of the leaders to pit for tyres and fuel, in just 14.84 seconds, but Danny Sullivan who stopped two laps later was replenished with fuel and four tyres in an amazing 13.5 seconds.

During the pit stops, Michael Andretti led for a lap, before pitting himself. Howdy Holmes' car ended up stationary in an unsafe position on lap 40 after Michael had given him a bump, resulting in the yellow flags being shown, and Andretti had to

# CART Indycar Championship

make a critical pit stop for repairs which pushed him way down the field. The pace car held up the race for five laps.

A few minutes later, the racing was again stopped, this time owing to Daly and Lewis making contact. The drivers nearly came to blows but Daly was to continue until his driveshaft broke on lap 74.

These interruptions to the proceedings produced the most exciting moment of the race. As the green flag was shown on lap 52, Luyendyk, Sullivan and Little Al steamed up the main straight side by side, the grandstands coming alive with noise.

"Beautiful!" Luyendyk said afterwards. "A great racing moment . . . I was looking at Danny, keeping as close as possible, and then all of a sudden there was somebody else next to me!" Sullivan emerged the leader for a lap, but Luyendyk then forged ahead. Unser Jr ran third, with Fittipaldi and Andretti Sr following.

Sixteen laps later, Luyendyk headed for the pits again, allowing Al Unser Jr and Sullivan to lead for a lap each until they themselves took on more fuel and new tyres. Little Al's pit-crew blew his chance of repeating his 1984 victory here, when an air-block in the Valvoline March's fuel-hose forced him to spend 32.8 seconds kicking his heels in the pits.

When the last of the leaders, Fittipaldi, made his stop, Sullivan again headed the field, a lead he was able to consolidate. He finished a little over 17 seconds ahead of Luyendyk, who nursed his car home with third gear missing for his best ever finish. Fittipaldi was third — his third top-three finish in a row.

Sullivan's victory was his eighth in 71 Indycar starts. Once a New York City cab driver and member of Ken Tyrrell's F1 team in 1983, he had not tasted champagne for 29 races, but proved at Portland that he is still a force to be reckoned with. "I've never finished here before," said Danny. So

far this season, he has finished two races, and claimed a first and a second.

This year's Budweiser/GI Joe's Portland 200, named after the beer company and a chain of hardware shops which sponsor the event, recorded the biggest crowd ever for an Oregon sporting event — 51,000 on race-day and a total three-day figure of 102,600. In fact CART is attracting a growing interest from racing fans worldwide, not just from within North America.

Four drivers have now emerged with the laurels in five races this season, but the form of Sullivan and Mears proves that Penske is very much the team to beat. **DH**

## RESULTS

### CART/PPG Indycar World Series Round 5, Portland, 104 laps (199.888 miles), June 19

1st	Danny Sullivan	Penske-Chevrolet PC17	1h57m17.42s
2nd	Arie Luyendyk	Lola-Cosworth T88/00	1h57m34.60s
3rd	Emerson Fittipaldi	March-Chevrolet 88C	1h58m02.01s
4th	Al Unser Jr	March-Chevrolet 88C	1h58m08.63s
5th	Mario Andretti	Lola-Chevrolet T88/00	103 laps
6th	Rick Mears	Penske-Chevrolet PC17	103 laps
7th	Teo Fabi	March-Porsche 88C	103 laps
8th	John Jones	March-Cosworth 88C	102 laps
9th	Scott Brayton	Lola-Judd T88/00	102 laps
10th	Didier Theys	Lola-Cosworth T87/00	102 laps
11th	Michael Andretti	March-Cosworth 88C	101 laps
12th	Bobby Rahal	Lola-Judd T88/00	101 laps

Winner's Average Speed: 102.253 mph (164.560 kph)

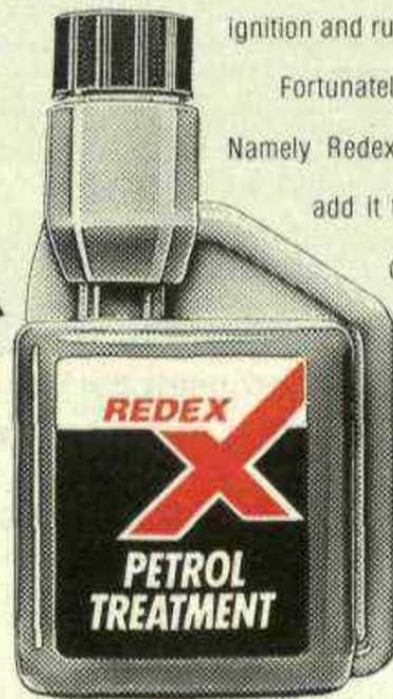
Drivers' Championship: 1. Mears 56; 2. Fittipaldi 44; 3. Michael Andretti 41; 4. Boesel 40; 5. Sullivan 39; 6. Rahal 35; 7. Unser Jr 33; 8. Mario Andretti 31; 9. Luyendyk 27; 10. Foyt 24; 11. Cogan 21; 12 = Fabi and Guerrero 16.

**PINK**  
**PINK**  
**PINK**

## THE SURE-FIRE ANSWER TO TODAY'S PETROL PROBLEMS

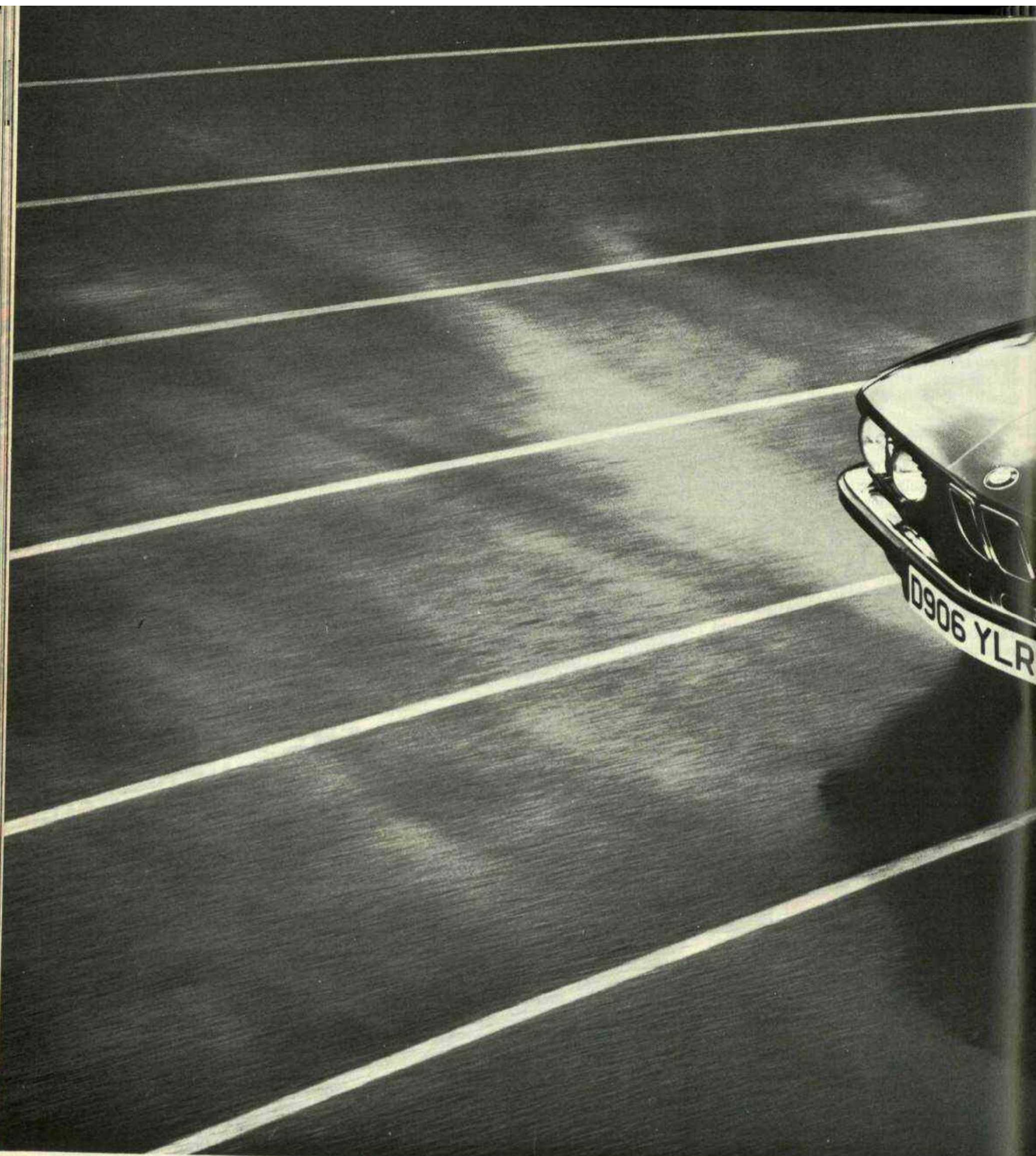
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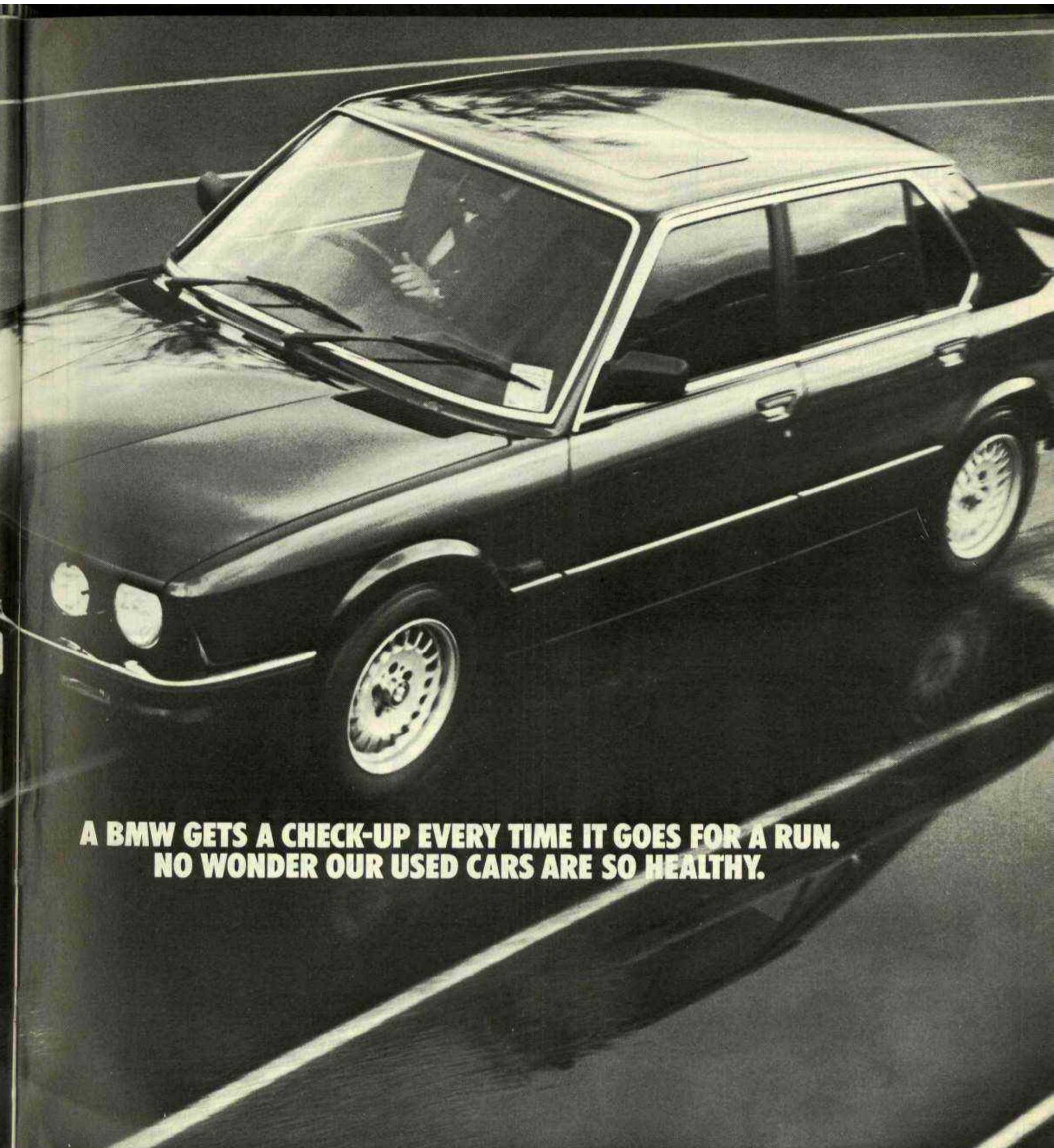
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## ROAD TEST

Lancia's task in building the Integrale out of the HF 4x4 was to create a world-beating rallycar, which it has clearly achieved. The road car spin-off is that the agile and rapid HF 4x4 has turned into an automotive Clark Kent — a supercar in plain clothes. Or fairly plain; there are no roof-wings or shovel spoilers on Lancia's super-saloon, but there are brawny wheel-arches looking ready to elbow through traffic, and a new bonnet with large louvres above the radiator.

Summarising the Integrale's improvements, it gains a more powerful version of the 2-litre turbo twin-cam four, the same basic design which is shared with the Thema turbo ie, larger brakes, and wider-track suspension with room for tyres of anything up to 235 width.

More air is scooped into the engine compartment for radiators, intercooler and brakes by a broader and deeper bumper pierced by grilles, and narrow mouldings flare the new arches into the sills. It does look different, but the basic Delta shape is clearly visible, little changed since its arrival in 1979. Whether it is tight purse-strings or deliberate styling policy which have prevented Lancia from fiddling with the Delta shape, it remains a fresh and elegant form and all the better for the lack of interference.

Sales of sporting 4x4 cars have not been up to earlier optimistic forecasts, but Lancia banks on the performance aspect of the Integrale rather than its 4WD abilities. Naturally these are connected to an extent — 185 bhp would be far less manageable through the front wheels only — but the new purchaser of such cars looks for more and more technical sophistication: water-cooled turbos, intercoolers, viscous couplings and Torsen differentials are all good talking points, and the



# Wolf in Sheep's Clothing

Integrale has them all. It is also restricted to left-hand drive only, which has gained a perverse cachet in motoring circles and has not hindered the sale of the 55 which Lancia

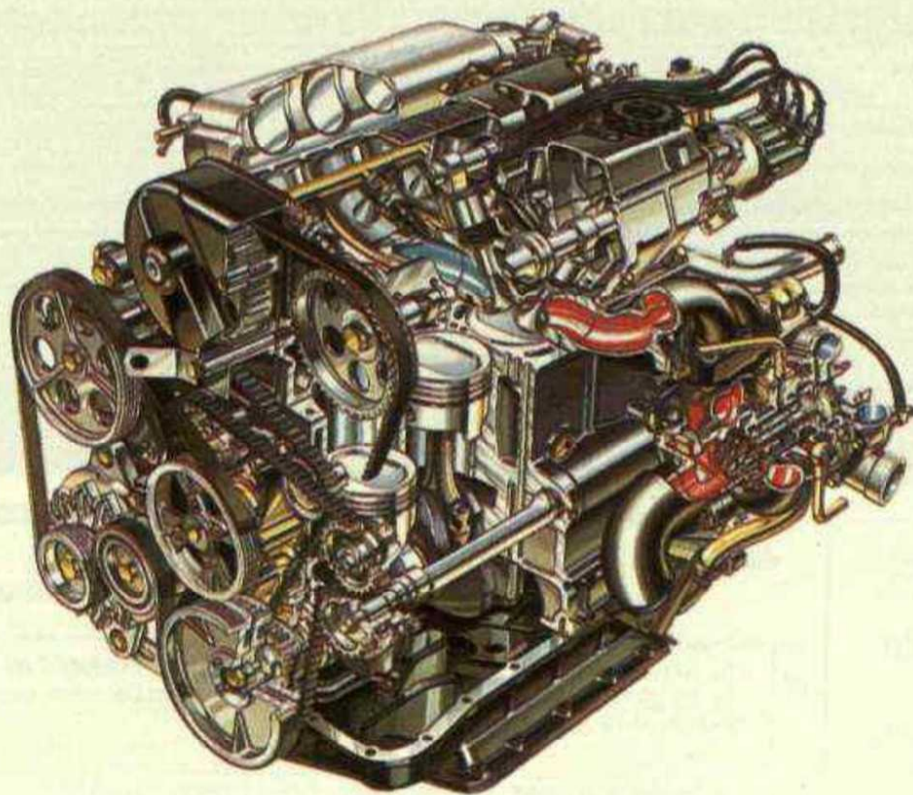
ordered for 1988.

In fact, these were sold immediately and only a further few have been obtained, so the car already has a rarity value well beyond its remarkably cheap price of £15,920.

Under the pierced bonnet, the twin-cam engine's parentage goes a long way back, to the Lancia Beta and various Fiats such as 124, 125, 131 and 132. Revised for Delta and Thema and fitted with twin balancer shafts, it later appeared in turbocharged form with an "overboost" feature, allowing the supercharge pressure to jump, for 30 seconds only, from the normal maximum of 1.8 bar to 2 bar. This allowed brief extra-fast spurts for overtaking.

In 185 bhp Integrale form, a Garrett water-cooled T3 turbine of larger capacity forces intake air through a larger vertical intercooler alongside the radiator. Valves and seats, gaskets and water-pump are all uprated, the black boxes of the Weber-Marelli ignition/injection system tweaked, and the time-limit on the boost pressure control removed. Lancia still refers to it as "overboost", with a little light on the dash to excite the driver when maximum pressure is reached, but it is now simply incorporated into the normal boost curve. Larger water and oil radiators and an asbestos-free clutch are also fitted.

Under those arches it is not merely a case of



*Balance-shaft twin-cam turbo is sophisticated, flexible and quick to respond.*

# Lancia Delta HF Integrale

wider wheels: the MacPherson strut suspension system has been equipped with new uprights and links (a form of wishbone at the front and lateral rods plus fore-and-aft links behind) and tougher springs and damping. Wheel size goes up an inch to 15in, and 195/55 VR 15 tyres are standard. To offset the larger wheel diameter a shorter final drive is fitted, though the overall ratio is still slightly higher than before, making cruising a little more relaxed. However, with the increased torque the car accelerates faster (0-62 mph in 6.6 sec) and reaches 135 mph.

Transverse-engined 4WD packages have become very neat, and Lancia's uses an epicyclic box to split the drive 56% front, 44% rear. This is restricted by a viscous coupling when traction is lost at one end, while the rear differential is a Torsen unit with its advantages of no slip and full differential action. The front diff is free. There are no controls for the driver to use, because the system automatically makes the best use possible of the road traction.

Our test route for the Integrale was to Le Mans in hopes of Jaguar's great moment, and very appropriate for this LHD car. Three up, we fitted pretty well into the little hatchback with an assortment of luggage, though the six-foot rear passenger was rather cramped.

Some London acclimatisation had demonstrated the taut feel of the car's suspension and steering, and I wondered whether it would prove over-active on motorways; but as we navigated the traffic cones leading to Dover I found I could relax after all. Despite its short wheelbase, the Integrale is directionally very stable at high speeds, and any pitching is quickly swallowed by the uprated struts.

Taking a Friday afternoon ferry (much more relaxing than the hovercraft, and no doubt more so than the Channel Tunnel trains will be), we ended up sailing an hour and a half late. This meant that our schedule was upset before we even gained the autoroute, and consequently that our speed was to be higher than planned. Yet the Lancia responded without strain, squirting instantly into the gaps in the stream of two-way traffic which joins Calais to the A26 autoroute, and then whistling up to an easy 90 or 100 mph when the motorway arrived.

With some four hours between us and Le Mans, the driver's comfort was going to be important: the nice thick-rimmed steering wheel fits well with the upright driving position, and though the gearshift is a little soft, its intricacies are soon learned, and in fact, the action is relatively good by the standards of most European transverse boxes. Almost all of the various dials can be seen by the driver (it is surprising how rare this asset still is today), while the usual pair of column stalks are joined in normal Italian fashion by one for the lights.

From Paris it is autoroute nearly all the way to Le Mans, but with losing an hour to continental time and then exploring the town



Radical mechanical changes are concealed beneath minimum visible alterations.

for our hotel it was nearly midnight before we parked the car. After a couple of hours at very high speeds, I still have the habit of leaving the engine running for a minute or two to allow the turbo bearings to cool, but with the water-cooled T3 unit there is no longer any need for this.

Over the weekend we sat in a good few queues without any cooling problems, and the middleweight clutch and power-assisted steering eased the strain. There are more

subtle power-steering systems, but steering feel is less crucial to a 4WD car with its much reduced chances of breaking traction under power, and the Lancia's is fairly high-g geared, making sinuous bends and hairpins alike easy going. In roundabouts it sticks like glue, with little if any adverse response to throttle variations, and it catapults off in the required direction with a low whistle. A torque peak of no less than 224 lb ft at 3500 rpm means that the car will respond promptly even in higher gears.

As we had booked a late ferry on Sunday night, we were able to make more relaxed time using a *Route National* towards Paris, revelling in the memory of those last emotional ten minutes before a Jaguar took the flag, and marvelling at how there seems to be no difficulty in extricating the huge crowds from the Sarthe circuit. Night overtook us, showing up the excellent power of the Integrale's twin-lamp set-up, before our return to Calais (and another hour and a half delay).

Overall the Integrale proved a fine small touring car, turning in fuel consumption of some 21 mpg at high speed, but I had reservations about the braking stability of this particular example. It became very nervous under light pedal pressures, wanting to wag its tail, and of course there is no ABS system; in fact, I found the rear wheels locking under quite mild braking on slippery surfaces, an unpleasant trait which did not afflict the previous one I drove.

For what it offers in performance and handling, this package must be considered very good value. If civilised and rapid cars like these are the spin-off from FISA's attempt to eliminate "rally specials", it is almost tempting to thank them.

GC

**Model:** Lancia Delta Integrale.  
**Importer:** Lancar Ltd, Crawley, West Sussex.  
**Type:** four-door 4WD saloon.  
**Engine:** Four in-line, 1995cc (87x90mm), cr 8:1, dohc, belt-driven, 2 valves per cyl. Garrett T3 turbo, air: air intercooler. Weber Marelli electronic ignition/injection, boost and knock control. Power: 185 bhp at 5300 rpm. Torque: 224 lb ft at 3500 rpm.  
**Transmission:** 4WD; front transverse engine, epicyclic centre diff with viscous coupling, Torsen rear diff.  
**Suspension:** (Front): MacPherson strut, antiroll bar. (Rear): MacPherson strut with transverse and longitudinal links, antiroll bar.  
**Steering:** Servo-assisted rack and pinion.  
**Brakes:** Vacuum servo. (Front): ventilated discs. (Rear): Solid discs.  
**Wheels and tyres:** Light alloy 6in x 15 rims with 195/55 VR 15 tyres.  
**Performance:** 0-62 mph: 6.6 sec; Max speed: 134 mph.  
**Economy:** 21.5 mpg overall.  
**Price:** £15,920.

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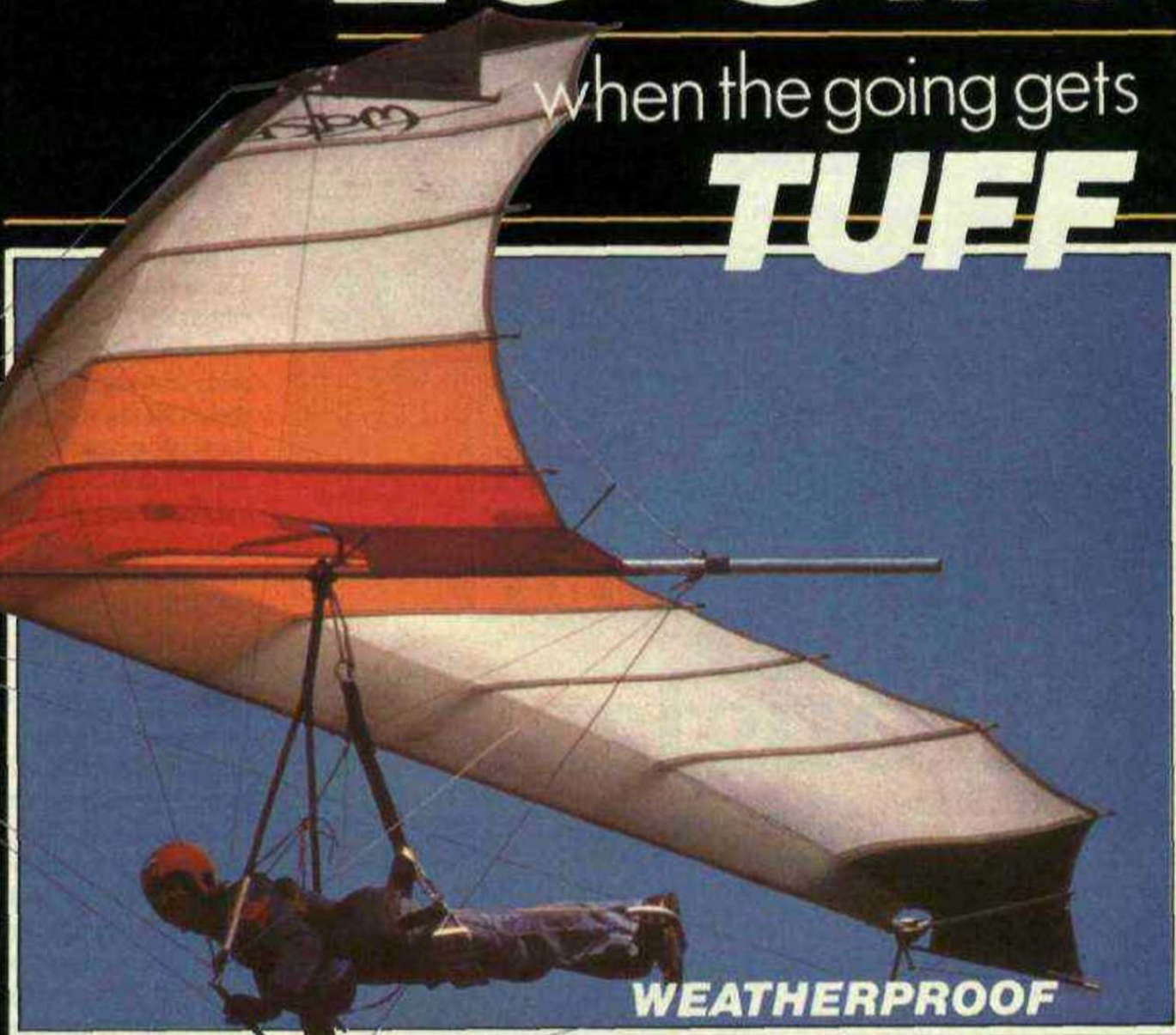






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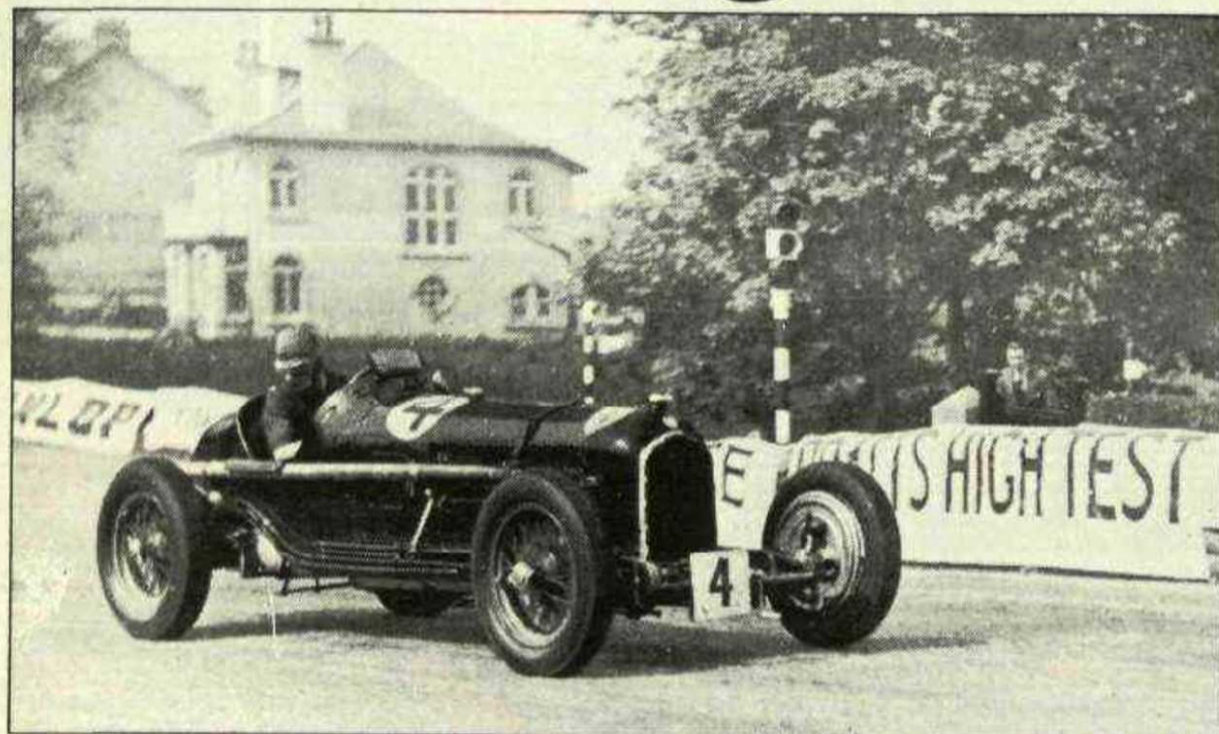
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## VETERAN TO CLASSIC



The first Mannin Beg: the Mignettes of Kaye Don and H C Hamilton dice in 1933.

# Monte Carlo in Douglas



A quick tyre-check for 1934 Mannin Moar winner Brian Lewis in Enzo Ferrari's monoposto Alfa.

The thoughts of motorcyclists turn in June to the Isle of Man, where the long-established TT races are held over the famous and exacting 37¾-mile "Mountain" course. The island has also, of course, seen quite a number of car races.

The RAC started running its Tourist Trophies over a 52-mile course there in 1905, when J S Napier won the first, a 209-mile contest for touring-type cars with restricted fuel, for the Scottish Arrol-Johnston company, with Percy Northey second for Rolls-Royce. The 1906 TT, to the same formula but over 162 miles of a 40¼-mile course, saw the Hon C S Rolls come home victorious on a 20hp

Rolls-Royce at 39.4 mph.

The event continued in 1907, but was not exactly inspiring: the only finishers were a Beeston-Humber and a Gladiator in the heavy class, and a Rover beating a Beeston-Humber in the other category, with both winners averaging less than 29 mph. For 1908 the "four-inch" (cylinder-bore) rule was introduced over the modern-day course, and Watson's Hutton (which still exists) vanquished a couple of Darracqs at 50.3 mph for the 338 miles.

After this the RAC drew breath. But it had not forgotten the Isle of Man course and, when it decided to run a contest for proper

racing cars up to the odd maximum cylinder-capacity of 3100cc in 1914, this is where it went.

By this time Louis Coatalen had learned how to copy the invincible Peugeots, and his twin-cam 16-valve Sunbeam had no difficulty in heading home two smoky sleeve-valve Minervas, the winner K Lee-Guinness averaging 56.44 mph for the arduous two-day 600-mile race and winning £1000 from the *The Daily Telegraph*. All the team Sunbeams also still exist.

The RAC returned again in 1922, staging a TT for 1½-litre and 3-litre racing cars. Sir Algernon Lee-Guinness took the former class in a Talbot-Darracq, at 53.3 mph in misty rain, leaving Chassagne to win the big one with a straight-eight Sunbeam at 55.78 mph, ahead of a Bentley and a Vauxhall.

All that is pretty much ancient history, and a recent hope of reviving car racing over this same course did not come to fruition. My intention here is to consider the very different RAC Mannin Moar and Mannin Beg races which were run on the island for three years, starting from 1933.

Just as the JCC had copied the Le Mans 24-hour marathon in 1929 with its car-breaking "Double-Twelve", these IoM creations represented an interesting copy of the Monaco Grand Prix street-races. Since the first Le Mans had been held in 1923 and the first Monaco GP in 1929, it could be said that these British copies came rather late in the day, but anyway, that was the idea! Instead of the great "Mountain" course, the RAC used a new one over the streets of Douglas.

A circuit of 4.6 miles was devised; this was very much in the town itself, and it turned right at Governor's Bridge and round a hairpin at Onchan to go up Burnt Mill Hill and into The Crescent, with the start and finish where this met Marina Road. The IoM authorities showed their enthusiasm by improving the roads and eradicating a dangerous bump on the approach to the promenade.

There were to be two scratch races, the Mannin Beg for cars up to 1½-litres (with superchargers permitted for those in the lower classes) and the Mannin Moar for blown 1½-litre and larger cars. The former was run on Wednesday July 12 and the latter on Friday July 14, 1933; races were over 50 laps or 250 miles, starting early at 9.30am, presumably to get the racing over before too many holiday makers raised objections, which they soon did!

Entries for the "Beg" comprised six supercharged MG Mignettes, four MG Midgets, two Rileys, the Sullivan Special and a Frazer Nash which was driven by T G Moore, then the owner of MOTOR SPORT. Compensation for the limited size of the field was provided by drivers of the calibre of Eddie Hall, Kaye Don, G E T Eyston, H C Hamilton (all in Mignettes), and Freddie Dixon, who made the best lap in practice at 60 mph even

# Mannin Moar and Mannin Beg

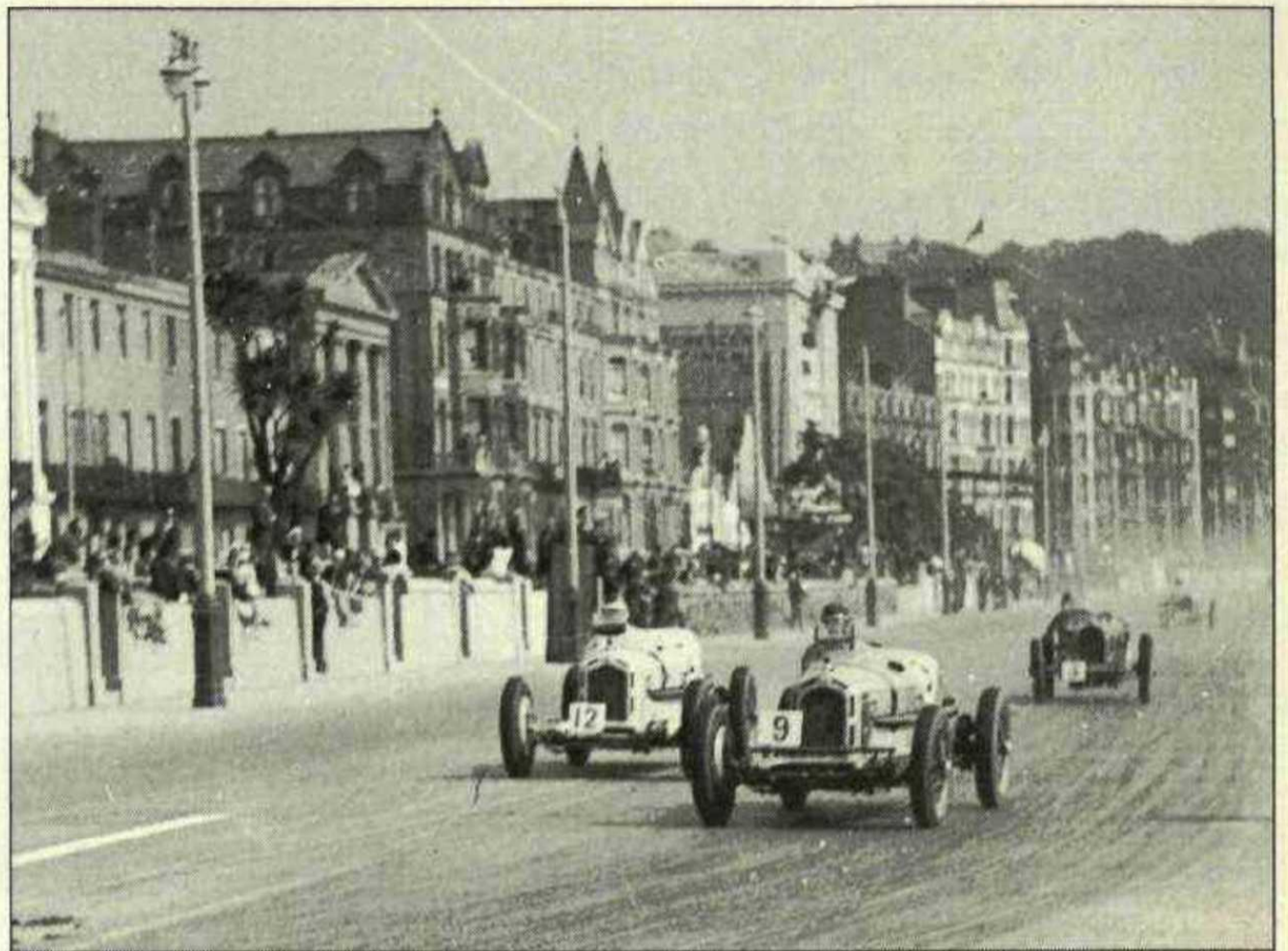
though his Riley was an unblown 1100cc.

The story of the race can be quickly told, the course proving so hard that only two of the fourteen finished. Dixon won at 54.41 mph, having worn down the opposition, led by D K Mansell's Midget. Of the fancied Magnettes, Hall's crashed, Eyston's broke its camshaft-drive, Don's retired with engine failure, Yallop's with plug bothers, Hamilton's (while leading) and Mere's with back-axle failure.

The "Moar" fared little better, because only three finished. The Hon Brian Lewis (Lord Essendon) drove impeccably to win at 64.23 mph in a 2.3-litre Monza Alfa Romeo, having set the best practice lap at 64.4 mph; Rose-Richards' Bugatti T51 was second and Eyston's Monza Alfa third. Lindsay Eccles, Mathieson and Shuttleworth all crashed their 2.3 Bugattis, the latter destroying several pits in his spectacular accident. The only British car, Lacey's Alpine Trial 4½-litre Invicta, also crashed, and Fotheringham's Bugatti broke a con-rod. Kaye Don made the distance in a four-seater TT Alfa Romeo, but was flagged off.

The winning Alfa was the property of Noel Rees of Arthur Fox Ltd, attained 115 mph along the promenade, and is said to have used 50 gallons of Pratt's fuel, its oil being Castrol. It was estimated that Lewis made a thousand gearchanges on this narrow, wall-flanked course of eleven acute corners and innumerable turns. Mechanics were carried, perhaps for the last time in Europe, and even in those days it was noted that, because there were fewer than ten starters, Lewis did not gain any points — in this case towards the road-racing Gold Star. Amusingly, Rees and Fox won the MG Trophy, and £200.

Although the races had not been conspicuously successful, the RAC repeated them in 1934. Shortened to 3.7 miles along the



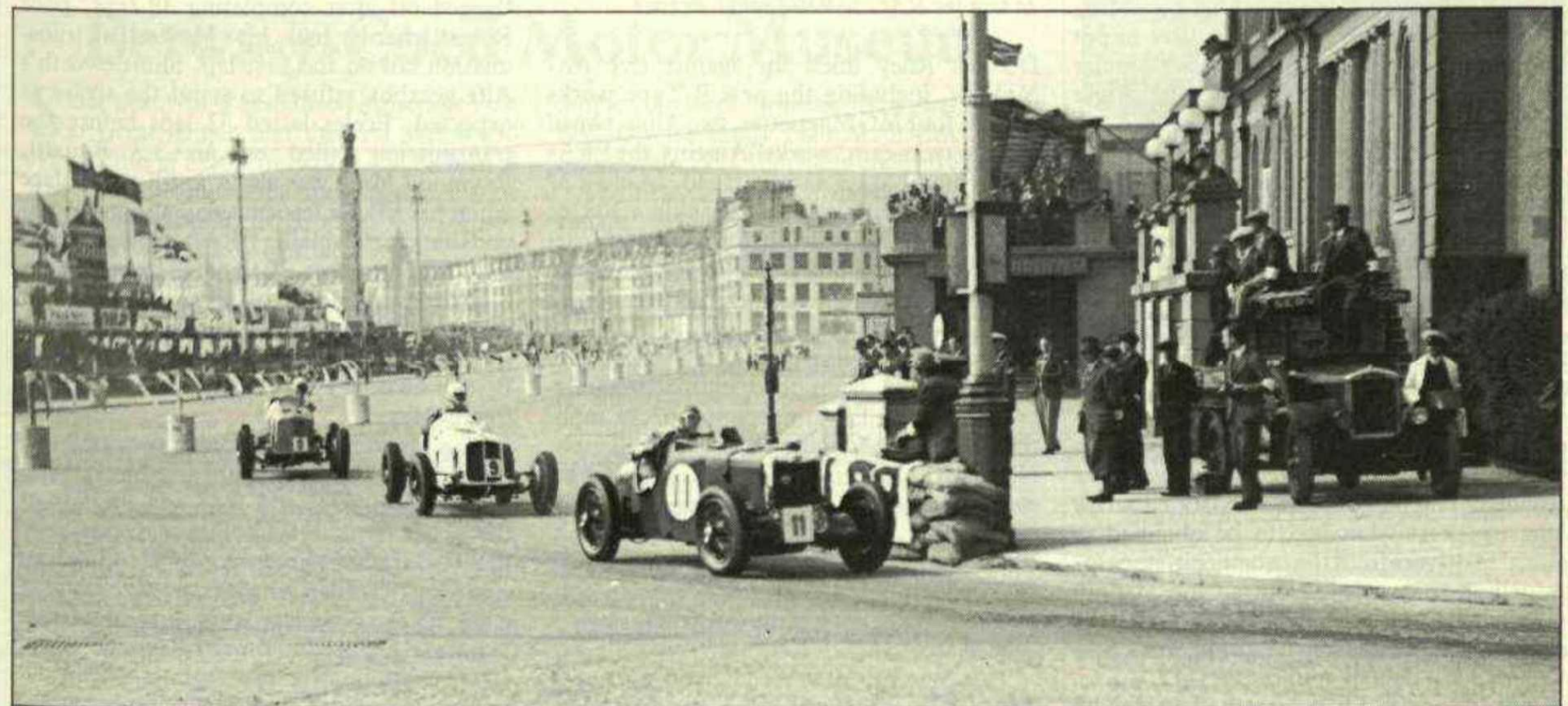
*Dodson leads Sameiro into Broadway corner in an Alfa Monza duel during the 1934 "Moar".*

tramlined promenade, Bray Hill and Onchan hairpin, the course was so bumpy that the faster cars could not be driven at full throttle over some of the straight sections. Starting money was still not paid, but good entries were nonetheless received, especially for the "Moar".

On this occasion the Mannin Beg was an MG benefit, Norman Black winning at an impressive 70.99 mph for the 183 miles, from Charlie Dodson and G E T Eyston. Of the nineteen starters, only eight finished, and seven of these were MGs — the exception being Cyril Paul's Riley in sixth place.

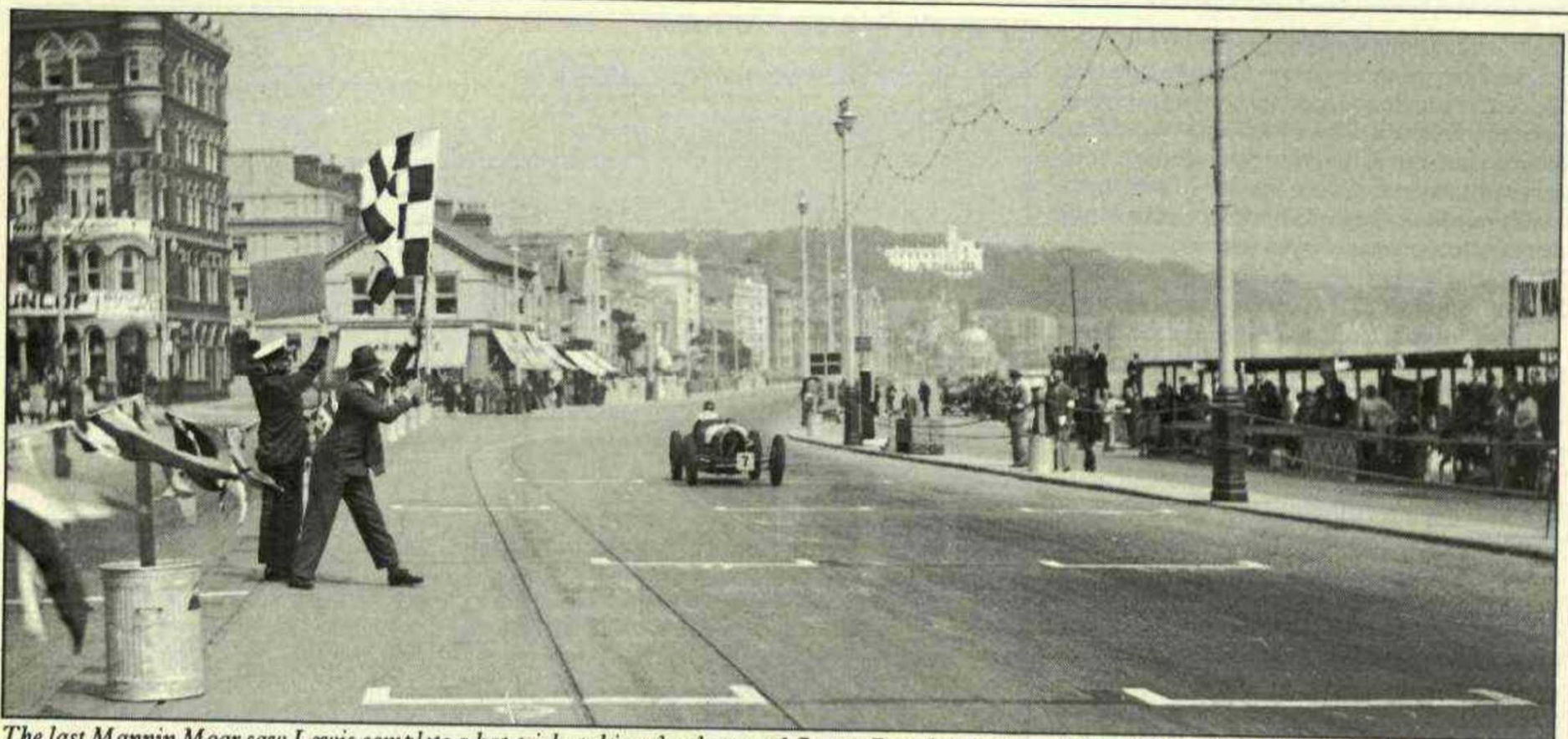
Greater interest lay with the Mannin Moar, in which for the first time a British driver, Lewis, would be driving a P3 *monoposto* Alfa Romeo. Having been unable to buy one of these fabulous Alfas, Noel Rees had contrived to hire one from the Scuderia Ferrari, paying for its transportation and the services of two Italian mechanics. The car proudly wore Prancing Horse badges on its bonnet, and part of the bargain was that half of the prize-money went to Ferrari . . .

Lewis duly did the 2.6 Alfa justice, leading from start to finish at an average of 75.34 mph in spite of third gear jumping out of mesh — he



*"Beg" winner Fairfield is sandwiched between Hall's MG Magnette and Mays' ERA as he exits the hairpin extension to the 1935 course.*

# VETERAN TO CLASSIC The Mannin Races



The last Mannin Moar saw Lewis complete a hat-trick, taking the chequered flag on Douglas promenade in a 3.3-litre Type 59 Bugatti.

used only second and top gears for most of the race, coasting round the corners and accelerating from 10 mph up the one-in-ten Bray Hill in the highest ratio. Twice he reached 132 mph just before Governor's Bridge.

His only challenger was Rose-Richards' T51 Bugatti, which got within 15 seconds of the hired Alfa before it retired; Dixon's Riley took up the chase, much further back, but it ran its bearings, and the various rival Bugattis (four of them T51s) threw rods or suffered back-axle bothers. Hamilton was forced out when the exhaust pipe came off and damaged the back wheel of the Kaye Don Monza Alfa (Don was in hospital as a result of the Mannin Beg MG practice crash in which his riding mechanic was killed, which was later to put him in prison), and George Abecassis' similar car was going well when its Portuguese driver Vasco Sameiro had a con-rod give way.

Ten laps from the end of the 50-lap race only three cars were still running, but they all finished, Charlie Dodson in Cobb's 2.3 Monza Alfa finishing second, a lap (three minutes) behind, with Cyril Paul's 2-litre Riley eight minutes in arrears.

In spite of this unexciting contest, the RAC acceded to the Isle of Man's wishes and staged the same events again in 1935. For these the course was changed yet again, the lap-distance now being 4.03 miles, with the fast part extended so that higher speeds would be reached. The pits were on a separate narrow lane, so permission had to be obtained to signal to drivers from the course (pit-stops for refuelling were a feature of all the Mannin races), and were invaded by the sea during the event! Practice was from the cold hour of 5am to 7am, with flagfall on race-days at 10am.

Lord Wakefield had presented a splendid cup for the winner of the "Beg", in which



Seaman's Delage (No 9) emerged from the pack to win the RAC's 1936 Light Car race.

Dixon's Riley lined up against five MG Midgets, including the new R-Type works entries, four MG Magnettes, two Altas, two of the new twin-cam "works" Austins, the ERAs of Raymond Mays and Fairfield, an old T37 Bugatti, an sv Austin and Donkin's 1087cc Maserati. As happened before, only two cars finished the gruelling 50-lap race, over such a tough course that the competitors were forced to use low gear-ratios.

It was the 27-year-old South African P G Fairfield who triumphed in his privately-owned 1100cc ERA, averaging 67.29 mph, the other finisher being Dixon at 64.13 mph. Hall's MG Magnette and Baird's MG Midget were flagged off, after 49 and 41 laps respectively, Mays went out with an oil leak, Black's and Handley's R-Type MGs with back-axle trouble and Eyston's with a sheared magneto drive; none of the works A7s started. A hard race!

The Mannin Moar brought in entries of T59 3.3-litre Bugattis from Lewis, C E C Martin and Lindsay Eccles, these latest

Grand Prix cars having given trouble in earlier races (and in Martin's case on the drive home from Molsheim!), Mays' 2-litre and Cook's 1½-litre ERA, Seaman's big Maserati, Rose-Richards' 2.9 Maserati, Rayson's Bugatti declared as 1084cc and various Alfas including Shuttleworth's 2.9 P3.

The result was the best battle yet. Lewis again drove superbly, to gain his hat-trick in the 3.3 Bugatti at 75.57 mph (with a best lap at 78.1 mph) on Shell fuel and Castrol oil. Martin's 3.3-litre Bugatti was second at 75.16 mph, Luis Fontes third at 71.94 mph in the 1933-winning Monza Alfa and Rayson's Bugatti fourth at 69.1 mph.

Dobson, Wilkins and Brackenbury were all flagged off after completing 48 laps, poor Rose-Richards had his Maserati's transmission fail on the first lap, Shuttleworth's Alfa gearbox refused to stand the strain as expected, Eccles lasted 32 laps before the transmission failed on his 3.3 Bugatti, Raymond Mays was about to fill third place when his ERA's transmission also gave out, and Cook in the smaller ERA had the scavenge oil-pump go after 30 laps. After retiring, Shuttleworth said he would now bore out the engine of his P3 Alfa to 3.3 litres "as it is about as slow as those Bugattis", but two of those British-owned T59s had at last vindicated themselves.

The Mannin races had been very well run by the RAC, but had attracted very little spectator-interest, and that was the last of them. In 1936 and 1937 they were replaced by the RAC Light Car races confined to 1½-litre cars over 195 miles, whose respective winners were Dick Seaman with his invincible "vintage" Delage and Bira's ERA. The theme was to continue after the war, but these events were organised by the BRDC, and belong to another age.

WB

The Vintage Sports-Car Club held another interesting sprint between heavy showers at Colerne on June 4, timing the cars over a standing-start quarter-mile and kilometre with a speed trap at the end of the course.

A special attraction was a replica of the LSR Jenatzy electric car "La Jamais Contente" (the original did 65.79 mph in 1899) which was realistic except for its 4.50 x 17 Firestone tyres. Alas, a practice run took some 500 amps from the ten batteries, and it did not perform again.

Bob Roberts did splendidly in the 1925 4-litre V12 Sunbeam, which after a hesitant start made FTD in 23.95 seconds over the kilo, finishing at 137 mph. Next fastest was Jaye in the 2-litre Aston Martin-engined Attenborough, in 24.65 sec (132 mph at the finish), and third quickest Jolley in the 3.5-litre Giron-Alvis, with 25.45sec (126 mph) on his only run.

In the big sports-car class Stanley Mann's record-breaking 1924 8.2-litre Bentley was much fancied and duly won easily, doing the kilo in 26.90sec (122 mph), Burrell's V12 Bentley-Royce having to be content with 28.22sec and 109 mph. Good times in the big racing-car class were 26.48sec (124 mph) by Arnold-Forster's 11.9-litre V8 Bequet-



Electric blue — "La Jamais Contente" replica.



Merriott and Chant each had an airfield blast in the 1939 Alvis 12/70 Special.

## Pace-Noting

Delage, and 26.94sec (127 mph) by Holdsworth in the Giron-Alvis.

Other class winners included Tony Jones in the Frazer Nash "Patience", Judy Hogg whose Aston Martin just beat Derek Edwards, Hine's 3/4 1/2 Bentley, Conway's 37A Bugatti, Bishop's A7 and Lake's Amilcar-Riley. Quickest Edwardian was Hubbard's 1911 10-litre Alco, which managed the kilo in 37.59sec (85 mph). A very notable run was that by Caroline's Morgan three-wheeler, with a terminal speed of 103 mph.

It was nice to see the Halford Special out again, but it was soon in trouble and back on its trailer; another disappointment was the non-appearance of the Indianapolis Ballot.

For those who wonder about the top pace of the really old cars, the 1918 Straker Squire driven by Horner did 86 mph, and Roger Collings' venerable 1903 Mercedes 60 managed 79 mph. **WB**

## Delectable DISS



On the way to Betws-y-Coed we called in on Owen Wyn-Owen to enquire after "Babs", which blew up at the first VSCC Silverstone Meeting this year. We found the old LSR car in the company of Wyn-Owen's 6 1/2-litre Bentley and a 1930 Morris Minor chassis, into which his enthusiastic son has installed an ohv water-cooled vee-twin JAP engine with Chenard-Walcker radiator.

We went to lunch in Wyn-Owen's delectable 1925 DISS Delage tourer (above), its fascia full of instruments, every one of which was working. We later looked over his DIS Delage chassis (found in Ireland) and noted the subtle differences in the two engines, which applies also to the damaged Parry Thomas engine in "Babs" and the spare Liberty aero-engine which Wyn-Owen will use to get "Babs" going again. **WB**

## Betws-y-Coed Motor Museum

Since next year is designated Museums Year in Great Britain and the first ever world symposium of motor museums will be held at Beaulieu, the time seems ripe to consider some of the less well-known examples.

So we went for a look at the museum at Betws-y-Coed in Gwynedd. This is conveniently situated beside a big public car-park, the cars housed along both sides of the gangway in a pleasant, oak-beamed building which is soon to be extended.

Almost without exception the exhibits were in immaculate order. They numbered the ex-Lady Mary Grosvenor Riley MPH, number three of its kind, a fine Rolls-Royce Silver Wraith and an unusual T57 Bugatti, its bonnet open to show off its gleaming twin-cam straight-eight engine, with a two-door four-light saloon body of rather ugly appearance said to be by the Belgian aeroplane-maker Oscar Tips. In sharp contrast was a shiny all-black Model Y Ford Eight, and there were also a

couple of three wheeler Morgans, Owen Wyn-Owen's smart 1928 Aero with sv JAP engine and a 1934 Matchless-engined example.

The first car to catch the eye was a 14hp vintage Standard tourer with those rigid side-curtains common to the make, and a Pratt's can on its offside running board. Other exhibits were a couple of PA MGs in rebuild condition, a smart 1936 TA MG, a Bertelli Aston Martin saloon (BLL 358) waiting for replated outside exhaust-pipes and lamps, and examples of Ariel Square-Four, Triumph Speed-Twin and Norton motorcycles.

A heavily-chromed, sectioned Sunbeam 1000 engine and gearbox shows how things work and the kiddies are catered for by two small Model T Ford replicas and, for the braver child, a Jomoro Lotus racer with 6hp engine which is said to do 50 mph. In addition, there is a Rolls-Royce Avon gas-turbine, and Wyn-Owen has contributed a 1911 bath-chair and a Victorian three-wheeled pram. **WB**



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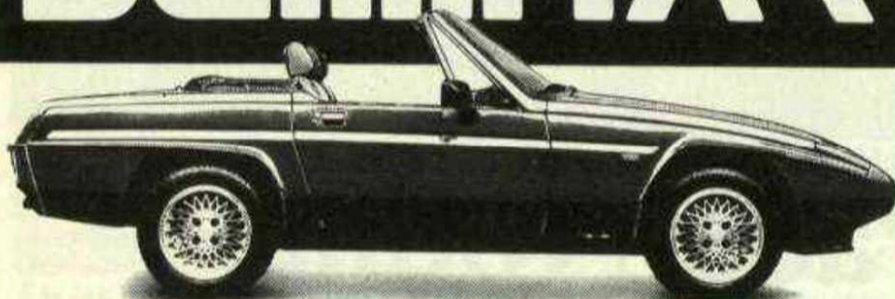


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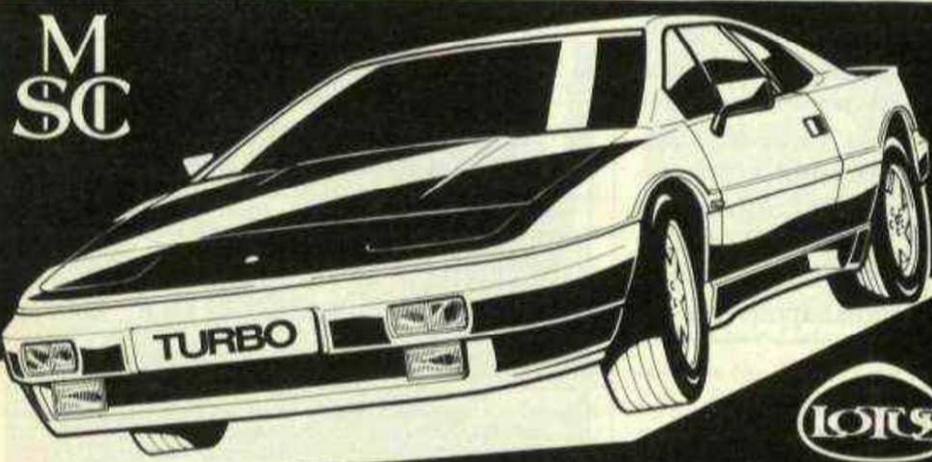
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## PORSCHE FOR FUN

Halfway through a busy season, and life seems to be getting increasingly hectic. Our Modified series has a newcomer and instant winner in Mike Youles' superb 3.5 RSR. (When he puts enough petrol in!). Can he upset Turbo powered leaders John Greasley and Richard Chilton, currently only 2 points apart? 3rd overall and class 4 leader is Mike Jordan, who could pose an embarrassing threat for overall victory if the improved support for his class continues. Support that is currently lacking in class 3, hurting class leader John Poxon's points. Are the class 3 highly modified road cars too much for you lot to handle??

Elsewhere Porsches hold a firm lead in the Inter marque series, although overall victories are a little elusive at present. And the Pirelli Production series gets quite enough coverage without us mentioning it! On the old rally car front, the ex Cahal Curley Carrera RS 2.7 Lwt. has been 'found'. Cecily Nicholas turned up with the ex Brian Nelson 911, and Brian Powley and Peter Tyson both finished well in the Pirelli Classic marathon in their 1967 911's.




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# VSCC SECOND SILVERSTONE

The main feature of the second VSCC Silverstone meeting of 1988 was a demonstration by three historic Grand Prix Mercedes arranged by President Roger Collings, who himself owns the oldest regularly-competitive Mercedes.

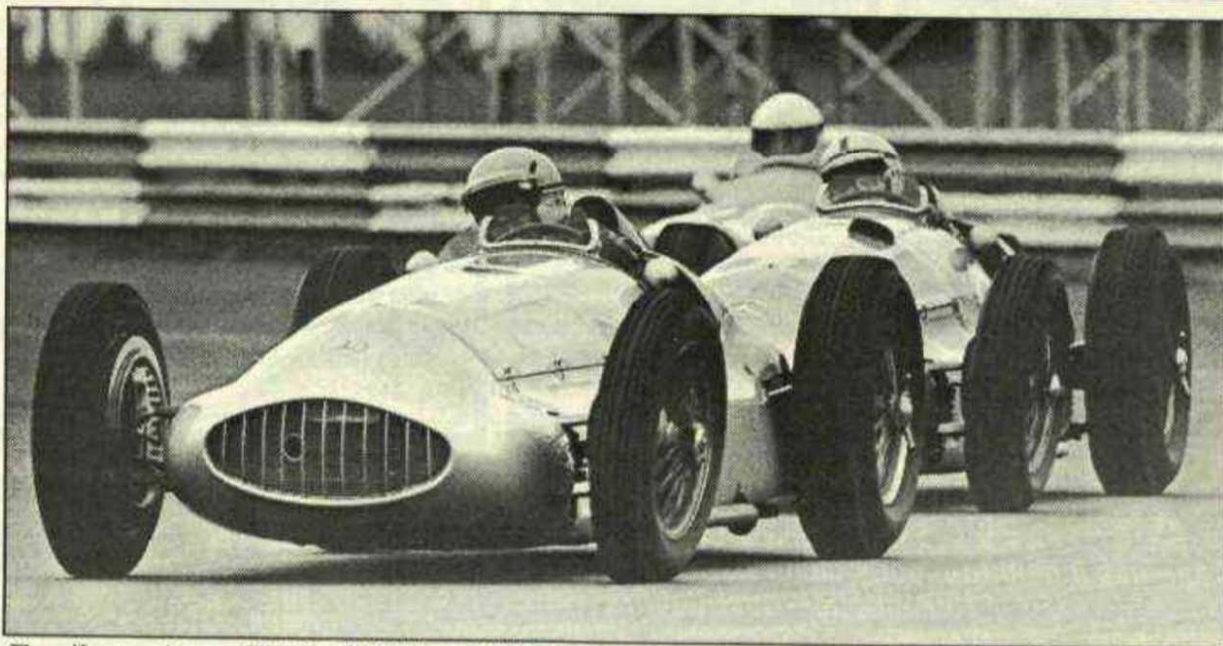
John Surtees drove a 1938 W154 with two-stage-supercharged 3-litre V12 M163 engine to 1939 specification, and John Miles a 1955 W196 with M196S sportscar engine (both from the Daimler-Benz Museum). Meanwhile Neil Corner ran his own 1938 W154 with two-stage blown 1939 engine (which came to Rowlands of Byfleet after the war, before a chequered career in the USA, which was rebuilt for him by Crosshwaite and Gardiner, and which we hope Neil will race one day). The sight, sound and waft of "boot-polish" fuel from the three Mercedes-Benz was especially nostalgic for those who had seen them running in anger . . .

Turning to the racing, Dutton's "new" T35B Bugatti would have won the Boulogne Trophy easily had it not been penalised for a jump-start, which dropped it to second place behind the hard-trying Bob Roberts in the 1925 4-litre V12 Sunbeam. The latter was hampered by erratic brakes but lapped at 80.51 mph, just quicker than the Bugatti.

Peter Morley's 24-litre Napier-Bentley was smoking badly but still took third place, ahead of Cardy's T35B Bugatti and Caroline's Morgan three-wheeler, which had a fine battle with the older Morgan before Harper's early retirement. Next home, in its first race, was Hulbert's neat Alvis SE with a huge Godfrey-Marshall blower on its Speed-20 engine. The four-carb Barnato-Hassan was towed in with clutch failure.

Anthony Mayman had no difficulty in winning the Hawthorn Spanish Grand Prix Trophy race in ERA R4D. He finished 9.4 seconds ahead of Bill Morris in ERA R12B, in the process setting a new class lap-record of 91.59 mph. Sir John Venables-Llewelyn's ERA R4A was pipped to second place by 3.3 seconds, and Ricketts was next home in ERA R1B, comfortably in front of the Attenborough, which was in turn very closely hounded by Bscher's 4CL Maserati. Felton's Alfa Romeo had a plug lead come off, and the stop to replace it put him down to eleventh place.

After this, all manner of Bentleys, one of which had a "foreign" chassis, contested their



Family reunion — W154, W154 and W196 GP Mercedes blast onto the main straight as one.

## Mayman's Day

own ten-lap scratch race, won by Morley's by now even more smoky Napier-Bentley — which gained him the Driver Of The Meeting Award, and presumably an engine rebuild! The sealed handicap went to Majzub's vintage 4½-litre.

Mayman had a second victory in the Hawthorn Memorial 15-lap scratch race after a duel with Corner's 1960 3-litre Dino Ferrari — his ex-Halford Lotus 16 being overtaken by Neil after six laps but re-passing four laps later. Corner's clutch was slipping, and after 12 laps Mayman had things well sewn up, apart from a hectic moment on locked wheels into Woodcote. Mayman won by 15 seconds, lapping at 93.37 mph compared with Corner's best of 94.74 mph, and the Ferrari just held off Chris Mann's Lotus 16.

The Hon A Rothschild was fourth in his P25 BRM, and Bill Morris took the Ashley (pre-war) Trophy after a fine duel with Charles' post-war C-type Connaught, which the ERA lost by two seconds. Lucas in Corner's 250F Maserati and Bell in another 250F failed to finish, but Lodge was tenth in his, behind Venables-Llewelyn, Duffy's Connaught and Whitehouse's Cooper-Bristol. And the venerable Lockhart and equally venerable 3-litre Rover lapped as fast as the Dutton Bugatti, outpacing Walton's Connaught — variety in good measure!

The rest of the races were over five laps. Spollen's Alfa Romeo won the Philips Trophy scratch event from Corner in the ex-Symondson T57S Bugatti and Ricketts' Riley Falcon. Hector Monro beat Quartermain in a duel of the 30/98s, but sadly crashed at Woodcote in a later race, being flung out uninjured but badly damaging the Vauxhall. Jamieson's 4.3 Alvis led Fletcher-Jones' Lagonda Rapier and Watney's MG KN Special home in the next scratch event.

The first of the handicaps included the Edwardians. Sam Clutton's 1908 GP Itala was third overall, lapping 4 mph faster than the winning lowered Chummy A7 of Brewster and outpacing as well as dwarfing batches of little "moderns" into Woodcote. Second place went to Venables' blown L-type MG. It was good to see Heimann driving his ex-Hampton 1913 chain-drive Bugatti "Black Bess", which has been absent for far too long.

The next two handicaps were won by Harris' big blue 1914 Renault (from King-Smith's 12/70 Alvis and Poynter's Lea-Francis) and by Wigglesworth in the MG-engined Bolster Special (from Fox's Delahaye and the aforementioned Rapier). Faster cars contested the final handicap, but a lap at 90.31 mph availed Mayman nothing, for the winner was Gillies' Treen Riley, with the Rover next up and St John's T51 Bugatti third. **WB**



Bobby Bell grabs the inside line at Becketts from Burrows' Cooper-Bristol.

### RESULTS VSCC Silverstone, June 25

Hawthorn Allcomers Race:	A.J. Mayman (Lotus)	91.93 mph
Hawthorn Pre-War Race:	A.J. Mayman (ERA)	86.95 mph
Boulogne Trophy Race:	T.A. Roberts (Sunbeam)	77.66 mph
Bentley Race:	F.P. Morley (Napier-Bentley)	72.31 mph
First Five-lap Scratch:	B. Spollen (Alfa Romeo)	76.19 mph
Second Five-lap Scratch:	D.J. Jamieson (Alvis)	73.37 mph
First Five-lap Handicap:	J. Brewster (Austin 7)	57.88 mph
Second Five-lap Handicap:	G.M. Harris (Renault)	44.59 mph
Third Five-lap Handicap:	R. Wigglesworth (Bolster Special)	64.74 mph
Fourth Five-lap Handicap:	M. Gillies (Treen Riley)	67.91 mph

Fastest lap of the day: N. Corner (Ferrari) 94.74 mph

Dear Reader,

With the Canadian Grand Prix and the Detroit race being on consecutive weekends it enabled me to spend a day or two among North American motoring enthusiasts, mostly vintage-car minded, but all happy to talk cars until the small hours.

While some of my journalistic colleagues flew away from Montreal to visit big cities, or sandy beaches to lie in the sun, I motored south with a friend in his VW Scirocco. Using mostly minor roads, which involved some map-reading, we had a splendid trip through the states of Vermont and New Hampshire, the scenery being very much like motoring in Austria.

Our objective was a small town on the Atlantic coast, to visit a lawyer friend who has a penchant for Bugattis, and in particular to see his latest acquisition. This is a Type 51A racing car which had a distinguished history in "voiturette" racing around 1932-35; it left France for the United States in 1951 and has led a very sheltered life, mostly on the west coast, and our lawyer friend had got it home only a few days before our arrival, after a round trip of some 3000 miles in a pick-up truck and trailer. You soon have to adjust yourself to distances in North America, and our trip south took six hours, even though the journey seemed like "just down the road".

On the journey the first things I appreciated were the total absence of serious traffic and the well surfaced roads, even on by-ways — presumably because the low volume of traffic does not wear the road out.

For my friend, who was driving, a welcome sight was the 65 mph speed-limit signs. This is a recent improvement over the blanket 55 mph USA limit, the increase now being left to the decision of each state. By general consent of drivers, unofficially of course, a 55 limit means that most people travel at 65 mph, so now we could happily cruise at 75 mph, with one eye kept open, as we do in England.

We found our lawyer friend in the local "Chinky-Poo" with a friend of his who used to be a mechanic on CanAm cars, in the days of the "Bruce and Denny Show" when McLaren and Hulme cleaned up CanAm racing with McLaren-Chevros, until Porsche stole the scene with the turbocharged 12-cylinder 917.

Joining them for a Chinese "nosh", the talk of sports-cars, racing drivers, motor racing, Bugattis, Mercedes-Benz and all manner of things began instantly, and carried on until the staff began to put the chairs on the tables, just like in England. We retired to our host's garage to kick the tyres of his newly-acquired 51A Bugatti and talk racing cars until well past midnight.

North America was in the throes of a heat-wave, and as one who suffers from the cold I soaked it up with pleasure. Next morning we piled into a delightful little Type 40 Bugatti, with the standard close-coupled open four-seater body, and persuaded the



Wolfgang von Trips sits on the door-sill of a 300SL Mercedes-Benz in Swedish sunshine during a pause on our way to the Arctic Circle in 1955, with the Gullwing doors open.

## A Real Classic

little 1½-litre 4-cylinder engine to bowl us merrily up the coast road to the Gullwing Service firm.

As the name implies, the Mercedes-Benz 300SL of 1953-58 with the fascinating upward-rising Gullwing doors on the purposeful-looking coupé body was the firm's main interest, but the later open roadster 300SL models and other Mercedes-Benz were also accommodated. There must have been a dozen cars in the large, spacious workshop, from a bare chassis-frame rebuild to cars in for a sympathetic oil-change and service.

I always like to find out what vehicles the staff of such specialist workshops use themselves, and Gullwing did not let me down. In the staff car-park, among pick-ups, small European cars and recent American saloons was a 1000cc Kawasaki street-legal racing motorcycle, an immaculate 1957 Chevrolet in two-tone turquoise and cream, and a 1932 Ford Coupé Hot-Rod. The Chevy had a Corvette V8 in place of the standard six-cylinder and the Hot-Rod was powered by a Mazda RX7 Wankel engine. Life is never dull when motoring enthusiasts are around. As lunch was calling we went off in the Chevy sedan and a 300SL gullwing coupé.

During 1955 I motored extensively in those fascinating and powerful coupés, from practice laps round the 1000-mile circuit of the Mille Miglia and the dinky little 44-mile Targa Florio course, with Stirling Moss, to a wonderful journey to the Arctic Circle and back with Wolfgang von Trips.

When the Mercedes-Benz 300SL gullwing coupé is mentioned I am biased. You can keep your Ferraris, Lamborghinis, de Tommasos, and Maseratis: for me the 300SL coupé is the ultimate classic of the 1950s. As we reached up

and pulled the gullwing doors down, and started up the fuel-injected 3-litre 6-cylinder engine, memories came flooding back. Even after 33 years it still made the adrenalin flow. The whole car is 100% Teutonic in every way, which you would expect from a GT car from Unterturkheim.

There are many blindly patriotic Brits who never believed in the 300SL and were quick to complain about this or that, but I usually found their experience was negligible — a quick trip up the road or a lap of Goodwood at the most. There was nothing effeminate about a 300SL. It was all male, and if you couldn't drive properly or didn't respect it, it would bite you very quickly, as I once found to my cost, landing on our side in a springy hedge. Driven by Moss and von Trips, I was able to appreciate what a super car it was.

As I said, closing the tight-fitting gullwing doors was enough to start happy memories, and took my mind off lunch. To keep a sense of proportion I made the return trip in the turquoise and cream Chevrolet, with its very advanced 1957 radio that had two channels for tuning into Government emergency radio stations, for use in time of war or disaster. The only disaster I can recall of 1957 was the ending of the Mille Miglia!

The Type 40 Bugatti returned us to base and the weather was very hot, but just right for open-air motoring. That evening there was a farewell gathering for motoring enthusiasts from around the area, and so steeped in vintage motoring were some of them that they had no idea there was about to be a Formula One Grand Prix in Detroit. In fact, I think there were some who had never heard of Formula One. It was very refreshing.

Yours, DSJ

## PIRELLI CLASSIC MARATHON



A stunning backdrop for a control as the Pirelli Classic Marathon nears the Italian lakes.

# Age Amongst Beauty

We have become used to the professional rally teams today, with apparently limitless budgets; events such as the Monte Carlo Rally, which once were the great adventure for the private motorist, have become specialist races for paid experts. But nostalgia is a booming business, and as Historic racing expands, Historic rallying is growing too, fostered by the Historic Rally Car Register.

It was to recall the days of amateur adventure over Alpine passes and give Britain its own prestige "retro" event that a European Marathon for classic cars was first proposed by Philip Young, a veteran of several Himalayan rallies, and with the backing of Pirelli, this adventurous plan went ahead in June.

Very fortunately, Don Pither, Secretary of the HRCR, had an empty navigator's seat in his ex-works Sunbeam Tiger, and I jumped at the chance to fill it. This is the car driven by Peter Harper in 4.2-litre form in 1965 on the Alpine Rally (first, but disqualified) and the Monte (fourth place) before gaining the 4.7-litre version of the Ford V8 and being used as a recce car. It is unchanged since, retaining its lorry springs for the rear axle and huge 26-gallon fuel tank.

Stern regulations thinned out the entries to pre-'68 cars, plus a few with competition history up to 1974, but scrutineering proved to be less strict than feared, and there were few

sticky moments. When their cars were passed the crews lined up to bury themselves in paperwork, for which the reward was a fat envelope with ferry tickets, timecards, amendments, and the vital roadbook detailing every junction on the 2800-mile route.

From here the cars began to trickle down to the Tower Bridge start-line to be lined up in number order. Just how to seed such an event is bound to be a problem, given that the impecunious novice is here as important as potential winners, and the final order was somewhat arbitrary, except that the BBC, making a *Top Gear* special on the event, had asked for an interesting selection of cars in the first ten. Our start number was to be 9, which was to prove a blessing. Interesting entries included a works Austin 1800 (one of the London-Sydney Landcrabs) the prototype Aston Martin DB4, an Alfa SZ, Austin Westminster, Lagonda M45, Ford Zephyr — a real mix of the exotic and the ordinary, all with realistic hopes of an award.

Saturday night started with a Competitors' Briefing. After Philip Young had set the tone of enjoyable friendly rivalry with the phrase "the spirit of the rally", Deputy Clerk of the Course Rick Smith ably fielded much of the questioning. Immediately it was clear that there was a gulf between the experienced rallymen, who had dissected their roadbooks and found a few schedule errors, and the hopeful novices who asked worried basic

questions about how the timing worked. They were about to learn very quickly.

Even at eight o'clock the next morning there were crowds on the bridge to applaud car No1, the white Jaguar XK120 of Mike and Gina Barker from the Bridgnorth Motor Museum, as it rolled under the "Start" banner and off to follow the road to Dover. As the quintessential Alpine Rally car, the XK was a scene-setter for the event.

As we buckled ourselves into our harnesses and Don turned the key, I recollected that this was the first time I had ever sat in the Tiger, and that it was seven or eight years since I last navigated in competition — yet Don was aiming for a top ten finish. But there was no time for worrying as the marshal's clock ticked on to our start-time, I zeroed the Halda tripmeter, our timecard was signed, and we rumbled gently off the bridge.

First task for the navigator over a regularity section is to calculate the acceptable arrival times at the next control — not more than the allotted time and not less than three-quarters of it — and as I combined this mental arithmetic with calling instructions to the driver, two things became apparent. First, that the roadbook was very accurate, and secondly that we would arrive at Lydden too early. Sure enough, as we approached the little Kent circuit, there was a line of Marathon cars waiting to clock in at their three-quarter time. Young and Smith had

# PIRELLI CLASSIC MARATHON

been right when they stated at the briefing that the road timing was very slack.

Our task at Lydden was a fast slalom where the front-heavy Tiger might well lose out to the nimble Minis, especially as the start was uphill. In deference to the long motorway stretches Don had fitted a high 2.8:1 axle to the Tiger, so our take-off was steady rather than rapid, but we howled through the cones in impressive style, collected our time, and rejoined the A2 to Dover. It was only when lined up for the ferry that the crews could start to compare times at Lydden, and already John Atkins, with Rob Lyall alongside, headed the list in his AC Cobra Mk II, more usually seen in the InterMarque series.

While the early cars had had an easy run to the ferry, many later crews had collected penalties for being late because of traffic jams at Lydden. These penalties would eventually be cancelled, but there were plenty of grumbles as the rally circus relaxed on the sunny decks of the boat, watching a BBC crew filming an interview with the veterans who had done these events 20 or 30 years ago. There was Bill Bengry, using the same Ford Cortina he took on the London-Sydney rally in 1968, his navigator Ralph Stokes, now 82, who entered his first Monte Carlo Rally in 1936, 71-year-old Peter Binns in his HRG, and the two rapid ladies in an Anglia, Anne Hall and Val Morley, once a Ford works crew in Anglia and Zephyr days.

Even before gaining the continent one car was out, a Mini which had blown its head-gasket on the ferry ramp; it was left on the boat to return to Dover with its mechanics.

Four hours were allowed for the leg to Reims, which should have meant a relaxed run, but many people lingered at service stations and were caught out by an accident and traffic jam in town. Penalties here ought to have proved the lesson that you make all speed possible and only relax outside the control, but this took some time to sink in lower down the order.

At Reims, parc fermé was in the grounds of Champagne Piper-Heidsieck, and crews assuaged their thirst with that fine product before boarding buses to the hotel. Already there had been mechanical maladies: Jane Young, wife of the Chairman, had cracked the overdrive casing of her Sunbeam Rapier, losing much oil before one of the service crews patched it with Araldite, while Roger Byford had his Healey's clutch disintegrate on the autoroute. Conveniently, the big Healeys were supported by a well-equipped team, and the unit was changed in 35 minutes at the road-side.

Service crews were allowed in the Marathon, but at every night halt competitors argued about this: some felt that they should simply be forbidden, cars carrying all their own spares, some that they were essential for old cars under stress. Certainly the system was abused, with non-official cars and crews benefiting from the rally's hospitality or



Early morning sun lights Tower Bridge as our Tiger strains at the leash.

ignoring route restrictions, while at least one British and one Italian team blatantly broke the rules, either by unloading the car before a special test, or by reconnoitring a test with a service vehicle. Everyone was aware of this, but the other crews chose to be gentlemanly and adhere to the spirit of the rally. No protest was made.

High-spots for Monday morning were driving over some of the forlorn Reims Grand Prix circuit (clock in and out in the derelict pits with no time to stop and look) and Pevy hill, the first timed climb over closed public roads. A series of open 90° bends climbing slowly through fields of high corn, Pevy was longer than any hill British drivers were likely to have tackled, and of course had to be driven blind.

There had been conflicting official comments as to whether navigators were to stay in the car for the special tests, but by some sort of democratic competitors' decision we all stayed aboard throughout. It was while sitting back with nothing much to do as Don threw the Tiger up Pevy hill that I realised just how fast it could be. It certainly understeered, and without a limited-slip differential it was reluctant to wag its tail, but the sheer "grunt" of the 4.7-litre block and the grip of its modern Goodyear NCT tyres hauled it up the hill and over the flying finish line in 1min 15secs, matching John Chatham/Ken Bartram in their Healey 3000 but losing 7secs to the Cobra.

Some dramatic downhill curves lead us back to the main road, where I calculate that we have time for lunch in our 6½ hour next section, running south towards Aix-les-Bains. After this stop outside Chaumont, we slide on to the autoroute and let the big engine settle to a lazy 85 mph. Strapped into our seats and surrounded by a complex roll-cage, we have little room to move — acceptable for the driver, but as navigator and photographer I have to balance my maps, roadbook, time-

sheets, clip-board, pens and clock, and still be able instantly to reach toll-money, cameras and assorted paperwork. Yet though the cramped interior of the Tiger becomes steadily hotter from the big engine, I am kept busy working out our average speed, arrival times, and fuelling points so as to do the hillclimbs with the minimum weight.

Quite suddenly the autoroute plunges into a tunnel, then bursts out onto a bridge across a gorge — "into the Alps at last" declares the roadbook, and indeed we are, sweeping east along elegant viaducts amongst snowy crags and narrow verdant valleys. Before Geneva we again turn south onto minor hill roads, where we catch the excitement of knots of village children waving and cheering this file of funny old English cars. A time control in a one-street village with a few bemused locals looking on from a café serves to regroup us for the final run into that traditional gathering point for Alpine Rallies, Aix-les-Bains. This time parc fermé is by the Lac du Bourget, and it is a real delight to abandon our baking car and walk down to the water where a train of cygnets ripples the reflections of the mountains.



Geoff McAuley and Frank Wooley prove a Jowett Javelin can fly.

# PIRELLI CLASSIC MARATHON

The talk is of the day's problems: most cars have been running extremely hot, a TVR 2500M has broken its crank, and Robin Stretton and John Francis have left their MGA in Reims after the diff gave out on the start of Pevy. Here we see our first results: the Cobra leads, but surprisingly is separated from Chatham's Healey by the Ginetta G4 of Leigh Davis and Duncan MacNivan. Our Sunbeam is tenth, between a Dutch Volvo Amazon and a Lancia Flavia Zagato.

Back in the lakeside park next day, the MGA crew are beaming — they have borrowed a spare diff from one of the Magnettes, and are off to Reims in a hire car to fit it. Don is a little nervous about whether we need water after yesterday's exertions (of course it is impossible to check with a hot car before *parc fermé*), and as soon as we leave the main control on the way to Mont Revard, another hillclimb, we stop to check it.

Everything is in order, but the two minutes that took are about to cost us dear in this 12 minute section. At a complex junction in the town we know we want to go straight on, but are siphoned off to the left by a high kerb; an urgent three-point turn brings us back to a long red light, then the traffic clogs up. . . We clock in three minutes late at the bottom of the hill; our first road penalties, and the end of our hopes for an Alpine Cup.

To cap it all, the road is not closed after all and will be run merely as a road section, not timed to the second.

Our way now leads to Italy, crossing the Alps by the Col du Mont Cenis; we make good time and pause for a celebratory *jus d'orange* at the scruffy summit café before diving down past the Italian border overlooked by glowering fortresses. Onto the flat industrial country around Turin, and we arrive at Pirelli's Vizzola Ticino tyre proving-ground for

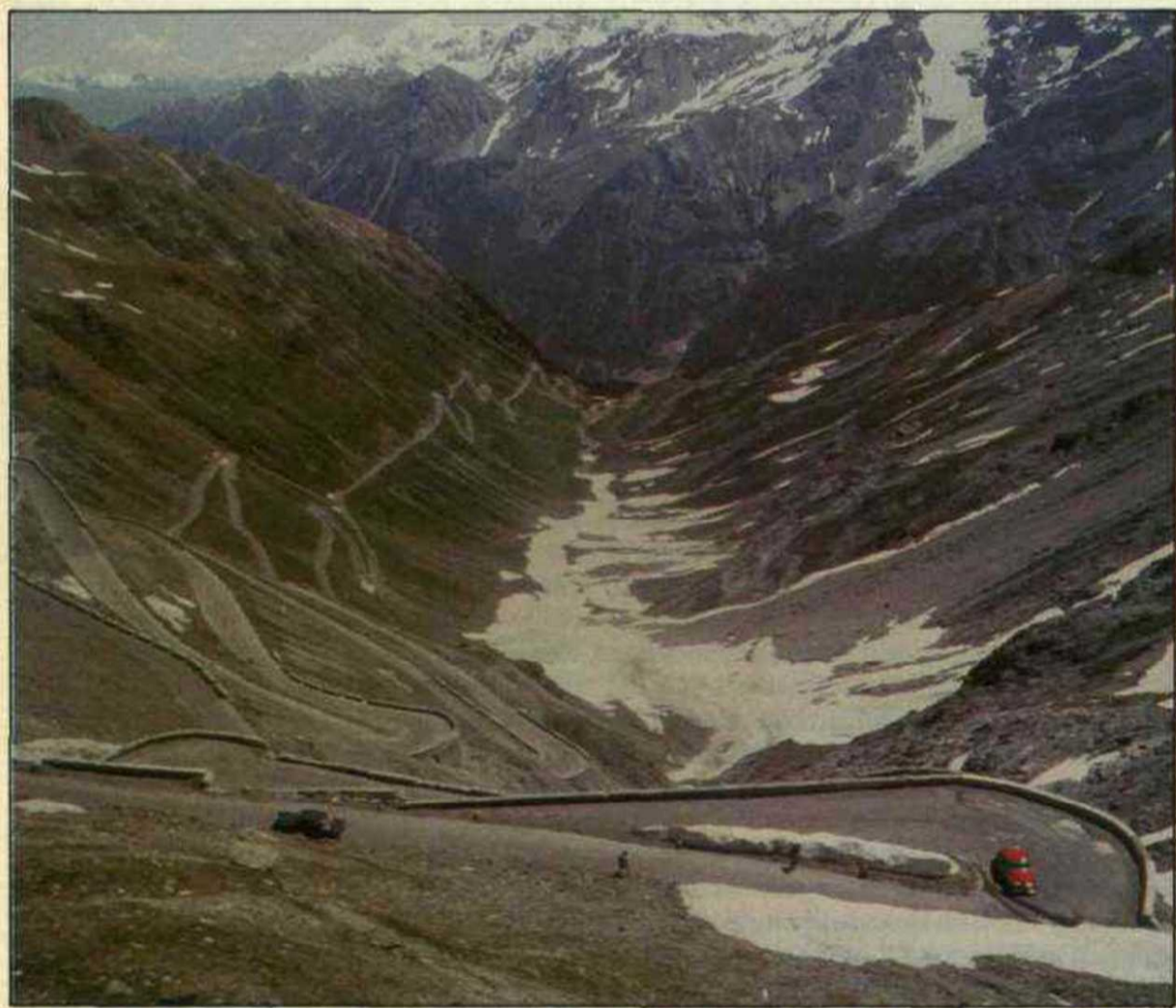
lunch, followed by another test on the track.

From here to our night-stop at Monza is only 35 miles, but heavy traffic puts the cars in serious danger of going Over Time Limit, and soon Monza is echoing to air-horns as Jowetts, Alfis, Minis, Lancias and Austins try to make gaps in the rush-hour traffic. Yet the Italians seem not to mind! They have an innate love of sporting cars, and wave cheerfully to the sweating rally crews searching for the park which contains the Monza circuit. We tear in through the gates and I leap out to run past the queue and grab a time on my card — a minute late. At the circuit, the cars are stabled overnight in the old cobbled courtyard, and later we learn that penalties from both sections where we lost time have been cancelled because of traffic. We are back in the running for an Alpine Cup.

Tonight there is a huge dinner hosted by Pirelli, with the 1976 Monte-winning Lancia Stratos as centrepiece, and Sandro Munari as guest of honour. It is a loud and cheerful affair, and the competitors only leave their tables when someone recollects our policy of paying our hotel bills the night before because of our early starts. Suddenly there is an enormous queue at the desk; "this should be called the Rally of the Queues" mutters someone. Yet although the buses in particular are a difficulty (starts have been delayed on several mornings), the mere fact that all competitors sit down together and talk rather than taking taxis to separate hotels reinforces the principle of co-operative rivalry.

Since we are about to thrash cold cars around the Monza track, we are allowed 30 minutes to work on them next morning. The Stretton/Francis MGA has reappeared, though now out of the rally. Don seems almost nervous that the Tiger needs no attention, while others are torquing down cylinder heads, wiring up exhausts and changing tyres.

This time there are no extra chicanes or bollards — merely 99% of a lap of the circuit, and after our inevitably slow take-off Don has the Tiger howling through the tree-lined chicanes, the big V8 throbbing between three and four thousand revs. My only worry is whether we can stop at the finish, especially when Don announces that the big drum brakes have faded. But all is well, and we rejoin the autostrada passing Bergamo and



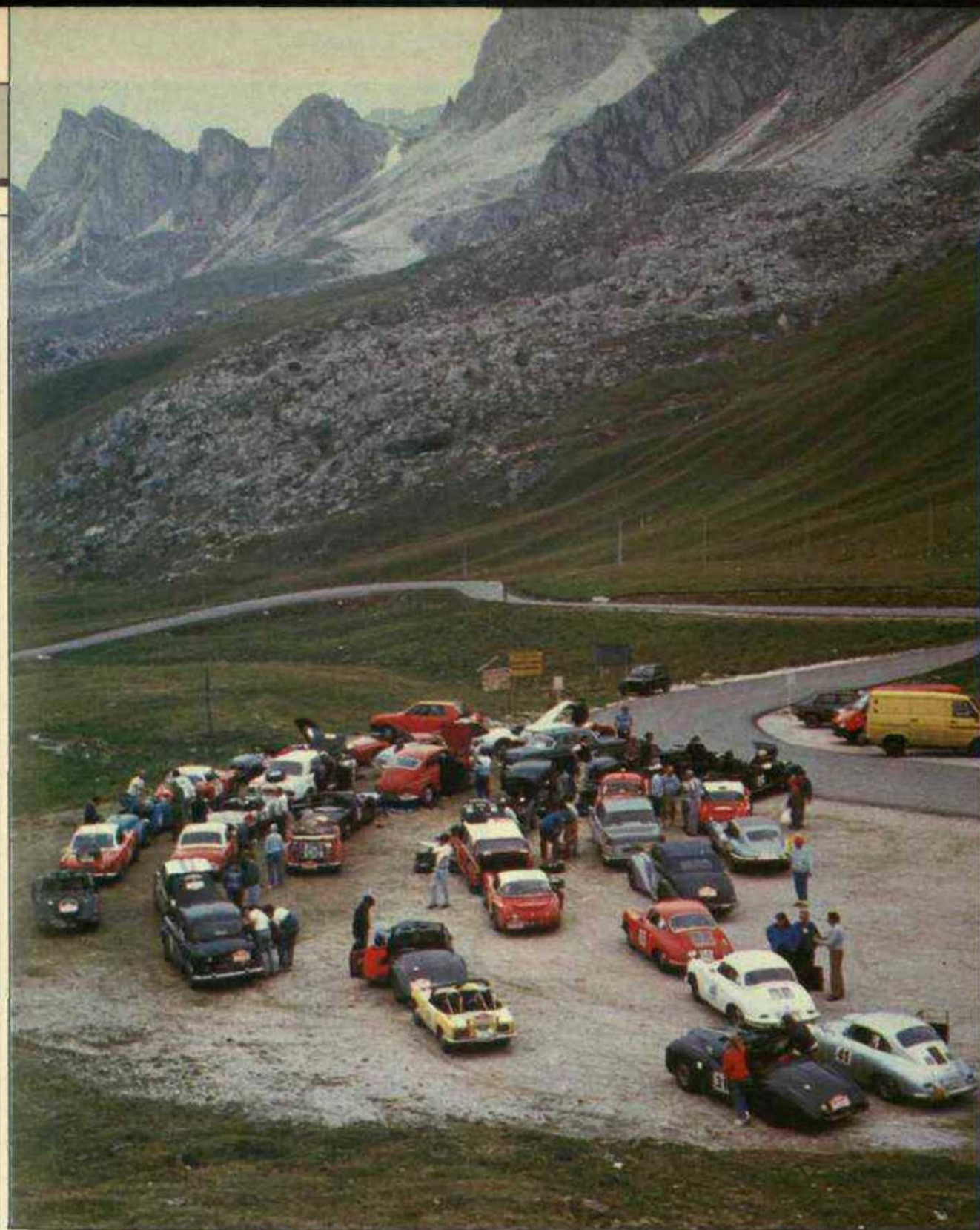
Passo dello Stelvio — a look back from the summit.



Tyres shriek as Atkins begins his domination at Pevy Hillclimb.



It could be 1959 — a regrouping halt before Aix-les-Bains.



A welcome pause at the summit of Passo Giau — five timed miles of climbing bends.

skirting Lago d'Iseo. My calculations say that we must push on, and we overtake at every opportunity along the twisting lakeside road with its sudden tunnels.

Into the mountains again; this time it is the Croce Domine, a rutted single-track hedged-in road which saws over the top and down to Lake Garda — spectacular, but with nowhere to go should you meet something. Our brakes are reeking on the way down, but the locals wave as we screech past and squeeze in to the control on time.

Garda itself is hard work — no time to appreciate the beauty of this lovely place. We collect a string of rallycars amongst the slow traffic: behind us is John Handley (once a works Cooper driver) in a Volvo PV544, followed by Anne Hall's Anglia. We have the power to sprint past most things, much to the amazement of a BMW 735i which cannot shake us off, but the other two always seem to make it as well.

Over the Croce Domine the engine got very hot, and this sprint-and-crawl stuff along the lake is no help. Luckily a few miles of autostrada brings it down before the Pordoi and Falzarego passes which will bring us to Cortina d'Ampezzo sitting in its mountain bowl.

Cortina proves an ideal and appropriate

base. We have half a day off here, after two special tests — first, an autotest where one of the Porsches is quickest, followed by an ascent of the Passo Giau, a green and beautiful ribbon of road which has been closed "*per manifestazioni automobilistica*". A helicopter hired by the BBC trails the Barkers' white XK the 8.5km to the summit, where they have a two-hour wait as the rally joins them one by one. Our Tiger thunders aloft, inside tyre squealing as the tail twitches, the very long first and second gears sufficing for most of it. There is only one mishap on the hill, when Davis' Ginetta leaves the road and has to be lifted out of a stream, though damage is slight.

Up here the view is stunning, and no-one is in a hurry to leave. But we have a special lunch to go to, so we are gathered up in order behind a police motorcycle and trail down the hill. After our meal most people set to work on their cars, before a little prizegiving ceremony in the town square (the Powley brothers for FTD on the autotest, Atkins for FTD on the pass, Ralph Stokes for venerable age, Anne and Val for leading ladies, Philip Young for effort).

An even earlier start brought us to possibly the most famous Alpine pass — the Stelvio. This staircase of 48 hairpins soars over craggy rocks into Switzerland, and was to be the

competitive highlight of the tour. However, there was some snag with the local authorities, compounded by an unofficial Alpine tour of Dutch classic cars which chose to tackle the pass at the same time, so although the road was more-or-less closed, we had to be prepared for the odd bicycle. But it was exciting nevertheless, and as we whipped back and forth towards the summit the Dutch, and some trapped locals, cheered and clapped each car.

After this it was a long hot haul through Switzerland to Basel and into France to stop at Mulhouse for an excellent dinner put on by the local classic car club actually in the Musée National de l'Automobile, once the Schlumpf collection. This staggering sight made the long hours on the motorway worthwhile.

Spa-Francorchamps was our next stop, and the test here used service roads and part of the circuit from above Eau Rouge. It was ideal for the Tiger, with the tight part downhill and the fast bit uphill, and though Atkins and Chatham were uncatchable, Don put in a real sprint which consolidated our top-ten place.

With everyone running very short of sleep, the nine-hour ferry crossing from Vlissingen to Sheerness was ideal to refresh the competitors for the final test, a slalom at Crystal Palace. This looked rather tight, and we were worried that a single mistake might jeopardise our overall position, now up to eighth. But the Sunbeam, by now literally creaking with the hammering it had had, acquitted itself bravely, and we rolled into Pall Mall soon after, pleased to have made it after seven punishing days. In the RAC clubhouse Don collected an Alpine Cup from Sandro Veronesi, Managing Director of Pirelli UK, plus third in class (inevitably behind Atkins and Chatham), and all finishers took away a trophy.

Behind the Atkins/Chatham steamroller, Luca Grandori (President of Italian classic racing stable Club Italia) was third with an Alfa GTA, Peter Tyson in fourth was the top Porsche pilot, and Henry Pearman was a hard-trying fifth in his 4.2 E-type.

Although everyone had their grumbles over the things which went wrong, the whole event was really a great achievement for which Philip Young and his hard-working team (including the RAC's Peter Cooper and Bjorn Waldegard's navigator Fred Gallagher) deserve much credit. Whether they can run another within a year is debatable; both Veronesi and Pirelli press chief Tom Northey professed themselves pleased with the promotion and promised a repeat, but would not be drawn on a date. A major sponsor is vital to an undertaking on this scale, but if famous-name competitors become too prominent, the amateur running without a service crew might be squeezed out, and the spirit of the rally lost.

That would be a tragedy, for here is a glamorous event which inexperienced crews can tackle with unsophisticated machinery. We need more like it but not too close together. GC

# FORMULA ONE



Mansell-worship blocked the pit-lane even before his heroic performance.

## Hero Time

Silverstone, July 10

The whole weekend, and in fact the whole British Grand Prix affair, was full of disappointments punctuated by flashes of joy.

Through the first seven races of the Formula One season, fluctuating from extremes of heat and cold, confusion and muddle, good circuits and bad, there were those among us who were really looking forward to the British Grand Prix at Silverstone. One of the greatest topics of discussion was what the outcome would be of a straight fight between Alain Prost and Ayrton Senna, armed with the invincible McLaren MP4/4 cars powered by Honda's powerful turbocharged V6 engine. As we went from race to race in the early part of the season, we never saw a straight fight — there was always some unforeseen variable spoiling the scene.

Silverstone had to be the scene of a clear-cut decision between the two McLaren drivers, not that it was necessary, or that it was important, but curiosity had to be satisfied. At previous races one or other of them got "boxed in" at the start, had some mechanical ailment or was hamstrung by a niggling little circuit. Silverstone, with its wide and spacious bends, very fast corners and 150 mph race average, was going to show us which of the McLaren drivers was the greatest. With the two red-and-white cars at the front of the grid, we were going to see a good clean battle between the most successful driver of today and the fastest driver of today.

But it didn't turn out like that at all, and for many reasons.

It all started to go wrong two weeks before

the Grand Prix, when wet weather spoiled a two-day session of tyre-testing for many of the teams. Quite often these special test-sessions throw up pointers for the race to come, but the rain prevented any really fast laps, but now we had no real idea of how fast the turbocharged cars were going to be able to go with their 2.5-bar boost-limit. Last year's race lap record on the revised circuit was 1min 09.832sec, and by the signs seen so far this season qualifying laps should have improved on this, and there was no reason why last year's pole-position time of 1min 07.110sec should

not be beaten, with just a chance of a lap at 160 mph average.

The two days of official practice and qualifying on Friday July 8 and Saturday July 9 not only proved a great disappointment as far as speed was concerned, but completely upset the current form-book. No-one got within sight of last year's lap record, let alone last year's pole-position time, so all thoughts of seeing a lap at 160 mph were gone.

It was dry, but grey and dull, and there was a strong wind blowing across the circuit, so conditions were not ideal, but more important was the fact that Silverstone was the first real "power circuit" to be visited by the F1 cars this year with the reduced turbo power, and this fact soon became apparent through the speed-traps operated by Longines-Olivetti, especially the one at the start/finish line. The front-running cars were some 20 mph down on recorded speed, which meant they hadn't got the high-speed acceleration they had last year coming out of the new Woodcote corner. Down Hangar Straight they were simply running out of breath at 180 mph, whereas on 4-bar boost last year they still had enormous "grunt" at that speed, which could take them comfortably over 200 mph. This year they were *only* lapping at around 150 mph, and it seemed dull by comparison.

Although the McLaren-Hondas have ruled the roost all season, so far, the red cars from Maranello have never been far away during qualifying and the Ferrari team has known that if, one day, the Woking "steamroller" has a slight hiccup, it will be the red cars that will be in there. And this is what happened.

In the endless quest for more speed and continued perfection, McLaren made some alteration to the aerodynamics of its cars, but had to start the first day of practice without any previous testing due to the rained-off test



Berger beats Alboreto off the all-Ferrari front row, while only Senna emerges from their spray . . .



# British Grand Prix

session two weeks before. The hoped-for improvement did not materialise so it had to go back to the previous set-up, and though this "hiccup" was only visible in terms of decimal points of a second on lap times, this was enough for Ferrari to snatch the advantage. Added to the McLaren problem was the fact that Silverstone suited the Ferrari engine power characteristics as much as it did Honda power so the red cars were at no disadvantage on that front.

The end result of the two practice days was Ferrari first and second (Berger and Alboreto), McLaren third and fourth (Senna and Prost) with three-quarters of a second covering the four cars. This looked good on paper for a battle royal, but it was not reality. "Good for the sport," said the media man, whatever that means. The McLaren team was more realistic. "Won't do us any harm, and keeps everyone on their toes," said chief engineer Gordon Murray, smiling confidently.

So much for the four front-runners, from which the winner was likely to appear, but there were 27 other cars droning round and round; some like the March-Judd cars were impressive, others were unimpressive, and the Coloni-Cosworth was short-lived as it was eliminated after the Friday morning session for not being fast enough, thus reducing the number of qualifiers to the regulation 30.

The two "likely lads" in the Leyton House-sponsored March cars were doing everything expected of them, and more, filling the third row of the grid with their purposeful-looking turquoise cars from nearby Bicester. Mauricio Gugelmin from Brazil was particularly impressive on the high-speed corners such as Stowe and Club, his "line" being the perfection associated with Senna, Prost or Berger.

The other English Judd-powered team was in desperate trouble, not with the engines, for a change, but with the Williams "reactive" suspension that was making all the wrong moves at the wrong time. While Mansell was moaning openly about it, and having worrying moments as the car took over control from him, poor Patrese looked as if he was not



*An unexpected star of dry practice was Mauricio Gugelmin's March-Judd.*

going to qualify. At the end of Friday qualifying the rain came down and he still had not completed a flying lap, so he bravely went out in the pouring rain to record an official time, even though it was the slowest time of the day.

After much soul-searching by Patrick Head

and his engineers, the drastic decision was taken to abandon the "reactive" hydraulic suspension and revert to normal coil-spring damper units at the back, and insert some special steel springs into the front suspension system. This made Mansell feel a lot more confident and he began to get going properly;



*The AGS's rear-wing collapsed nine laps after start-line damage . . .*



*The camera does not lie. Modena's EuroBrun overtakes Prost's McLaren.*

# FORMULA ONE



Derek Warwick prepares to lap Pierluigi Martini during his chase for sixth place. He relieved Berger of the position between Woodcote and the flag!

Patrese regained a more sensible place on the grid.

One feels that the Ligier team would be no better off if it replaced its Judd engines with Honda engines, poor Johansson despairing "down among the dead men", while Arnoux just scraped onto the grid. For once the Benetton team, with the works Cosworth DFR engines, was not dominating the non-turbo category, having to sit behind the March cars, even though everything seemed to be going well.

On the face of it, these were the makings of a really good race with two Ferraris and two McLarens covered by less than a second, but Formula One isn't as simple as that. The Ferraris had achieved the front row in qualifying specification, especially as regards fuel-consumption figures, whereas the McLarens, or rather the Hondas, knew exactly the pace at which they could race. Even so, the opening laps were going to be fun, for Berger wasn't going to waste the opportunity of being on pole position.

But one factor had been overlooked, and that was the weather: on Sunday morning it was awful. The clouds were almost at ground level and the rain drizzled down; it was wet, and was going to stay wet for the rest of the day. While the crowd wallowed in mud and water and the supporting events and demonstrations did their best to keep the fun of the fair going, the whole scene was a pretty gloomy and soggy affair.

Everyone prepared themselves for the unknown, a race on treaded "wet-weather" tyres which might or might not last the distance if the conditions stayed the same, and would certainly call for a pit-stop if conditions improved, and possibly a decision to change to treadless "dry weather" tyres. As the cars went out to the grid for the 2.30pm start, "Jabby" Crombac, editor of the French *Sport-Auto* magazine, made an interesting



A damp crowd was well entertained when Alboreto fell into the clutches of Nannini and Mansell.

remark. He said: "Today we shall see this race won by a great driver or a lucky driver." I don't know who he had in mind, but he was to be proved right.

Slipping and sliding away from the grid, the field followed Berger on the parade lap, Alain Prost fumbling his getaway and falling behind the two March cars, and quite illegally he regained his position on the way round to the grid. Very carefully they all got away on the green light, and once again Prost made a bad start and was immediately engulfed by the midfield runners. Out in front, Berger made the most of the clear road ahead of him, but the rest were driving blind in spray, with Senna

splitting the two Ferraris. The Spaniard Perez Sala spun off on the opening lap, and Palmer did one misfiring lap before returning to the pits.

Senna watched Berger ahead of him and decided the Ferrari would not run at that pace for the whole 65 laps, so with no-one to worry about behind him, he was content to bide his time.

Prost was really bogged down in the middle of the spray, very unhappy with the conditions and unwilling to take any risks, his car slipping and sliding about the place as was everybody else. He simply gave up. Dropping from eleventh on lap one to fifteenth on lap six

# British Grand Prix

saw him passed by Cheever, Boutsen, Patrese and Modena. When he was passed by Alex Caffi in the Dallara it was too much; the Championship leader headed for the pits and openly gave up, making no complicated or pathetic excuses, for Prost is not like that. You cannot admire a driver for giving up in foul conditions, but you have to respect him.

Out in front there was no "giving up", Berger and Senna were in a class of their own, handling the conditions superbly and running away from everyone else. The circuit commentators had predicted that "turbo-lag", that hoary old media chestnut from a few years ago, was going to make life difficult in the foul conditions, giving the non-turbo cars a chance, but nobody told Berger and Senna.

Category B was having quite a good time, Gugelmin leading Nannini, Mansell and Capelli in a race for fourth place. The March "new-boy" was doing a fine job until he got "outfumbled" during a busy moment when this group lapped a slower car, but it was no disgrace, just a lack of experience.

By this time Senna decided he had had enough of Berger's spray and went by into the lead, while the Austrian knew his moment of glory was over, as he had been overstepping the mark on fuel-consumption and was forced to ease up or he wouldn't make the finish.

We now settled down in the intermittent rain to watch a real artist at work, Senna's delicate touch on steering and throttle being a joy to see. He was completely unchallenged and in total command of the conditions, the race situation and strategy. Even though parts of the circuit dried out occasionally, especially on the racing line, he decided to control his speed to conserve the tyres and make them last the race, rather than build up a big enough lead to be able to afford a pit-stop. Relentlessly he lapped the field until he passed Nelson Piquet in the Lotus 100T (who was running sixth behind Gugelmin), whereupon he eased up and allowed the World Champion to stay with him, and eventually to go by and unlap himself!

By now the McLaren tyres were not affording much grip, especially on the front wheels, and watching Senna through Copse Corner the understeer propensities of the situation were mind-boggling. Velvet finger tips and delicacy of control were beautiful to watch, and people who could not see this or appreciate it must want their eyes tested.

Behind Senna it was real "hero time". Mansell was in a dominant mood, charging hard and keeping his tyres cool by deliberately running on wet parts of the track when the rain relented occasionally. He effectively dealt with Nannini, who helped the Williams situation by having two spins, yet kept the engine going on both occasions without losing much time.

Berger's fuel read-out was screaming "emergency" at him, at one point having been five laps in deficit, so all he could do was go slower and slower, and in the dying stages of



Boutsen put up no smokescreen after the race, revealing that he had signed for Williams for 1989.

the race he was passed by Mansell (to enormous cheers and waving of flags by the British supporters), then by Nannini, Gugelmin and Piquet, dropping from the lead in the opening stages to sixth in the closing stages; but better to have raced and led . . .

It looked as though Mansell was catching Senna, but of course it was the other way round, Senna had everything beautifully under control. Alboreto was effectively eliminated from the race when Ferrari, thinking conditions were improving and the track was going to dry out, called him in to change onto 'slick' tyres. But that was a big mistake and he had to stop again to go back onto "wets", all of which dropped him three laps behind and right out of the picture.

Among the rest there was a happy little scrap going on between Warwick and Cheever in their Arrows, and Patrese in the second Williams, with Nakajima in amongst them in the second Lotus. Seventh place was all they had in view but that didn't stop them racing.

But as they went into the last lap there was a red Ferrari ahead of them. It was Berger, with emergency fuel-bells ringing in his ears, and as he left the Woodcote chicane and headed for the finishing line his engine died. Before he could coast over the line, Warwick, Cheever and Patrese zapped by on the inside, and in less than 100 yards Berger was relegated from sixth place to ninth place. He really didn't deserve that.

Crombac had been absolutely right, and the winner wasn't lucky. We saw just such a demonstration of greatness when Senna won his first Grand Prix in the rain in Portugal with a Lotus-Renault. In similar conditions he won his fourth Grand Prix for McLaren Honda; he's also pretty good in the dry, and on slow circuits, medium-speed circuits and high-speed circuits.

But let us keep our sense of proportion, Alain Prost has won 32 Grand Prix races, and winning is the name of the game. Bruce McLaren, whose name Ron Dennis still keeps to the fore, once had a motto: "Winning isn't everything, but it's a lot better than finishing second." **DSJ**

## Silverstone Sidelines

The appalling conditions meant that no one could use the full potential of their car or their engine, so reliability was impressive and only seven cars fell by the wayside.

★ ★ ★

Everyone was impressed with Mauricio Gugelmin in the March-Judd, whose driving was smooth and forceful, especially in the dry in qualifying. A driver worth watching, and remember the fuss when Senna wanted him as his number two at Lotus a while back.

★ ★ ★

The Benetton team has always had ups and downs, but now it has lost Thierry Boutsen for next year. He has signed for Williams, to replace Mansell who is going to Ferrari, to replace Alboreto who is going to Tyrrell to replace . . . When the music stops, the last one to sit down will be out of work, or will have sensibly already decided to go to CART racing in America, or to sports-car racing.

★ ★ ★

Judd engines seem to have become reliable and fast, or is it an illusion? Could early season troubles have been caused by the chassis designers?

★ ★ ★

With its assured five-year continuous span of the British Grand Prix, Silverstone put a lot of extra effort into this year's event, and the objectors who stayed away were not noticeable. A pity that the weather tried its best to ruin the event of the year. It didn't really succeed, for enthusiasm shone though the gloom.

★ ★ ★

Spare a thought for the organisers, the marshals, the police, the security men, the gate-guardians and the hundreds of people who keep a big event like the British Grand Prix under control. Late on Sunday evening, ten miles from the circuit, police were standing out in the pouring rain directing cars on their homeward way, the occupants snug and dry. **DSJ**

# RESULTS

# British Grand Prix

## STARTING GRID

<b>27</b> <b>M. Alboreto</b> (Ferrari V6t/c) 1 min 10.332 secs	<b>28</b> <b>G. Berger</b> (Ferrari V6t/c) 1 min 10.133 secs
<b>11</b> <b>A. Prost</b> (McLaren-Honda V6t/c) 1 min 10.736 secs	<b>12</b> <b>A. Senna</b> (McLaren-Honda V6t/c) 1 min 10.616 secs
<b>16</b> <b>I. Capelli</b> (March-Judd V8) 1 min 12.006 secs	<b>15</b> <b>M. Gugelmin</b> (March-Judd V8) 1 min 11.786 secs
<b>19</b> <b>A. Nannini</b> (Benetton-Cos DFR) 1 min 12.737 secs	<b>1</b> <b>N. Piquet</b> (Lotus-Honda V6t/c) 1 min 12.040 secs
<b>2</b> <b>S. Nakajima</b> (Lotus-Honda V6t/c) 1 min 12.862 secs	<b>17</b> <b>D. Warwick</b> (Arrows BMW 4cyl.t/c) 1 min 12.843 secs
<b>20</b> <b>T. Boutsen</b> (Benetton-Cos DFR) 1 min 12.960 secs	<b>5</b> <b>N. Mansell</b> (Williams-Judd V8) 1 min 12.885 secs
<b>22</b> <b>A. de Cesaris</b> (Rial-Cos DFZ) 1 min 13.438 secs	<b>18</b> <b>E. Cheever</b> (Arrows-BMW 4cyl.t/c) 1 min 12.984 secs
<b>14</b> <b>P. Streiff</b> (AGS-Cos DFZ) 1 min 14.260 secs	<b>6</b> <b>R. Patrese</b> (Williams-Judd V8) 1 min 13.677 secs
<b>24</b> <b>L. Perez Sala</b> (Minardi-Cos DFZ) 1 min 14.643 secs	<b>3*</b> <b>J. Palmer</b> (Tyrrell-Cos DFZ) 1 min 14.451 secs
<b>33</b> <b>S. Modena</b> (EuroBrun-Cos DFZ) 1 min 14.888 secs	<b>23</b> <b>P. Martini</b> (Minardi-Cos DFZ) 1 min 14.732 secs
<b>30</b> <b>P. Alliot</b> (Lola-Cos DFZ) 1 min 14.992 secs	<b>36</b> <b>A. Caffi</b> (BMS Dallara-Cos DFZ) 1 min 14.924 secs
<b>4</b> <b>J. Bailey</b> (Tyrrell-Cos DFZ) 1 min 15.135 secs	<b>29</b> <b>Y. Dalmas</b> (Lola-Cos DFZ) 1 min 15.004 secs
<b>21</b> <b>N. Larini</b> (Osella-Alfa V8t/c) 1 min 15.527 secs	<b>25</b> <b>R. Arnoux</b> (Ligier-Judd V8) 1 min 15.374 secs

\* Started from pit lane

### Did not qualify:

32 O. Larrauri (EuroBrun) 1 min 16.026 secs
9 P. Ghinzani (Zakspeed) 1 min 16.043 secs
26 S. Johansson (Ligier) 1 min 16.110 secs
10 B. Schneider (Zakspeed) 1 min 18.010 secs

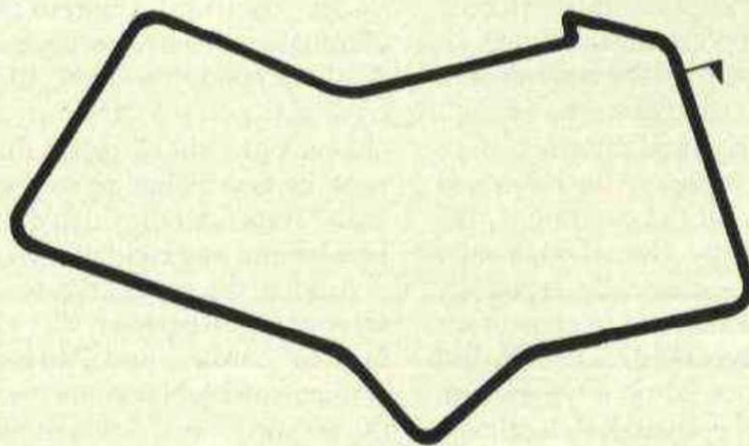
## 1988 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
1. Prost ..... 54	1. McLaren-Honda... 102
2. Senna ..... 48	2. Ferrari ..... 34
3. Berger ..... 21	3. Benetton-DFR ..... 17
4. Piquet ..... 15	4. Lotus-Honda ..... 16
5. Alboreto ..... 13	5. Arrows-BMW ..... 10
6. Boutsen ..... 11	6. Williams-Judd ..... 7
7. Warwick ..... 9	7. March-Judd ..... 5
8. Mansell ..... 6	8. Tyrrell-DFZ ..... 5
9. Nannini ..... 6	9. Rial-DFZ ..... 3
10. Palmer ..... 5	10. Minardi-DFZ ..... 1
11. de Cesaris ..... 3	
12. Gugelmin ..... 3	
13. Capelli ..... 2	
14. Nakajima ..... 1	
15. Martini ..... 1	
16. Cheever ..... 1	
17. Patrese ..... 1	

## LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)
1 N. Piquet	Lotus 100T	1.13.166	1.12.040	1.23.452 (48)
2 S. Nakajima	Lotus 100T	1.13.192	1.12.862	1.23.655 (48)
3 J. Palmer	Tyrrell 017	1.16.607	1.14.451	1.32.972 (13)
4 J. Bailey	Tyrrell 017	1.16.249	1.15.135	1.25.758 (42)
5 N. Mansell	Williams FW12	1.14.192	1.12.885	1.23.308 (48)
6 R. Patrese	Williams FW12	1.31.541	1.13.677	1.23.783 (48)
9 P. Ghinzani	Zakspeed ZK881	1.18.359	1.16.043	DNQ
10 B. Schneider	Zakspeed ZK881	1.19.078	1.18.010	DNQ
11 A. Prost	McLaren MP4/4	1.11.550	1.10.736	1.27.456 (22)
12 A. Senna	McLaren MP4/4	1.10.787	1.10.616	1.23.595 (49)
14 P. Streiff	AGS JH23	1.15.272	1.14.260	1.31.315 (8)
15 M. Gugelmin	March 881	1.11.786	1.11.745	1.23.823 (45)
16 I. Capelli	March 881	1.13.030	1.12.006	1.26.752 (27)
17 D. Warwick	Arrows A10B	1.12.843	1.13.287	1.23.588 (48)
18 E. Cheever	Arrows A10B	1.14.247	1.12.984	1.23.778 (48)
19 A. Nannini	Benetton B188	1.13.400	1.12.737	1.24.176 (29)
20 T. Boutsen	Benetton B188	1.12.960	1.12.986	1.25.301 (37)
21 N. Larini	Osella FAIL	1.16.780	1.15.527	1.24.729 (46)
22 A. de Cesaris	Rial ARC1	1.13.910	1.13.438	1.31.101 (7)
23 P. Martini	Minardi M188	1.14.732	1.14.832	1.24.370 (45)
24 L. Perez Sala	Minardi M188	1.15.590	1.14.643	
25 R. Arnoux	Ligier JS31	1.16.859	1.15.374	1.27.117 (45)
26 S. Johansson	Ligier JS31	1.17.438	1.16.110	DNQ
27 M. Alboreto	Ferrari F1/87-88C	1.10.669	1.10.332	1.26.100 (28)
28 G. Berger	Ferrari F1/87-88C	1.10.746	1.10.133	1.24.242 (13)
29 Y. Dalmas	Lola LC88	1.16.014	1.15.004	1.24.780 (46)
30 P. Alliot	Lola LC88	1.15.635	1.14.992	1.24.160 (47)
31 G. Tarquini	Coloni CF188			did not pre-qualify
32 O. Larrauri	EuroBrun ER188	1.16.961	1.16.026	DNQ
33 S. Modena	EuroBrun ER188	1.17.889	1.14.888	1.24.920 (48)
36 A. Caffi	BMS Dallara F188	1.15.779	1.14.924	1.25.319 (49)

## SILVERSTONE 4.778km



## RESULTS

British Grand Prix, Silverstone, July 10  
65 laps of 4.778km circuit (310.579km/192.985 miles)

Pos	Driver	Car/Engine	Time
1st	Ayrton Senna	McLaren MP4/4-Honda V6t/c	1h 33m 16.367s
2nd	Nigel Mansell	Williams FW12-Judd V8	1h 33m 39.711s
3rd	Alessandro Nannini	Benetton B188-Cosworth DFR	1h 34m 07.581s
4th	Mauricio Gugelmin	March 881-Judd V8	1h 34m 27.745s
5th	Nelson Piquet	Lotus 100T-Honda V6t/c	1h 34m 37.202s
6th	Derek Warwick	Arrows A10B-BMW 4cyl.t/c	1 lap behind
7th	Eddie Cheever	Arrows A10B-BMW 4cyl.t/c	1 lap behind
8th	Riccardo Patrese	Williams FW12-Judd V8	1 lap behind
9th	Gerhard Berger	Ferrari F1/87-88C-Ferrari V6t/c	(out of fuel) 1 lap behind
10th	Satoru Nakajima	Lotus 100T-Honda V6t/c	1 lap behind
11th	Alessandro Caffi	BMS Dallara-Cosworth DFZ	1 lap behind
12th	Stefano Modena	EuroBrun ER188-Cosworth DFZ	1 lap behind
13th	Yannick Dalmas	Lola LC88-Cosworth DFZ	2 laps behind
14th	Philippe Alliot	Lola LC88-Cosworth DFZ	2 laps behind
15th	Pierluigi Martini	Minardi M188-Cosworth DFZ	2 laps behind
16th	Julian Bailey	Tyrrell 017-Cosworth DFZ	2 laps behind
17th	Michele Alboreto	Ferrari F1/87-88C-Ferrari V6t/c	3 laps behind
18th	René Arnoux	Ligier JS31-Judd V8	3 laps behind
19th	Nicola Larini	Osella FAIL-Alfa Romeo V8t/c	(out of fuel) 5 laps behind
20th	Thierry Boutsen	Benetton B188-Cosworth DFR	retired on lap 39
21st	Ivan Capelli	March 881-Judd V8	retired on lap 35
22nd	Alain Prost	McLaren MP4/4-Honda V6t/c	retired on lap 25
23rd	Jonathan Palmer	Tyrrell 017-Cosworth DFZ	retired on lap 15
24th	Andrea de Cesaris	Rial ARC1-Cosworth DFZ	retired on lap 10
25th	Philippe Streiff	AGS JH23-Cosworth DFZ	retired on lap 9
26th	Luis Perez Sala	Minardi M188-Cosworth DFZ	retired on lap 1

Fastest Lap: Nigel Mansell (Williams), 1min 23.308 secs on lap 48; 206.478 kph (128.300 mph).  
Winner's Average Speed: 199.787 kph (124.142 mph). Conditions: Very wet.

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1986 BMW 520i. Auto, black, black trim, sunroof, e/windows & mirrors, 1 owner, full history

1987 (D) VAUXHALL CAVALIER 1.8i CABRIOLET. Silver, r/cass, 4,000 miles

1985 VW GOLF GTi CONV. Black, r/cass, 24,000 miles, 1 owner

1985 (B) NISSAN 300ZX TURBO. Silver, Targa top, air/con, ABS, cruise control, 36,000m

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1986 (C) SUZUKI ALTO. Auto. White, sunroof, 1 owner, 12,500 miles

1984 SCIMITAR GTE. Overdrive, red, full Webasto sunroof, Wolftrace wheels, e/windows, radio/cassette, 1 owner, 47,000 miles. Full history

1986 (D) ROVER 213 S. White, 21,000 miles

1983 JAGUAR XJS HE 5.3. Red, tan int, 66,000 miles. A much sought after car

1985 (B) VW POLO GL. Burgundy, 1 owner from new, 23,000 miles

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## RALLY REVIEW

In 1972, when Michigan's Press-on-Regardless Rally joined the list of qualifiers for what was then the International Rally Championship for Makes, forerunner of the World Championship, many Europeans viewed the situation with concern. With the exception of the East African Safari, the top level of rallying was the distinct preserve of Europe, where the toughest events were held and where the sport was conducted in a tasteful, almost gentlemanly manner.

Was this now to change? Were the big American publicity machines about to take over and turn rallying into a circus?

The fears turned out to be unfounded. Rallying was a minority sport in the USA, where very few people had any idea of what it was all about. It attracted very few spectators indeed, many of whom could not understand even its basic principles, and the popular misconception was that a rally was some kind of off-road race for baby cars.

The fact that cars were separated by minutes made it all the more difficult to comprehend and to generate enthusiasm. How could a "race" attract any kind of public following if cars were so far apart that there was never any close competition?

What was needed was public education, and the USA's small band of rally organisers and competitors set about trying to do just that in an effort to increase general awareness of rallying and attract more spectators. Alas, it has been a losing battle.

In a country of big cars and big engines, comparatively small rally cars, no matter how powerful or sophisticated, were hardly more than toys. Any competition between such vehicles could not really be expected to be taken seriously, and it seems that this attitude prevails even today. Rallying's following in the USA is hardly any greater now than it was in the early Seventies.



A novel experience for winner Biasion: the start of the first two Tacoma stages was indoors!

# Where are the Crowds?

A sport which has little or no public support is of no use to either sponsor or publicist, and the big wheels of American publicity machines have not rolled into action at all.

Perhaps for the same reasons, American car manufacturers have never really shown an interest in rallying, and who can blame them when their big, soft-sprung products held no appeal to competitors? Rallying was

something exclusively for imported compacts, and why should the home industry support an activity which seemed to be designed for their rivals from overseas?

There were occasional exceptions, of course, such as Scott Harvey driving for Chrysler, although in cars made by that company's overseas factories, and Gene Henderson driving a Jeep Wagoneer for American Motors.

The latter was a trial exercise which began very successfully and which seemed destined to continue. On Michigan's sandy forest roads, Henderson won the 1972 Press-on-Regardless Rally in his four-wheel-drive Jeep which, at the time, was the only American-made vehicle homologated for international rallying. AM was delighted, and there were distinct signs that the company would embark on a programme which would take in not only the Safari but European rallies too.

Suddenly, the prospect of an American invasion of what had been the preserves of European manufacturers (Japan only had its toes in the water at the time) became a real one. The earlier European appearances of Ford Falcons had not come to much, but four-wheel-drive Jeeps could be quite different, and pose a threat to the regular teams of Europe.

It could hardly have been a mere coincidence that very soon after the Jeep victory in Michigan the CSI (later FISA) banned four-wheel-drive, and the expected AM foray



John Buffum got his Audi amongst the Lancias after appealing against a time penalty.

# Olympus Rally



Three Cultus GTs were entered by Suzuki and tended by Japanese mechanics. Two managed to come away with places in the top ten.

into international rallying never materialised. Later, of course, just in time for the appearance of the Audi Quattro, the four-wheel-drive ban was lifted.

American Motors were not enamoured by this apparent closing of the door, and whatever one feels about the success potential of such a big, high vehicle as a Jeep Wagoneer against the more agile European cars of the time, the fact remains that AM, and perhaps other American manufacturers, no doubt considered that Europe wanted to keep top class rallying to itself, without any brassy transAtlantic intrusion.

A car sport without any participation by the home industry no doubt seems strange, and perhaps this contributes to the chicken-and-egg situation which has prevailed in the USA for years. The public has no enthusiasm for rallying, and sponsors see no benefit in a sport which attracts hardly any spectators at all.

In some respects, spectators are a nuisance, but they do provide a measure of the popularity of an event, not to mention a source of revenue in some cases, and no self-respecting organiser can honestly claim that he wants no-one to go out to watch his rally.

There was a time when we felt that the American situation might change; that rallying there would slowly gain acceptance and support. But this has not happened. From time to time, tourist and municipal authorities, hoteliers, car importers, even a university, have provided backing for leading American rallies, but this has been short-lived. A



The shape of things to come? Lieu's Mitsubishi Galant finished tenth with four-wheel steering.

sponsor cannot be expected to continue supporting something to which the public attitude is one of indifference rather than enthusiasm, and the reaction more bewilderment than excitement.

The situation was never helped by the curious hierarchy of motor sporting administration in the USA. One of the national licence-issuing clubs is the SCCA, but this is primarily concerned with racing and still seems to tolerate rallying rather than support it. At one time a rival organisation, NARRA, was formed, but this did little more than divide an already sparse following, and it was

probably just as well that it eventually disappeared.

Despite continued efforts for many years by small groups of diehard American rally organisers and competitors, the situation has not changed. The World Championship continues to have a qualifying event in the USA — the Olympus Rally in Washington State — but it has no more public impact than did the old Press-on-Regardless rallies.

Spectators are very few, even at special stages created specially for them in urban areas, and one has the impression that many of the watchers are there merely by chance: that they came across the event by accident, and stayed out of curiosity.

This is a great shame, and it must be demoralising for industrious organisers, after much hard work, to see their event create less impact than that of an English village fête. Even worse is to have poor support by competitors, for all organisers seek to gather as many entries as they can muster, from as many countries as possible.

By American standards, entries for this year's Olympus Rally were about normal, but numbers were swollen by competitors in a national championship event running at the back of the field. The only resemblance between the entry list and that of most other World Championship events was the presence of no less than five Lancia Delta Integrales. No other regular team was there, but Lancia was nevertheless making quite sure of scoring maximum championship points.

One Lancia was from the Martini-backed



*Jolly Club consistency has put Fiorio Jnr second in the points standings.*

works team for Massimo Biasion, one from the Jolly Club for Alessandro Fiorio, two Group N cars from Top Run for Giovanni Del Zoppo and Jorge Recalde, and one entered privately by Paolo Alessandrini. Originally there was to have been a car for Markku Alén, but once again the Italian team's Finnish driver was withdrawn.

There were three 1298cc Cultus GTis making an exploratory sortie from the Suzuki factory, two for Japanese drivers Tajima and Awazuhara, and one for New Zealander Alan Carter who lives in California. A Coupé Quattro was entered by Audi America for John Buffum, whilst privateer Georg Fischer brought a 200 Quattro from Austria. Rod Millen, another New Zealander who has made his home in California, drove a Mazda 323.

Faced by withdrawal of financial support by Toyota, last year's sponsor, and cancellation of permission to include a large forest area used last year, the organisers really had their work cut out to produce a rally at all. They eventually succeeded, with a route of 1280 miles, of which 38 special stages accounted for 348 miles.

The rally was based at Tacoma, where the opening spectator stage in the town started under cover in a warehouse. This was run twice, but still attracted little more than bemused interest from passers-by who did not seem to know what was going on.

There was no doubt whatsoever that Lancia would command the situation, and this is exactly what happened. Initially, Millen was up among them, but half-an-hour spent struggling to get his Mazda back to the road after going off put an end to that.

Buffum also had a misfortune when, at the end of the first day consisting of the two town stages, he clocked in early at the closed park control. This was allowed at end-of-leg

controls, but that first day was not a leg in itself, a mistake which many others would have made had they not seen what happened to Buffum. He protested, his penalty was eventually scrapped and he rose to third place.

When the proper stages began on the

second day, Biasion moved ahead and kept his lead to the end, pursued by Fiorio. Buffum kept his third place, pursued by Fischer, whilst Millen drove really well to recover from his long delay on an early stage and finished a very respectable eighth. Without that delay he would probably have been second, and that would certainly have altered the situation in

Although poorly supported by international entries, let down by sponsors and landowners, and faced by an indifferent public, the organisers produced a most respectable rally. However, whether it remains in the world series next year remains to be seen.

Having won six of the seven events so far held in the World Championship, Lancia now has the makes series in the bag. It only needs to win one of the remaining four qualifiers to amass the maximum score of 140 points. The Drivers' Championship is not yet settled, but it takes no great imagination to conclude that the man being pushed forward to the title is Biasion.

Lancia drivers occupy the first three places. Alén is currently third, but will certainly not be allowed to challenge Biasion, whilst second place is held by Fiorio, and even Lancia's team boss would hardly issue instructions so that his own son became World Champion. **GP**

## Multinational Günaydin

Although one of the lower co-efficient events in the European Championship, Turkey's Marlboro Günaydin Rally certainly has the ability to attract a spread of entries.

This year the 64 starters from Istanbul included competitors from no less than 14 countries, a representation which many World Championship events would find difficult, if not impossible, to achieve.

There were no world stars, nor any serious contenders for the European title, but the competition was no less interesting for that. All were on the same level, and an atmosphere of friendly rivalry prevailed. Even Greece, a country with which Turkey has not been on the friendliest of political terms in the past, sent a sizeable group of privateers.

Storms and floods caused havoc in Turkey during the week before the start, including a landslide which tragically claimed many lives, but route-changes were quickly made and, after having their practice interrupted by road blockages, competitors were eventually able to complete their notes.

The rally lasted just less than 24 hours, from Saturday morning to Sunday morning, and a six-hour evening rest-stop divided the route into two legs, the first by day, the second at night. The first leg was confined to a forest area just to the north of Istanbul, on the European side of the Bosphorus, whilst the second moved further afield, across the

Bosphorus into Anatolia.

Favourites were Mohammed Bin Sulayam and Ronan Morgan in their Mike Little-prepared Ford Sierra Cosworth, but they were delayed in the first special stage by failure of the fuel-pump relay and eventually finished second. Finns Kalevi Aho and Voitto Silander went out after the first stage when their Renault 11 Turbo blew its head-gasket, whilst Turkish Champion Ali Baçioglu eventually retired after first breaking a driveshaft and then rolling his Opel Kadett twice.

Outright winners were Turks Emre Yerlici and Can Okan in an Audi Coupé Quattro prepared at the Rolf Schmid workshops in Vienna. The car was badly damaged early in the rally by hitting a tree, but mechanics managed to repair everything without any serious loss of road time.

An outstanding performance was put up by Frenchmen Christian Gachan and André Barreca who, after starting last on the road in their Group B Citroën Visa MP, fought through the thick dust which persisted in the windless air and got up to second place before prop-shaft failure dropped them to fifth.

Unfortunately the organisation displayed some weaknesses, and we trust that by next year quite a few rough edges will have been smoothed off. We trust too that they will have found enough clocks which display seconds, not just hours and minutes! **GP**



## WORLD RALLY CHAMPIONSHIP Round 7 for Drivers and Manufacturers, Olympus Rally, June 23-26

### TOP 16 STARTERS

1	Biasion/Siviero	Lancia Delta Integrale
2	Fiorio/Pirollo	Lancia Delta Integrale
3	Recalde/Del Buono	Lancia Delta Integrale
4	Buffum/Bellefleur	Audi Coupé Quattro
5	Millen/Ward	Mazda 323 GTX 4x4
6	Alessandrini/Alessandrini	Lancia Delta Integrale
8	Fischer/Zeltner	Audi 200 Quattro
9	del Zoppo/Scalvini	Lancia Delta Integrale
10	Kronseder/Petzold	Audi Coupé Quattro
11	Di Marco/Hauge	Subaru Turbo 4x4
12	Shinichiro/Tomonori	Subaru Turbo 4x4
13	Liversidge/Sparrow	Saab 99
14	Nukada/Shiozawa	Toyota Corolla FX
15	Holt/White	Toyota Corolla GTS
16	Carter/Headland	Suzuki Cultus GTi
17	Whiting/Demitio	Toyota Starlet

### RESULTS

1st	Miki Biasion (I)/Tiziano Siviero (I)	Lancia Delta Integrale 4wd	A	5h28m44s
2nd	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta Integrale 4wd	A	5h34m07s
3rd	John Buffum (USA)/John Bellefleur (CDN)	Audi Coupé Quattro	A	5h44m59s
4th	Georg Fischer (A)/Thomas Zeltner (A)	Audi 200 Quattro	A	5h47m08s
5th	Giovanni del Zoppo (I)/Pierangelo Scalvini (I)	Lancia Delta Integrale 4wd	N	5h48m56s
6th	Jorge Recalde (RA)/Jorge del Buono (RA)	Lancia Delta Integrale 4wd	N	5h51m38s
7th	Nobuhiro Tajima (J)/Kenzo Sudo (J)	Suzuki Cultus GTi	A	6h07m24s
8th	Rod Millen (NZ)/Harry Ward (USA)	Mazda 323 GTX 4wd	A	6h13m11s
9th	Alan Carter (NZ)/Martin Headland (CDN)	Suzuki Cultus GTi	A	6h14m05s
10th	Michael Lieu (HK)/Geoffrey Case (USA)	Mitsubishi Galant VR4	N	6h21m59s

29 starters, 21 finishers  
**Group A Overall and Over 2000cc:** Biasion/Siviero. **1300cc-2000cc:** Dan Holt/Dave White (Toyota Corolla GT). **Up to 1300cc:** Tajima/Sudo.  
**Group N Overall:** del Zoppo/Scalvini.

**Drivers Championship:** 1 Biasion 80; 2. Fiorio 57; 3. Alén 36; 4. Saby 32; 5. Loubet 27; 6. Blomqvist 23; 7. Auriol 20; 8. Eriksson 16; 9=Kirkland and Ericsson 15; 11=Ballet, Torph, Eklund and Buffum 12.  
**Manufacturers Championship:** 1. Lancia 137; 2. Audi 49; 3. Ford 47; 4. Mazda 31; 5. BMW 25; 6. Renault 24; 7. Nissan 23; 8. Toyota 20; 9. Peugeot 14; 10=Opel and Volkswagen 10; 12. Subaru 8; 13. Mitsubishi 7; 14. Suzuki 6; 15=Vauxhall and Alfa Romeo 4.



McRae Snr shares a joke with colleague Rob Arthur (left) and rival Ian Grindrod (right).



Jimmy McRae finally won the Scottish Rally at his fourteenth attempt (left), while son Colin completed the family celebrations by coming home ninth.



## RESULTS Marlboro Gunaydin Rally, June 25-26

1st	E. Yerlici (TR)/C. Okan (TR)	Audi Quattro Coupé	A	3h45m05s
2nd	M. Bin Sulayem (UAE)/R. Morgan (EIR)	Ford Sierra Cosworth	A	3h49m40s
3rd	P. Giangisis (GR)/N. Panou (GR)	Toyota Corolla 1600	N	3h59m04s
4th	V. Tsobanopoulos (GR)/D. Nakis (GR)	Lancia Delta	N	4h00m19s
5th	C. Gachan (F)/A. Barreca (F)	Citroen Visa MP	B	4h00m34s
6th	E. Halivelakis (GR)/T. Pavli (GR)	Toyota Corolla 1600	A	4h10m33s
7th	W. Schweizer (D)/G. Gleich (D)	Opel Kadett GSi	A	4h13m07s
8th	D. Waaijenberg (NL)/A. Schoonenwoolf (NL)	Skoda 130L	A	4h13m08s
9th	O. Gursel (TR)/N. Unal (TR)	Lancia Delta Integrale	A	4h13m44s
10th	H. Kaltsounis (GR)/T. Papageorgiou (GR)	Opel Kadett 2.0E	N	4h21m58s

## SHELL OILS RAC MSA OPEN RALLY CHAMPIONSHIP Round 4, British Midland Scottish Rally, June 11-13

### TOP 20 STARTERS

1	Llewellyn/Short	Audi 200 Quattro
2	McRae/Arthur	Ford Sierra RS Cosworth
3	Auriol/Occelli	Ford Sierra RS Cosworth
4	Eklund/Whitlock	Nissan March Turbo
5	Airikkala/McNamee	Mitsubishi Starion Turbo
6	Wilson/Grindrod	Vauxhall Astra GTE
7	Lovell/Harryman	Ford Sierra RS Cosworth
8	Jonsson/Johansson	Opel Kadett GSi
9	Brookes/Wilson	Ford Sierra RS Cosworth
10	Aitken-Walker/Morgan	Peugeot 205 GTi 1.9
11	Grundel/Rainbow	Peugeot 309 GTi
12	Haugland/Willis	Skoda 130L
14	Collins/Thomas	Ford Sierra RS Cosworth
15	Evans/Davies	Ford Sierra RS Cosworth
16	Gillanders/Wilson	Volvo 240 Turbo
17	Metcalfe/Broad	Opel Kadett GSi
18	Middleton/Watts	Toyota Corolla GT
19	Wood/Paterson	Volkswagen Golf GTi
20	Donaldson/Foubister	Ford Sierra RS Cosworth
21	Maslen/Balfour	Mazda 323 Turbo 4x4

### RESULTS

1st	Jimmy McRae/Rob Arthur	Ford Sierra Cosworth	A	3h51m51s
2nd	Malcolm Wilson/Ian Grindrod	Vauxhall Astra GTE	A	3h55m11s
3rd	Russell Brookes/Neil Wilson	Ford Sierra Cosworth	A	3h56m16s
4th	Pentti Airikkala/Bonan McNamee	Mitsubishi Starion Turbo	A	3h56m24s
5th	Phil Collins/Bryan Thomas	Ford Sierra Cosworth	A	4h00m47s
6th	Mark Lovell/Terry Harryman	Ford Sierra Cosworth	A	4h01m41s
7th	Gwyndaf Evans/Howard Davies	Ford Sierra Cosworth	N	4h01m47s
8th	Mats Jonsson/Johnny Johansson	Opel Kadett GSi	A	4h02m59s
9th	Colin McRae/Derek Ringer	Vauxhall Nova	A	4h03m55s
10th	Andrew Wood/Howard Paterson	Volkswagen Golf GTi	A	4h05m52s
11th	David Llewellyn/Phil Short	Audi 200 Quattro	A	4h07m35s

**Group A Overall and Over 2000cc:** McRae/Arthur. **1600cc to 2000cc:** Wilson/Grindrod. **1300cc to 1600cc:** Ian Griffin/Chris Wareham (Toyota Corolla). **Up to 1300cc:** McRae/Ringer.  
**Group N Overall and Over 2000cc:** Evans/Davies. **1600cc to 2000cc:** Brian Wiggins/Tony Shepherd (Vauxhall Astra GTE). **1300cc to 1600cc:** Chris Blake/Alan Hill (Toyota Corolla). **Up to 1300cc:** Mike Williams/John Youd (Vauxhall Nova)

**Drivers Championship:** 1. Airikkala 88; 2. McRae 72; 3. Wilson 62; 4. Collins; 5. Aitken-Walker 54.  
**Group N:** 1. Evans 60; 2. Maslen 54; 3. Wiggins 51.

**Manufacturers Championship:** 1. Ford 67; 2. Vauxhall 50; 3. Mitsubishi 43.

## FORGOTTEN MAKES No83



Lambourne's employees with their prototype in 1913. (Photo: Michael Worthington-Williams)

# The Old Mill

Public responses to car styling and naming are considered all important these days, and the motor manufacturers spend a great deal of time deciding on the designation, if not of makes, certainly of model names. It is inconceivable today that any company might try to sell a car called the Old Mill!

But apparently these things were thought to matter little in the days before the 1914-1918 war, when vehicles sprang up with names which were hardly tempting to customers and must surely have been an embarrassment to owners — names such as Bugmobile, the Lad's Car (or in contrast, the Lord Baltimore), the Mom, the Nameless, the No Name, the Pic-Pic, the Riddle, the SCAR, the Storm, the UM and the US . . .

In the case of the Old Mill there was at least some excuse, because the thing was made in the Old Mill Works (which still exists) at Lambourne near Brighton, Sussex. The Old Mill was on the site of Black Mill, a post-mill which, it is said, had been dragged by 86 oxen from Regency Square to Dyke Road Drive in 1797, and which had been demolished in 1906.

The man behind the car was Albert Lambourne, who had previously been responsible for the Lonsdale which was built by Monk & Lonsdale of Brighton using its own single-cylinder 2½hp engine and belt-drive. This was shown at an exhibition of local products in 1902 at Brighton Aquarium (where more recently Lord Montagu had his Brighton Motor Museum), and it seems the prototype, painted primrose yellow and dubbed "The Mustard Pot", was still running in 1914.

The son of an LB&SCR engine driver, Lambourne had been apprenticed to the Regent Foundry in North Road, Brighton.

Following the demise of Monk & Lonsdale, he opened an engineering works at the Old Mill in 1912, and produced a light car there the following year.

It was an assembled job, the engine being a 10hp Dorman, but the chassis was endowed with handsome bodies — Type A a two-seater and Type B a doctor's coupé.

The chassis had very long quarter-elliptic springs. Whether this was to improve the ride or to reduce the length of the chassis-frame, and thereby save on steel, has to be left to conjecture. It must have affected the handling, but in those days nothing was known of roll-angles, understeer or oversteer, and light cars seldom exceeded 30 mph anyway.

In fact, the Old Mill was claimed to have a range of 4-40 mph in top gear, and when it was ready for sale in 1914 the price was set at £207 for the two-seater or £220 if a lighting-set, speedometer and electric horn were provided — though it seems that the lighting ran to just one headlamp before the radiator and side-lamps on the windscreen pillars.

Attempts to give the Old Mill some flair included a cockpit starter in lieu of a starting-handle and a mascot in the form of a windmill with rotating sails, and German silver was used for the radiator as on the post-war 8hp Talbot-Darracq. The mayor of Hove was one motorist who bought an Old Mill, but the First World War killed the project off after thirteen had been built, although at least one was still in use in the 1920s. Up to World War Two an Old Mill body was still to be seen slung up in the factory roof; the premises are still an engineering works, which changed hands recently.

After the war Albert Lambourne dabbled in the Zephyr motor-assisted pedal-cycles. He lived at Poynings well into his nineties. **WB**

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# BOOK REVIEWS

**Prescott Speed Hill-Climb 1938-1988**  
by Peter Hull. 139pp. 9 1/4" x 6 1/2". (Bugatti Owners Club, Prescott Hill, Gotherington, Cheltenham, Gloucestershire GL52 4RD. £7.50).

In 1976 the Midland AC celebrated the seventieth birthday of Shelsley Walsh by asking the late Harold Hastings to compile a book about the history of the course, to which the late Walter Gibson contributed a table of FTDs at this famous hill between 1905 and 1976. The BOC's Prescott Hill is now 50 years old, and not to be outdone the club commissioned Peter Hull to write a similar history of its hill-climb.

Any book by Peter is worth reading, and this little volume is no exception. He has relied heavily on extracts from the club magazine *Bugattics* to leaven the statistics, which embrace all FTDs from 1936 to 1987 (for both the original and extended courses), best ladies' times, VSCC best times, the Prescott Gold Cup and British Hill-Climb Championship winners, fastest Bugatti climbs, and a full list of the times recorded at the opening rally. Since I see that on the last-named occasion I beat Eric Giles in a T50 Bugatti and 21 other cars with a Lancia Aprilia, I had better come clean and admit I had practised beforehand, whereas most were fresh to the sinuous new course.

This soft-covered little publication has more than 100 nostalgic photographs, poems, personality pen-pictures, contemporary reports, articles, cartoons and reproductions of historic documents. It makes a fitting companion to the Shelsley Walsh book, and should be ordered now, before supplies dry up. **WB**

## Video:

**Supercar — The Story of the Panther Solo**  
52 minutes. (Lombard Productions Ltd, 115 South Bank House, Black Prince Road, London SE1 7SJ. £17.50 + £1.50 p&p).

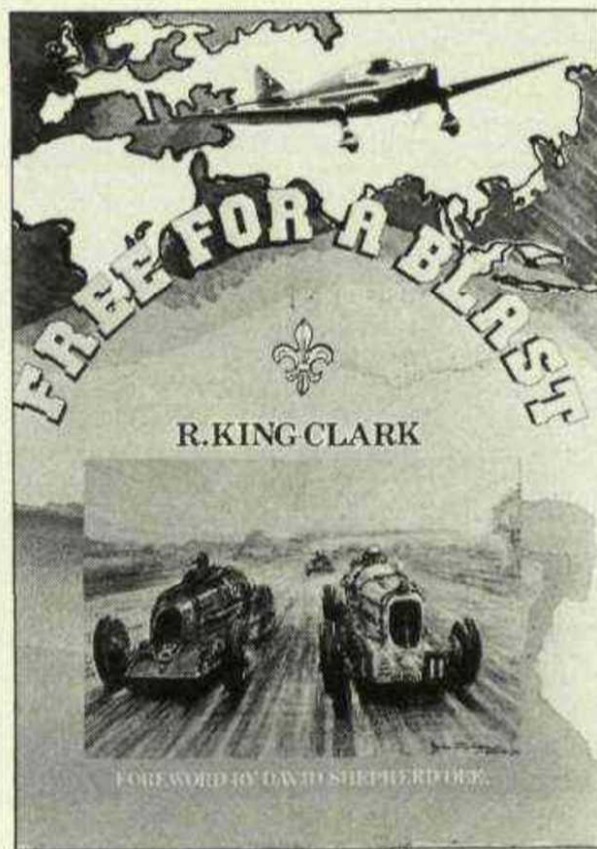
As designer Ken Greenley candidly admits on film, "it wasn't the textbook way of putting a car together". But that manages to make this documentary on the manufacture of the four-wheel-drive 150 mph Panther Solo 2 all the more fascinating.

Chairman Young Kim's decision to allow the camera to pry into the boardroom as well as the workshop (and even into collaborator March Engineering's Comtec plant) was a very brave one, especially after calling a sudden pre-production halt to the Solo 1 project and thereby casting doubts upon Panther's future. But the resultant six-month insight into the struggle of a small British company to break into the supercar market is a rare privilege.

Two main themes emerge: an escalating conflict between the design and engineering teams which eventually forces unwelcome compromises particularly for the latter, and a

desperate race against time to complete a show-car for Solo 2's Frankfurt debut in September 1987.

The race is won — just — and smiles of relief and optimism greet the sound impression which is made on industry and public alike in Germany (see *MOTOR SPORT*, January 1988). But then the customer only ever sees the sparkingly perfect exhibit on the stand, never the elbow-grease and mental torment which have gone into its creation — unless, of course, he watches this revealing video. **GT**



## Grand Prix '88

by Stuart Sykes and Roger Moody. 176pp. 8 1/4" x 5 3/4". (BBC Books, Woodlands, 80 Wood Lane, London W12 0TT. £5.95)

Following up a similar publication in 1986, this offering from a racing journalist and a former producer of BBC Television's successful *Grand Prix* programme is intended as an armchair guide for those whose appetites have been whetted by Murray Walker.

By and large, it succeeds admirably, with rambling but sensibly-planned articles looking behind the scenes at engines, tyres, computer technology, circuits, safety, marshalling, sponsorship, administration, regulations and history.

Appendices act as an impressively up-to-date guide to the Grand Prix drivers of the 1988 season itself, although James Hunt's disparaging comments about Messrs Caffi, Gugelmin and others might rebound on him later. His verdict on Larini — "I know nothing about him" — might be honest but hardly adds to the book's credibility!

Further complaints are easily made: there are half-a-dozen simple factual errors (most of which, it is true, will not bother the targeted reader one jot), and a most curious appendix page which for no apparent reason lists the F1 record since 1972 of the Brabham team alone.

Worse, excessively solid binding and smudgeable print make this an uncomfortable little paperback to read.

With its chattily informative style and easily digestible statistics, this is no doubt a welcome companion for the television addict; it comes less highly recommended for the connoisseur with sweaty palms. . . **GT**

## Free For A Blast

by R King-Clark. 272pp. 8 1/4" x 5 3/4". (Grenville Publishing Company Ltd, Standard House, Bonhill Street, London EC2A 4DA. £11.95 including p&p)

I found this quite exceptional book impossible to put down once it had been started. The title is taken from the author's family motto of Clerk of Penicuik and Clark of Paisley (the former dating back to 1646), and the foreword is by David Shepherd OBE, whose painting of King-Clark's Miles Whitney Straight monoplane G-AERS forms the frontispiece to a fascinating autobiography.

The story covers the author's cars and his motor racing at Lewes, Shelsley Walsh, Filey Beach, Wetherby, Saltburn Sands and Brooklands, where his single-seater J4 MG dead-heated with Roy Eccles' Rapier Special in 1936. It also covers his flying days.

After learning in Gipsy Moths and a BS Swallow at York, he bought a Miles Hawk which he crashed at Doncaster in 1936, killing his passenger — an incident about which he is absolutely honest. There follows a detailed account of how, although he was in the army, King-Clark was able to fly the Miles Whitney Straight from York to Ismalia, then on from Cairo to Singapore and Bali in 1937.

There is much, much more — the young man's upbringing and quest for an adventurous life in the 1930s, his tour of America, his command of one of Orde Wingate's three Jewish Special Night Squads in Palestine during the 1938 "Troubles", for which he was awarded the Military Cross. There are also innumerable photographs of the cars, the ships, the girlfriends and, above all, the aeroplanes, and pen-portraits of Mussolini (whom he met), Orde Wingate, Jack Churchill and many other army acquaintances.

When I read Robert ("Rex") King-Clark's work in manuscript form I knew it had to be printed, and I am glad to have played some small part in this. So soon after bringing out Kenneth Neve's fascinating *A Bit Behind The Times*, it seems Grenville Publishing has done it again! **WB**

## The Michelin Building

by Wendy Hitchmough. 64pp. 7 3/4" x 8". (Octopus Publishing Group, Michelin House, 81 Fulham Road, London SW3 6RB. £4.50).

**MOTOR SPORT** was first after World War Two to appreciate the historical significance of the 1911 Michelin Building in

Fulham, photographing the 34 Montaut tiles (mostly of motor racing scenes) which decorate it in 1963. Other journals and museums have since cottoned on, and it is nice to see this latest little offering.

Do not be deceived by the number of pages! There is a vast amount of fascinating information in this beautifully-produced book. Wendy Hitchmough covers the planning, development and construction of this unique edifice, describing the art-deco embellishments and Hennebique ferro-concrete cladding (still in use in 1988). There are colour reproductions of those famous tiles and of the building itself.

The author exaggerates in claiming that 300-400 people were killed during the 1903 Paris-Madrid race, nor was Hemery killed by a flying splinter of glass during the 1908 Grand Prix (he was second on a Benz, in fact). But on its main subject the book's detail is highly commendable.

It is to the everlasting credit of Sir Terence Conran and Paul Hamlyn, who acquired it in 1985, and adapted it to the needs of their Habitat and Octopus Publishing businesses, that as much as possible of the historic building's original concept has been retained.

Architects as well as historians should read

this informative little publication, for other famous buildings in Paris and London get a chapter to themselves, including the opulent *dix-huitième*-style RAC clubhouse in Pall Mall and the Lancia showrooms in Albermarle Street (both also built in 1911). Both Conran and Hamlyn contribute forewords. **WB**

### Lotus Twin-Cam Engine

by Miles Wilkins. 223pp, 10 1/2" x 7 3/4". (Osprey Publishing Ltd, 27a Floral Street, London WC2E 9DP. £19.95).

At first glance this publication looks as dry as dust, but it takes only a few pages to become fully absorbed by the subject.

Part one deals with the development of the two-cam engine. Miles Wilkins talked to a great number of people in his research, and this shows in the historical outline. The greater part of the book is taken up with practical aspects which, I suspect, will be the principal reason why most purchasers buy it. Only of interest to the specialist, it contains a great deal of useful information and practical hints.

The final section deals with essential data, specifications and other topics, including a reprint on a John Bolster article on Ian

Walker's Lotus Elan.

Considering there is no colour this is an expensive purchase at £19.95, but it nonetheless fills a gap on the motoring enthusiast's bookshelf. **WPK**

### Challenge Me The Race

by Mike Hawthorn. 240pp, 8" x 5". (Aston Publications Ltd, Bourne End House, Harvest Hill, Bourne End, Buckinghamshire SL8 5JF. £13.95)

For those who missed it first time around in 1958, Aston Publications has republished Mike Hawthorn's autobiography.

Although the style is now somewhat dated, the book still makes for a good read, reviving memories of what motor racing used to be before it became too commercialised. There are a number of amusingly told anecdotes and incidents, as well as an insight into how the business of motor racing was conducted over 30 years ago.

The book itself is rather in the style of the Sixties, with photographic inserts placed at various intervals in the book, while the dustjacket reminds one more of a video. For all that, it is a welcome re-release which should provide many hours of good reading. **WPK**

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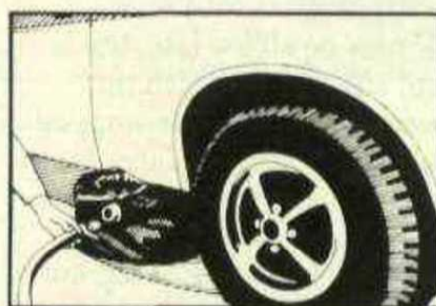
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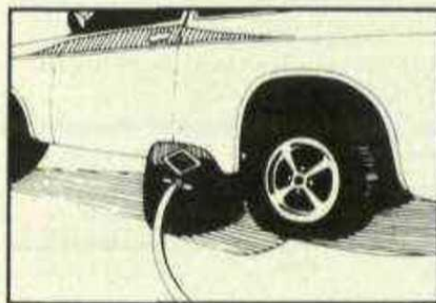
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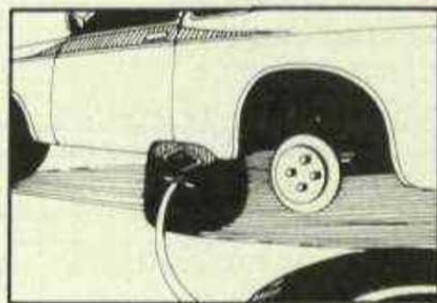
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## Le Mans Louts

Sir,

The 1988 24-hour race at Le Mans was a very English occasion for two reasons. Firstly because a Jaguar won, and secondly because of the absolutely disgraceful behaviour of a considerable number of louts, whose sole objective in visiting the Sarthe this year was to make the lives of others an awful misery!

My wife and I chose to watch the race from the Esses, as we have done on a past occasion. It is an excellent viewing point, but why the English people present deemed it necessary to throw dangerous missiles at others is beyond comprehension.

Furthermore, the race organisers very kindly provide water stand-pipes around the circuit at intervals for the benefit of visitors wanting to wash and drink. They needn't have bothered because the English, who like the Barbarians have a talent for destroying things they don't understand, set about knocking seven bells out of said stand-pipes. The result? A cascade of water through the spectator area and onto a part of the track between the guard-rail and safety wall.

Fearing an escalation of the trouble, the members of my party walked the dusty two-mile journey back to the car park, missing most of the night's racing into the bargain!

May I make a plea *now* for something to be done preventing this absurd situation happening again? Alcohol, and the Englishman's inability to behave sensibly under the influence of the wretched substance, seems in my view to be to blame (I didn't see any Welsh, Scottish or Irish people acting irresponsibly).

It is not difficult to envisage the ACO caging off the English at future events, as is done at football matches, and who could blame them?

Many thousands of true motor racing enthusiasts do not wish to be put in cages at Le Mans, or anywhere else for that matter.

**LAURENCE MEREDITH**  
Ledbury, Herefordshire

## Where was the BBC?

Sir,

I was disgusted at BBC Television's almost non-coverage of Le Mans. I wonder how TV Stuttgart would have handled the story if the winning car had been a Daimler-Benz Sauber?

**JOHN STICKLAND**  
Bridport, Dorset

## Save the Multi-Union!

Sir,

I had the honour of knowing Chris Staniland well for many years. As a person he was the embodiment of a gentleman, quiet and dignified, always precise in speech and devoid of malice and jealousy. As a racing driver he was of the highest calibre and certainly one of the top people in the hazardous profession (aircraft test-pilot) in which he lost his life.

The Multi-Union I or II should be preserved in his memory, and also for its merit as an individually-constructed racing car of a high standard whose performance was significant. Its proper place is in the Brooklands Museum.

It may be all too late, but is there any way in which the present owners can be stopped from destroying the car? Or at least persuaded to realise the insult they are executing to Staniland's memory? I am not able to provide the money they apparently anticipate making by their actions, but possibly some compensation could be sought.

**A F NEEDLELL**  
Weybridge, Surrey

## Morons and Lemmings!

Sir,

C J Skeats (MOTOR SPORT, July 1988) is right to label as morons those drivers who persist in not using the left hand lane of three- and two-lane motorways when it is clear and free for use.

I use a combination of the M53, M56 and M62 to commute to and from work, travelling some 115 miles per day. There has been many a morning when I have been in the left-hand lane of one of these motorways at a speed of 70-75 mph with the

nearest vehicle (usually an HGV) some 100-500 metres ahead, and come across a stream of ten or more cars in the *overtaking* lane (that is, the right-hand lane) no more than two or three car-lengths apart.

I am able to overtake the HGV because the fast lane (that is, the centre lane of a three-lane motorway) is clear of vehicles. But in doing so I find myself travelling ten or so mph faster than the cars on my right! Not an ideal situation, but one which I am sure MOTOR SPORT readers have noticed in one form or another.

I refuse to accept that drivers in these poorly-separated convoys honestly believe they would be able to stop safely if forced to do so. The "flight or fight" condition caused by high adrenaline levels is a root cause of this form of "motorway madness". Such drivers are not in full conscious control as they are compelled, lemming-like, to take part in these streams of cars seemingly locked into the right-hand lanes of UK motorways.

Not even jet pilots with the RAF have the sort of reactions needed in such situations, and one of the criteria for their selection is reflexes of the highest order.

Don't get me wrong. I am not from the school of thought that constantly bleats "speed kills". However, I do believe that driving cars in long streams at less than three car-lengths apart at speeds as low as 55 mph in motorway overtaking lanes will, when accidents do occur, contribute significantly to the idea that speed does indeed kill in the minds of civil servants and their elected masters who are responsible for motor transport.

Effective car separation, lane discipline, neatness and timely signalling are the secrets of safe, fast motorway driving. Constant observation is axiomatic, of course. I once overheard a driver at an M6 service station say: "I do like motorway driving. I can relax and switch off, unlike being on A-roads". Perhaps the existence of such drivers indicates that the general standard of driving in the UK is too low, and that, 30 years after the Preston by-pass was opened

as part of the M6, motorway driving should be a major part of the UK driving examination.

**M J CRAWFORD**  
Oxton, Merseyside

## Illogical Progression

Sir,

Regarding your discourse on the relative merits of the V8, V12 and V16 engine configurations (MOTOR SPORT, June 1988), I feel that two of your statements require clarification.

Firstly, it was probably the Packard Twin Six of 1916 rather than the Cadillac V12 of 1930 to which you refer when you state that "it was announced on the American ticker-tape news service".

Secondly, although one might logically assume that Cadillac progressed from a V8 through its V12 to the V16, the V16 was in fact announced in December 1929, followed by the V12 in July 1930.

**DONALD E WEBER**  
San Antonio, Texas, USA

## Mercedes Memories

Sir,

May I use the columns of MOTOR SPORT to express my thanks to all those concerned in arranging the Mercedes-Benz demonstration runs at the VSCC Silverstone meeting on June 25? The sight and sound of those three cars on the track together was something that those there will remember for many a day.

**G GRASSI**  
Broadstone, Dorset

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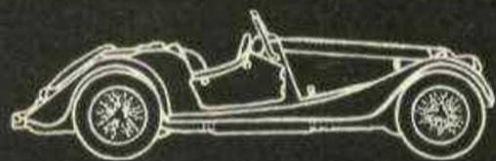
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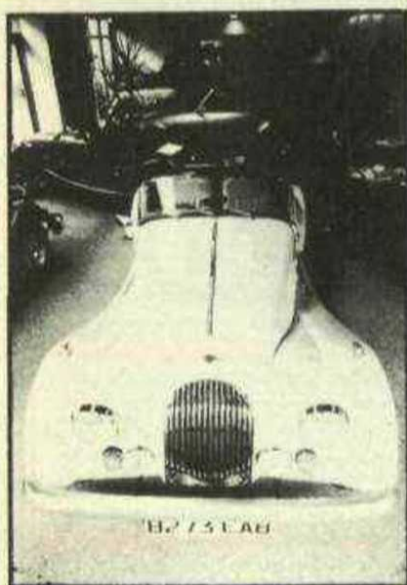


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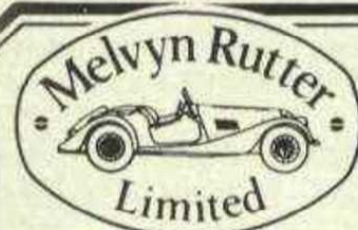
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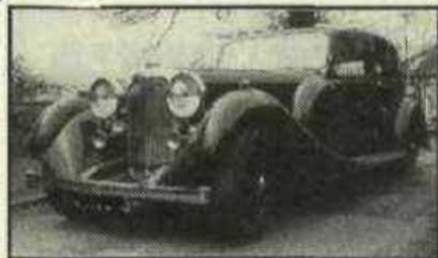
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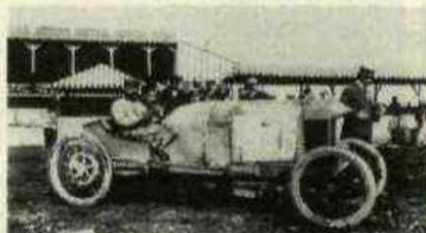
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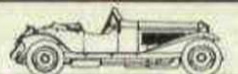
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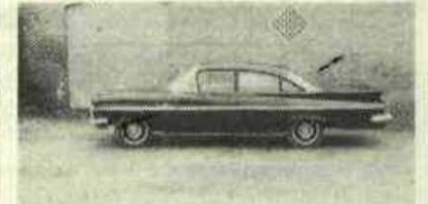
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**1976 Rolls Royce Silver Shadow** with personalised MK No plate, 82,000 miles, FSH in walnut mist metallic with beige hide, piped in brown, a/c, c/control, radio/cassette, one of the nicest available £12,750

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1969 Austin Healey Sprite Convertible red, black interior, new clutch, MoT etc. Drives exceptionally well. First with £1,450

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ASTON MARTIN DB5 - ASTON MARTIN VOLANTE  
JAGUAR V12 E TYPE  
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# Hexagon



**1971 VOLVO P1800ES.** White/tan leather, full history. 31,000 miles.



**1965 ALFA ROMEO GIULIA 1600 SPIDER.** White/black. Righthand drive, disc brakes. 3 owners. 45,000 miles.

**1982 (Y) Mercedes 500SL.** Silver/black full leather. Full AMG conversion. Air conditioning, ABS, factory rear seat conversion, BBS wheels.

**1984 Ferrari 400i Automatic.** Silver blue. Full history. 23,000 miles.

**1970 Mercedes Benz 280SE 3.5 fixed-head coupe.** Air conditioning, electric roof. Lefthand drive.

**1968 Mercedes Benz 280SE fixed-head coupe.** Lefthand drive.

**1979 (V) Mercedes 450SLC.** Icon gold. Electric roof, air conditioning, alloys. 43,000 miles.

**1978 Daimler Vanden Plas 5.3.** Fuel injection, one owner, full history. 7,000 miles.

**1962 E-Type Jaguar fixed-head coupe.** Silver blue/grey hide. One owner from 4 months old. A superb original car. 50,000 miles.

**1978 (T) Aston Martin V8 Automatic.** Storm red/tan hide. Substantial history. Mint. 26,000 miles.

**1973 Aston Martin V8.** Fuel injection. Cairngorm brown/tan hide, sold new by us. Two owners. 15,000 miles.

**1971 Volvo P1800E.** Blue/black interior. Overdrive, 2 owners.

**1978 Aston Martin V8 Automatic.** Pale metallic green/black hide. Just completed a repaint in our own restoration department.

**1962 Aston Martin DB4.** Metallic green/tan hide. Chrome wire wheels. Beautiful.

**1974 Citroen Maserati EF1.** Gold/black hide. Air conditioning. 14,000 miles.

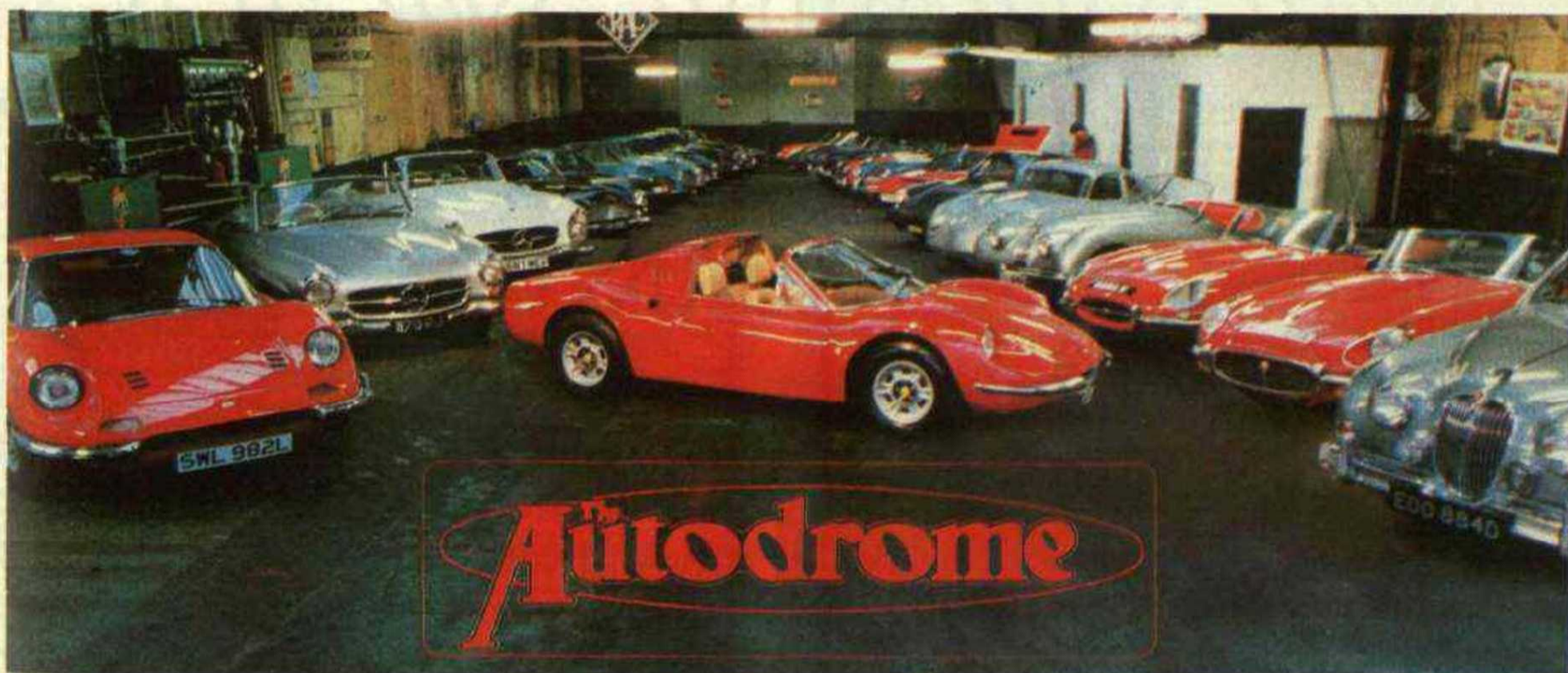
**1954 Bristol 404.** British racing green/tan trim.

**1966 Austin Healey 3000 III.** White/black leather. Tonneau, chrome wire wheels. One owner.

**Mercedes Benz 280SL Automatic.** Champagne/black tex interior. Alloy wheels.

**WANTED: Aston Martin DB4GT, SS100, Ferrari 250GT SWB**

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## Autodrome

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**DB2/4 Mk I 1954.** Red, new magnolia Connolly hide, stove enamel wires. Ex factory car.

**DB5 Coupe 1968.** Yeoman red, red leather, 5 speed ZF, low mileage, original example.

**DB6 Mk I Coupe Vantage Manual 1968.** Gold, Connolly hide, chrome wires. 2 owners from new.

**DB6 Mk I Coupe Vantage.** Air conditioning, popwith blue, chrome wires. Excellent condition.

**DB6 Mk I Coupe.** Cobalt blue, black hide, chrome wires, rebuilt engine, sills etc.

**V8 GT 1976.** Cobalt blue, black leather, factory steel electric sunroof. Rare manual carburettor model.

**V8 GT 1978.** Pearl black, black hide, headrests, remote mirrors, vantage spoiler. Cibie spotlights.

**V8 GT 1978.** Blue, blue leather, rare flip-tail model with vantage spoiler. Cibie spotlights.

**V8 GT.** Aztec gold 1978, magnolia hide, one owner, 20,000 miles. Last Pre Oscar Indy car.

### JAGUAR

**E-Type Roadster Series I 3.8 1962.** Cobalt blue. Magnolia leather, new chrome wire wheels.

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**E-Type Roadster 1966 Series I 4.2.** Carmine red, black leather, chrome wires. Duck hood.

**E-Type Coupe Series I 3.8 1962.** Brown, magnolia hide fully restored. Original flat floor model.

**E-Type 2+2 Series I 4.2.** Royal blue, red leather, rebuilt engine, 240 manual saloon. Gun metal grey, red interior. Low mileage. Drives like new.

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### MERCEDES BENZ

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### FERRARI

**308 GTB 1988.** Carb model blue cheato. Balck interior, new clutch. Excellent example

**308 GTB Glass fibre 1976** red magnolia leather, fully restored, immaculate condition. Valuable registration number

**Mondial S Coupe.** Red, magnolia hide. Full Ferrari agent history

**Mondial Cabriolet.** Rosso red, black hide interior. ABS brakes, low mileage. Ferrari agent service history.

**308 GTS.** Red, oatmeal interior. Personal registration. Exceptionally low mileage, unmarked and faultless

### SUNBEAM

**Tiger Mk I.** blue, factory hard and soft tops, alloy wheels.

### ROLLS ROYCE

**Silver Cloud III 1965** Chinese eye coupe by Mulliner Park Ward. Porcelain white, black Connolly hide interior, low mileage. Rare car in excellent condition.

### BENTLEY

**S2 Park Ward Drophead,** gunmetal grey. Power hood, extensive service history. Rare desirable car.

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 1970 JAGUAR E-TYPE ROADSTER 4.2. 16,000 miles. Ex Rolling Stones.  
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 1986 PORSCHE 911 CARRERA SPORT COUPE. White, 19,000 miles.

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 1986 PORSCHE 911 CARRERA CABRIOLET SPORT. White, 22,000 miles.  
 1985 PORSCHE 911 CARRERA COUPE SPORT. White, 18,000 miles.  
 1984 PORSCHE 911 CARRERA CABRIOLET SPORT. Red, 39,000 miles.  
 1984 PORSCHE 911 CARRERA COUPE SPORT. Slate blue, 39,000 miles.  
 1983 PORSCHE 911 SC SPORT COUPE. Bronze, 41,000 miles.  
 1983 (SERIES) PORSCHE 911 SC SPORT TARGA. Red, 54,000 miles.  
 1982 PORSCHE 911 SC SPORT TARGA. Red, 32,000 miles.  
 1980 (SERIES) PORSCHE 911 SC SPORTS COUPE. White, 65,000 miles.  
 1987 PORSCHE 928 S4. Cassis red, 9,000 miles.  
 1984 (SERIES) PORSCHE 928 S2. Auto, harvest gold, 25,000 miles.  
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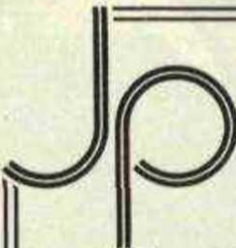
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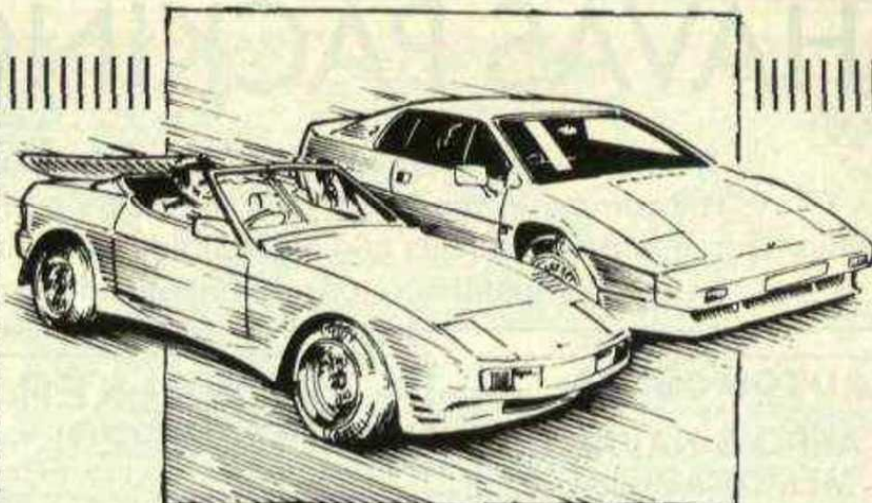
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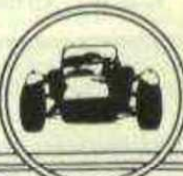
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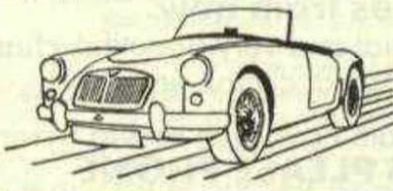
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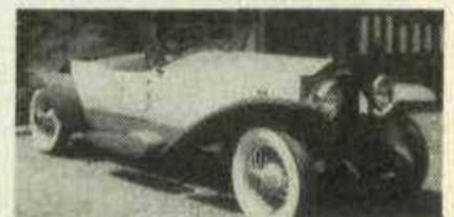
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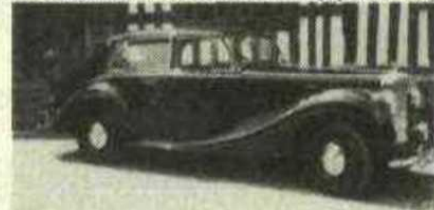
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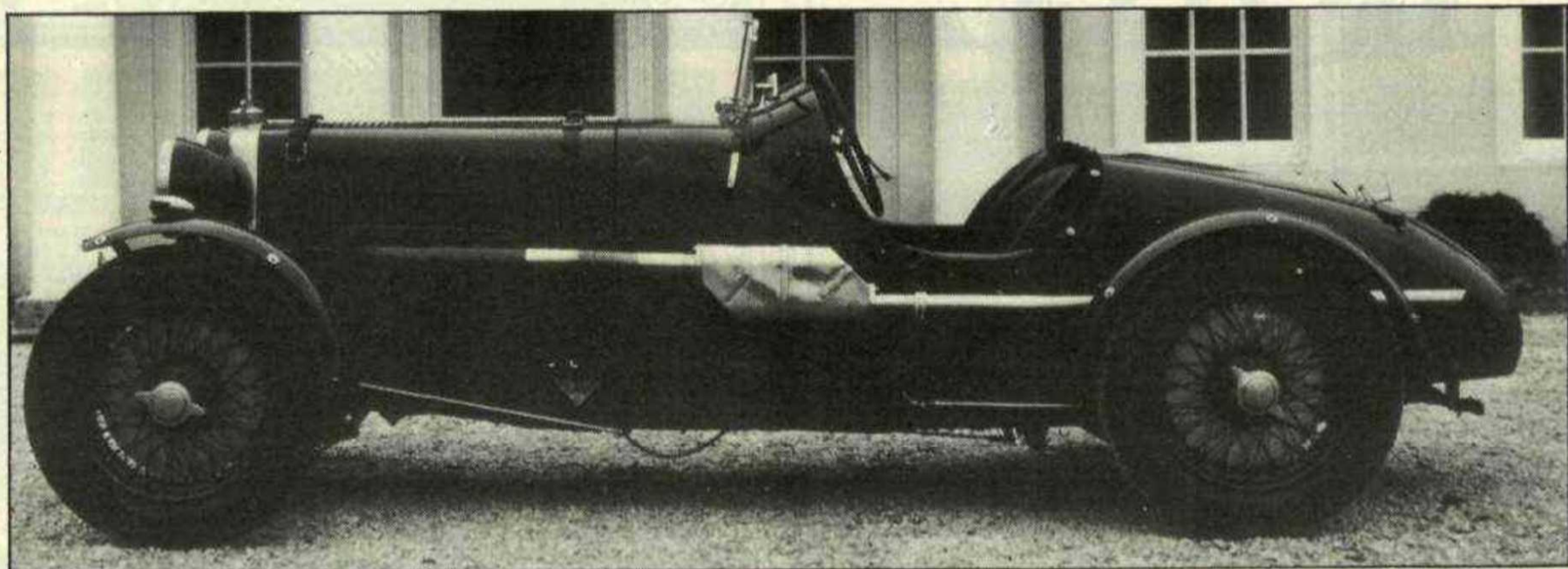
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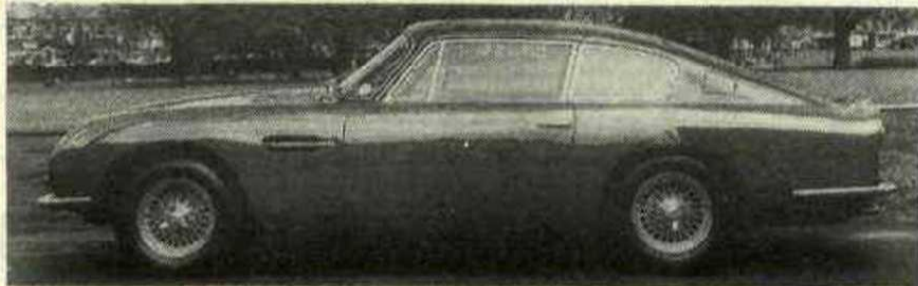
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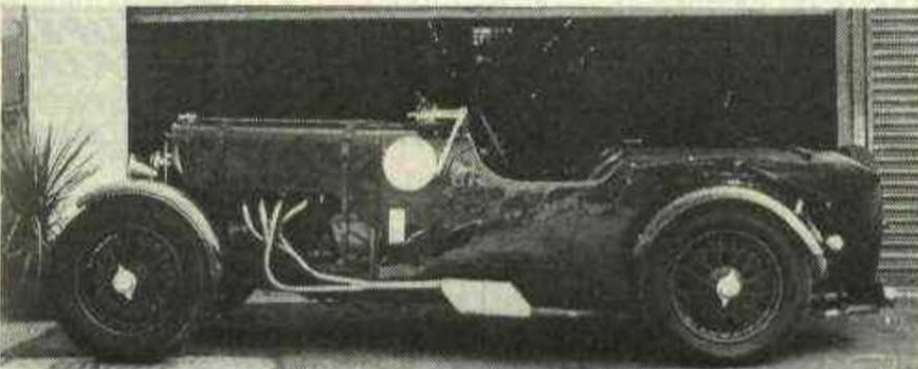


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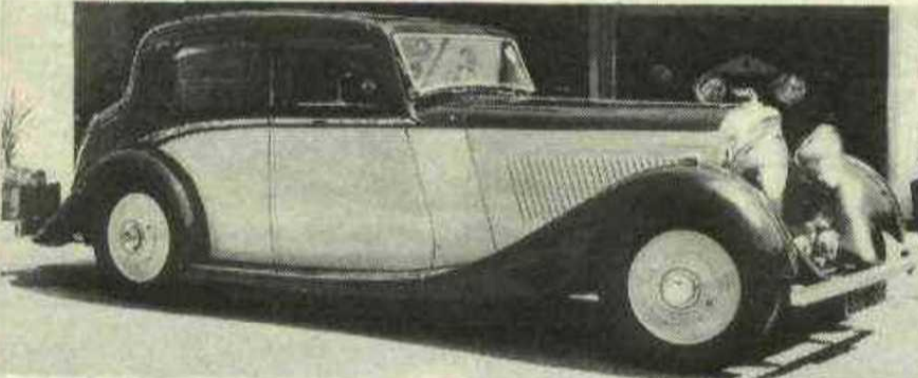
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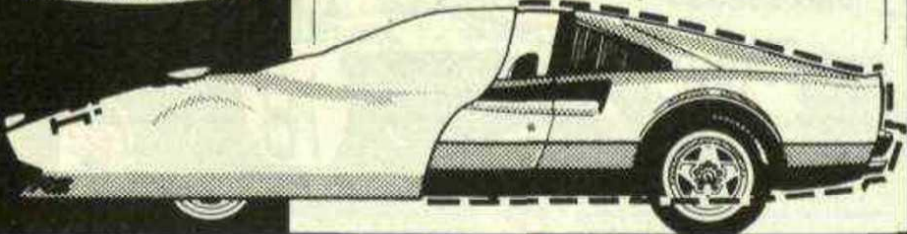
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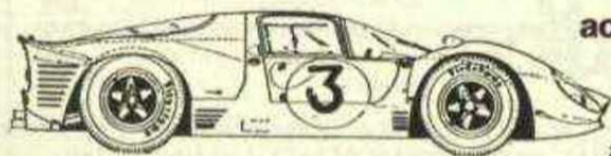
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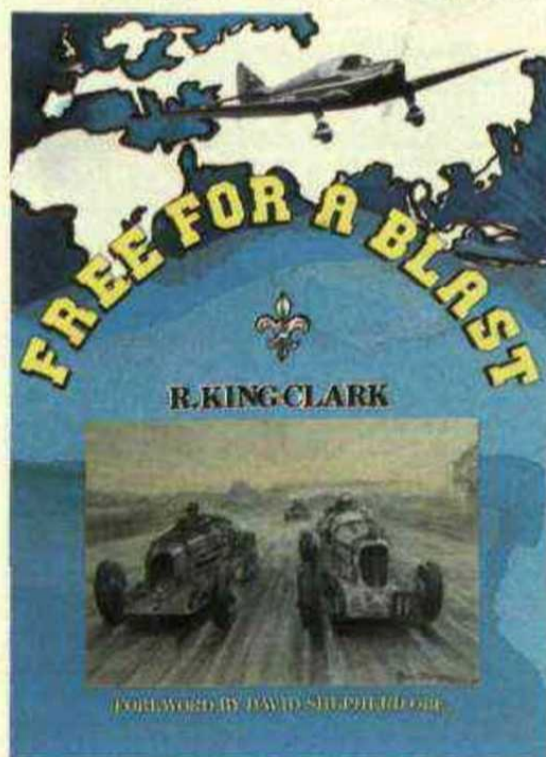
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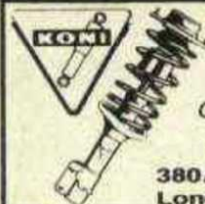
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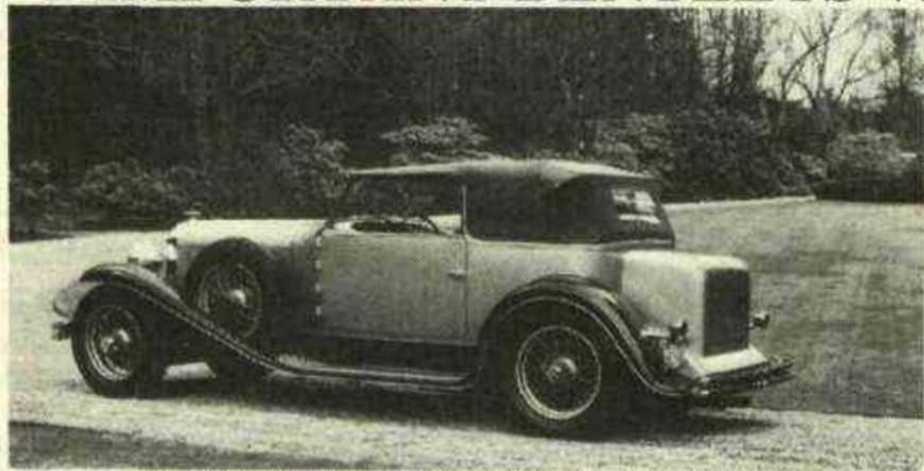
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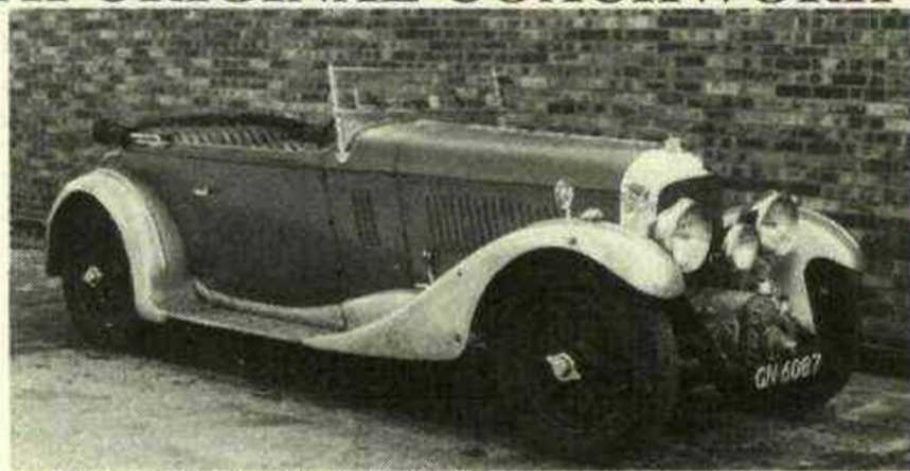
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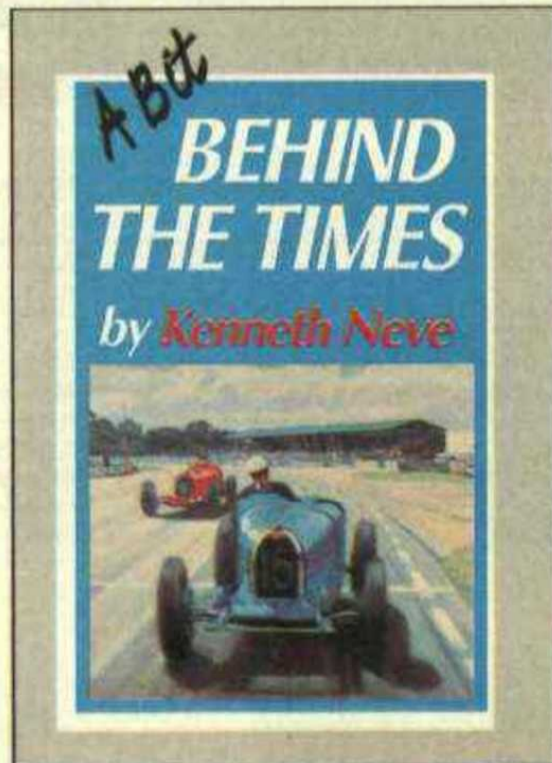
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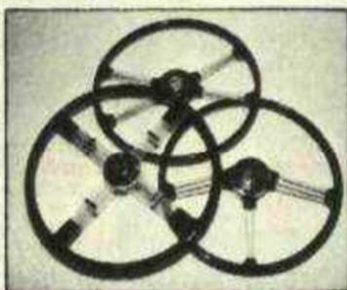
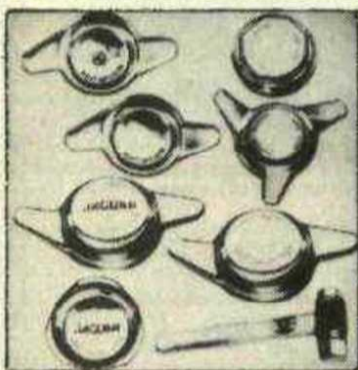
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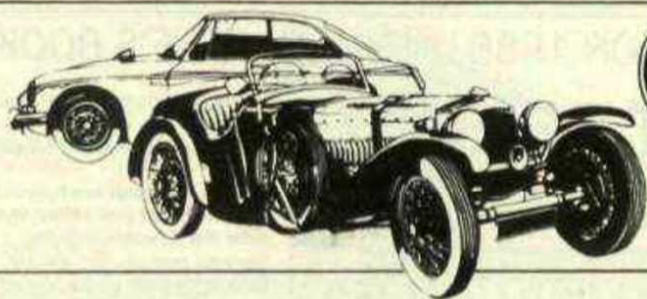
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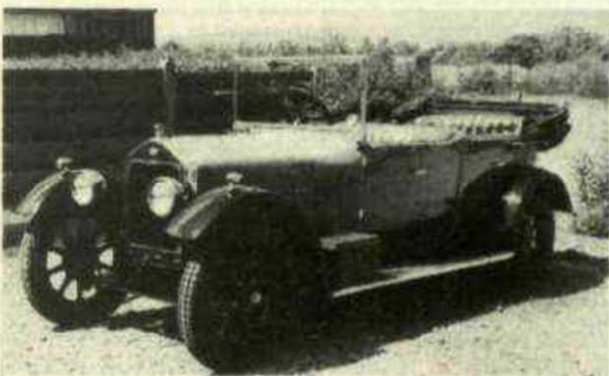
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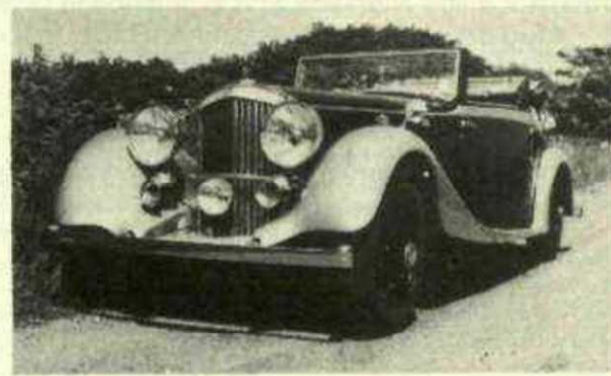
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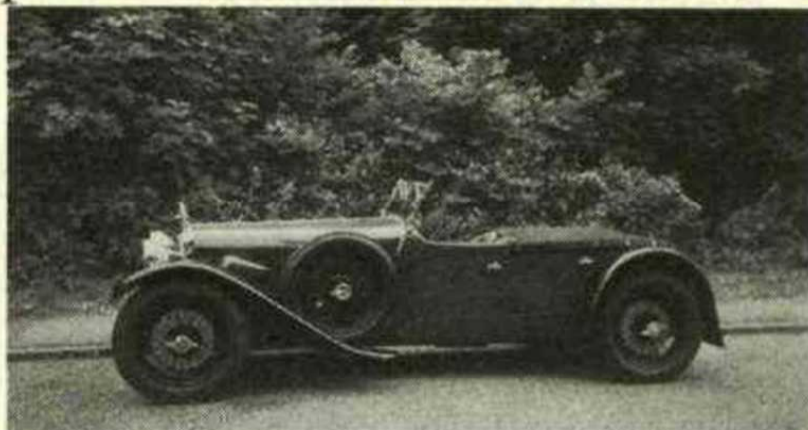
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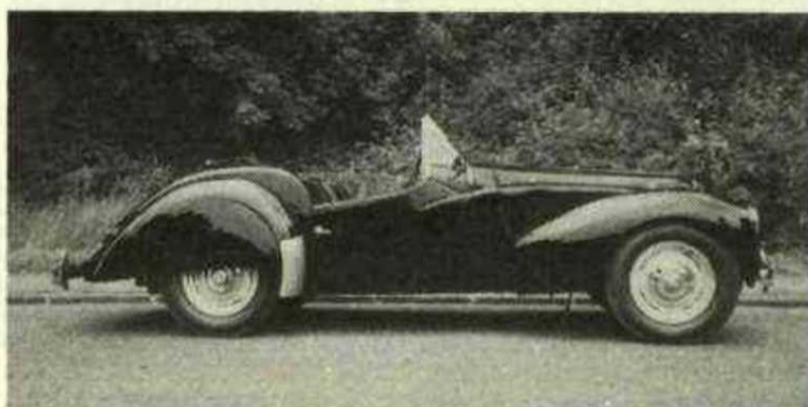
1961 Bentley S2 Continental 2 Door Coachwork by Mulliner. Burgundy with tan hide.



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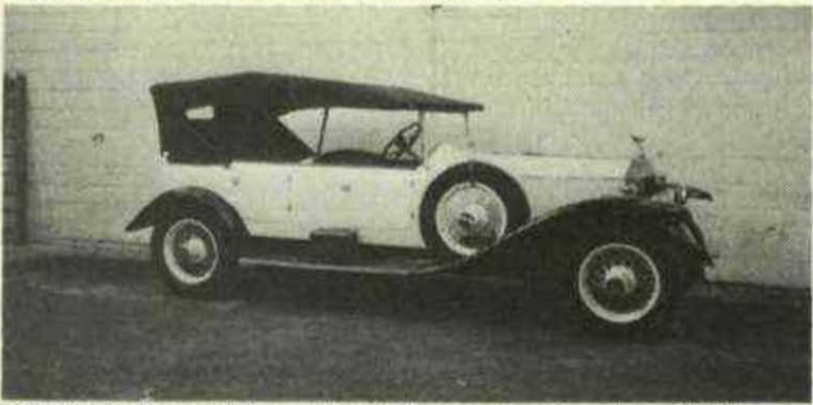
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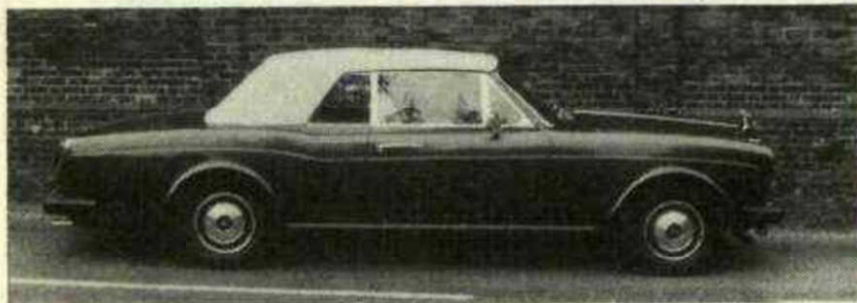
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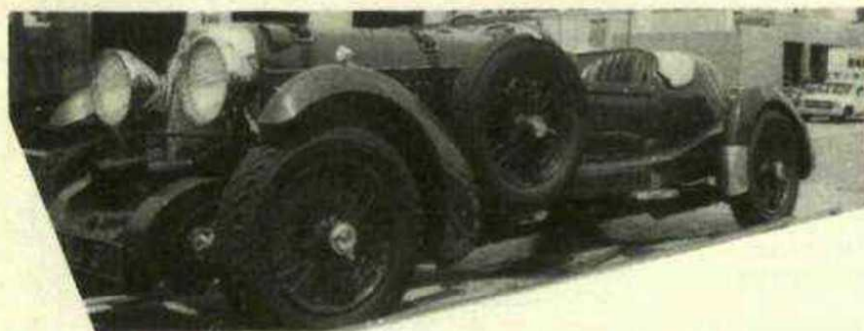
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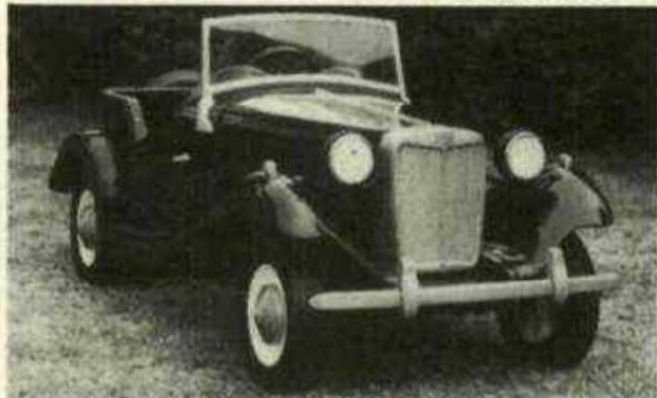
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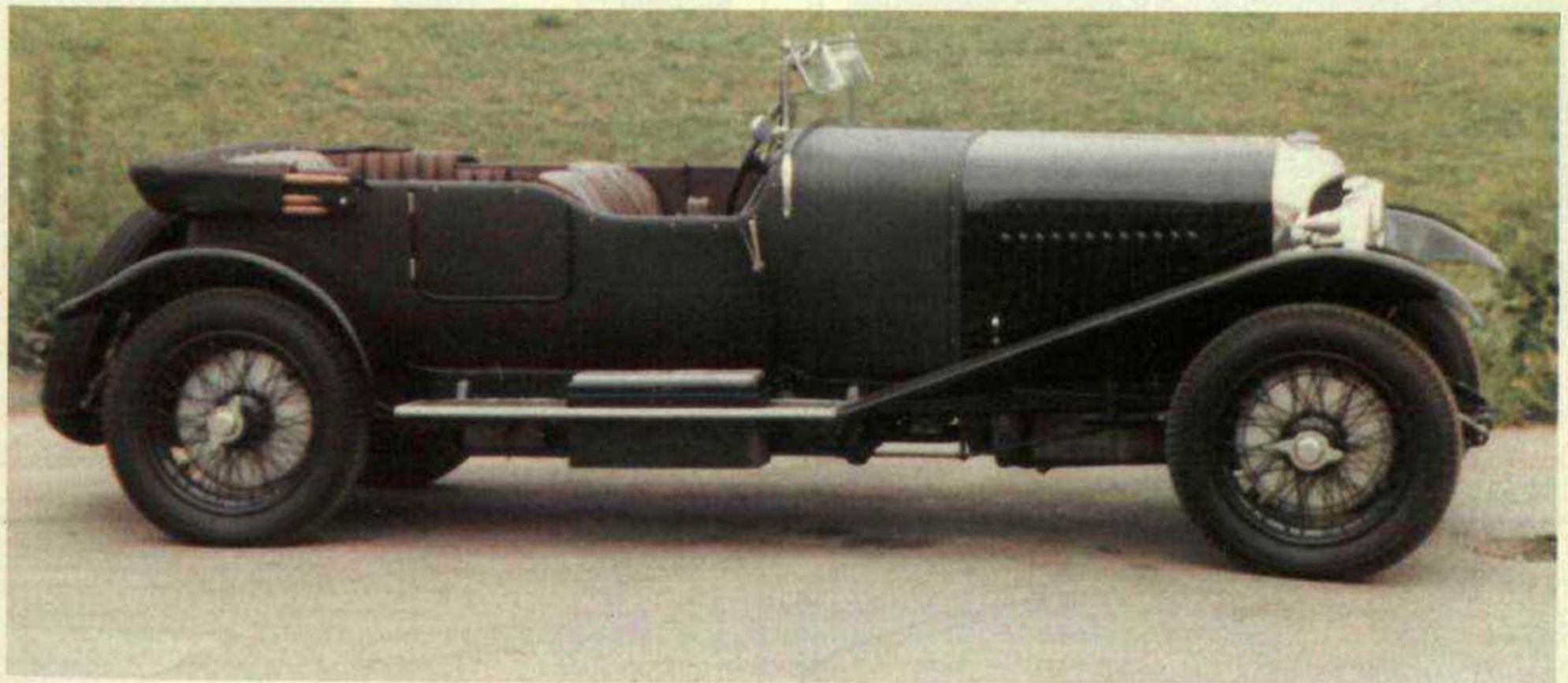
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**1916 Dodge 17/24 Tourer.** R.H.D. This old car has a really exciting performance. Eligible VCC. VSCC and light car events £12,750

**1928 Sunbeam 20.9 Saloon.** One of the most delightful examples we have ever offered. Exceptional vintage motoring.....£11,950

**1929 Lancia Lambda 8th Series Long Chassis Tourer.** Completely rebuilt over last three years.....£26,000

**1929 Austin 7 Chummy.** In running order. Stored many years.....£3,500

**1937 Chrysler Four Seater 3 Position Drop-head by the Carlton Carriage Company.** 85,000 miles and full history. R.H.D. £9,950



**1933 Alvis Speed 20 D.H.C. by Carlton.** Engine rebuilt many years ago, unused since. Cosmetic restoration required.....£25,000

**1937 M.G. TA Sports.** Fitted XPAG engine and box. In sound condition, runs very nicely.....£7,950

**1949 M.G. TC.** A very much above average example, finished in Coffee & Cream. Drives very well indeed.....£10,700

**1956 Lancia Aurelia Pillarless Sports Saloon.** Immaculate example in dark blue with grey cloth. Registration No. SGY 9 included.....£6,750

**1966 M.G.B. Roadster.** Full restoration 6,000 miles ago. Old English white.....£5,000

**1980 Porsche 911 SC Targa.** White. Immaculate order. F.S.H.....£13,250

**1982 Range Rover.** 4 Door. Manual. Silver. Excellent condition throughout.....£7,250

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1937 Morris 8hp Series One Two Door Tourer. Swansea Reg. FGP 874.

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## OF KENSINGTON

The name Coys of Kensington is so synonymous with other great names — Rolls-Royce, Bentley, Bugatti, Hispano-Suiza, Mercedes-Benz, Alfa Romeo — to name but a very few, that it has become pre-eminent in its own field — the selling, valuing and auctioning of fine cars. Such is its position that at almost any time over the last sixteen years it could boast a stock of exotic cars that would have put many a museum to shame.

Located in one of the prettiest period showrooms in England, in Queens Gate Mews in the heart of Kensington, the beautifully prepared cars can be viewed in a relaxed and comfortable manner, but while this



LNW 100. The 1938 Jaguar SS100. Sold at our February Auction at The Royal Horticultural Halls for an incredible £165,000.

particular aspect sets it apart from others, Coys still remains a thriving concern. Even if the always desirable and exotic machinery cries out for the casual enthusiast to spend time drooling over it at close quarters, a discreet notice at the door reminds the public that the staff have a living to earn so only serious enquiries are welcomed.

Formed in 1919 by W. E. Coy to service the motoring needs of local residents, it was one of the first garages in London to offer pumped petrol. It remained in the family for 53 years when, under new ownership, the thrust of business was re-directed into the burgeoning area of the selling of classic and vintage cars.

From the word go it established for itself an enviable reputation for doing things properly. A glance through any issue of MOTOR SPORT from the early seventies gives a fine indication as to why. While stocking the cream of vintage and post-vintage classics, the company tended to major in the best available Silver Ghosts, extremely sought after supercharged Mercedes and the very best low mileage post-war Rolls-Royce and Bentleys. It was thus well placed to service the increase in demand for these cars as the years rolled by.

The experience built up through these years has enabled Coys, celebrating its 70th anniversary next year, to demonstrate

the remarkable knack of being able to offer the 'right' cars. An early and typical example was the ex-Carraciola Mercedes SSK which won the Ulster TT and more recently the Blue Train Bentley and the Embiricos car have both passed through the company on their way to new homes.

Dealing in famous cars and doing things right has led to another intriguing facet of the Coys story — its magnificent photographic archive. Few major marque histories could have had such a comprehensive



1957 Mercedes 300 SL "Gullwing" to be auctioned at The Royal Horticultural Halls on the 26th July.

photographic coverage without recourse to the facilities at Coys. More importantly, as far as the company is concerned, the photographs also give an immediate and accurate record of the condition of any of their cars when they left the showrooms, a boon in an age when originality can be so easily compromised by a less than accurate rebuild.

To capitalise on these photographs and the enormous amount of other data collected over the years the 'Coys International Collectors and Investors Car Value GUIDE' was created and is now established as the most useful and comprehensive guide to classic cars.

Another area in which Coys has forged a growing reputation is in the ephemeral world of Automobilia. Well placed to respond to the rise in interest in this originally neglected area, it has helped several major collections find their way to the market.

While Coys has established its place as the pacesetter among the better heeled collectors, the company has never lost sight of the fun involved in the business. No matter the quality of the merchandise or how well informed the seller, enthusiasts always tend to return to other enthusiasts and the return rate at Coys has always been high. Even the novice taking advantage of the company's free valuation scheme cannot fail to be impressed by the level of understanding and enthusiasm shown. Although the price may come as something of a shock, the company will always offer an honest appraisal and extend helpful advice.

The Company is presently run by Jeffrey Pattinson and Douglas Jamieson with a combined experience of over thirty years and who are both keen enthusiasts competing in

# NOSTALGIA

## 1966 AC COBRA '427' MK 3 — R.H. DRIVE

**THIS IS THE BEST-SORTED, MOST USABLE '427' COBRA I'VE EVER DRIVEN**

(including COB 1!). If proof is needed, the photo shows this car — the first time ever for a 7 litre Cobra in Scotland — participating in last month's Ecurie Ecosse Historic Tour — a marvellous round-Britain trip of 1400 miles (including Glasgow & Edinburgh Rush-Hours) without hiccup or back-up. Totally restored by Autokraft (AC Cars) 7500 miles ago. Full Competition/Street spec. engine etc. (475 bhp). Black/black trim & full weather equipment. One of only six 7 litre Cobras left in the UK, with the highest standards of presentation in all respects.



### AC COBRA 289 MK 2 — R.H. DRIVE

Constructed by Autokraft (AC Cars) in 1980 utilising the chassis plate from a 1955 AC Ace (AE 1050), this is an exact & authentic factory built 'replica' (in the truest sense of this abused word), with a Mathwall blue-printed 4.7 litre engine etc. 8000 miles only & just fully serviced by Autokraft themselves. Dark British Racing Green, with black trim and full weather equipment etc., all as new throughout. Absolutely stunning!



### 1950/58 HWM-ALTA-JAGUAR

A splendid, archetypal British sports-racer! The ex-Joe Kelly/Ray Fielding Grand Prix Alta chassis (No. GP1003) fitted in 1958 (by Fielding) with the ex-works HWM 2 seater F2 body (No. FB103 - Baring) and a semi-D-Type Jaguar engine (c.300 b.h.p.). Highly successful in historic hill-climbs & sprints (Shelsley — 38.03 secs.) & always driven to & from (currently taxed & MoT'd — original log book from 1958 when Reg. No. was ND4040). Total mechanical restoration with only 1500 miles on present engine. Certainly one of the best-looking of all cycle-winged sports-racing cars, & guaranteed to draw the crowds at the Mille Miglia or wherever! HSCC registered, FIA applied



### 1988 AC COBRA 302 MK 4's

**BRAND NEW RIGHT-HAND DRIVE.** I may have one car left currently being built for delivery November/December. 240 b.h.p. carburettor engine (for UK use). Absolute gilt-edged investment.

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1924 Bugatti Type 30. Sold for £102,000 at our May N E C (Birmingham) Auction.

vintage racing and rallies. The tremendous growth in the number and quality of historic cars sold, has also seen the creation of an Auction Department specialising exclusively in historic cars. This has now been expanded to four major sales each year with the aim of establishing a presence in Europe.

**W**ith Jamie Dutton-Forshaw now as the auction manager, this part of the business has built up one of the finest reputations

for high quality auctions in prestigious locations. No-one who has not been directly involved in organising such an event can begin to know the amount of work which goes on behind the scenes. The entries have to be vetted, the catalogue precisely prepared and the groundwork carefully done. The auction must take place at the specified date and time — perfectly, fluidly, and in such a way that both seller and buyer leave satisfied with the day's work. No mean test for a company with

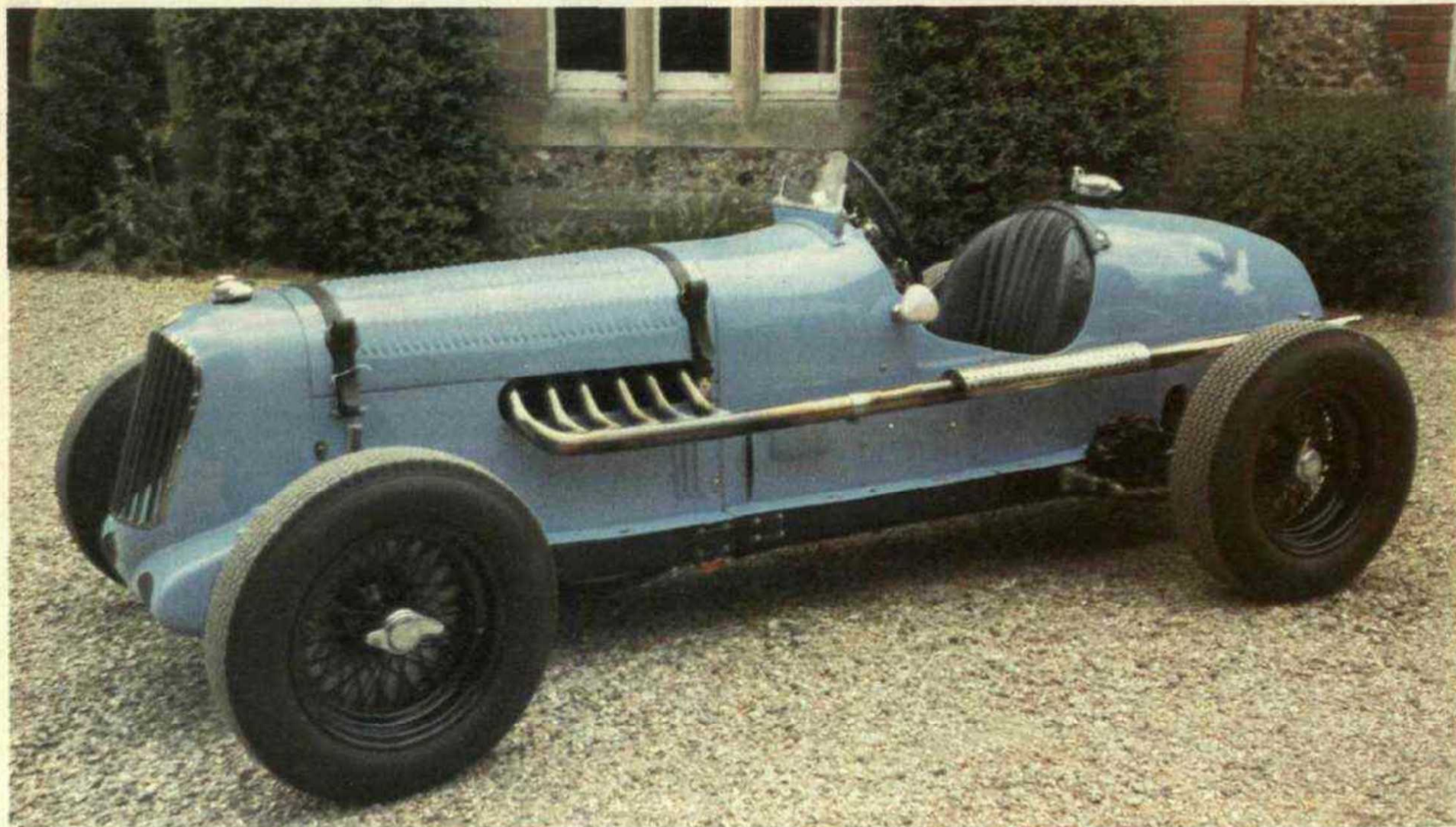
a full time staff of twelve.

**T**he sales rate varies from 75% to 90% lots successfully sold, the latter figure being more frequently achieved in recent sales. Record prices have been achieved for Bugattis, Bentleys and many others. The commission rates are lower than other auction houses and due to their continual and exclusive involvement throughout the year in the sale of cars, it is able to give the most accurate assessment of their values.

**S**ince 1972, when the left hand floor area was devoted to showroom space while that on the right formed the workshop, a great many interesting cars have passed through Coys, similarly an equal number of satisfied customers have spent time pleasantly in the Queensgate Mews showrooms which, since 1979, have been enlarged when the workshops were relocated elsewhere in the mews.

**T**he next time the fancy leads you there, make an appointment with Gregor Fiskien the Sales Manager and spend a few moments considering the variety and quality of the stock. Often the value of the cars on display will run to some £2,000,000. A far cry from the days when such beauties were condescendingly referred to as 'old crocks' when even Hispano Suizas and Ghosts were fair game for the scrap merchant. It is due to the foresight of people like those who make Coys function so well that these cars are now held in their proper esteem. Long may they run.

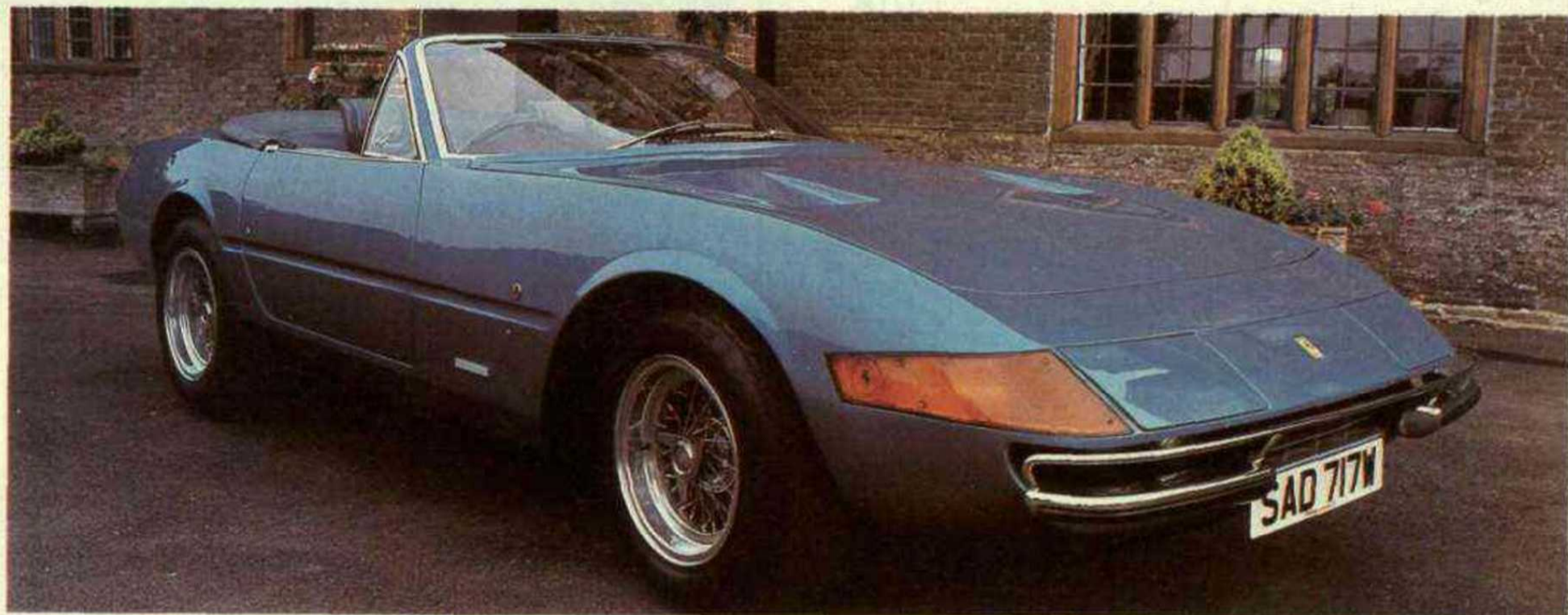
**S**ale of Important Historic and Sporting Automobiles at The Royal Horticultural Halls, Vincent Square, London SW1 on Tuesday July 26th. For further information please contact Jamie Dutton-Forshaw, Auction Manager, direct on 01-589 8850.



"The Parnell K3". The 1933 MG K3 to be auctioned at The Royal Horticultural Halls on the 26th July.



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# Investment...

## Bangers and cash

MR TOAD, of "Wind in the Willows", was inordinately proud of his shiny red motor car. More and more Britons these days share his enthusiasm. The market in classic cars is motoring ahead almost as fast as his parp-parping vehicle did up the country lanes around Toad Hall.

Last October's collapse of world stockmarkets has helped move money out of paper and into tangible assets. Veteran and classic cars have shared the benefits. At the top end of the market especially, prices have soared. Cars costing £250,000 or more—50-year-old Bugattis, Alfa Romeos, Bentleys—have seen their value rise by 30%-50% in the past 12 months, according to Mr Stewart Skilbeck of Sotheby's.

Cars that raced in competitions sell best. Earlier this month Christie's sold a 1936 Alfa Romeo race-winner for the world record price (for a Grand Prix car) of £1.5m. Last year a Bugatti Royale became the most expensive car ever, when it was sold at an auction for £5.5m. The anonymous buyer is rumoured to have sold it on privately already, for around £7m.

Not all classic-car collectors have to be immensely rich. Most of the demand is for cars costing between £10,000 and £15,000, and more of the buyers are people on high salaries, perhaps from the City, who are buying their first classic

car. Some are investing their own spare cash; others are taking advantage of the fact that a few companies are waiving the rule that a company car has to be new. Almost all are men; fewer than 5% of buyers at a typical Sotheby's auction are female. Most tend to buy open-top, two-seater sports cars: perhaps an Austin Healey, a Mercedes or an old MG. The value of these cars has gone up by about a quarter in the past year.

Two worries may stall the overenthusiastic. British classic-car magazines are now full of advertisements from American dealers. The weak dollar has sent a flood of cars to Europe. "Go down to almost any dock, and you will see container-loads of old cars being discharged," says one classic-car auctioneer. The white-walled tyres and chromium-plated wheels are a tell-tale sign of an American restoration. Some were bought by Americans in 1985 when the dollar was strong, and are already streaming back across the Atlantic.

Although the gross profits to be made on resale may look impressive, they ignore the costs involved. Classic cars have to be kept in a garage, and they may cost a lot to insure and maintain. Enthusiasts retort that the rise in prices should make the possession of a classic car self-financing, and that cars have plenty of advantages over stocks and shares. More fun, for a start.

From The Economist, May 28 1988: reprinted by agreement.

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1938 Rolls-Royce Phantom III Sedan de Ville



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1970 Rolls-Royce Phantom VI 7-Passenger Limousine

Airconditioned, with cocktail cabinet and occasional seats. In midnight blue with grey leather.

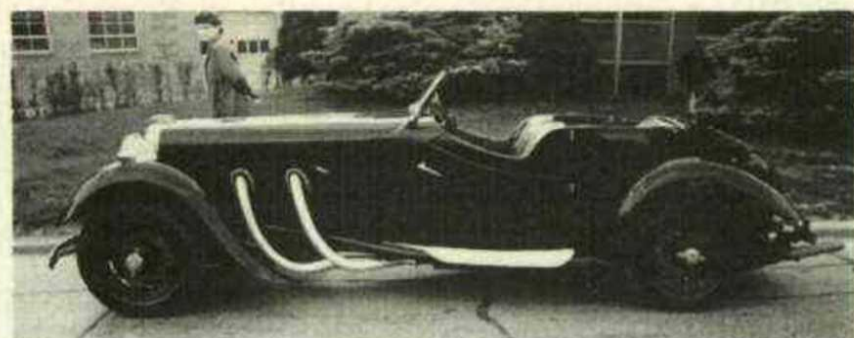


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- 1974 PORSCHE RSR "IROC". Chassis # 0035, Engine # 0029. Restoration underway.
- 1953 CAD/ALLARD J2-X. # 3040. Restoration in progress; ready September.
- 1971 FERRARI 365 GTB DAYTONA. # 13707. Red with black interior. LHD.
- 1965 FERRARI 330 GT 2+2. # 5877. Black with beige interior. LHD.
- 1962 FERRARI 250 GTE 2+2. # 3663. Silver with black interior. LHD.

Listed prices in U.S. dollars.

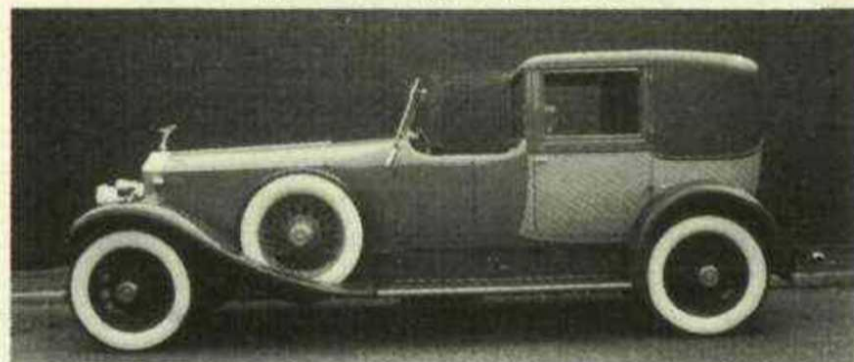


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1973 Ferrari 365 GTB/4 DAYTONA COUPÉ. Finished in red with tan trim. Converted to competition spec but retaining all its original parts. Third from last Daytona built. RHD.



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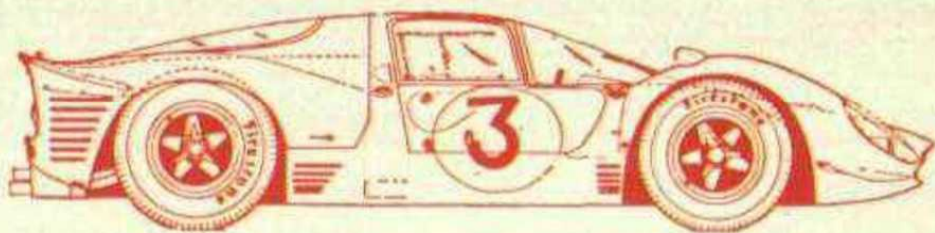
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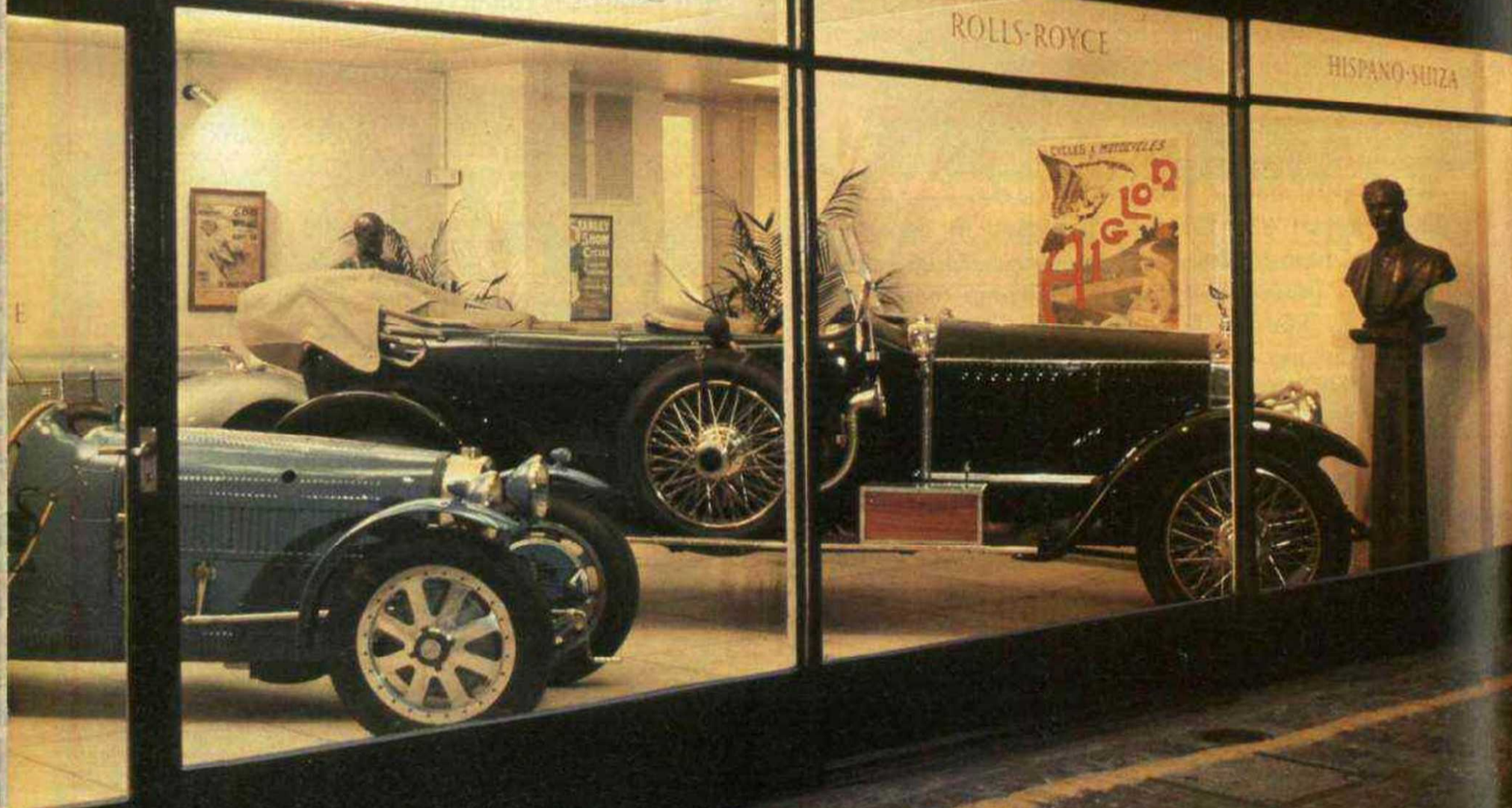
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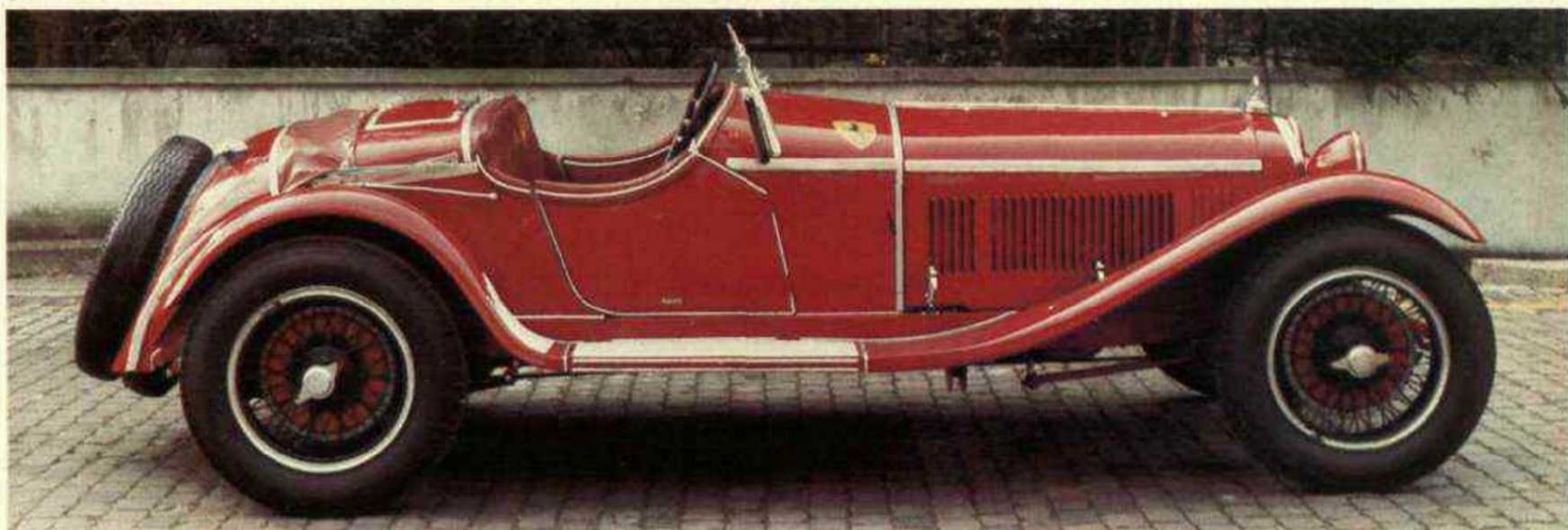
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1960 BENTLEY SII TWO DOOR CONTINENTAL by H. J. Mulliner. Previously owned for 18 years, this superb automobile is finished in Brewster green with tan hide upholstery. Fitted with air conditioning and for those special picnic occasions a refrigerated compartment with a capacity for at least four bottles of champagne!

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1938 Rolls-Royce Phantom III Sedan by Park Ward

1952 Maserati 3500 Vignale Spyder

1919 Locomobile Gunboat Coupé

1938 Jaguar SS100 2½ litre Restored

1937 Jaguar SS 100 2½ litre Original

1929 Bentley 4½ litre Le Mans

1933 Alvis Speed 20 Tourer by Cross and Ellis

1935 Bentley 3½ litre D.H.C. by Park Ward

1962 Bentley SII Continental by H.J. Mulliner

1964 Austin-Healey 3000 Mk III L.H.D.

1938 Bentley 4.25 litre 2 door Coupé by Thrupp and Maberley

1927 Bugatti Type 37 G.P. car

1913 Ford Model T Roadster

1937 Cord 812 Phaeton

1937 Bentley 4.25 litre D.H.C. by Hooper

1929 Alfa-Romeo 1500/1750 Supercharged Zagato Spyder

1955 Mercedes 300 SL Gullwing

1939 Bentley 4.25 litre Roadster by Vanvooren

1950 Jaguar XK120 Roadster

1958 Rolls-Royce Silver Wraith by James Young

1948 Rolls-Royce Silver Wraith Sedan by Mulliner

1957 Rolls-Royce Silver Wraith Empress Line by Hooper

1928 Rolls-Royce 20 HP 2 Seater with Dickey

1934 Rolls-Royce 20/25 3 Position D.H. by Mulliner

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