

MOTORSPORT



THIERRY BOUTSEN: Withstands the pressure

HISTORICS: Silverstone and Nürburgring

"OLD NUMBER ONE": The fact of the matter

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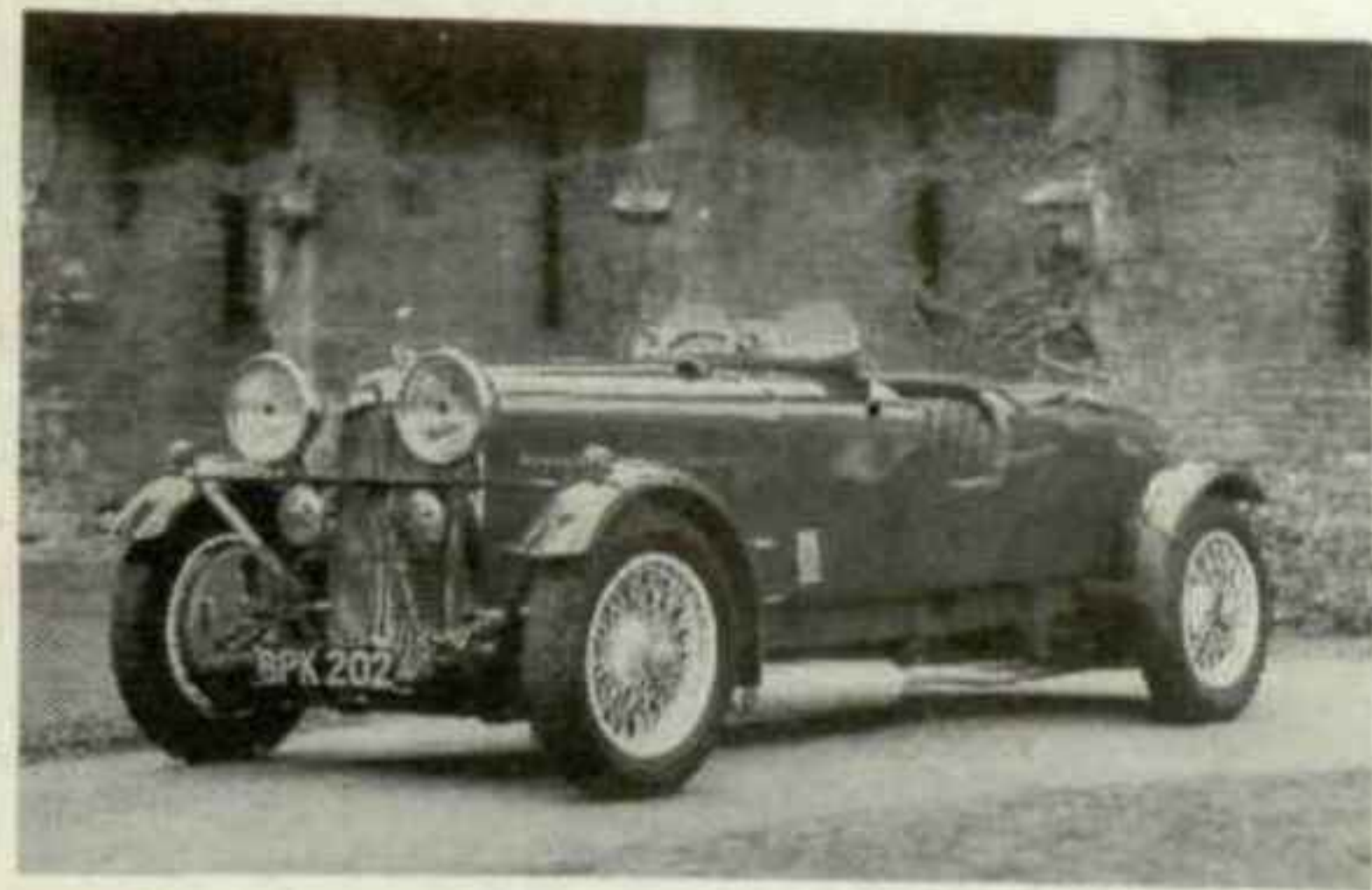
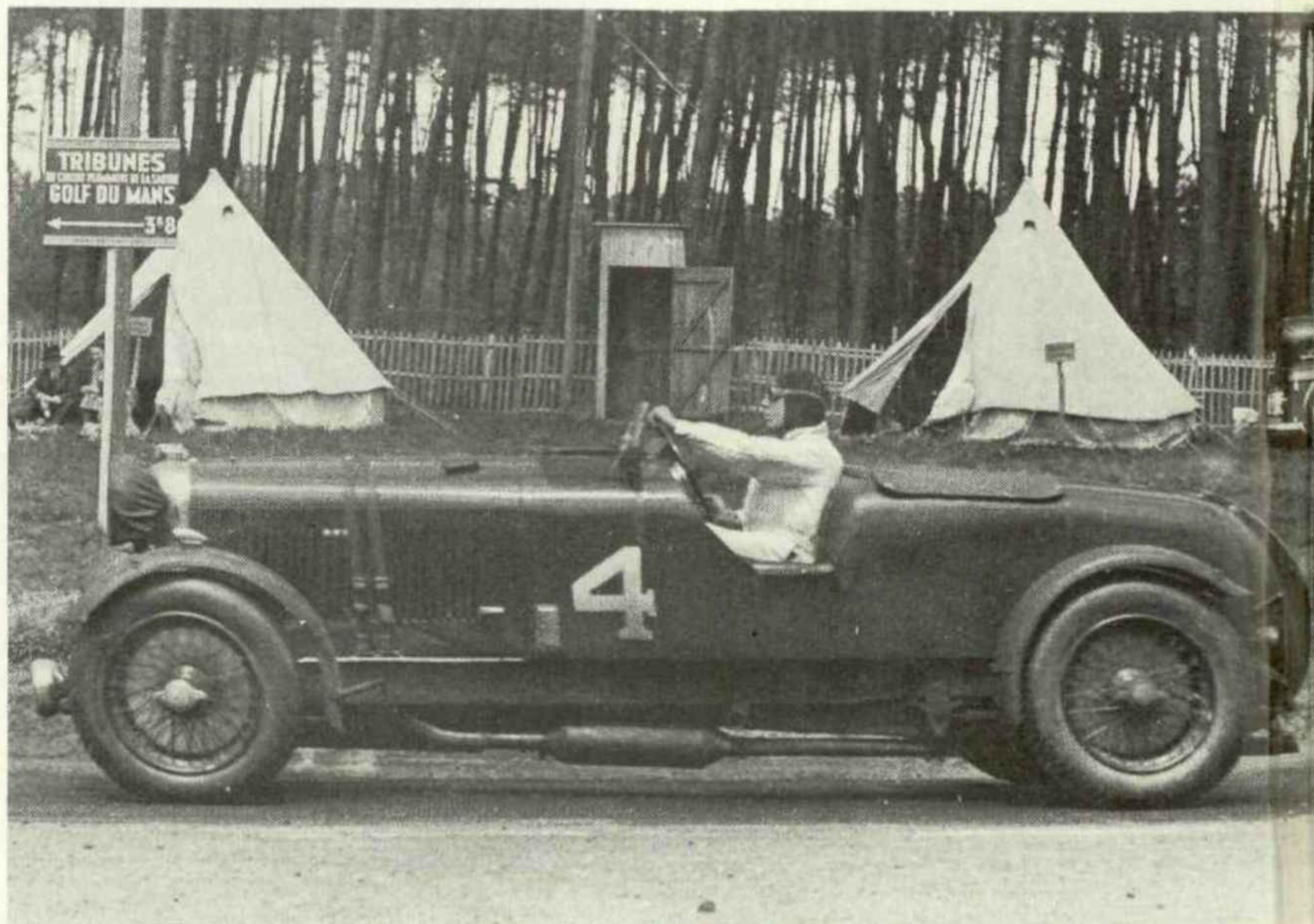
1935 LE MANS WINNING 4 1/2 - LITRE LAGONDA RAPIDE

OLYMPIA MONDAY 19th NOVEMBER

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LITRE LAGONDA DRIVEN BY HINDMARSH
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July 1935.

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INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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FRONT COVER: *Thierry Boutsen scored the third Grand Prix victory of his career in the Hungarian GP keeping at bay race-long pressure.*

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MATTERS OF MOMENT

Changing "Historics"

MOTOR SPORT has always concerned itself with motoring history and has seen the vintage car movement grow and grow. It dates back further than is generally realised, to *The Motor's* initiative in forming a collection of horseless carriages that was inadvertently disbanded during the First World War, while at Brooklands in 1911 two races for veteran cars were held. However, the real impetus arrived when the Veteran Car Club was formed in 1930, the Vintage Sports-Car Club in 1934, to cater respectively for pre-1905 and sporting pre-1931 cars.

Since then horizons have extended. The influential and highly respected VSCC decided after the war, to take in pre-1941 thoroughbreds, then to encourage the preservation and racing of historic front-engined 1950's racing cars and the rear-engined '500s' that it had partially fostered. In recent times we have seen classic sports cars being accommodated at VSCC race meetings, rear-engined Cooper-Climax cars racing there, and this year there was a race for Morris Minor, A35, early Zephyr and Javelin saloons at a VSCC meeting. A spokesman has explained that the VSCC is now in the entertainments business and by attracting good 'gates' is able to pass on benefits to its members; the Oulton Park attractions also included autojumbles, bicycle races for children and grown-ups, tug-of-war, etc, which is not quite how 'vintage' was interpreted fifty years ago, but it explains the valuable sponsorship now accepted within the VSCC.

The Vintage Motor Cycle Club recognises machines of 25 years of age, so is now down to 1964 and has a membership exceeding 10,000 in consequence, and even the august VCC went to 1918, but fortunately the Brighton Veteran Car Run remains sacrosanct. Alarmed that the inflated value of historic racing cars may result in fewer being raced, the Historical Commission of the FIA has begun to issue competition licences to approved replicas, such as the imitation Wingfield D-type Jaguars. As a correspondent to *Auto Classic* has commented, at least this will safeguard replicas against replica-replicas! It is for more technical reasons that there is criticism of the RAC for proposing to admit cars down to 1973 in

next year's 1000-Mile Historic Car Rally.

The Veteran to Classic vehicle hobby has become Big Business and is enjoyed by a vast number of those who support the overall motor sporting scene. The public enjoys looking at the old vehicles, be they cars, 'buses, commercials, motor-cycles or steamers, each of which has its own reputable organisation, backed-up by a great number of excellent one-make clubs. The many motor museums scattered about the land, from Lord Montagu's great National Motor Museum at Beaulieu to others, some profitable, some hopeful, emphasise the profound interest there now is in motor transport history. Few self-respecting motor manufacturers are without their own one-make museums and significant birthdays for the more popular old cars are celebrated by their owners.

On the surface, all looks set-fair for the old-vehicle pastime, if EEC legislation does not restrict the use of ancient cars on public roads. But beneath the surface some unfortunate ripples have been disturbing the calm. Accidents, one fatal, on the Mille Miglia, were caused by over ambitious or foolish driving. Astronomical prices paid for historic cars (where do all the £-millions come from?) can end in litigation, as in the Court proceedings involving 'Old No.1' Le Mans Bentley. Unscrupulous restorers bodge classic rebuilds and sell the cars for high prices. Tempted by the astonishing values put on anything old today, owners who once proclaimed that never would they part with their beloved cars now appear surprisingly in the glossy auction catalogues, which themselves sometimes slip-up in accurate descriptions of the vehicles coming under the hammer.

There has been bickering about pre-war cars allegedly honed-up to give them an unfair advantage in VSCC races, and vintage A7s abnormally low-g geared to assist them in trials. This revolves, perhaps, on whether a driver's intention is to capture as closely as possible the 'atmosphere' of the past, or to win. (But the RAC has exonerated R4D and, remember, Mayman is a very competent driver!) Let us hope that all these unfortunate developments will not damage the old-car world: that Historics do not turn into Hysterics. WB

Saga of a Speed Six Bentley

That most famous of Le Mans Speed Six Bentleys, 'Old No One', is very much in the news, a centre of media attention, on account of the court case which Ed Hubbard brought against Middlebridge Scimitar Ltd, when the latter wanted to withdraw their agreement to buy the car, maintaining that it is not the original, historic winner of two Le Mans races and many other important British races. A sum of some £10million was involved. The case was duly heard in the High Court, the Judge, Mr Justice Otton, finding for the plaintiff and ordering Middlebridge to pay costs of around £100,000.

It is possible that there will be an Appeal. Meantime, the saga of the original famous Speed Six is a meritorious one. It was originally delivered to millionaire Woolf Barnato, who had been financing the ailing Bentley Motors since 1926, in May 1929 with a Vanden Plas body, in time for him to drive it in the JCC 'Double Twelve' hour race at Brooklands that same month. It had chassis number LB 2332, engine number LB 2336, and had

been registered MT 3464. Partnered by Dr JD Benjafield, Barnato led the race in the great green Bentley for nine hours on the first day's racing before, perhaps not surprisingly for a brand new car on its first competition appearance, it retired, the causes given as a sheared dynamo drive.

However, Le Mans was the true target and this first competition Speed Six duly won the 1929 24 hour race (Bentley's fourth), Barnato this time partnered by Sir Henry Birkin, Bt. They averaged 73.62 mph, took the Rudge Cup, and were followed home in battle formation by the 4½-litre Bentleys of Cmdr Glen Kidston/Jack Dunfee, Dr Benjafield/Baron d'Er-langer and Frank Clement/Jean Chas-sagne. A Bentley 1, 2, 3, 4 grandslam! The next appearance of the car which was to become known affectionately as 'Old No One' was again at Brooklands, where it was driven to victory in the BARC Six Hours sportscar race by Barnato and Jack Dunfee, at 73.55 mph. The following month Glen Kidston took it over to Ireland for the Irish Grand Prix sportscar race at Phoenix Park and made the fastest aver-

age speed, 79.8 mph, in taking second place. He then took it to Ulster for the 1929 TT but crashed it at Bradshaw's Bray, damaging the nearside of the bonnet. MT 3464 was then given a two-seater body and run in the first BRDC 500 Mile race round Brooklands, driven at very short notice, by SCH Davis, who had gone down to report the race for *The Autocar*, was asked by WO Bentley if he would take on the big car, which other drivers had found too fast and difficult, and who just happened to have some racing overalls with him! The other brave one was Clive Dunfee, destined to be killed by the car three years later, in the same race. They came in second (it should be remembered that all these races had been handicap events), at 109.4 mph, behind the winning track-bodied 4½-litre Bentley of Clement/Barnato, which averaged 107.32 mph.

Two new Speed Sixes were ready for the 1930 racing season and gained 1st and 2nd places in the 'Double Twelve'. But 'Old Number One' was run at Le Mans and was again victorious, in the hands of Barnato/Kidston, at 75.88 mph. One of the new Speed Sixes crashed at Mulsanne corner but the other, driven by Clement/Watney was second. After this the Bentley

SEPTEMBER FIXTURES

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

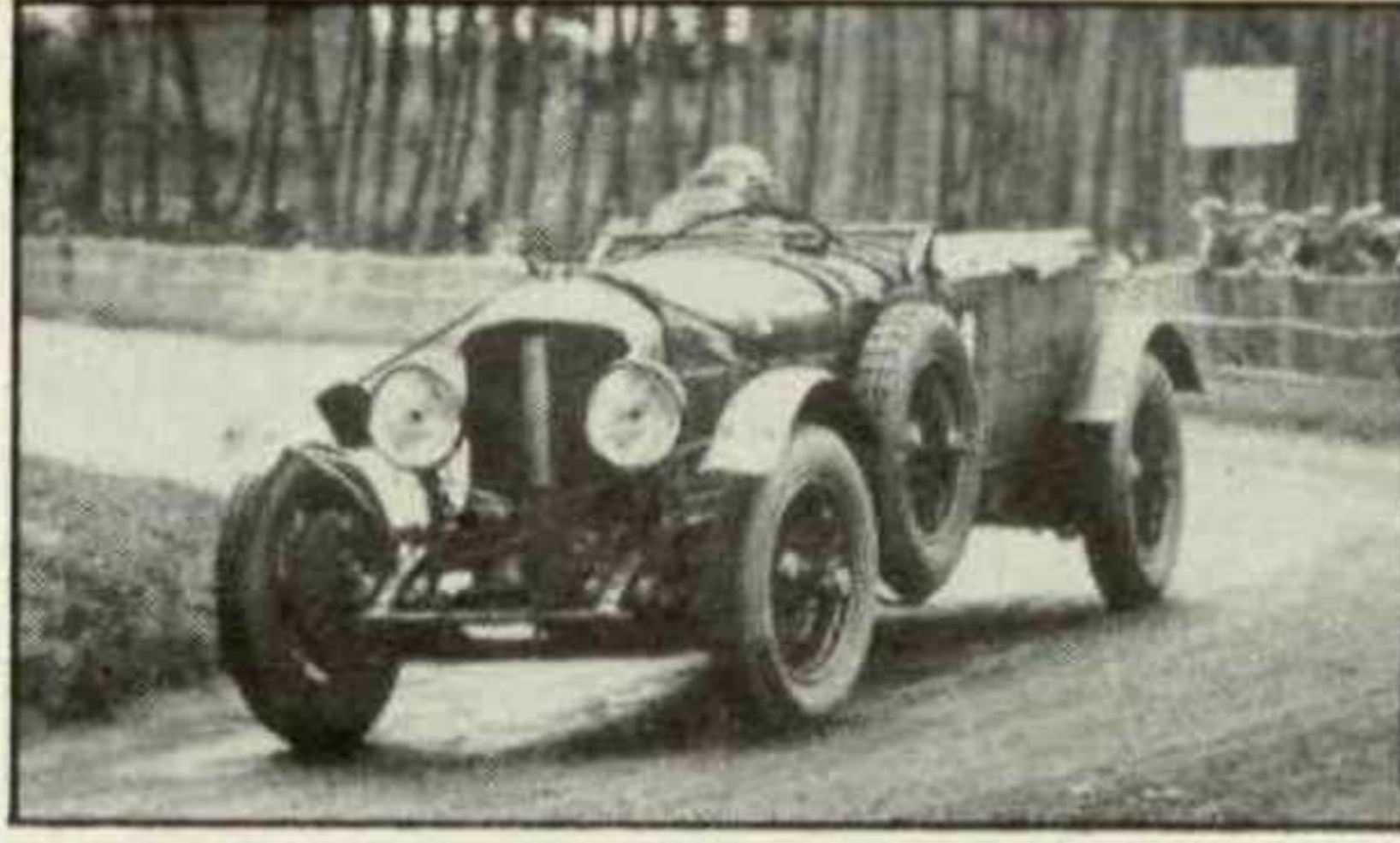
Date	Organiser	Venue	Event	Type
Aug 25	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	NR
Aug 25	Bentley DC	Silverstone Circuit, Towcester	Race Meeting	R
Aug 26	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	R
Aug 26	BARC	Donington Park, Castle Donington, Derbyshire	Race Meeting	NR
Aug 26	Vintage Sports CC Ltd	Cadwell Park, Louth, Lincolnshire	Race Meeting	C
Aug 26-27	BRSCC	Birmingham, West Midlands	International F3000 Championship	INT
Aug 26	RAC de Spa	Spa-Francorchamps, Belgium	Belgium Grand Prix	INT
Aug 27	BRDC	Silverstone, Towcester, Northants	British F3 Championship	INT
Aug 27	BARC	Thruxton, Andover, Hampshire	Race Meeting	NR
Aug 27	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	NR
Aug 27	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	NR
Aug 27	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	NR
Aug 27	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	N
Aug 27	TEAC	Lydden Circuit, Dover, Kent	Race Meeting	R
Aug 27	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
Aug 31-2 Sept	BRDC	Donington Park, Castle Donington	WSPC	INT
Sep 1	BARC (NW Centre)	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Sep 1	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	N
Sep 2	BARC	Brands Hatch, Dartford, Kent	International F3 Championship	INT
Sept 1-2	Bugatti Owners Club	Prescot Hill, Gotherington, Glos	Hill Climb	N
Sep 9	AC Milano	Monza, Italy	Italian Grand Prix	INT
Sep 7-9	BRDC	Silverstone Circuit, Silverstone	GpA Championship	INT
Sep 8/9	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	NR
Sep 9	BARC	Cadwell Park, Louth, Lincolnshire	Race Meeting	NR
Sep 9	BRSCC	Mallory Park, Kirby Mallory, Leics	Race Meeting	R
Sep 9	HSCC	Donington Park, Derbyshire	Historic Race Meeting	N
Sep 9	BRSCC	Castle Combe	Race Meeting	R
Sep 15/16	BRDC	Donington Park, Derbyshire	Race Meeting	IR
Sept 11-14	Manx International Rally Ltd	Douglas, Isle of Man	Manx Rally	INT
Sep 16	Aston Martin OC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Sep 16	BARC	Snetterton, Norwich, Norfolk	Race Meeting	NR
Sep 16	BHLRC	Mallory Park, Kirby Mallory, Leics	Race Meeting	NR
Sep 16	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	INT
Sep 19/22	Manx Motor Racing Club Ltd	Douglas, Isle of Man	Manx Classic	INT
Sep 22/23	ASACO des 24 Heures du Mans	Le Mans, France	International F3000 Championship	INT
Sep 22/23	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	N
Sep 23	BARC	Thruxton, Andover, Hampshire	Race Meeting	INT
Sep 23	BRSCC	Silverstone Circuit, Northants	Race Meeting	NR
Sep 23	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	N
Sep 23	Automobile Club du Portugal	Estoril, Portugal	Portuguese Grand Prix	INT
Sep 28/30	Cyprus Automobile Association	Cyprus	Cyprus Rally	INT
Sep 29	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	N
Sep 29	HSCC	Silverstone Circuit, Northants	Race Meeting	R
Sep 29/30	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	Race Meeting	INT
Sep 30	BHLRC	Cadwell Park, Louth, Lincolnshire	Race Meeting	NR
Sep 30	BARC	Mallory Park, Kirby Mallory, Leics	Race Meeting	NR
Sep 30	Cirjesa	Jerez, Spain	Spanish Grand Prix	INT
Oct 6	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	NR
Oct 6-7	BRDC	Silverstone Circuit, Northants	Race Meeting	IR
Oct 7	BARC	Brands Hatch, Dartford, Kent	Race Meeting	NR
Oct 7	BHLRC	Cadwell Park, Louth, Lincs	Race Meeting	NR

works racing team was disbanded. Barnato then personally took over 'Old Number One' and ran it in the 1931 Mile Race. It has been stated that four-seater, two-seater, and single-seater bodies were available, and easily interchangeable, on chassis no. LB 2336. The first of these would have been the Vanden Plas Le Mans type, with road equipment, the two-seater the stubby tailed one used for the 1929 '500', and the others were really track-type "1½-seater" bodies with a single driver's seat on the offside. With the shorter of the last named type of body and a cowled radiator, Jack Dunfee/Cyril Paul won the 500, at 118.39 mph. (A nice gesture was the engraving of these racing successes on the car's radiator).

The splendid racing career of 'Old Number One' was now nearly over. The only other important event in which it competed was the 100 mile outer circuit BRDC British Empire Trophy race, early in 1932. Driven by Jack Dunfee, the Bentley was second, at an impressive 121.17 mph, in the 50 mile heat, behind Eyston's 8-litre single-seater Panhard Levassor. In the final which became a titanic dual between Capt GEJ Eyston and John Cobb in the old 10½-litre V12 Delage, ending in a protest when Eyston was unable to overtake Cobb, Dunfee would have been third, except that on the last lap a tyre burst and an official waved him into the Finishing straight before the race was over, allowing Earl Howe's 1½-litre GP Delage to fill that position. In fact, the Bentley's crankshaft had broken and it seems possible that Dunfee was coasting in and found the official's signal an excuse for hiding the mechanical failure.

In my view, that was virtually the end of 'Old Number One's' great racing career. The present opinion seems to be, however, that on the basis of 'continuing history' the car's story goes on.

Let's look at the facts. Woolf Barnato, although no longer Chairman of Bentley Motors by 1932, retained his interest in motor racing and asked Walter Hassan, who had worked on his cars as a Bentley racing mechanic and was now working on Barnato's other cars, to build a new Brooklands racing car. This was made quite clear when I interviewed Walter Hassan, OBE for MOTOR SPORT in November 1973 and in Hassan's book, *Climax in Coventry — My Life of Fine Engines and Fast Cars* MRP 1975. In this book he writes "Eventually we decided to retire the Speed Six, 'Old Number 1', and build a special track car, although the decision was rather forced on us when Jack Dunfee took it out in the Empire Trophy race early in 1932 and broke its crankshaft . . . The *new car* (my italics) was to be a purpose-built racer and it was here that I put my ideas to work on an entire car design for the first time. We had encountered chassis frame troubles on 'Old Number 1' (I think the tyre burst in the last race had broken the chassis — WB) so we decided to start with the strongest possible chassis." Walter Hassan goes on to explain why he found a 4-litre Bentley chassis ideal



"Old No 1" Speed Six Bentley at Le Mans in 1929 when it won in the hands of Barnato/Benjafield.

and how at first he used the rebuilt engine out of 'Old Number 1' in the *new car* (my italics again), but that it wasn't fast enough, so Barnato got for it a now very rare 8-litre Bentley engine from Rolls-Royce (he was on the RR Board of Directors).

This seems to me to add up to a different car from the former Le Mans Speed Six. The 8-litre Bentley was provided with a two-seater sports body for Barnato to use on the road but for the 1932 500 Mile race a grey, long-tailed 1½-seater body was used. It is now history how tragically that race ended, for Barnato's entry. Jack Dunfee had it lapping at 127 mph, with 93 minutes to make up on the smallest cars in this handicap contest, and his brother Clive then took over, and was going almost as quickly when he lost control on the Members' banking, was thrown out, and was killed instantly. The Bentley ploughed through trees and went over the top of the banking, crashing onto the entrance road below (which was to have far reaching consequences, a new, safer road being built afterwards, although this still emerged from the tunnel where an MG had fallen, killing its driver, during the JCC 1000 Mile race earlier in 1932).

Let's pause and take stock. Walter Hassan in his book describes the 8-litre Bentley he built for Barnato as a new car. The former WO Bentley Le Mans car from which the engine was taken to try out this new car most likely lay in the works, its chassis damaged, and *sans* its engine until, perhaps, it was broken up. Or will it one day surface again? Mr Justice Otton, in finding

for Mr Ed Hubbard, decided, according to Press reports, that the present 8-litre two-seater is the genuine 'Old Number One' and in such fine condition that it is worth several millions. So it is not for me to doubt this. But I confess I cannot see how two cars, one created in 1929, the second in 1932, can merge into one historic entity 58 years later, although I have had enthusiastic people try to explain this to me.

However, that is the view of the Learned Judge, whose opinion could have a far reaching influence on the trading in historic cars. Unless Middlebridge appeal and win, the decision must stand. Even if it reminds one of the joke shovel, which was bought new, apart from having had two new handles and five blades.

Indeed, I have an idea that the new Barnato 8-litre Bentley Special may have been raced *before* the 6½-litre's last race, as suggested in my interview article, and never refuted.

Presumably when the new car with its new chassis was entered for the 1932 '500' the BRDC would have been given a new chassis number for it? After the sad accident it was eventually rebuilt, with a new front axle and wheels etc, and a coupé body, retaining the 8-litre engine from the new racing car. Oliver Bertram drove it in the Syston speed trials in this form (the old reg no was used, but this can surely have no bearing on a 'continuing history' theme, because number plates have been illegally swapped from car to car, time immemorial).

Because this Mulliner closed body was invaded by exhaust fumes Barnato sold the car. I think that in the late 1950s it was rebodied again, as a stark two-seater, for LG Quinney, of Reading, after which it was sold to J Ward Jnr of Boston Lincs. It seems that by the 1980s the car was in America, but it has now returned, to add some more controversy and history to the Bentley saga, with yet another body. I note that Mr Hubbard displays on it the morbid racing number which it wore in the 1932 500.

If I were a rich man and I liked Bentleys, I would buy this one as a Brooklands' replica, but not as a Le Mans car. WB

Anthony Blight

It is with greatest sadness and regret that we record the passing, at the age of 64, of the well known and respected Roesch Talbot enthusiast, Anthony Blight. His respect for London Talbot cars was rekindled by an article in MOTOR SPORT; stemming from an interview I had with the great designer and automobile engineer, Georges Roesch. It was to have a profound effect, including the ownership of eight of these fine cars and authorship of the most detailed one-make book imaginable, *Georges Roesch and the Invincible Talbot* (Grenville, London, 1970).

MOTOR SPORT and Grenville Ltd offer humble condolences to Mary Blight, the family, indeed, to all Talbot followers who were so inspired, and so often helped, by this great motorist. WB.

The Appeal of Brooklands

In an announcement that will bring a smile to many a face, Sir Peter Masefield, Chairman of the Brooklands Trust, was able to outline plans to bring much of what was Brooklands back to life. In a time scale yet to be decided, the aim is to turn the site into a major automotive and aviation historical centre, a dream made possible thanks to the help and support of Gallahers and Trafalgar House.

At the moment, the project is very much in the early stages, but early plans include the formation of a Brooklands Club, for corporate membership and the Brooklands Auto and Aero Club for individuals.

Amongst all this euphoria, the role of the Brooklands Society should not be overlooked for keeping the Track a live issue for so many years. WPK



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Boutsen brought his Williams home in sixth place, ahead of Capelli.

You can get used to anything, given time, and the Grand Prix world seems to have become used to the German Grand Prix being held for Formula One at the fast but dull Hockenheimring. At one time the mere name of *Das Grosser Pries von Deutschland* struck fear into the hearts of the timid, apprehension into the bravest of drivers, for it was held every year on the mighty Nürburgring, the 14 mile circuit in the Eifel mountains overlooked by the medieval castle high above the village of Nürburg. It was the scene of great feats of driving and many deeds of derring-do, legends abounded and the superstitious saw ghosts in the dense forests through which the circuit wound its way.

In 1959 the German Grand Prix was used as a political tool and it took place on the AVUS circuit on the edge of Berlin, but it was a bit of a flop and nobody wanted to go back; in fact, they could not get back to the mighty Nürburgring quick enough. Over a period of time the 'improvers' and 'do gooders' who do so much to help Grand Prix racing (!) destroyed the Nürburgring as a Grand Prix circuit and forced the move south to the Hockenheimring. A New Nürburgring was built and Formula One paid it one fleeting visit and then settled back comfortably in the fast but dull Hockenheimring.

The years have passed and it is likely that none of today's Formula One drivers are aware that there was anything before

the Hockenheimring and in Formula One parlance the race is The German Grand Prix, not *Das Grosser Preis von Deutschland*. You can get used to anything, given time.

After the British Grand Prix at Silverstone, where the combination of Honda/McLaren/Senna were well and truly beaten there was a lot of serious thinking and planning behind the scenes and Honda produced what they described as a more powerful and higher revving version of their V10 engine, while McLaren honed their aerodynamics more finely. Senna did not need any work done on himself, for losing is not in his vocabulary, and 'beaten' is a word he does not understand.

Some pre-race testing soon indicated that McLaren-Honda had taken a firm hold of the situation, and it only needed the Friday afternoon qualifying for everything to be back to where it used to be. McLaren-Honda first and second in the tidy order, Senna-Berger, but it had not been all plain sailing for Berger's car had died on him in morning testing, with another malfunction in the engine throttle system. It was not a simple broken cable or a link falling off somewhere, it was an electronic malfunction, to which the more inquisitive said 'Electronics in the throttle system? How interesting' but the conversation stopped there. The Ferrari-Fiat team were still the main opposition, though they were over a second slower than the McLaren-Hondas, and after the show of Fiat strength at the previous two races, with each of their drivers having a 'qualifying' car and a 'race' car, they now reverted to the more orthodox arrangement of each driver having his own car, with one spare car designated to the number one driver and an adequate supply of engines for both.

There were no real embarrassments to the scene as we have come to know it by mid-season, and the Benetton were split by Alesi in the Hart-powered Tyrrell, more to the chagrin of Cosworth and Ford than to Benetton. Without the intrusive Jean Alesi in the slippery Tyrrell the list would have looked neat and tidy, and rather dull. Two McLaren-Hondas, two Ferraris, two Benetton-Cosworths and two Williams-Renaults, all neatly lined up in pairs, which would indicate that the Hockenheimring does not allow for driving prowess to shine through. Even so, mistakes can be made and Alessandro Nannini made a good one going into the third chicane clipping a kerb and launching the Benetton into the air and off into the guard-rail, virtually destroying the car and putting a stop to qualifying. This was before the front runners had done their second qualifying runs, and though qualifying was restarted it was difficult to pick up the rhythm again with the accident scene still a bit slippery, so no serious improvements were made. Nannini being completely unscathed was able to get back into the swing of things using the Benetton T-car, while plans were in motion to have a new monocoque shipped from England overnight.

If the accident had not upset this first qualifying it is quite likely that the heat would have done, for the air within the concrete stadium was heating up to unbearable proportions, but there was worse to come. Saturday was even hotter and heavier and it seemed that a thunderstorm must come, but it didn't and the atmosphere became more and more oppressive. As is normal any team that was well under control spent the morning searching out the ideal set-up for the race, while some were still trying to find a set-up that would work, let alone go fast! Senna's provisional pole-time from Friday was 1min 40.198secs, an average speed of 151.744 mph and both he and Berger had topped the 200 mph mark on the outward run from the Stadium. I seem to recall that this new 3½-litre Formula and the banning of turbochargers was supposed to be slowing things down. It was also going to make things more equal for everyone, though I never understood how it was going to do that. The tail-enders were struggling to reach 190 mph, which seems pretty fast for a hopeless team that fails to qualify. In times for the lap, the difference between the first and the last was over 8 seconds, and 8 seconds at an average speed of 150 mph is a long, long way behind.

As it was clear that the conditions were too hot for anyone to approach the McLaren times of Friday, Senna and Berger concentrated on searching for an optimum race set-up, running on relatively hard race tyres and with lots of fuel on board. Their times, while not spectacular in a qualifying session were such that they had eight drivers behind them running in full qualifying trim! Mansell, Patrese and Boutsen had not gone their quickest on Friday and were able to improve on Saturday, which moved them a bit closer to the front of the grid. It is interesting that Berger topped 199 mph in race trim and Boutsen and Senna clocked 198 mph, and while some teams tried all they knew on qualifying tyres for one searing lap, the McLarens were going round and round, Senna covering 22 laps all told during the qualifying hour. The Honda engine men were doing some close monitoring of all the systems, for that morning Senna had come walking to the pits, his engine having died due to an electronic fault.

In the Benetton pits work was in full swing to build a new car around a virgin monocoque that had arrived from the factory overnight, the aim being to have it finished in time for the Sunday morning warm-up session. In the meantime Nannini was using the T-car. At the lower end of the grid the scene for pre-qualifying had changed slightly, in that the Larrousse Lola-Lamborghinis no longer had to prove they were capable of qualifying halfway up the grid before the meeting really started, and their place was taken by the Ligier team, the pre-qualifiers who went home on Friday morning before anything serious began remained more or less

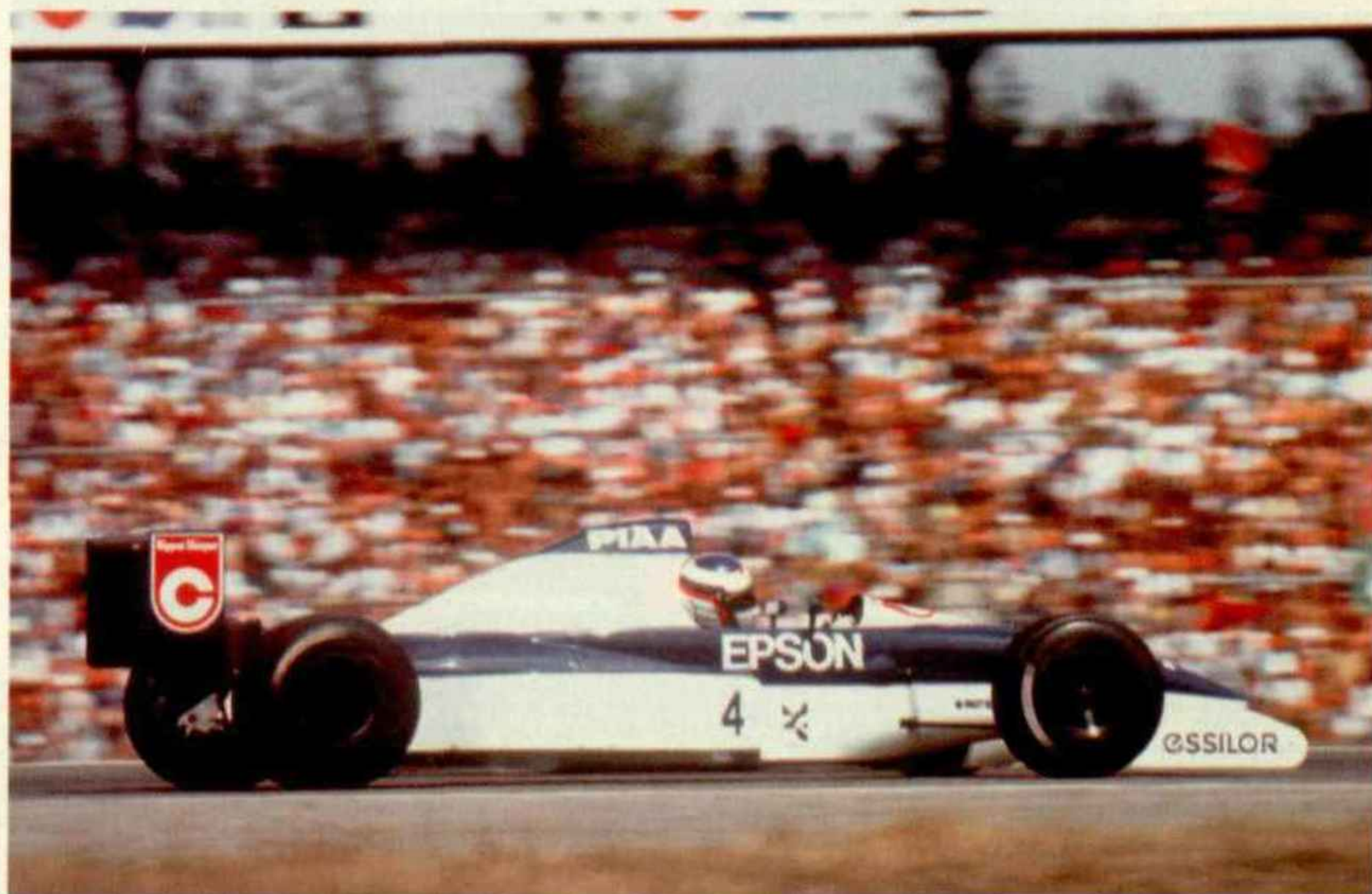
unchanged.

On race morning in the half-hour warm-up session two interesting things emerged; one was that Ferrari looked like giving McLaren a good run for their money, and the other was the fact that Berger, Prost, Boutsen and Senna all clocked over 200 mph through the speed trap which suggested that power and speed were all important, even though lap times were down the normal 4 to 5 seconds on qualifying lap times.

It is reasonable to assume that anyone worth calling a serious Formula One driver should be in the front half of the grid, or for that matter any team calling itself a serious Formula One team should have cars that can make the front half. McLaren, Ferrari, Williams and Benetton are expected to be up the front, but the scene is taking on a fairly regular appearance with the Tyrrells, the Lola-Lamborghinis and the Leyton House-Judds monopolising the second division,

tion of Modena who had to change from his race-car with the transverse transmission to the T-car with the old transmission, at the last moment, everyone seemed to be in fair order, though a number of teams were still undecided about the tyre situation, leaving it to the intelligence of their drivers to assess the situation in the opening phase, but everyone was prepared for pit stops for new tyres at some point in the race. The Benetton team had done an excellent job in building up a new car for Nannini, which had performed well in the warm up and he was on the grid behind his team leader and full of confidence.

The Hockenheimring does not generate much in the way of excitement by its very nature, though the start is always an impressive scene, especially for those in the grandstands overlooking the starting grid. You are high above the track, with an almost aerial view and the rush to the first corner is always impressive. To many the



Alesi retired on lap 41, but displayed coolness and quick-thinking in a potentially disastrous pit-stop.

with the Lola drivers Suzuki and Bernard impressing on more than one occasion. Those at the back of the grid seemed destined to stay there, for in spite of what people say, engines and power are all important and it is fast becoming obvious that if your team has not got the backing of an engine manufacturer and their research and development department, you are not only not going to make any progress, but you are not going to keep up with the ever increasing pace of the top teams; unless, of course, you have a Jean Alesi driving for you.

An accident in one of the supporting races caused it to be stopped and cancelled, and this left a bit of a gap in the day's proceedings before the Formula One cars came out of the pit lane to start the dummy-grid assembly ritual. What air there was in the Hockenheimring stadium was not only very hot, but it felt heavy and there was a haze over the sun that made the scene a bit oppressive. With the excep-

tion of the fast right-hander is out of sight, so once the leaders have disappeared, often side by side, it is a matter of waiting just over a minute to see who appears first back into the stadium at the far end. It is not a scene that gets the adrenalin flowing, but it is interesting. While everyone watched Senna and Berger lead the pack into the first corner a dicey moment at the back of the grid almost went unnoticed.

Stefano Modena's clutch played up and he crept away causing David Brabham to be slow off the mark when the green light shone, which caused Pirro to ride his Dallara up over the back of Brabham's car and spin across the track and thump backwards into the Armco barrier. As it did this it nearly collided with Alliot's Ligier but the Frenchman took avoiding action and came to rest with a stalled engine. While many people were expecting red flags to stop the race, the race director was quick to assess the situation and make the decision that the

race would continue. Alliot's Ligier had been push-started by the marshals and he had set off after the 24 cars that had gone, and the wrecked Dallara was well off the racing line, and there were medical service cars on either side of the wrecked car. Amid a sea of waving yellow flags, preceded by stationary yellow flags before the pit straight, the race continued. The only unfortunate part was that Pirro had been knocked unconscious and the doctors and medical staff were having a bit of a problem getting him out of the car. The noise from 22 cars going by a few feet away (Modena had retired his Brabham on the opening lap with no drive to the rear wheels), followed by the lonely Ligier of Alliot going down the pitlane on the other side of the barrier was a bit disturbing for the rescue workers, but quite safe. Thinking Alliot was going to retire when he stopped in avoiding Pirro, a marshal had

back from 6th place to 10th place. In this first phase of the 45 lap race Senna was in total command, and gradually drew away from Berger, though the Austrain had the two Ferraris uncomfortably close behind, with Mansell getting agitated because Prost would not let him by!

The high-speed procession suddenly fell apart on lap 15 when both Berger and Prost decided they needed new tyres and peeled off into the pit lane. Mansell had gone off the road at one of the chicanes, and dropped behind Patrese, Nannini and Piquet and instead of charging through in hot pursuit the number two Ferrari peeled off into the pit lane and drove straight into the pit garage and out of the race. The reason given later was that the underside of the car had been damaged, though how Mansell knew this before he got out of the car was not explained. But Ferrari never explain anything to anyone. Mansell

seconds and was a brilliant display of coolness and quick thinking. It is things like that that make you watch some of the new boys.

Alessandro Nannini was revelling in his inherited lead, and the Benetton team were smiling quietly to themselves for they had no intention of stopping their cars for new tyres, and Piquet was safely in 3rd place, though Berger was closing up on him. Senna was clearly biding his time about trying to retake the lead, having found that the Benetton was too quick along the straight for the Honda simply to power past. He closed right up on lap 24, but then dropped back and followed at a discreet distance, fully aware that the Benetton was going to go through non-stop, but knowing that before the end of the race his McLaren would be in a better condition as far as the rubber was concerned. The outcome was a foregone conclusion, the only interest lay in when would Senna swoop in for the kill. Nobody begrudged Nannini his moment of glory, or the Benetton team, just as there had been pleasure at the French Grand Prix when Capelli had lead for Leyton House.

The Benetton fortunes took a slight knock on lap 24 when Piquet's engine failed, but Nannini still looked and sounded strong. It was now Benetton, McLaren, Ferrari, Williams and the only possible change that could be anticipated was up to Senna. Berger in third place was comfortably ahead of Prost, but losing ground to the leaders, while Patrese seemed settled in fifth place. Boutsen in the second Williams should have been in sixth place, but a wheel baulked going back on the hub during his tyre stop and the delay dropped him down to 9th.

On lap 33 as Nannini came into the stadium wiggles he was about to lap Lehto's Monteverdi and Senna saw his opportunity. As the Benetton slowed slightly, before passing the blue and white Swiss car, Senna had his nose right up the tail of the Benetton, and went by with it. He was still right in the slipstream leaving the stadium, and under braking for the first chicane he was by and into the lead. It was all over, and Nannini's moment of truth and glory had come to an end, but not with any remorse for he had stayed ahead valiantly and without getting rattled though he was not as neat and tidy through the chicanes as one would have liked to have seen. When Senna is behind you there is a tendency to see him in both of your mirrors at the same time, which must be very unnerving.

Senna cruised quietly home to a very confident win, but his team-mate did not back him up with a strong second place, as was expected by Honda and McLaren, though he did hold on to his third place. Afterwards he said that he felt that his engine was not as good as it could have been. As he put it, 'My engine was not of the best;' not as a criticism but as a statement of fact. One seasoned French journalist commented that if that statement had come from Senna's team-mate of last year it would have been a 'whinge;'



Mansell had an indifferent weekend, retiring early after "damaging his undertray".

undone the Frenchman's seat harness buckle, so a return to the pits was necessary to re-fasten it, but it was in vain because the 1990 rules were going to force his exclusion once the Stewards had sorted out the accident situation.

Eventually Pirro was extracted from the cockpit and lifted over the barrier into an ambulance and taken to the medical centre where he was found to be unhurt. The wrecked Dallara was towed off the track, the yellow flags put away and the race was on in earnest, which it had been anyway all round the rest of the circuit.

For McLaren-Honda enthusiasts it was *Status Quo*, with the team running first and second, with Senna leading Berger, followed by the two Ferraris, the two Williams-Renaults, the two Benettons and the two 'likely-lads' Alesi and Capelli. Boutsen upset this neat and tidy scene by having a quick spin on lap 3 and dropping

packed his things and was soon gone, but not before he had an unofficial whinge about Prost not letting him go by!

Senna now had a commanding lead, but two laps later he was in for tyres and as he exited the pit-lane he had to keep over to the right as Nannini went by into the lead, as he had taken second place from Patrese as Senna was preparing to stop. At the end of lap 19 Patrese stopped for tyres and then Alesi came in for a similar reason. He approached a bit too fast and slightly off line, due to other activity in the pit-lane, but displayed remarkable reflexes and decision-making. Unlike a lot of drivers who would have tried to stop and re-position the car and made a complete pigs-ear of the job, Alesi did not hesitate and accelerated away down the pit-lane to go round for another lap and make a proper job of the stop next time round. The whole affair lost him about 8

coming from Berger it was a simple and honest opinion, because Berger is that sort of chap. Unfortunately the record book will only give the bald statement of fact that Berger (McLaren-Honda) was 3rd, behind Alessandro Nannini (Benetton-Cosworth V8). It won't look too good on his CV at the end of the season.

At Silverstone the McLaren-Honda team went home thinking 'This won't do' and full of determination to sort things out, this time the Ferrari team went home thinking 'That wasn't very good' but there wasn't an air of determination about the red team. The Benetton team were on a high, as the MkIV Cosworth EXP and the efficient B190 chassis was performing impressively well and they could smell the possibility of a resounding victory before the end of the season.

The Tyrrell team had not expected to do wondrous things on such a fast and easy circuit, but had not been disappointed while the cars were running. The disappointment came when Nakajima's engine gave trouble and Alesi went out with a broken drive-shaft universal joint. When you have a driver like Alesi in the cockpit everything needs to be extra strong, not because he is hard on a car, but because he can use everything you give him and is always ready to use a bit more. The Williams-Renault team in finishing 5th and 6th showed once again that they are front runners, but they badly need a Senna or Prost to lead them and there aren't any spare ones on the market. The two Lola-



Nannini led for much of the race after overtaking Patrese when Senna was in the pits.

Lamborghinis of the Larousse team had run strongly as high as 7th and 8th places, but both were forced out before the end, Suzuki with clutch failure and Bernard with a loss of fuel pressure. Of the other Lamborghini-powered team Donnelly went out with clutch failure before the race got properly under way and Warwick finished in 8th place, one lap behind the winner. His tactful comment that 'the car was rather difficult to drive...blistering its tyres and jumping

around a lot, giving me double-vision for most of the race...' makes it sound rather evil.

As usual the Ferrari-Fiat publicity department made no comments at all about anything, so one can only go on what the drivers say and with Mansell disappearing quickly in the wake of a 'whinge' and Prost mumbling on about this and that, without saying anything positive one can only assume that Ferrari were well and truly beaten this time. DSJ

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STARTING GRID



27 SENNA McLaren MP4/5B 1 min 40.198 secs	28 BERGER McLaren MP4/5B 1 min 40.434 secs
1 PROST Ferrari F1/90 1 min 41.732 secs	2 MANSELL Ferrari F1/90 1 min 42.057 secs
6 PATRESE Williams FW13B 1 min 42.195 secs	5 BOUTSEN Williams FW13B 1 min 42.380 secs
20 PIQUET Benetton B190 1 min 42.872 secs	4 ALESI Tyrrell 019 1 min 43.255 secs
19 NANNINI Benetton B190 1 min 43.594 secs	16 CAPELLI Leyton House CG901 1 min 44.349 secs
30 SUZUKI Lola L90 1 min 44.363 secs	29 BERNARD Lola L90 1 min 44.496 secs
3 NAKAJIMA Tyrrell 019 1 min 44.650 secs	15 GUGELMIN Leyton House CG901 1 min 45.193 secs
23 MARTINI Minardi M190 1 min 45.237 secs	11 WARWICK Lotus 102 1 min 45.244 secs
8 MODENA Brabham BT59 1 min 45.547 secs	10 CAFFI Arrows A11B 1 min 45.604 secs
9 ALBORETO Arrows A11B 1 min 45.755 secs	12 DONNELLY Lotus 102 1 min 45.790 secs
7 BRABHAM Brabham BT59 1 min 46.110 secs	25 LARINI Ligier JS33C 1 min 46.187 secs
21 PIRRO Dallara BMS 190 1 min 46.506 secs	26 ALLIOT Ligier JS33C 1 min 46.596 secs
36 LEHTO Monteverdi 1 min 46.857 secs	35 FOITEK Monteverdi 1 min 47.209 secs

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	Alain Prost	Ferrari F1/90	G		1m 41.732s	1m 42.590s	1m 46.839s (27)
2	Nigel Mansell	Ferrari F1/90	G		1m 42.313s	1m 42.057s	1m 47.268s (11)
3	Satoru Nakajima	Tyrrell 019	P		1m 44.873s	1m 44.650s	1m 49.896s (17)
4	Jean Alesi	Tyrrell 019	P		1m 43.255s	1m 44.652s	1m 48.421s (24)
5	Thierry Boutsen	Williams FW13B	G		1m 43.620s	1m 42.380s	1m 45.602s (31)
6	Riccardo Patrese	Williams FW13B	G		1m 43.736s	1m 42.195s	1m 46.891s (27)
7	David Brabham	Brabham BT59	P		1m 46.110s	1m 46.518s	1m 52.018s (6)
8	Stefano Modena	Brabham BT59	P		1m 45.547s	1m 47.269s	no time
9	Michele Alboreto	Arrows A11B	G		1m 45.871s	1m 45.755s	1m 52.041s (7)
10	Alessandro Caffi	Arrows A11B	G		1m 46.201s	1m 45.604s	1m 49.054s (33)
11	Derek Warwick	Lotus 102	G		1m 45.364s	1m 45.244s	1m 48.547s (28)
12	Martin Donnelly	Lotus 102	G		1m 47.723s	1m 45.790s	2m 07.152s (1)
14	Olivier Grouillard	Osella FA1M	P	1m 46.828s	1m 47.429s	1m 48.172s	
15	Maurico Gugelmin	Leyton House CG901A	G		no time	1m 45.193s	1m 50.255s (8)
16	Ivan Capelli	Leyton House CG901A	G		1m 45.025s	1m 44.349s	1m 48.799s (26)
17	Gabriele Tarquini	AGS JH25	G		1m 48.127s		
18	Yannick Dalmas	AGS JH25	G		1m 47.125s	1m 47.789s	1m 47.874s
19	Alessandro Nannini	Benetton B190	G		1m 43.594s	1m 44.559s	1m 46.146s (27)
20	Nelson Piquet	Benetton B190	G		1m 42.926s	1m 42.872s	1m 46.949s (20)
21	Emanuele Pirro	Dallara BMS 190	P		1m 46.904s	1m 46.506s	no time
22	Andrea de Cesaris	Dallara BMS 190	P		1m 48.118s	1m 48.032s	
23	Pierluigi Martini	Minardi M190	P		1m 45.736s	1m 45.237s	1m 51.326s (11)
24	Paolo Barilla	Minardi M190	P		1m 47.747s	1m 47.958s	
25	Nicola Larini	Ligier JS 33C	G	1m 46.186s	1m 47.068s	1m 46.187s	1m 48.502s (42)
26	Philippe Alliot	Ligier JS 33C	G	1m 45.513s	1m 46.596s	1m 57.287s	no time
27	Ayrton Senna	McLaren MP4/5B	G		1m 40.198s	1m 46.843s	1m 45.711s (36)
28	Gerhard Berger	McLaren MP4/5B	G		1m 40.434s	1m 46.628s	1m 46.098s (33)
29	Eric Bernard	Larrousse-Lola 90	G		1m 44.998s	1m 44.496s	1m 49.071s (29)
30	Aguri Suzuki	Larrousse-Lola 90	G		1m 45.382s	1m 44.363s	1m 49.128s (24)
31	Bertrand Gachot	Coloni-Subaru	G		1m 50.460s		
33	Roberto Moreno	EuroBrun 189B	P		1m 48.983s		
34	Claudio Langes	EuroBrun 189B	P		1m 50.897s		
35	Gregor Foitek	Monteverdi	G		1m 47.209s	1m 47.726s	1m 51.456s (12)
36	JJ Lehto	Monteverdi	G		1m 48.856s	1m 46.857s	1m 50.173s (31)
39	Bruno Giacomelli	Life RE	G		2m 10.786s		

RESULTS

German Grand Prix, Hockenheimring, July 29
45 laps of 6.802 km circuit (306.090 km; 190.195 miles)

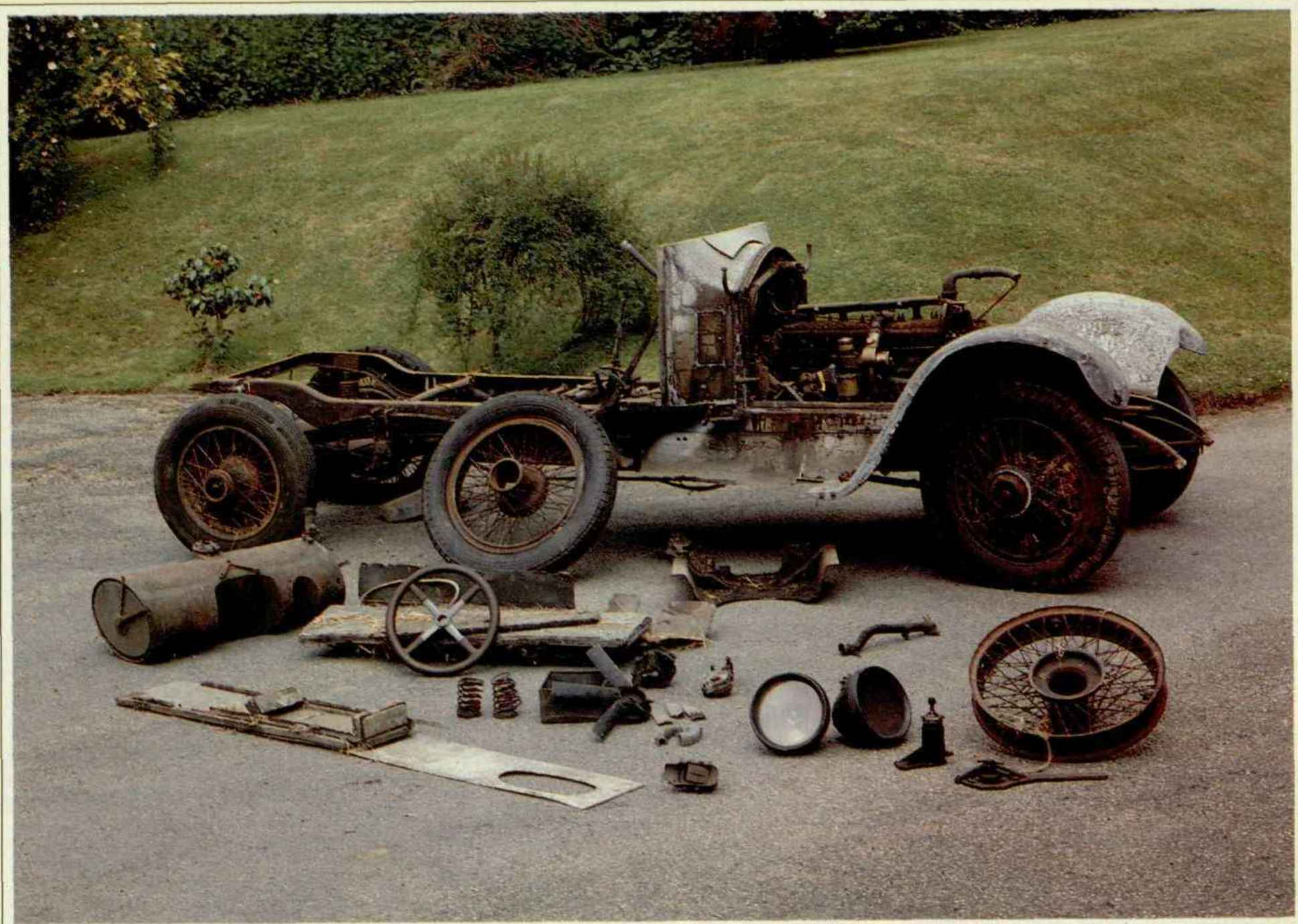
Pos.	Driver	Nat.	Car/Engine	Time
1st	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	1h 20m 47.164s
2nd	Alessandro Nannini	(I)	Benetton B190-Cosworth V8 EXP	1h 20m 53.684s
3rd	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	1h 20m 55.717s
4th	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	1h 21m 32.434s
5th	Riccardo Patrese	(I)	Williams FW13B-Renault V10	1h 21m 35.192s
6th	Thierry Boutsen	(B)	Williams FW13B-Renault V10	1h 22m 08.655s
7th	Ivan Capelli	(I)	Leyton House CG901-Judd V8	1 lap behind
8th	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	1 lap behind
9th	Alessandro Caffi	(I)	Arrows A11B-Cosworth V8 DFR	1 lap behind
10th	Nicola Larini	(I)	Ligier JS33B-Cosworth V8 DFR	2 laps behind
11th	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	retired on lap 41
12th	J J Lehto	(FIN)	Monteverdi-Cosworth V8 DFR	retired on lap 40
13th	Eric Bernard	(F)	Lola L90-Lamborghini V12	retired on lap 36
14th	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	retired on lap 34
15th	Satoru Nakajima	(J)	Tyrrell 019-Cosworth V8 DFR	retired on lap 25
16th	Nelson Piquet	(BRA)	Benetton B190-Cosworth V8 EXP	retired on lap 24
17th	Pierluigi Martini	(I)	Minardi M190-Cosworth V8 DFR	retired on lap 21
18th	Gregor Foitek	(CH)	Monteverdi-Cosworth V8 DFR	retired on lap 20
19th	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	retired on lap 16
20th	Mauricio Gugelmin	(BRA)	Leyton House CG901-Judd V8	retired on lap 13
21st	David Brabham	(AUS)	Brabham BT59-Judd V8	retired on lap 13
22nd	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	retired on lap 11
23rd	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	retired on lap 2
24th	Stefano Modena	(I)	Brabham BT59-Judd V8	retired on lap 1
25th	Emanuele Pirro	(I)	Dallara BMS190-Cosworth V8 DFR	retired on lap 1
26th	Philippe Alliot	(F)	Ligier JS33B-Cosworth V8 DFR	disqualified

Fastest Lap: Thierry Boutsen (Williams FW13B) 1 min 45.602 secs on lap 31, 231.882 kph (144.084 mph)
Winner's Average Speed: 227.334 kph (141.258 mph). Conditions: Very Hot

DNQ	Olivier Grouillard	(F)	Osella FA1M-Cosworth V8 DFR	1m 47.429s
DNQ	Paolo Barilla	(I)	Minardi M190-Cosworth V8 DFR	1m 47.747s
DNQ	Yannick Dalmas	(F)	AGS JH25-Cosworth V8 DFR	1m 47.789s
DNQ	Andrea de Cesaris	(I)	Dallara BMS 190-Cosworth V8 DFR	1m 48.032s
DNQ	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	1m 48.127s
DNQ	Roberto Moreno	(BRA)	EuroBrun ER189B-Judd V8	1m 48.983s
DNQ	Bertrand Gachot	(L)	Coloni C3C-Cosworth V8 DFR	1m 50.460s
DNQ	Claudio Langes	(I)	EuroBrun ER189B-Judd V8	1m 50.897s
DNQ	Bruno Giacomelli	(I)	Life 12 cylinder	2m 10.786s

1990 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
Ayrton Senna.....48	McLaren-Honda.....77
Alain Prost.....44	Ferrari.....57
Gerhard Berger.....29	Benetton-Cosworth.....31
Thierry Boutsen.....18	Williams-Renault.....30
Nelson Piquet.....18	Tyrrell-Cosworth.....14
Jean Alesi.....13	Leyton House-Judd.....6
Nigel Mansell.....13	Larrousse-Lamborghini.....5
Alessandro Nannini.....13	Arrows-Cosworth.....2
Riccardo Patrese.....12	Brabham-Judd.....2
Ivan Capelli.....6	Lotus-Lamborghini.....1
Eric Bernard.....4	
Stefano Modena.....2	
Alessandro Caffi.....2	
Satoru Nakajima.....1	
Derek Warwick.....1	
Aguri Suzuki.....1	



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EAGLE
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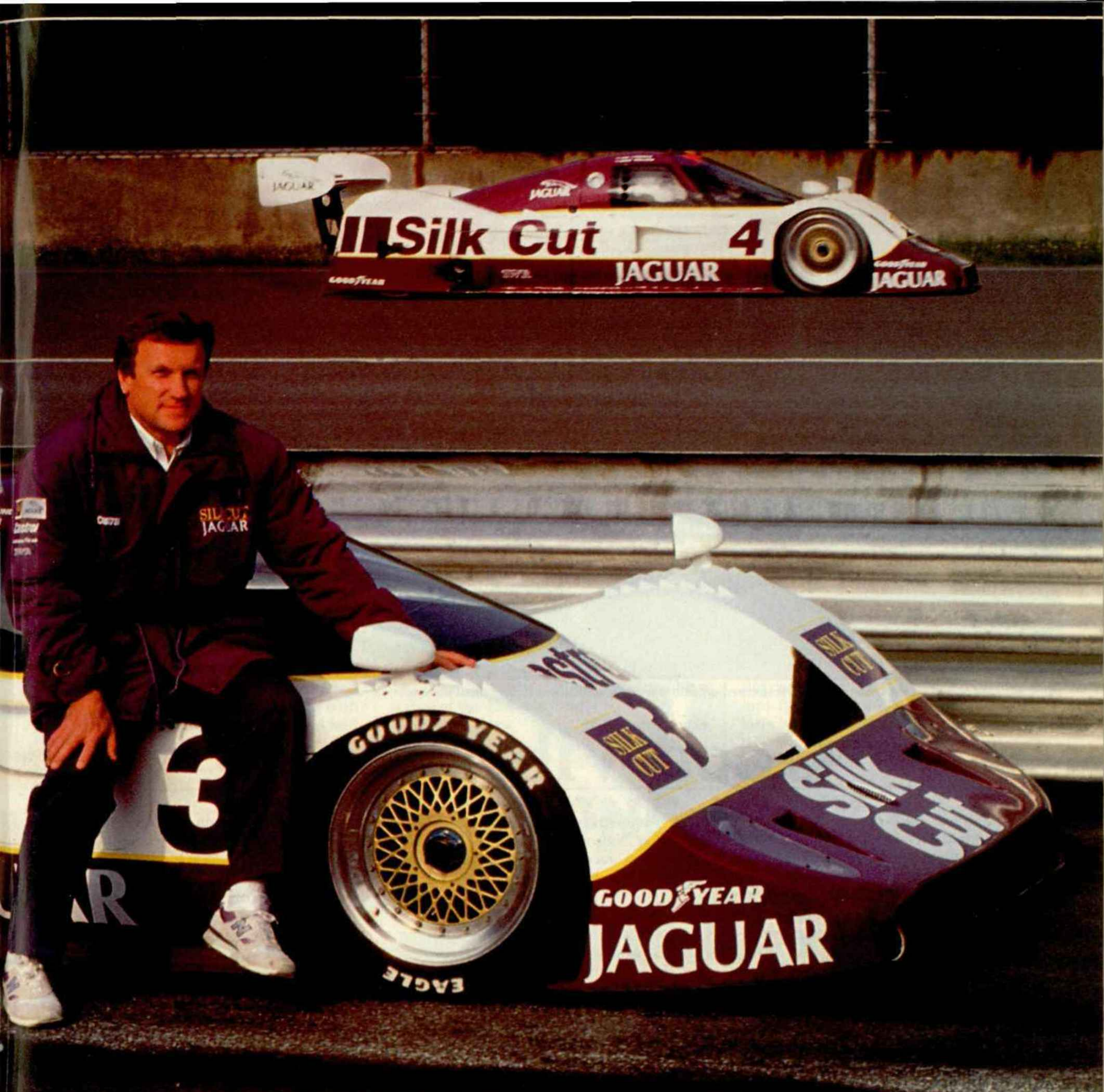


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GOODYEAR



From his first pole position Thierry Boutsen stormed off into a lead he was never to lose until the end.

Good Vibrations

We have had our moments of criticism for Thierry Boutsen, but in Hungary last weekend the Belgian drove a beautifully judged race to withstand fearsome pressure for the entire 77 laps.

The Hungaroring is a circuit that doesn't help those wishing to overtake, and after taking full advantage of his first ever pole position, the Williams-Renault driver took the lead at the start and withstood onslaughts from Gerhard Berger, teammate Riccardo Patrese, Sandro Nannini and, finally, Ayrton Senna to notch up his third GP triumph and his first on a dry road.

What made the performance all the more impressive was that Senna had stopped for fresh Goodyear Cs after a stone had once again machined away part of the wheel rim on lap 22. With newer tyres he blitzed through the field and was within striking distance after disposing of Nannini in a controversial passing attempt in the fast chicane at the top of the circuit on lap 64. By the end Boutsen's tyres were shot, but he just managed to cling on for a deserved success that went some way to making up for the team's 1989 disappointment.

Berger was menacing Nigel Mansell for third place in the closing stages when he removed him in the same manner as Senna had disposed of Nannini, the Briton retiring with an injured right arm and left wrist from the whiplash of the steering wheel.

The McLaren was also a retirement, promoting Nelson Piquet to a fortunate third with a recovering Riccardo Patrese leading home Derek Warwick and Eric Bernard for the final points.

Alain Prost had produced something of a surprise for Ferrari in the morning warm-up when he lapped a second faster than Berger and Senna, but it transpired he had used Goodyear's soft race compound Ds, whose long-term durability was suspect even with the low grip of the Hungaroring's surface. When the grid finally lined up, only Gugelmin and Donnelly opted for them, all the other Goodyear runners going for the regular Cs and planning to run non-stop.

There was drama on the grid for Senna when a leaking water radiator was detected on his race car, and it was wheeled away as the spare MP4/5B was hastily dragged out. He was installed in it in time to take the green flag lap.

Boutsen sat proudly on his first ever F1 pole position, won with an electrifying 1m 17.919s lap on Saturday, and the first moment of pressure that he successfully coped with was the run down to the first corner, as his Williams sprinted away from pole. Patrese, second on the grid after a lap almost as strong as Thierry's once both had dialled out understeer and then benefited from remapped Renault engines and a new Elf fuel mix, was alongside him for much of the way, on the inside. However, Berger tried the outside line and was able

to pincer the McLaren into second place. Alesi, disappointed to be only sixth on the grid after exploiting his Pirellis to the full, elbowed ahead of Mansell for fifth, with Senna voluntarily backing off to avoid contact with the Ferrari. Like Prost's, down in an unimpressive 10th place adrift of fast-starting de Cesaris, Nannini and Piquet, Mansell's was racing for the first time with the new 037 engine. Both he and Alain had, of course, used them in qualifying, when the Briton had been more successful at using Goodyear's new compound and construction qualifiers.

At the end of the lap it was still Boutsen from Berger, with no breathing space between the McLaren and Patrese, Mansell, Alesi and Senna. Nannini was still behind de Cesaris but would soon dispose of the Dallara, while Nelson was ninth from Prost, Warwick and Bernard. Martini was 13th, and would head a mammoth queue of no fewer than 11 cars as the early stages unfolded.

By lap nine de Cesaris had been elbowed down to 11th by the leaders, and was running just ahead of a closing Bernard, but Martini was holding off Pirro, Nakajima, Capelli, Donnelly, Gugelmin, Suzuki, Modena, Caffi, Alboreto and Larini who were snapping and snarling at each other's heels in a battle that seemed certain to end in tears. Modena had spun trying to pass Donnelly. Tarquini in the only AGS to qualify wasn't quite in touch with them and Barilla was already drop-



Now a pre-qualifier, Philippe Alliot was 26th and in last place on the first lap, and finished in 14th place.

ping back, while Alliot was 26th after calling at the pits at the end of the first lap to have his right front nose fin replaced.

At the front it was evident that we were in for another confrontation such as that headed by Patrese this time last year, as Boutsen continued to hold sway seemingly only inches ahead of Berger, Patrese and Mansell. This quartet had detached itself from the battle for fifth which Alesi showed every initial sign of winning with Senna and Nannini. Neither McLaren had been able to match the Williams in Saturday qualifying, after Berger had

been fastest on the Friday, and both had had some lurid slides and an off apiece at the fast chicane. Though Ayrton was being held up by the Tyrrell, the McLaren was in much better shape for the race.

Throughout, gaps closed and elongated depending on individual cars' abilities in the fast or slow corners, but there was precious little overtaking. We knew, from last year, however, that patience can be a virtue at the Hungaroring.

Senna knew that, too, and was alternately pushing Alesi and then easing back, in the hope of rattling him and to

keep his engine temperature down. On lap six, for example, he'd fallen right back, yet was soon nailed to the Tyrrell's gearbox again. Nannini was also having to go along with this, while Nelson had tried to conserve his tyres in the opening laps, and then found when later he started to speed up that he had a problem with the Benetton's throttle and electronics.

"It was on-off, on-off. There was no way I could drive smoothly, and it just got worse and worse. It was very difficult."

Prost, meanwhile, disposed of de Cesaris on lap eight, but seemed unable (or unwilling at this stage) to push hard for the Benetton, and was content to sit in ninth place monitoring events.

The real action in the first quarter was thus to be found in everyone's antics to dispose of Martini. After 10 laps the contestants in the group got a little room for manoeuvre when Nakajima got it all wrong at the top of the hill and went skating off. "I'd been having a little problem with the brakes, which weren't biting enough, and I just pushed a bit too hard." He didn't hit the tyre wall as a result of his original mistake, but his attempt to spin-turn ended with the rear of Tyrrell against the tyres. He was the first retirement.

The first successful move against Martini came when Capelli passed Pirro going into turn one on lap 17, and then a lap later he was able to pull the same move on the Minardi and instantly pulled away. Two laps later Gugelmin passed Pirro,

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Jean Alesi was able to stave off Ayrton Senna for only a few laps.

getting by the M190 on lap 20. As the two Leyton Houses moved clear, Donnelly began to hassle Pirro, but Senna's increasingly strong pressure on Alesi was beginning to attract the attention of the vocal Hungarians by that point. On lap 21 Ayrton finally did it going into turn one (where else?), but it was telling that even a McLaren-Honda was having trouble out-dragging a Tyrrell-Cosworth down the short front straight.

"Alesi had come down inside me into the second corner after the start, after I'd had to lift off to avoid Mansell in the first," said Ayrton. "If I'd tried to turn in I would have hit him. There was no way that I could overtake him at first, and running close put the engine temperature up, so I would drop back. Then he got in traffic, and that was my opportunity."

Nannini immediately started his own push after the Frenchman, and would duplicate Senna's move on lap 24. By then, however, Senna had dropped back to 10th after a rapid tyre stop on lap 22.

"I could feel I had a puncture as the bottom of the car was touching the ground too much," he revealed.

"It looks as though we picked up another stone. The wheel shows signs of being machined by something, and that's why the tyre lost its air," said Ron Dennis.

De Cesaris was the next to go, when his strong showing ended with engine failure on lap 23, but Pirro was still upholding Scuderia Italia honours in 14th place as Donnelly struggled in his wake and still had Suzuki, Caffi, Alboreto and Larini snapping after him, and Modena now speeding up to close on them.

Nannini moved away from Alesi, Piquet closed in and overtook on lap 25, but Jean would then keep a menacing Prost at bay until lap 34, when the elder Frenchman squeezed past coming down from the highest part of the circuit.

Martini had declined to 21st place after a tyre stop on lap 21, and though the midfield battlers still comprised Donnelly, Pirro, Suzuki, Caffi, Alboreto, Larini and Modena, the Minardi's run was about to draw to a close. On his 37th lap Jean came

across Pierluigi in the last hairpin before the pits and dived for the inside. Pirro either didn't see him or moved over anyway: eye witnesses thought the move a trifle optimistic. Whatever, the Tyrrell and the Minardi locked wheels, lost their steering, and slid in unison on to the gravel and out of the race, leaving the two drivers to engage in a heated debate about culpability for some time afterwards.

"I couldn't find a way by but eventually I had to go for it because rubber from his tyres was sticking to mine and affecting the handling," said Jean.

On his 36th lap Modena's Judd EV expired as he crossed the finish line, and he coasted to a halt just past the pit lane exit. However, it was Prost's demise that really concerned the Hungarian *Tifosi*, whose 'Ferrari Prost - the future is here' banners had decorated the start/finish line. As he came round to complete his 37th lap, the Frenchman's Ferrari suddenly lost all drive and pitched him into the barriers at the last corner. He was unharmed, had felt quietly confident that he had nursed his tyres well and was perfectly poised for a late charge, but his race was over. It was his first retirement since Monaco.

With Prost out some of the heat came off Senna, although you wouldn't have known it from his driving. As the race approached its halfway point the Brazilian was lapping two seconds a lap faster than Boutsen, who was still leading confidently from his ever present shadows, Berger, Patrese and Mansell. We were still waiting.

Nannini had fifth place well tucked up at one stage, but as he closed on the leaders, so Senna was charging back after him once he'd caught seventh placed Piquet and eighth placed Warwick. Eric Bernard was a lonely ninth, but team-mate Suzuki had quit on lap 38 when his engine died. "It had been making strange noises for some time, and was down on power exiting the corners," he revealed.

Capelli and Gugelmin were established in 10th and 11th, the Brazilian's CG901 apparently none the worse for a quick spin

onto the grass and gravel on the outside of turn one on lap 30.

"The way the brake pedal is positioned in our car makes it difficult to use properly, and that's what caused the spin."

Having dispensed with Pirro (who then lost time with a tyre stop), Donnelly came charging after Mauricio, however, and was right with him when he brought the Lotus in for fresh Ds on lap 52. "I lost an incredible amount of time behind Pirro, but I just couldn't find a way by him. I was shaking my fist, but that didn't really help! The real problem after that was that I moved off line to let the leaders by, and got my tyres dirty. They wouldn't clean up, so I had to come in for a new set."

After that he charged back after the Leyton House, setting fourth fastest lap in a successful pursuit that would bring him his best F1 result, albeit one frustratingly shy of a first championship point.

Capelli had been experiencing a problem with third gear jumping out, and on lap 57 his transmission broke completely.

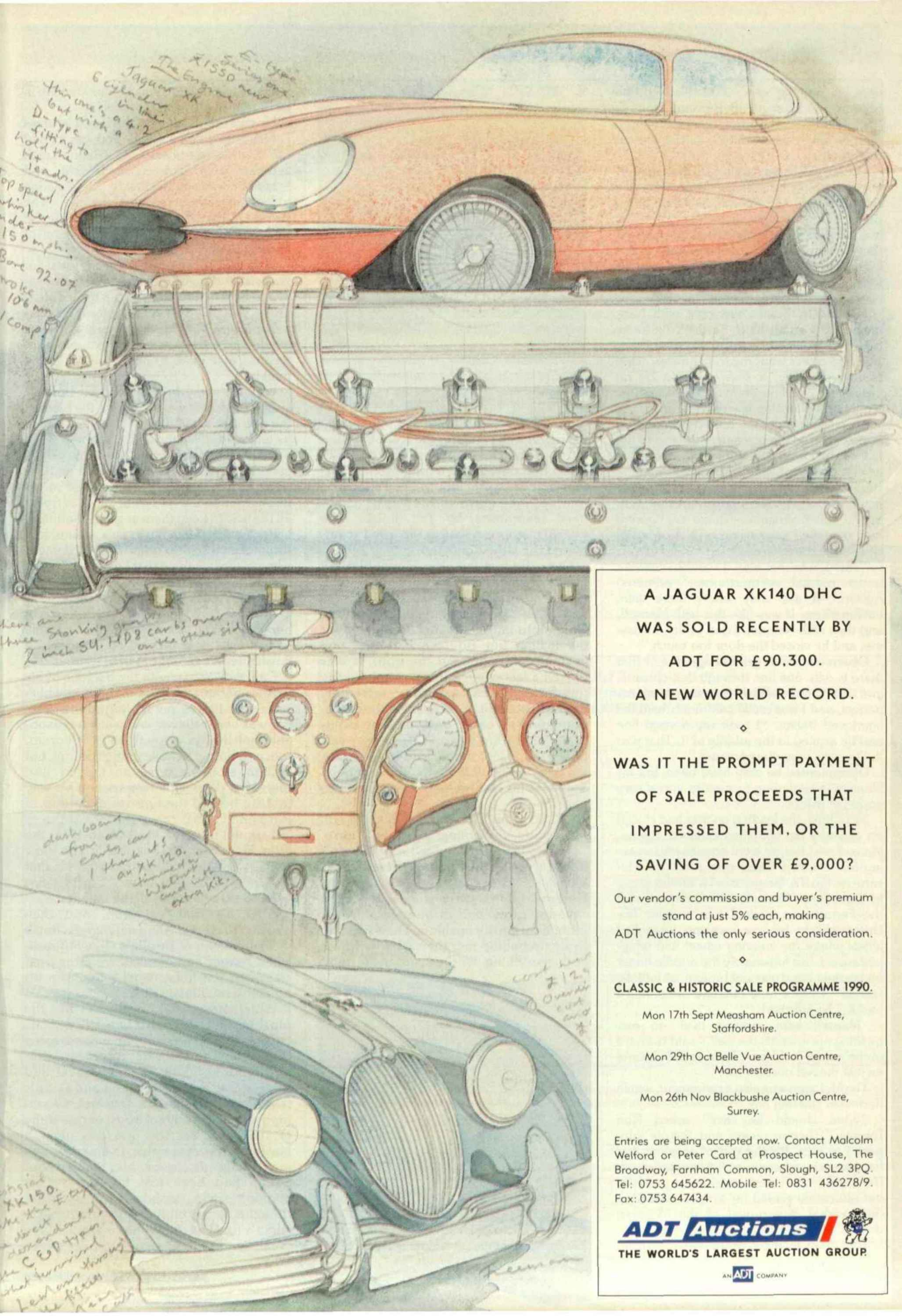
By now, things were heating up nicely up front, as Senna had come slicing up on his newer tyres. Berger had finally been obliged to stop for replacements on lap 48, dropping to fifth ahead of Ayrton but soon being passed before his rubber had fully warmed up. That left Patrese to shield Boutsen, who had a 2.18s lead by lap 50. By Hungarian standards, it was quite a cushion.

Then Riccardo came in for new tyres on lap 56. "The fronts were completely gone, so I had no choice. I could have come in as soon as they lost their edge, but I decided to stay out for three or four more laps to give him a chance to get away." The likeable Italian is nothing if not a team player, but Warwick and Donnelly didn't thank him for the manner in which he rejoined right in the paths of their Lotuses.

Riccardo's delay should have given Mansell his chance for success, but the Briton got caught up with one wheel inside one of Patrese's in the hairpin behind the pits on lap 52, and as they sped down to turn one he had lost vital momentum. They were in traffic anyway, and as he nearly tapped the Williams' rear end, Nannini came steaming down the inside to grab second. Senna squeezed ahead as they went into turn two, and thus in one lap Mansell had lost two places. Worse, Berger was thirsting after him after his tyre stop.

From 3.91s on lap 57, Nannini whittled Boutsen's lead down to less than two seconds by lap 60, and on lap 61 the Williams, the Benetton and Senna's McLaren were literally nose to tail, with Mansell and Berger right there as well. It was, at this stage, anyone's race, with the odds favouring the McLarens and their fresher Goodyears.

Unbeknown to anyone but the Williams pit, Boutsen was in trouble, complaining over his radio of severe vibrations similar to those which had dogged him during the morning warm-up. They may have had something to do with the fact that Thierry had missed a gear at about one third distance, over-revving the engine to 16,000rpm rather than its normal 13,000



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limit. If nothing else, it testified to the bottom end strength of Bernard Dudot's RS2 unit. Strength or not, there were more than a few crossed digits in the Didcot team's pit.

On lap 63 Berger only just managed to avoid running into the back of Mansell's Ferrari going into turn one, and then going down the pit straight next time round the two cars were side by side as Mansell edged the McLaren over the broken yellow line indicating the pit lane exit. Gerhard kept his foot in it and just scraped ahead, only for Nigel immediately to repass.

Meanwhile, Senna was right with Nannini, and pushing hard. "I think he knew how easy it would be for me to pass Boutsen, and didn't want me to get away," said Sandro. "Really, it was going to be no problem to overtake the Williams. It was just a matter of choosing where."

He wasn't to get the chance. As he and Senna entered the chicane at the top of the hill, the McLaren came from way back, two wheels over the inside kerb, and flicked the Benetton high into the air and out of its way. It was an aggressive manoeuvre that very nearly rolled Nannini, whose car landed with damaged suspension on the opposite side of the track.

"There was no way I could overtake under normal circumstances," admitted Ayrton. "It was only where there were backmarkers. It was like this with Mansell, and then with Nannini. I don't think he saw me, and he closed the door too much."

Observers are in general agreement that there is only one line through that chicane, and that Nannini was on it. "Everything was perfect, and I was really confident," said the aggrieved Italian. "I took my normal line and he arrived in the middle of it. That was it. I'm very, very disappointed."

Disappointed he may have been, but Mr Nannini is beginning to mature into a very good GP driver.

Incredibly, the leading quartet had closed up again by lap 68, when Boutsen, Senna, Mansell and Berger were nose to tail, weaving and feinting. Then, going into the chicane on lap 72, Berger tried a similar move to Senna's on Mansell, with the result that the Ferrari was pitched into a spin. The Briton sat in his car, nursing wrenched wrists where the steering wheel had whipped round, but fortunately the middle finger on his right hand was not broken, as initially feared. "There's only one line there, and I had it," he affirmed.

"Mansell kept moving over on me, pushing me towards the wall," said Gerhard of the earlier incident. "Then at the chicane he just moved over on me."

The McLaren was also a retirement, with a damaged steering link.

"What should he say?" asked Ron Dennis. "They're racers and they're supposed to race. It's the sort of accident that happens a hundred times." Afterwards both Benetton and Ferrari considered protests, but ultimately settled for simply registering their verbal disapproval of the McLaren drivers' tactics.

That final incident promoted the strug-



Nannini felt he could have taken Boutsen at any time.

gling Piquet to third and Patrese fourth. Riccardo was catching the troubled Benetton in the closing stages, but the Williams had developed a long brake pedal and that was sufficient to keep Riccardo four seconds adrift of his former Brabham team-mate by the finish. The FW13B stopped before it even completed the slow-down lap.

Over the last laps the Hungarian GP finally developed into a cliffhanger, with Boutsen struggling with his worn tyres and Senna pushing, pushing, pushing. Going into lap 75 the McLaren dived for the inside, but Boutsen had that one covered and slammed the door. It was Ayrton's last chance, for throughout the following tour Tarquini incredibly balked both men. Whilst his intervention could so easily have undone Boutsen's afternoon's work, Gabriele was finally disposed of only into turn one for the final time and that effectively robbed Senna of his last realistic opportunity to pass.

"Right from the start I realised I still had some understeer," said Thierry, "and though we'd changed a lot it hadn't fully cured it. I just had to drive the car like that. I drove at the same speed as Gerhard in the early stages, trying to save my tyres, and at one stage I built quite a nice little cushion. Then Nannini came up behind me, then Ayrton. In the end everything worked out just right,



The high-speed train almost ran to the end.

because I would not have got another lap in front of him out of those tyres."

He crossed the line for the best win of his career only 0.288s ahead. To have fended off Senna, particularly a Senna with superior tyres, was no mean feat, and Ayrton himself was the first to acknowledge it just after they received the flag. The Brazilian drew the McLaren alongside the Williams and gave his friend a signal of appreciation.

Fifth place was an excellent reward for Warwick's dogged determination, especially as he'd had to adjust to an inconsistent brake pedal. "Sometimes after half distance it was very hard, the next corner it would go right down to the floor. That meant I really had to nurse the car in the final laps."

With Donnelly bringing his car home a strong seventh it was a fillip for the team at the event at which Camel had announced its intended defection to Benetton.

Sandwiched between the two yellow cars, Bernard was delighted with another point for Larrousse. "I did my best to get through without a tyre stop, and was trying all the way to keep them in good condition. Unfortunately I lost my brakes around half distance and had to nurse the car home. I was worried all along that I might not make the finish, so I'm really pleased with sixth."

By the end Gugelmin's tyres were blistered very badly and his Leyton House hobbled home, but his non-stop gamble had at least paid off and he welcomed a finish after his recent run of ill fortune.

Caffi was happy with the balance of his Arrows but not with the manner in which sixth gear hit the rev limiter all the time, but was very relieved with such a reasonable finish after a tough race. Alboreto, too, was happy to have made it home, but had to stop for tyres on lap 44 and thereafter cope with oversteer on his way to 12th behind the tyre-stopping duo of Pirro and Larini.

Tarquini muscled his AGS to 13th, the little French car a handful in the slow corners and the Italian tired after his first full race for a long time. "I'm just not used to cars that finish!" he laughed.

After his first lap stop, and then another for tyres, Alliot salvaged a finish in 14th, ahead of Barilla's slow Minardi, while Berger and Mansell were the final classified finishers, Nigel hitching a lift home on the Ligier.

With more modifications in the pipeline McLaren left Hungary with its corporate tail up, having moved away from the mid-season problem that affected it so badly at Le Castellet and Silverstone, and both Senna and Dennis regarded a 10 point Drivers' Championship lead as a real boost at this stage of the year. Yet the previous night a Marlboro representative, in his cups, had mournfully disclosed his feeling that Senna had been lost for 1991. One couldn't help wondering just what thoughts were running through the Brazilian's head as the Williams reached the finish line first.

DJT

STARTING GRID



6 PATRESE Williams FW13B 1 min 17.955 secs	5 BOUTSEN Williams FW13B 1 min 17.919 secs
27 SENNA McLaren MP4/5B 1 min 18.162 secs	28 BERGER McLaren MP4/5B 1 min 18.127 secs
4 ALESI Tyrrell 019 1 min 18.726 secs	2 MANSELL Ferrari F1/90 1 min 18.719 secs
1 PROST Ferrari F1/90 1 min 19.029 secs	19 NANNINI Benetton B190 1 min 18.901 secs
22 DE CESARIS Dallara BMS 190 1 min 19.675 secs	20 PIQUET Benetton B190 1 min 19.453 secs
29 BERNARD Lola LC90 1 min 19.963 secs	11 WARWICK Lotus 102 1 min 19.839 secs
23 MARTINI Minardi M190 1 min 20.197 secs	21 PIRRO Dallara BMS 190 1 min 19.970 secs
16 CAPELLI Leyton House CG901 1 min 20.385 secs	3 NAKAJIMA Tyrrell 019 1 min 20.202 secs
12 DONNELLY Lotus 102 1 min 20.715 secs	15 GUGELMIN Leyton House CG901 1 min 20.397 secs
8 MODENA Brabham BT59 1 min 20.715 secs	30 SUZUKI Lola LC90 1 min 20.619 secs
9 ALBORETO Arrows A11B 1 min 21.758 secs	26 ALLIOT Ligier JS33B 1 min 21.003 secs
17 TARQUINI AGS JH23 1 min 21.964 secs	24 BARILLA Minardi M190 1 min 21.848 secs
10 CAFFI Arrows A11B 1 min 22.126 secs	25 LARINI Ligier JS33B 1 min 22.078 secs

1990 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
Ayrton Senna.....54	McLaren-Honda.....83
Alain Prost.....44	Ferrari.....57
Gerhard Berger.....29	Williams-Renault.....42
Thierry Boutsen.....27	Benetton-Ford.....35
Nelson Piquet.....22	Tyrrell-Ford.....14
Ricardo Patrese.....15	Larrousse-Lamborghini.....6
Jean Alesi.....13	Leyton House-Judd.....6
Alessandro Nannini.....13	Lotus-Lamborghini.....3
Nigel Mansell.....13	Arrows-Ford.....2
Ivan Capelli.....6	Brabham-Judd.....2
Eric Bernard.....5	
Derek Warwick.....3	
Alessandro Caffi.....2	
Stefano Modena.....2	
Aguri Suzuki.....1	
Satoru Nakajima.....1	

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	Alain Prost	Ferrari F1/90	G	1m 20.309s	1m 19.029s	1m 24.214s (17)	
2	Nigel Mansell	Ferrari F1/90	G	1m 18.739s	1m 18.719s	1m 22.235s (58)	
3	Satoru Nakajima	Tyrrell 019	P	1m 21.449s	1m 20.202s	1m 27.900s (5)	
4	Jean Alesi	Tyrrell 019	P	1m 19.042s	1m 18.726s	1m 24.414s (14)	
5	Thierry Boutsen	Williams FW13B	G	1m 19.619s	1m 17.919s	1m 23.934s (59)	
6	Ricardo Patrese	Williams FW13B	G	1m 19.419s	1m 17.955s	1m 22.058s (63)	
7	David Brabham	Brabham BT59	P	1m 23.923s	1m 22.488s		
8	Stefano Modena	Brabham BT59	P	1m 22.024s	1m 20.715s	1m 26.474 (29)	
9	Michele Alboreto	Arrows A11B	G	1m 22.909s	1m 21.758s	1m 24.418s (46)	
10	Alessandro Caffi	Arrows A11B	G	1m 22.986s	1m 22.126s	1m 24.388s (60)	
11	Derek Warwick	Lotus 102	G	1m 21.154s	1m 19.839s	1m 24.140s (35)	
12	Martin Donnelly	Lotus 102	G	1m 21.324s	1m 20.602s	1m 22.561s (58)	
14	Olivier Grouillard	Osella FA1M	P	1m 23.582			
15	Mauricio Gugelmin	Leyton House CG901A	G	1m 22.198	1m 20.397s	1m 24.062s (53)	
16	Ivan Capelli	Leyton House CG901A	G	1m 21.512s	1m 20.385s	1m 24.245s (36)	
17	Gabriele Tarquini	AGS JH25	G	1m 23.406s	1m 23.827	1m 21.964	
18	Yannick Dalmas	AGS JH25	G	1m 23.227s	1m 23.116s	1m 22.263s	
19	Alessandro Nannini	Benetton B190	G	1m 19.300s	1m 18.901s	1m 22.639s (58)	
20	Nelson Piquet	Benetton B190	G	1m 21.109s	1m 19.453s	1m 23.164s (59)	
21	Emanuele Pirro	Dallara BMS 190	P	1m 21.070s	1m 19.970s	1m 24.765 (69)	
22	Andrea de Cesaris	Dallara BMS 190	P	1m 21.675s	1m 19.675s	1m 25.523 (18)	
23	Pierluigi Martini	Minardi M190	P	1m 21.242s	1m 20.197s	1m 29.930s (32)	
24	Paolo Barilla	Minardi M190	P	1m 22.784s	1m 21.849s	1m 25.710 (60)	
25	Nicola Larini	Ligier JS 33B	G	1m 21.578s	1m 22.584s	1m 23.147s (60)	
26	Philippe Alliot	Ligier JS 33B	G	1m 21.710s	1m 22.710s	1m 21.003s	
27	Ayrton Senna	McLaren MP4/5B	G	1m 20.389s	1m 18.162s	1m 22.577s (58)	
28	Gerhard Berger	McLaren MP4/5B	G	1m 18.127s	1m 18.703s	1m 22.122s (52)	
29	Eric Bernard	Larrousse-Lola 90	G	1m 21.692s	1m 19.963s	1m 23.864s (32)	
30	Aguri Suzuki	Larrousse-Lola 90	G	1m 21.577s	1m 20.619s	1m 25.209s (31)	
31	Bertrand Gachot	Coloni-Subaru	G	1m 23.670s			
33	Roberto Moreno	EuroBrun 189B	P	1m 24.386s			
34	Claudio Langes	EuroBrun 189B	P	1m 26.514s			
35	Gregor Foitek	Onyx Monteverdi	G		1m 23.810s	1m 24.863s	
36	JJ Lehto	Onyx Monteverdi	G		Did not run	1m 22.647s	
39	Bruno Giacomelli	Life RE	G	1m 14.431s			

RESULTS

Hungarian Grand Prix, Hungaroring, August 12
77 laps of 3.967 km circuit (305.533 km; 189.85 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Thierry Boutsen	(B)	Williams FW13B-Renault V10	1h 49m 30.597s
2nd	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	1h 49m 30.885s
3rd	Nelson Piquet	(BRA)	Benetton B190-Cosworth V8 EXP	1h 49m 58.490s
4th	Ricardo Patrese	(I)	Williams FW13B-Renault V10	1h 50m 02.430s
5th	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	1h 50m 44.841s
6th	Eric Bernard	(F)	Lola L90-Lamborghini V12	1h 50m 54.905s
7th	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	1 lap behind
8th	Mauricio Gugelmin	(BRA)	Leyton House CG901A-Judd EV8	1 lap behind
9th	Alessandro Caffi	(I)	Arrows A11B-Cosworth V8 DFR	1 lap behind
10th	Emanuele Pirro	(I)	Dallara BMS 190-Cosworth V8 DFR	1 lap behind
11th	Nicola Larini	(I)	Ligier JS33B-Cosworth V8 DFR	1 lap behind
12th	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	2 laps behind
13th	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	3 laps behind
14th	Philippe Alliot	(F)	Ligier JS 33B-Cosworth V8 DFR	3 laps behind
15th	Paulo Barilla	(I)	Minardi M190-Cosworth V8 DFR	3 laps behind
16th	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	retired on lap 72
17th	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	retired on lap 71
18th	Alessandro Nannini	(I)	Benetton B190-Cosworth V8 EXP	retired on lap 64
19th	Ivan Capelli	(I)	Leyton House CG901A-Judd EV8	retired on lap 56
20th	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	retired on lap 37
21st	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	retired on lap 36
22nd	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	retired on lap 36
23rd	Stefano Modena	(I)	Brabham BT59-Judd EV8	retired on lap 35
24th	Pierluigi Martini	(I)	Minardi M190-Cosworth V8 DFR	retired on lap 35
25th	Andrea de Cesaris	(I)	Dallara BMS190-Cosworth V8 DFR	retired on lap 22
26th	Satoru Nakajima	(JPN)	Tyrrell 019-Cosworth V8 DFR	retired on lap 9

Fastest Lap: Ricardo Patrese (Williams FW13B) 1 min 22.058 secs on lap 63, 174.082 kph (106.075 mph)
Winner's Average Speed: 167.402 kph (102.005 mph). **Conditions:** Dry

DNQ Yannick Dalmas	(F)	AGS JH25-Cosworth V8 DFR	1m 22.263s
DNQ David Brabham	(GB)	Brabham BT59-Judd EV8	1m 22.488s
DNQ J.J. Lehto	(FIN)	Onyx-Monteverdi-Cosworth V8 DFR	1m 22.647s
DNQ Gregor Foitek	(CH)	Onyx-Monteverdi-Cosworth V8 DFR	1m 24.361s
DNQ Olivier Grouillard	(F)	Osella Faim-Cosworth V8 DFR	1m 23.582s
DNQ Bertrand Gachot	(B)	Coloni Subaru-Fiat 12	1m 23.670s
DNQ Roberto Moreno	(BRA)	EuroBrun ER 189B-Fiat 12	1m 24.386s
DNQ Claudio Langes	(I)	EuroBrun ER189B-Judd V8	1m 26.514s
DNQ Bruno Giacomelli	(I)	Life 12 cylinder	1m 41.431s

The Tyrrell team reminds me of the plot from a Spaghetti western. The hero's on top, falls from grace, goes through a hard time, regains his self-respect, and comes back into favour back on top. At the moment, the Tyrrell team has been through phases one to four, but do they have what it takes to reach that final stage — Top Team?

Much has been happening at that former Surrey timber yard in the last couple of years, but it has only become apparent since the start of the season — Clint Eastwood has crawled away from the near-lynching and has holed up to recuperate and plan his revenge.

The ingredients are right: driver, chassis, tyres, organisation and for next year, the Honda V10 engine. Unless there is an almighty mishap, the outlook looks promising for next year. But how did this all come about, was it by luck or was it by judgement?

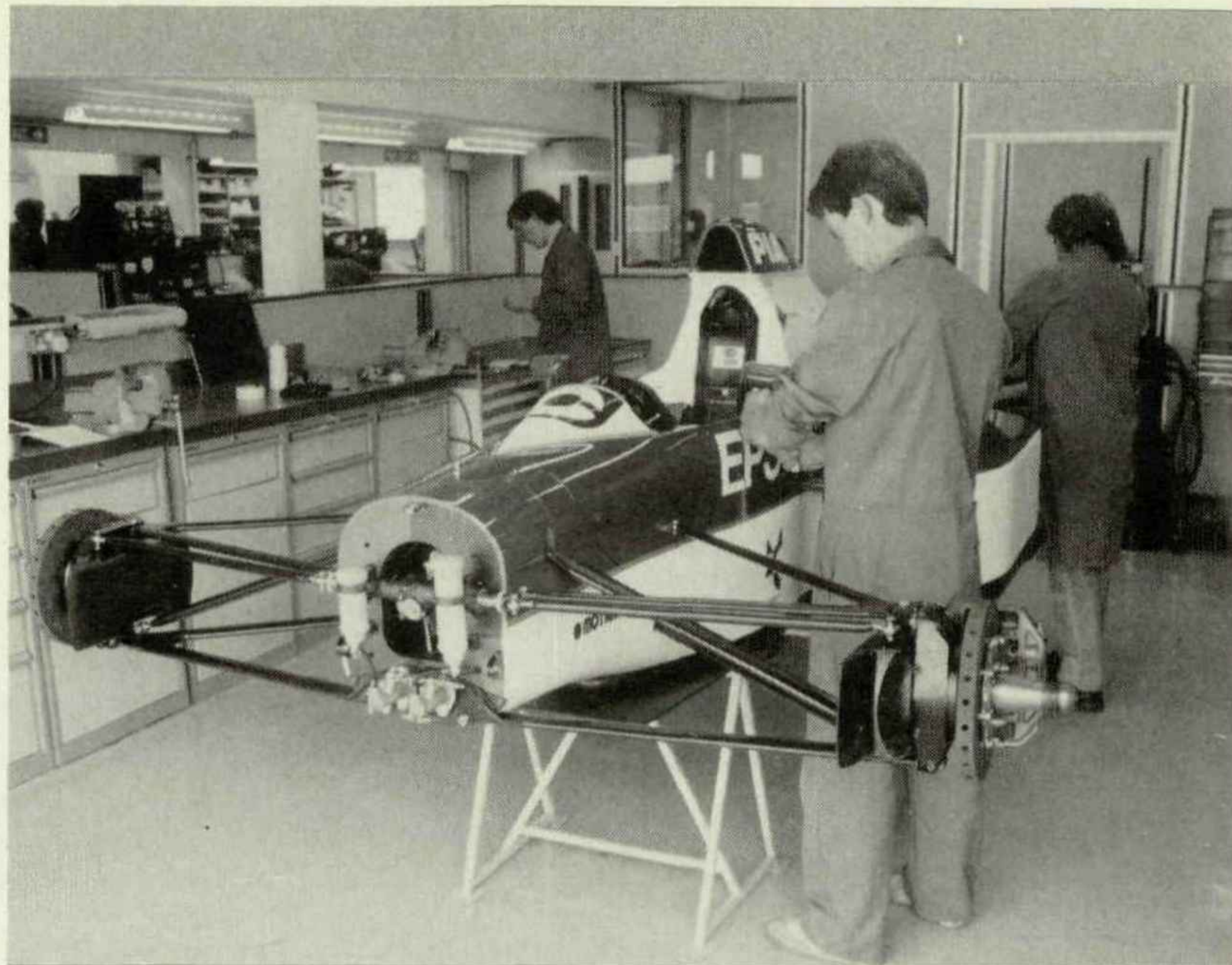
The 'star' driver who arrived mid-way through last season has turned out to be that 'little bit special'. Whether the team can retain his services for 1991 is still open to question although "We've got a contract with Jean for next year and we expect that to continue" was the official line being taken when it was the Alesi 'open season' at the end of July.

While there is no question that his skill has helped push the 019 further up the grid than the team had a right to expect, his is but one factor in the equation.

The change to Pirelli tyres has obviously helped the team. For years now, the Italian manufacturer has rather taken a mauling in Grand Prix racing at the hands of Goodyear. The general feeling was that the move to Pirelli would prove to be a costly mistake for the team from a competitive point of view even if it was financially beneficial. That, though, has not proved to be the case. Not being a front running team, the Tyrrell cars had had to use the Goodyears developed to suit the major league players, but that had not always suited the Tyrrell chassis. Tyrrell are now a much bigger fish in Pirelli's smaller pond. The team's input into the tyre development is a major factor and while the manufacturer is obviously benefitting, so too are Tyrrell.

"Pirellis have been very important," states Ken Tyrrell. "We have been to a number of races this year where it has been quite clear that we've had a tyre which is better than the opposition. I was initially reluctant to make the decision to go with them because of their performance in race lap times last year, but Harvey Postlethwaite (the Engineering Director) and aerodynamicist Jean-Claude Migeot (both ex-Ferrari), having been to visit them and seeing the work they were carrying out, left me in no doubt that it was the way we should go. We made a technical decision to go with Pirelli."

Although incongruous, chassis and organisation in Tyrrell's case are closely linked and revolve around the recruitment of one man — Harvey Postlethwaite.



A 019 undergoes final fettling in the new Tyrrell factory before being shipped out to the next Grand Prix.

History May Yet Show....

Along with his own engineering know-how, he brought with him a sense of organisation which had been lacking for quite some considerable time. "It's a much easier environment in which to work than that at Ferrari because everyone's role is very clearly defined. We can therefore operate very well and efficiently although we're still fairly compact, but as a group we do operate well. That situation doesn't and can't appertain at Ferrari.

"When I joined Ken's team," recounts Harvey, the master of understatement, "things were not as they are now. There had been a period of poor results and poor results cause lack of money and lack of money means lack of investment in human and other resources. Things had taken rather a bad turn, but it seemed that Ken was very keen to turn the thing around and try and get it back up to where it had been a number of years ago. I thought that if you're going to invest your time and effort, it's better to invest when the market is down rather than when it is up. In other words, you're better off trying to take on something like that when everyone knows that something's got to be done rather than go for some of the other options available at that time."

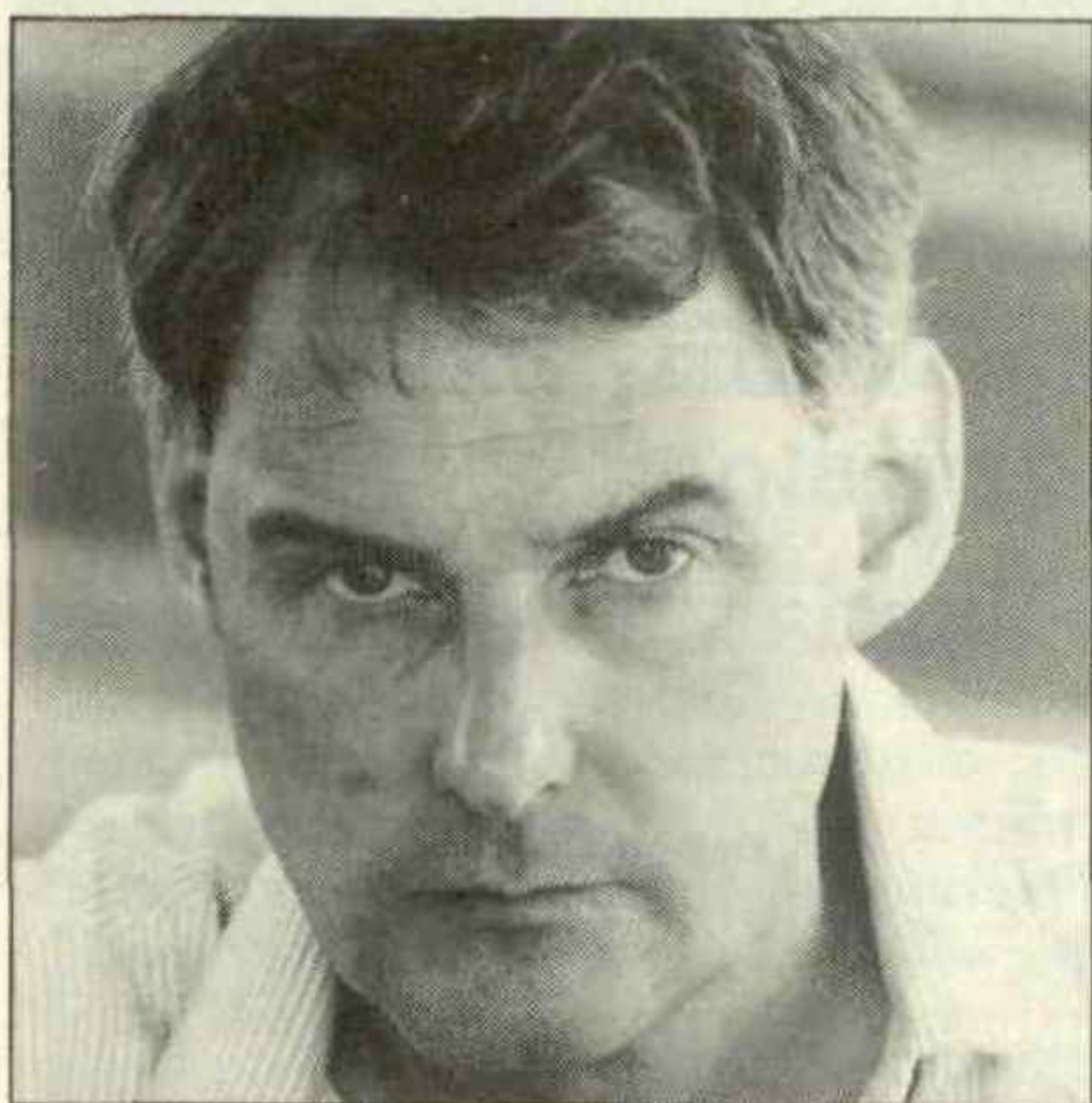
The turnaround in the team's fortunes, though, goes a little bit further back than that, according to Ken Tyrrell.

"The breath of fresh air for us was the decision by FISA to switch to normally aspirated engines. We never managed to get a competitive engine in the turbocharged era." His opposition to the turbochar-

ged engine was well known, the extra finance needed to run them competitively further increasing the gap between the 'haves and the have-nots'.

Once Postlethwaite had joined the team, in the summer of 1988, he found there was a lot to be done. "The first thing that had to be done was to turn the thing around technically for that side of the business had become fossilised and needed a big input of new ideas." (The 017 was probably the worst car ever to bear the Tyrrell name). "That was the object of the exercise in 1988 for the '89 car. Then at the end of '89 we were successful in getting the deal together for the Honda engine for 1991. So '89 was really a building year and this year we have been able to be a little more generous with the car. We not only tried to bring the technical side up, but to get the team working properly and smartened up. I think that it has been fairly apparent that since the beginning of the year the race operation has been completely revitalised and re-vamped."

Harvey's role has thus been pivotal in the new-look Tyrrell. At the same time as he joined, Tyrrell was in the process of building a new factory. It was probably just as well that the planners had taken a lengthy time in giving their permission to the team's application for a major extension to its premises on the Green Belt, the area around London where strict building regulations are enforced, for by the time consent had finally been given, Postlethwaite had joined the team. Since one third



Harvey Postlethwaite – responsible for the revival.

of the factory was to be allocated to composites, the area in which he had enormous experience, Ken Tyrrell was able to call upon Harvey's help when laying the factory out. There was also the added bonus that by coming into it late, the team probably has the most advanced facility in Formula One for making components in carbonfibre.

Many of the specialists needed were recruited from the aerospace industry bringing the composites department up to full strength with a staff of 12. Expansion such as this has seen the organisation grow from 60 to 90 people in this year alone.

"We are much better technically now than we've ever been," acknowledges Ken. "Harvey Postlethwaite and the team he has brought in have made all the difference to the performance of the car and the quality of our product, as we can readily see by the performance we've attained this year from our two drivers."

Although the 019 has been Tyrrell's best car for years, the irony of the situation is that the team is unable to improve it due to the work being carried out on next year's Honda-powered 020. Did Harvey find this frustrating?

"You've hit the nail on the head! It is very galling because there are several things we can do to 019 which I think would make it go better, but I don't have the manpower resources to do it. We must bear in mind, though, that next year for us is a crucial year and so must not sacrifice long term objectives for short term advantage. All our technical effort, effectively, is going into next year's car."

Realising that they were receiving adverse publicity for their success with only one team, Honda was keen to expand its engine supply. Its exclusive deal with McLaren International, however, precluded that. Dennis, with the power of veto, decided that if he wanted to extend his partnership with the Japanese after the 'sell by' date, had to conform to the Japanese wishes and so cast his eye around for a reasonable recipient.

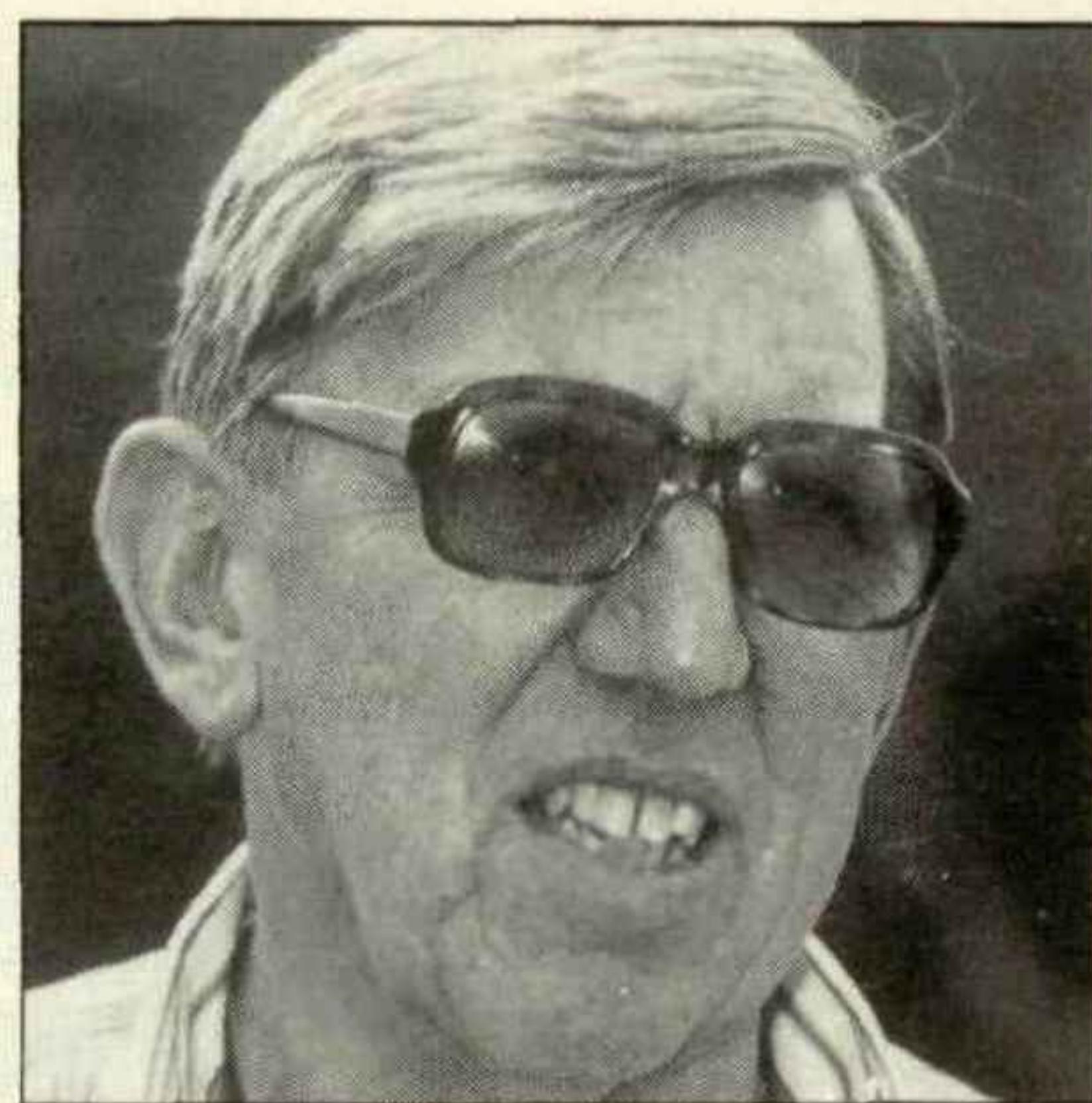
Tyrrell, in fact, was a fairly logical choice: it lacked a competitive engine; it was in the process of building a decent

design team around Harvey Postlethwaite and Jean-Claude Migeot; it was quite apparently underfinanced; and its marketing department was pretty well non-existent. All these were noted by Dennis who not only saw the opportunity of doing his Japanese partners a favour, but also the opportunity of increasing his group's business interests.

Unknown to many, McLaren International is but just one company in the TAG McLaren Group of companies. Another vital, but underplayed, company is TAG McLaren Marketing Services, which acquires and services the sponsorship for the racing team. As McLaren International was effectively at full sponsorship, Dennis could see a good opportunity of keeping the marketing staff at full employment.

"The marketing alliance started in late '89," according to Bob Tyrrell, Managing Director of the Tyrrell Racing Organisation and son of the founder, and now Chairman, Ken. "After opening talks with Ron Dennis about the supply of Honda engines for 1991, the ensuing discussions went deeper. We learnt that the business acquisitions side of TAG Marketing Services was not as active as it might be and so were in a position to handle our sponsorship activities on our behalf. We felt that was quite a good opportunity because it was very well set-up and had built up a lot of contacts in its search for sponsorship for McLaren International. Initially it may have seemed a strange marriage, but we came to the conclusion that they could handle the sponsorship activities for two teams quite easily with their own experienced staff." It was obviously felt that a conflict of interests would not arise.

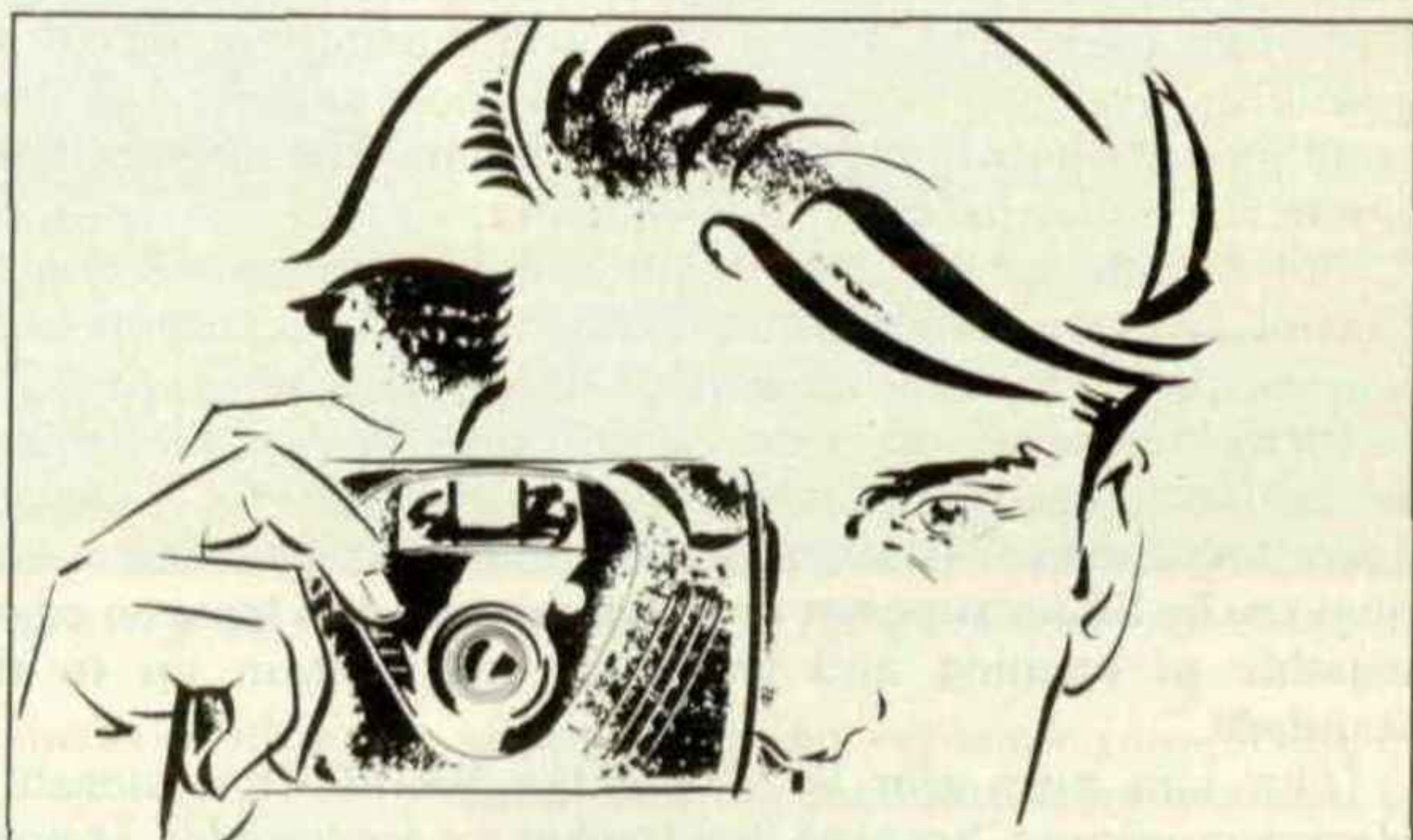
The TAG team started working on Tyrrell's behalf in November, 1989, but the problem was that there was a credibility gap with regard to the team's performance. The result was that the sponsorship only dribbled in. In Epson, PIA and Nippon Shinpan, who all came in on the coat-tails of Nakajima, they have three Japanese companies, two of which only sell to a domestic market, but are using Formula One sponsorship as a means of creating an international image for themselves, while



Ken Tyrrell – company chairman.

Coutaulds and Essilor, are relatively low key.

"We had several offers from companies wanting to do part sponsorship for groups of races," confirms Bob Tyrrell, "but we really felt that it was important to maintain the right image rather than just putting on a show for sponsors for individual races. We also didn't want to offer cheap deals for last minute sponsorship because it is very difficult to get back to having the proper budget, so our philosophy, and that of TAG McLaren Marketing Services, is not to search for sponsorship deals which we don't think have future potential, but to concentrate on getting a full sponsorship package for next year."



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As if to emphasise this alliance, which many see as making Tyrrell the McLaren 'B' team, Stuart Wingham left TAG McLaren Marketing Services after seven years with the company and joined the Ockham outfit to head their own smaller marketing department. This was another factor which helped reinforce the theory that Ron Dennis had bought into the Tyrrell team, kicked Ken Tyrrell upstairs, had his son installed as a figurehead, while his own man ran the show behind the scenes.

Whatever the true scenario, there is no doubt that next year is looked forward to with enormous relish now that they have got their hands on a decent engine.

The actual deal to run Honda engines took no time at all iron out. "A meeting was arranged with Mr Honda and his fellow directors in Tokyo after the 1989 Japanese Grand Prix. After a four to six hour meeting, the whole thing was settled. We shook hands on the deal and it was announced the next day by Mr Honda at the Tokyo Motor Show. That was before we had even put anything into writing!" What was one of the deciding factors in Honda's decision of supplying Tyrrell with their engines was the fact that the team was prepared to carry out a great deal of research and development.

020 is already effectively designed and the team is well on the way to building it, as witnessed on a visit to the team at the end of July. This is unlike Tyrrell of yore who got into the habit of producing its new model halfway through the year.

"We have to be ready," asserts Postlethwaite. "There is no going back. I mean, we can't turn up for the first race next season with this year's car. For that reason, the car has to be running well before Christmas to get the development mileage and ensure the installation is correct. At the moment we have some mock-up engines, various jigs and fixtures for the engine, but we haven't got any Honda engines or personnel working with us yet."

The responsibility for the engine will be totally Honda's and a team of its technicians will go with the team to every Grand Prix and test session. Communications with Honda on a day-to-day basis will be with Mr Goto, chief of the Formula One division at their UK base at Langley, and will include many of the administrative and PR functions. For more technical matters, communications will be direct with Japan. The engines themselves will return to there for re-building.

The knowledge that the team will be capable of winning Grands Prix and possibly the World Championship brings with it a certain amount of responsibility. "It has been all too easy for us to throw our hands up in the air and say 'Ah yes, but we're 80 horsepower down — aren't we doing well for being 80 horsepower down?' It won't be like that next year. We are not going to be 80 horsepower down, we're going to have an engine capable of winning and we've got to perform up to that standard."

"Our aim next year is to win the World Championship," Harvey confirms, "because that is what we are here for. I have to say that I am amazed race after race to see how well Honda can make its engine go. When I look at the straightline speeds and the speeds off the corners that the McLaren is doing and compare them with our own, then I am stupefied by how much power they can clearly continue to bring out of the engine. Even if they did nothing to it between now and the end of the year, I think they will be giving us an extremely competitive unit. Hopefully, though, they'll still be more to come. If we can keep our chassis technology as fresh as we have been able to for the last couple of years, then I think that with that engine, we should be able to put something together which is very competitive."

"Whether we will be able to beat the Honda V12, I don't know. History may yet show that the V10 is a better configuration than a V12. Compared with the other engines that are around, I feel that to have that engine in a reliable state to put in our chassis next year is going to put us in a very good shape."

Whichever way you look at it, the next two years will make or break Tyrrell. If they do not score the results expected of them, it will be a setback from which they may never recover. If that performance is realised, however, it should put the team right back at the very top from which they descended so long ago.

WPK

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- 10.00 Pit Road Walkabout (Centre transfer holders)
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The organisers/promoters reserve the right to amend or cancel the programme without notice.

It would be rather appropriate if the sports-racing 'Coventry Cats', Jaguars in other words, were the first to compete in World Championship racing with catalytic converters in the exhaust systems, but that's the way the industry is thinking at the moment.

Whilst FISA is hustling the manufacturers down the corridor marked 'horsepower unlimited', more than one is expressing concern about the environment, and a possible backlash from customers in the future. Is there another corridor marked 'green and responsible'?

Less than ten years ago (and you can define the year as 1983, when the turbos finally usurped the Cosworth brigade) a good DFY yielded around 510 bhp, or 170 bhp per litre. It was an ageing design, of course, and it was only to be expected that the new generation of Honda, Ferrari and Renault V10 and V12 engines would attain the magic 200 bhp per litre.

These new designs are, however, supremely expensive and wasteful, and altogether fail to address the problems facing the motor industry in the final decade of the 20th century.

Pollution of the atmosphere now joins energy conservation as a matter of the highest importance. Noise pollution is an issue that has dogged our sport for the past 30 years, and more circuits may go the way of Zandvoort within a relatively short space of time.

Our former Standard House colleague Mike Doodson (MGD) has revealed the existence of an unpublished letter from Edsel Ford to FISA president Jean-Marie Balestre outlining his company's view that Grand Prix racing is in danger of losing its direction at the expense of ecological programmes favoured by the motor industry. Perhaps not coincidentally John Barnard, employed by Ford to design and develop the Benetton Grand Prix car, has become an outspoken critic of the quest for absolute power, and suggests the return to a fuel limitation (just as Porsche's Dr Bez did, a couple of months ago).

Designers and team financiers now agree that the 700 bhp, normally aspirated engines cost more than the best turbos did, in real terms, and that they use up to 60% more fuel! Whereas the World Championship winning McLaren Honda turbos needed 150 litres to succeed in 1988, the V10s now need up to 250 litres to win races of the same length.

Exotic brews of gasoline are required to extract 200 bhp per litre, and the revs are now going up to the region of 15,000. 'Crank up the revs and pour in more fuel' is the ready reckoner for absolute power, and even if that were applicable to Formula 1 (and we argue that it is not), it is certainly not applicable to the World Sportscar Championship.

It would be a fine start to wind the regulations back to pump fuel, commercial grades bought at street-corner filling stations, both for F1 and for next year's World Sportscar Championship. These would, immediately, knock off the top



Mercedes favour the use of commercial grade petrol in sports car racing but special brews rule the day.

20 bhp and limit the usefulness of ultra-expensive development.

FISA counters, though, that the fuel companies wish to experiment with heavy and exotic fuels, in the interests of their own lines of research, and this thesis is borne out by BP, according to MGD. Only recently, though, have the petrol companies been heavily engaged in motor racing, because since the early Seventies the oil companies have had the higher profile. That may be changing, and not necessarily for the better.

Mercedes favoured the retention of commercial grade gasoline for sports car racing and so too, we believe, did Jaguar and Nissan. Toyota has a BP contract and Peugeot is entering the sport with a massive Esso contract, and Mercedes' Jochen Neerpasch now concedes that unless everyone uses the same fuel, from a single source, it's impossible to control the mixtures.

Nissan's Howard Marsden argues for catalytic converters to be introduced to

sports car racing, explaining eloquently as usual that the manufacturers involved in Group C racing have a fine chance to get ahead of the critics, who'll surely be heard within the next five years. 'High profile activities such as ours will be questioned' he insists. 'We are beginning to realise what a mess we are making of the world, and it's up to FISA, and all of us, to take a longer view to see where we should be heading.'

"We should be concerned about pollution, noise, safety and efficiency. We must be prepared to show that we can get the last ounce of energy out of our fuel, and it should be the same fuel that the ordinary motorist uses.

"One day our managements may decide that it is not to our advantage to advertise a victory at Le Mans, and if that day should come we'd all be out of business. Let us keep ahead of public opinion, and prepare in such a way that we'll always be proud of our achievements on the circuits".

WSC concern mounts

It looks as though FISA's World Motorsports Council has overcooked the task of the 'unlimited' sports car teams next year by stipulating an extra weight penalty of 100kg. The first person I met in the Dijon paddock was Mercedes' Jochen Neerpasch, who demanded to know; 'What happened to the 50kg penalty we agreed? Do you know the Porsche teams are going to boycott next year's championship?'

Normally Neerpasch is a fount of knowledge, but he was as baffled as other members of the FISA Manufacturers' Commission that, two days after they'd agreed to slap an extra 50kg on the Nissans and Porsches, FISA had doubled the handicap to 100kg, meaning that they'll have to weigh 1,000kg in the scrutineering bay before and after world championship races.

Ironically Neerpasch may have played an innocent part in all this, since it was he who got the manufacturers to agree on 50kg when (a) Max Mosley proposed no penalty, or 25kg, on the Porsche and (b) Peugeot's Jean Todt proposed 200kg just to make damned sure they couldn't win anything!

Informed wisdom in the paddock suggested that FISA took this view: Herr Neerpasch proposed 50kg. Maybe Mercedes' new 12-cylinder engine will not be ready for the start of the season. Perhaps it was in Mercedes' interest to propose 50kg. So, we will make it 100kg.'

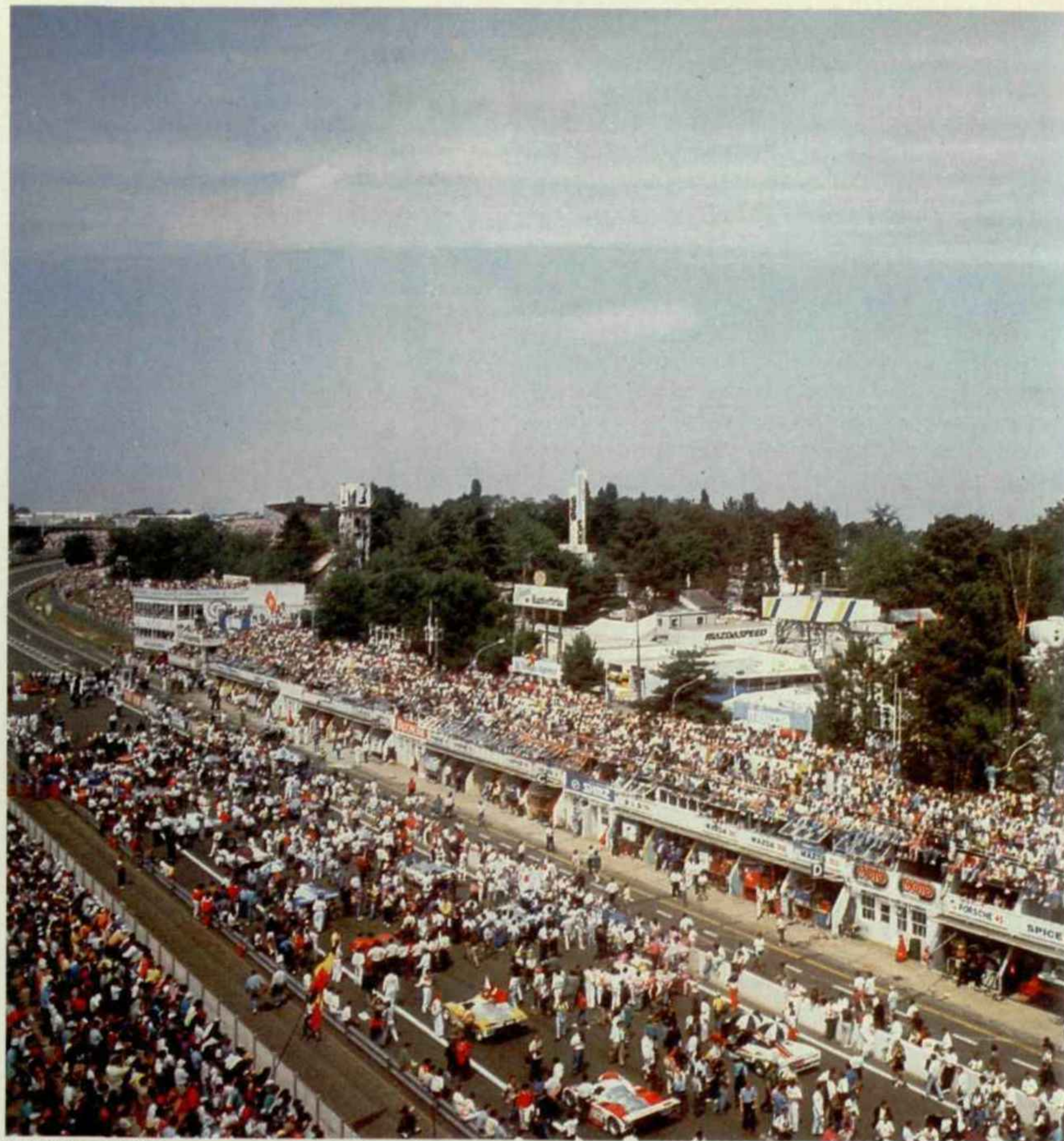
The current Nissans, Toyotas and Jaguars should not be able to compete with the new generation 3½-litre cars, which should weigh 750 kg (the first Peugeot 905 prototype constructed was found to weigh 830 kg, to Todt's chagrin, and one wonders whether there is any significance to that!) and will be right out of court with a 1000 kg minimum. So the Porsches, which already look like trucks on the slow circuits, would become a positive liability.

I think it's not surprising that most of the Porsches will go away in 1991, to Japan or America where they're still wanted. Maybe Richard Lloyd will carry on with his GTi version, and the Kremers with the CK6, until their own 3½-litre cars are ready. Walter Brun is committed to building his own 3½-litre cars, probably with Judd V8 engines, in place of his desperately unsuccessful F1 programme.

So that takes 15 Porsches out of the 1991 World Sportscar Championship. Even Nissan are having second thoughts, since their 3½-litre won't be ready until 1992, and Toyota's V10 programme is rumoured to be well behind schedule. If Nissan pull out for a year, as seems entirely possible, Toyota could follow.

My next line of research at Dijon, concerning Le Mans, revealed that all the manufacturers want the race returned to its rightful place in the World Championship, but not in 1991, thank you!

Suppose there are a dozen decent 3½-litre cars at Le Mans next June: two Mercedes, two Peugeots, two Ford HB



Will the field for next year's Le Mans 24 Hour race be decimated by the lack of runners?

powered Jaguars, two Alfa Romeos and some Spices in various colours — that doesn't make a race, but they'll be heavily favoured by the regulations regarding fuel, and refuelling, to the tune of six or seven laps according to Nissan's calculations.

There should be large numbers of Porsches, Nissans and Toyotas making up the bulk of the field, but there is now a stark possibility that they may not even be registered for the championship. Hence the feeling, let's have one more year for Le Mans outside the championship, but without the bitterness and argument that wrecked our Christmas dinners in 1989. Allow the ACO to prepare unique rules for the competition, perhaps favouring the 3½-litre cars but admitting all-comers — Jaguar with V12s, Nissan and Toyota with turbos, and lots of Porsches which are not handicapped out of the reckoning.

Come 1992, there ought to be enough 3½-litre cars to form half a Le Mans grid, and FISA will have to find a way of filling it.

I have seen the enemy, and he is us.

Some real words of wisdom have been published recently. Could they have been written by Jean-Marie Balestre? By the RACMSA's John Quenby — or do they

have an American ring? "The bureaucrats and regulations are often taking precedence over your enjoyment. Our members are supposed to be on top of the organisation chart, and you're telling me we have it upside down.

"Our organisation often gives the appearance of operating not for the benefit of the participants but for that of the administrators and officials instead. The participant is sometimes treated as an irritant rather than the reason for the existence of our staff's jobs. Good officials and workers are critical to the conduct of a safe event. Good officials and workers are also the key to a fun event, but let us not forget that the reason we are all here is because of the drivers.

"We are also not serving our sponsors, manufacturers and tyre companies as well as we should. Our mission should be to help them to succeed, to involve them in the process rather than being bushwhacked by capricious or uninformed rule making/enforcement. Just as our members are our customers, these people are vital participants whose needs also have to be recognised".

Take a bow, Nicholas W. Craw, president of the SCCA, announcing sweeping changes to the American club's management structure. His words should form the first chapter of the bible of motor sports' administrators. **MLC.**



The overwhelming success at Dijon this year for the Sauber Mercedes team fully avenged last year's defeat at the hands of Joest Porsche.

It was predictable, really, that the Sauber Mercedes team would return to Dijon-Prenois in a determined mood. Last year's result was the one blot on the team's record sheet, and that was motive enough. Then, Sauber had the luxury of developing and testing the C11 right through June, when all the rival teams were preparing for Le Mans and recovering from the ordeal. The result? Mercedes' third 1-2 walkover of the season, and an aura of invincibility in the 1990 World Sports-Prototype Championship.

World Champion Jean-Louis Schlesser dominated the meeting in Burgundy, fastest on Friday and Saturday and then, with back-up from Mauro Baldi, leading all but four of the 127 laps in the 480 kilometre (300 mile) race. During qualifying all the pressure came from 1988 World Champion Martin Brundle, but once the sweltering race was underway the Silk Cut Jaguars slipped and slid back to fourth and fifth places.

Schlesser and Baldi felt pressure from their own team-mates, Jochen Mass and Michael Schumacher, who finished four seconds behind. 'Were you trying to pass Schlesser?' Mass was asked at the post-race conference. Before he could reply in the affirmative Schlesser waved his hand at his lobster-hued chum — 'look at him, do you think he wasn't trying?'

The atmosphere in the Mercedes team is very relaxed this year, even more than last season when Sauber's crew had things all their own way, but felt keen rivalry between Schlesser and Baldi. Some people believed that the rivalry would become keener this year as they share one

Omnipotence Reigns!

car, but each has high regard for the other and they seem happy enough to take turns at qualifying and starting the race. That will be Baldi's privilege at the Nürburgring and Montreal, Schlesser's at Donington and Mexico. If Sauber Mercedes won at the Nürburgring on August 19 (after this issue went to press) the Swiss-German team will come to Donington hoping to clinch the team's championship for the second year running. Jochen Mass led the driver's championship after Spa, in company with Karl Wendlinger, and his second place at Dijon enabled him to share the lead with Schlesser and Baldi, all on 27 points. So Mass wants to beat his team-mates at least twice in the remaining races, by no means impossible, to lift the title from under their noses — nothing would give him more pleasure!

The German veteran was a strong supporter of Neerpasch's policy to promote a trio of 21-year-olds, and readily volunteered to be their tutor. What sweet pleasure, he now says, to become the World Champion in what may be his last competitive year, helped by these youngsters.

Like last year, the Dijon race was all about tyres. Bob Wollek and Frank Jelinski made the best use of Goodyears to win the race 14 months ago, but are now contracted to Michelin; Mercedes and Jaguar have the Goodyear equipment and although they were fairly evenly matched in qualifying, their identical tyres served

them very differently in the race. Why, though, was one of life's mysteries as Jaguar's TWR engineers contemplated the two XJRs afterwards. 'Pathetic' said one. 'Rubbish' agreed the other. It wasn't really a time for Tom Walkinshaw to bang the table with his mighty fist, because the whole team was utterly perplexed by the lack of grip which became evident, for the first time all weekend, just four laps into the race.

Nissan achieved their third podium result of the season, third at Suzuka, Spa and now Dijon, with Julian Bailey and Mark Blundell sharing the honours. Dunlop helped them on their way, and even after the Sunday morning warm-up the third quickest time, behind the two Mercedes, should have been indicative of something to come.

Brundle duels for Pole

Grand Prix racing's loss is Jaguar's gain. Martin Brundle is almost certainly the best driver not currently in Formula 1 racing, and that's the opinion of arch-rival Schlesser who called round to congratulate the Englishman during qualifying. 'I have to congratulate Martin on his time' said Schlesser, leaving his compliments on hearing that Brundle was out — trying to go quicker still.

There seemed to be no after-effects of Brundle's heavy accident the week before, while testing at Dijon, and with further



In qualifying trim, the Jaguars were on the pace, but in the race they were outclassed.

revisions the XJR-11 has come within a half a second of the Mercedes C11, instead of a full second as at previous races. Last year Schlessler was on 'pole' in the C9 at 1 min 07.725 sec, and Baldi set the Group C lap record at 1 min 11.739 sec. These times were in for a beating, for on Friday morning Brundle was first into the 'fives' in the Jaguar, on the softest (160) compound race tyres.

Temperatures climbed into the mid-nineties each day, and the afternoon qualifying sessions were run with track surface temperatures of 45°C, or 115°F. Grid times were inevitably somewhat slower on Friday. Schlessler claimed the provisional pole at 1 min 06.100 sec, followed by Brundle on 1 min 06.352 sec.

Early on Saturday afternoon Brundle threw down Jaguar's gauntlet at 1 min 05.965 sec, forcing the Silk Cut car around the winding 2.36 mile track with an awesome effort. There was, perhaps, a little more to come, but it all depended on traffic. Then Schlessler rumbled out in the 5-litre Mercedes, its silver paintwork gleaming in the sunshine. The sea of traffic



The Bailey/Blundell Nissan claimed third.

parted, and with a thunderous noise the C11 crossed the line at 1 min 05.527 sec. Brundle just shook his head, and got on with the business of readying the XJR for the race. Jan Lammers and Andy Wallace had to spend Friday afternoon in Jaguar's T-car, having had the engine fail earlier, and their fourth fastest time was to stand because a turbocharger failed at the vital moment on Saturday. Mass and Schumacher also qualified on Friday, spending Saturday's two hour session in their T-car due to a fuel pump failure. The usual 1-2-3-4 number order on the screens became 1-3-2-4, a slight change that proved not as significant as Walkinshaw hoped. Usual question though: who'd be fifth? At Dijon it was the turn of the Tom's Toyota team, so desperately out of luck in recent races, and it was Geoff Lees who made the time 1 min 07.614 sec. The 90C-V was a Le Mans car with the six-speed gearbox, wider track front suspension, and a 3.6-litre V8, twin-turbo engine which is 'very nice, with lots of power' according to Lees. There was still a question mark over the fuel consumption, and this certainly wasn't resolved at Dijon.

Julian Bailey was close behind Lees at 1 min 07.750 sec, happy at last to have some useful qualifying tyres for the Nissan, but desperately unhappy with the traffic that's often a menace on 'handling' circuits.

Then came the Porsches, old and truck-like on the slow tracks. With a factory 3.2 litre engine in his Joest Racing 962C Bob Wollek showed that Michelin could do the job by posting the seventh best time on Friday, at 1 min 08.017 sec, and next day co-driver Frank Jelinski improved fractionally without altering the grid position. Jonathan Palmer, paired with David Hobbs at Dijon, was eighth quickest in his Joest Porsche despite a swollen left hand, the legacy of his Le Mans crash, prevented even from trying to improve as his oil

pressure sagged on Saturday.

Three broken engines in qualifying alone prevented the Spice Engineering team from bettering a fifth row grid position, one place ahead of the unusually quick Cougar-Porsche 245 of Pascal Fabre and Lionel Robert.

The underlying feeling at Dijon, again, was of disquiet. Despite the fine weather a pitifully small crowd turned out (about 1% of the town's 220,000 inhabitants, it seemed); some money had been spent on an extension to the pits, tripling of guardrail in places and on some new temporary grandstands which were not filled, but the track surface remained polished, low on grip, and exceedingly dangerous in the run-offs.

'You wouldn't drive a Jeep across there' said Kenny Acheson after a trip along the boulder-strewn verge in his Nissan, and the normally reticent Andy Wallace described the place as 'bloody dangerous'; 'scary' was the word Bob Wollek used. Paddock amenities remained absolutely basic, a throwback to Mallory Park in the Sixties, and it was clear that the FISA code of standards which forces other circuit owners to spend millions simply doesn't apply to Dijon. Something to do with circuit director François Chambelland being the vice-president of the FISA, one cynic was heard to say.

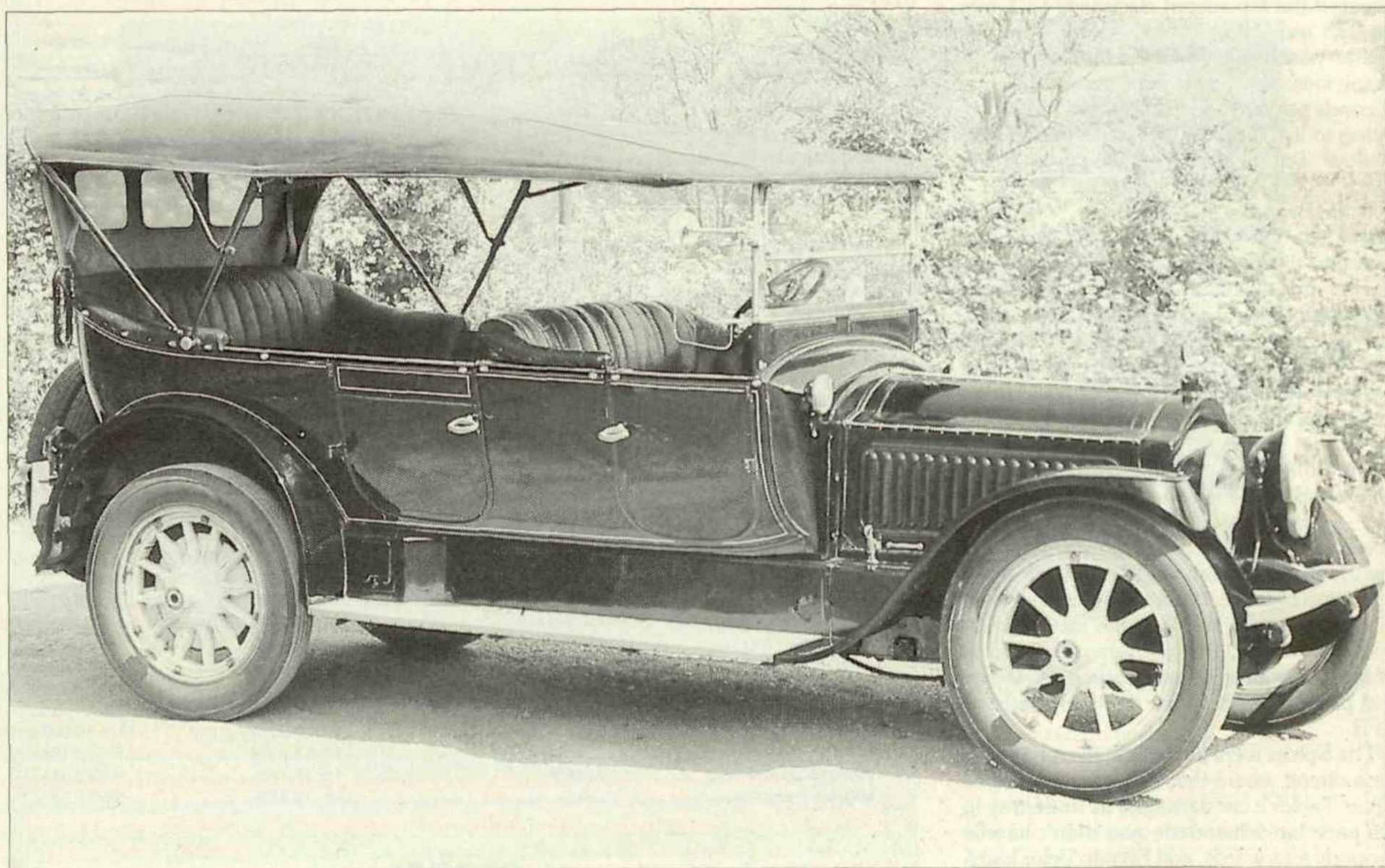
A silver rout

For the first time in many years red flags were hung out at a World Championship Sports car race, even as Schlessler and Baldi headed the field through the first turn. From somewhere near the back of the grid Harald Grohs made an early charge on the pace lap, in the big Pouas turn approaching the main straight, and may have been in fourth gear when Schlessler and Brundle checked their speed in front of the red light.

Manuel Reuter was off the throttle in Richard Lloyd's pink Porsche when Grohs' Obermaier team Porsche made a heavy strike, damaging both cars severely. Anthony Reid was involved in the Convecton



The Wollek/Jelinski 962 was the first Porsche home.



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team's new Porsche, so were Tim Lee-Davey's Porsche and Wayne Taylor's Spice, and since the light had not turned green at the moment of impact, the organisers were well within their rights to call a restart. Again Schlessler and Mass powered away from the field, and on the third lap the champion lowered the lap record decisively to 1 min 08.973 sec (123.24 mph). Bailey took his Nissan past the Jaguars into third place with suspicious ease, but he was losing two seconds per lap to the silver jobs. 'Nobody's going to live with the Mercedes today' said Bailey. 'I'm just concentrating on being third'.

Both Brundle and Lammers suffered a major loss of grip through the rear tyres four laps into the race, and it never came back. They were mystified. When the tyres were examined they were found to be 4 psi over-inflated, probably due to the slipping and sliding, but compensated pressures in the tyres prepared for the third stint didn't make more than a jot of difference.

Michael Schumacher was impressive in the middle shift, taking eight seconds off Mauro Baldi and actually using less fuel — the Italian said that his car was oversteering and short of grip — enabling the Mercedes to stay in sight of each other from start to finish. Bailey and Blundell were one lap down at the end, the two Jaguars two laps behind, and the remaining World Championship point was earned by Taylor and Eliseo Salazar in the works Spice-Ford DFR.

The Spices were just a little disappointing on a circuit where they'd been expected to shine. Taylor's car damaged its undertray in the pace lap schemozzle and didn't handle properly afterwards, and Fermin Velez had a tyre blowout in the first hour which ruined his chances; the team's fourth engine failure of the weekend finally ended that outing. Reinhold Joest's Porsches were seventh, eighth and ninth, simply outclassed, Fabre and Robert were tenth in the Cougar Porsche, and then came a pair of Walter Brun's Porsches. It's rather sad to see these once omnipotent cars at the circuits just to make up the numbers, and it seems that they may be withdrawn *en masse* when FISA's 100kg extra weight penalty is applied for the 1991 season.

Tom's Toyota took two pristine cars back to Norfolk, which makes a nice change, but the V8 engines had blown on the seventh and ninth laps respectively. A mistake with the ignition mapping have been the cause of detonation and piston failures, though any miscalculations should have shown up during qualifying.

Those of us who watched the Porsche Show in the 1983-86 seasons, the Jaguar Show in 1987 and the Mercedes Show in 1989, feel that we've been here before. It would be nice to go to a race having no idea who'll win, a situation we enjoyed when the Mercedes team rose to greatness and jostled with Jaguar in 1988, but we're not yet in that happy state. Unless Walkinshaw's team can pull something special out of the bag, it'll be Mercedes *uber alle* time again at Donington. MLC

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP Round 5, Dijon-Prenois 480 km, July 22

QUALIFYING TIMES

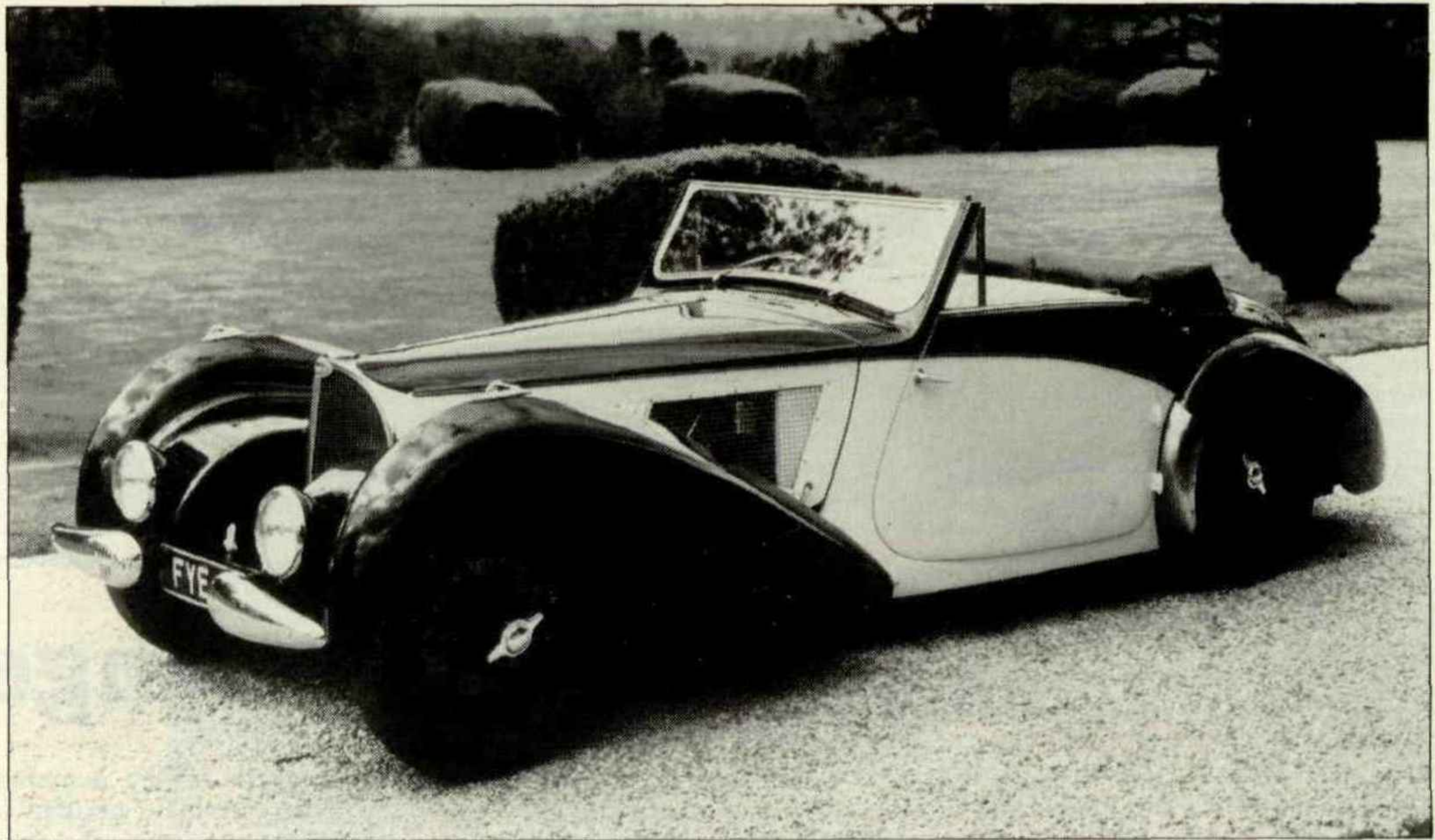
		1st Session	2nd Session
Schlessler/Baldi	Mercedes	1m 06.100s	1m 05.527s
Brundle/Ferté	Jaguar	1m 06.352s	1m 05.965s
Mass/Schumacher	Mercedes	1m 07.114s	1m 08.452s
Lammers/Wallace	Jaguar	1m 07.282s	1m 12.251s
Lees/Watson	Toyota	1m 07.614s	1m 08.267s
Bailey/Blundell	Nissan	1m 07.750s	1m 08.273s
Wollek/Jelinski	Porsche	1m 08.017s	1m 07.983s
Palmer/Hobbs	Porsche	1m 08.216s	1m 09.212s
Acheson/Brancatelli	Nissan	1m 08.931s	1m 08.759s
Velez/Euser/Salazar	Spice	1m 09.217s	1m 11.349s
Fabre/Robert	Cougar	1m 12.421s	1m 09.772s
Ricci/Pescarolo	Porsche	1m 10.125s	1m 09.775s
Dumfries/Ravaglia	Toyota	1m 09.858s	1m 10.823s
Winter/Dickens	Porsche	1m 09.891s	1m 17.618s
Larrauri/Huysman	Porsche	1m 10.608s	1m 12.095s
Weaver/Reuter	Porsche	1m 13.174s	1m 10.688s
Taylor/Salazar	Spice	1m 11.875s	1m 10.742s
Grohs/Yver	Porsche	1m 11.127s	1m 11.850s
Reid/Barth	Porsche	1m 11.618s	1m 11.143s
Pareja/Brun	Porsche	1m 11.169s	1m 13.355s
Adams/Hausmann	Spice	1m 11.467s	1m 13.105s
Van der Merwe/Lavaggi	Porsche	1m 12.467s	1m 11.508s
Dauer/Unser	Porsche	1m 14.123s	1m 12.491s
Nurminen/Gabbiani	Spice	1m 13.304s	1m 12.721s
Santal/Brun	Porsche	1m 13.284s	1m 13.914s
Trollé/Thuner	Cougar	1m 16.423s	1m 13.435s
Altenbach/Yver	Porsche	1m 15.576s	1m 13.436s
Lee-Davey/Smith	Porsche	1m 18.113s	1m 13.997s
"Stingbrace"/Randaccio	Spice	1m 14.078s	1m 14.771s
Konrad/Toivonen	Porsche	1m 14.671s	1m 14.418s
Almeras/Almeras	Porsche	1m 14.579s	1m 16.093s
Salamin/Taverna	Porsche	1m 17.083s	1m 15.154s
Williams/de Henning	Spice	1m 16.114s	1m 17.375s
Migault/Tremblay	ALD	1m 16.352s	1m 16.559s

RESULTS

1st	M. Baldi/J-L. Schlessler	5.0t Mercedes C11	2h 39m 03.603s
2nd	J. Mass/M. Schumacher	5.0t Mercedes C11	2h 39m 07.448s
3rd	J. Bailey/M. Blundell	3.5t Nissan R90C	126 laps
4th	J. Lammers/A. Wallace	3.5t Jaguar XJR-11	125 laps
5th	M. Brundle/A. Ferté	3.5t Jaguar XJR-11	125 laps
6th	W. Taylor/E. Salazar	3.5 Spice-Cosworth SE90C	124 laps
7th	B. Wollek/F. Jelinski	3.2t Porsche 962C	124 laps
8th	J. Palmer/D. Hobbs	3.2t Porsche 962C	122 laps
9th	J-L. Ricci/H. Pescarolo	3.0t Porsche 962C	121 laps
10th	P. Fabre/L. Robert	3.0t Cougar-Porsche C245	121 laps
11th	J. Pareja/W. Brun	3.2t Porsche 962C	121 laps
12th	O. Larrauri/H. Huysman	3.2t Porsche 962C	121 laps
13th	J. Nurminen/B. Gabbiani	3.5 Spice-Cosworth SE90C	120 laps
14th	N. Adams/C. Hausmann	3.5 Spice-Cosworth SE89C	120 laps
15th	J. Dauer/R. Unser	3.0t Porsche 962C	120 laps
16th	B. Santal/W. Brun	3.0t Porsche 962C	118 laps
17th	O. Altenbach/P. Yver	3.0t Porsche 962C	117 laps
18th	A. Reid/J. Barth	3.0t Porsche 962C	117 laps
19th	M. Trollé/B. Thuner	3.0t Cougar-Porsche C245	117 laps
20th	F. Konrad/H. Toivonen	3.0t Porsche 962C	116 laps
21st	K. Acheson/G. Brancatelli	3.5t Nissan R90C	116 laps
22nd	A. Salamin/G. Taverna	3.0t Porsche 962C	115 laps
23rd	J. Almeras/J-M. Almeras	3.0t Porsche 962C	115 laps
24th	S. Van der Merwe	3.2t Porsche 962C	114 laps
25th	"Stingbrace"/R. Randaccio	3.5 Spice-Cosworth SE89C	106 laps
26th	F. Migault/G. Tremblay	3.5 ALD-Cosworth C289	88 laps
DNF	F. Velez/C. Euser	3.5 Spice-Cosworth SE90C	Engine
DNF	J. Williams/P. de Henning	3.5 Spice-Cosworth SE90C	Disqualified
DNF	T. Lee-Davey/R. Smith	3.0t Porsche 962C	Engine
DNF	J. Winter/S. Dickens	3.0t Porsche 962C	Body damage
DNF	G. Lees/J. Watson	3.6t Toyota 90C-V	Engine
DNF	J. Dumfries/R. Ravaglia	3.6t Toyota 90C-V	Engine

Fastest Lap: Schlessler 1m 08.973s; 198.338 kph (123.241 mph)

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Originally, Toyota Team Europe's programme for 1990 was one with which the team could cope without any frantic scrambling to prepare cars for event after event, but when Carlos Sainz won the Acropolis Rally and became a real contender for the world title, all that changed. It was decided to back Sainz with as much effort as possible, and the team's primary object for the remainder of the year is to see their number one driver become World Champion.

Other rallies were added to the programme, although it was not always possible to prepare more than just one car, especially for sorties outside Europe. For the Argentina Rally, added to the programme after the win in Greece, it was impossible to prepare more than one car, and even that was done in great haste. "The team has worked night and day, but there's still not enough time for perfect preparation," said team director Ove Andersson.

Sainz and Moya left Auckland as soon as they could after winning the New Zealand Rally, for there were just two weeks in which they could practise in Argentina, and they had never been there before. They had intended to begin the work, tedious but vital, from the moment they arrived, but were thwarted by the late arrival of their practice car and the even later arrival of their tyre stock, all due to hold-ups at Customs.

Eventually they were able to begin, but since they had no spare sets of tyres, for three days they were unable to drive at anything like rally speeds, after which their tyres were released. Later, more delays came when their car was badly damaged in a head-on collision with a non-rally car on a narrow road, fortunately without causing any injury.

The outcome was a feeling of dissatisfaction with the entire recce, and nothing can unnerve a crew more than the impression that their practice has not been perfect. During the competition, absolute trust is placed in the pace notes, and if that confidence is in any way lacking it is virtually impossible to drive at 100%. There will always be the corner before which the driver will momentarily wonder whether his noted description of it really was correct. Even to use "very fast" instead of just "fast" can be more than enough to send a car off the road, and one bad note in several volumes of perfect ones can have results even more disastrous than an entire set of approximations.

Sainz and Moya are always meticulously careful with their notes, sometimes driving back long distances just to check whether their description of a single bend was the correct one, and to start a rally with the feeling that their recce had not been done with their usual thoroughness was something to which they were not at all accustomed.

However, they put those feelings behind them when the rally started, only to have them come rushing back in the third leg when a right-hander turned out to be



Although Miki Biasion scored Lancia's fifth win in Argentina, team-mate Juha Kankkunen was not so lucky and retired with gearbox problems.

Lancia's Revenge

much tighter than their notes proclaimed. There was no chance of getting around the bend at their speed and the car went off the road and rolled several times. They were unhurt and, more remarkably, they were able to carry on slowly, losing less than two minutes on that special stage. Their confidence, however, had been dealt a worse blow than their car, and it was sometime before they got up to stage-winning speeds again.

Although Sainz was the only driver officially entered by Team Toyota Europe, his practice car had been refettled (even after its accident) to be used by local man Jorge Recalde, and those two made up the entire contingent.

In contrast, Lancia brought three Delta Integrales for Massimo Biasion, Juha Kankkunen and Didier Auriol, the latter currently second to Sainz in the World Championship table. Biasion and Kankkunen both had previous experience of the event, the Italian having won it twice, but it was Auriol's first time in Argentina and he and Bernard Occelli consequently spent more time practising than their team-mates, without the delays suffered by Sainz, although almost everyone reported meeting other vehicles on the stages during practice, Kankkunen having to spin his car into a wall to avoid another car on one occasion.

Renault has no active rally team as such, but the company provides full backing and support for Alain Oreille, whose aim is to win the Group N section of the World Championship in his R5 GT Turbo. His car is prepared by Simon Racing, whose mechanics are invariably aided by factory staff when in the field. Oreille's was the only car of its kind in Argentina,

although the locally manufactured R18 GTX model is very popular indeed and figured prominently in the entry list.

Rivalling Oreille in Group N is the Uruguayan driver Gustavo Trelles who campaigns his Lancia Delta Integrale from Spain, where he and his co-driver Daniel Muzio now live. Naturally, they made the trip to Argentina. Another Group N contender is Argentinian Ernesto Soto who also drives a Delta Integrale. Incidentally, the three works Lancias and the two Group N cars entered privately all had 16-valve engines.

Among the world's lady drivers only two are in contention for their section of the World Championship, Louise Aitken-Walker from Scotland and Paola de Martini from Italy. Only the Italian girl went to Argentina, but her Audi 90 quattro mysteriously failed to turn up in time — something about the cargo ship from Italy having an engine problem. There was therefore no chance of scoring points, but another vital ingredient for success was at stake; a champion will not be declared unless she has started at least one qualifying event outside Europe, and as this was the only such trip she had planned, de Martini decided to do something about it.

She approached the Lancia people, explained her predicament and they sportingly allowed her to start the event in one of their practice cars. After completing the initial short stage in Buenos Aires, where she recorded eighth best time, she withdrew from the event having met her obligation to start a rally outside Europe.

Another visitor from Europe was Austria's Rudolf Stohl, or Rudi as he is commonly called. Driving his Audi 90 quattro



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Carlos Sainz's second place ensured he extended his lead in the World Rally Championship.

with co-driver Reinhard Kaufmann, he is an inveterate traveller to rallies which he considers out-of-the-ordinary and not bound by the standard FISA pattern which has caused most European events, at least, to become very similar. Indeed, the only European event he likes is the Acropolis, "... because it's rough, hot and difficult, and you still need a little bit of stamina".

Before the start, Stohl had worries similar to de Martini's, but not because his car had not arrived. It was his van-load of spares and tyres which failed to turn up, and on the first day of the rally he had to avoid taking any risks. Happily, the van eventually turned up.

Although the start of the event (on the Tuesday) was at Buenos Aires, the first real stage did not come until much later, after a 430 mile north-westerly road section to Cordoba, where the rally remained based until the Saturday finish.

Of the 30 special stages, all were on dirt roads except for the opening test which was on sand and two other short ones on tarmac over closed public roads at Cordoba. Total distance was 1325 miles, of which special stages accounted for about 350 miles. In common with other events in the World Championship, nearly all the running was in the daytime, divided by rest stops at night.

On the opening stage at the Buenos Aires sand track, a watersplash slowed both Toyotas due to misfiring, but Sainz nevertheless managed to make third best time, four seconds behind Biasion and just one behind Kankkunen.

Recalde came off much worse, and he had the misfortune of having to coax a spluttering, coughing engine to complete the stage slowly in front of his home crowd. Later, his rally came to an end when he hit some ruts rather hard, causing the car to jump into the air and roll. He was able to struggle off the stage, losing a wheel on the way, but the repair job took considerable time afterwards and when he got to the next time control he was just beyond his maximum lateness, by less

than a minute.

Among the favourites, Biasion, Kankkunen and Sainz were very closely matched, all three recording exactly the same time on one fifteen mile stage. Auriol, on the other hand, experienced an acute power loss, and even spent about a quarter of an hour stopped on one stage trying to find the problem. He eventually got going, but lost so much time that he was down in 62nd position at the end of the first leg.

Sainz was perplexed by his car's tendency to understeer, Oreille wished his Group N Renault had as much power as his rivals' Lancias, whilst Stohl beamed when he heard that his missing spares van had turned up and would be brought to Cordoba as fast as it could be driven. Soto had been the fastest of the Group N drivers until he was slowed by turbocharger failure, but the Argentinian (not Argentine, as some writers use) was not the worry of the two other Group N drivers because he was not really in contention for the world title. Oreille and Trelles were the two protagonists in that bid, and Trelles had the power advantage which showed up particularly whenever a stage included long straights.

President's son Carlos Mennem Jnr, who was able to acquire a Lancia Delta Integrale supported by Italy's Top Run organisation, damaged the car badly when he slid into a hole, although he was able to continue.

After something like 50 miles of special stages, penalty differences up front were minimal, only five seconds spanning the two Lancias and the Toyota. Much further back in position was Auriol, but the time difference was minimal and he was confident of being able to climb back to at least fourth place. He certainly demonstrated that confidence by setting fastest time on the first stage (13 miles) of the second leg, despite having to cope with rutted roads and various back-markers. His previous day's problem had been traced to a jammed water-exclusion valve in the engine air intake. When this was

replaced, the engine ran perfectly.

Sainz felt that his understeer was steadily worsening, and little things began to trouble the other front runners. A mystery problem slowed Kankkunen for a while, but very suddenly it didn't matter any more when his gearbox packed up and he was out. The once-reliable Delta seems to be reliable no more. Could it be the effect of a quest for greater performance to beat the Toyotas?

Ground problems were not alone in affecting Lancia at this early stage of the event, for they also had problems in the air. For some reason the usual light, manoeuvrable five or six-seater helicopters were not used by the teams. In their place were much bigger aircraft, Lancia using a monster, 13-15 seater Bell 212, which didn't last very long. Early in the event the aircraft, loaded with a total of thirteen people, was approaching a service point when, during a low-level circuit, it flew into the ground, rolled and burst into flames. Miraculously, all four crew and nine passengers aboard the machine (one of eight of the type operated by the Argentinian military) managed to scramble to safety before the whole thing turned into an inferno, the only casualty being Lancia's working manager Nini Russo whose face was cut when the pilot stood on it in his efforts to get clear! No reason was given for the accident.

With no obvious connection with the Lancia incident, Toyota abandoned its usage of its own helicopter very soon afterwards. It seems to have been a Sikorsky of about the same carrying capacity as the 212, probably an S58 of a type similar to the Westland Wessex, although this is not clear. What is clear is that rally teams can have no possible reason to enlist the aid of helicopters of such huge proportions. Lighter, smaller machines are much more versatile, and safer under the marginal operating conditions which rally teams all too often inflict upon their hired pilots, without much appreciation of the safety margins of the aircraft. On the other hand, perhaps nothing smaller was available.

It was a miraculous escape for the Lancia people, and one which could so easily have ended in tragedy. Helicopters are fantastic servants, but ruthless masters.

Back to the rally itself; Trelles hit a rock which had been dislodged by Soto and cracked his front differential. He carried on, losing a considerable amount of oil not to mention valuable seconds, but later his gearbox seized and he could go no further. It so happened that this was near Recalde's family home, so after mechanics had replaced the gearbox he stopped there for a mutually consoling lunch on his way back to Cordoba. Oreille, despite an intercooler replacement, carried on steadfastly and, although his Renault was no match for the faster Lancia of Soto, he knew that his main rival Trelles was no longer a threat.

Then came the crash which took away

Sainz' confidence for a while, and with it all his hopes of a third outright win this year. The car was progressively fettled, stage by stage, but further failures did occur due to the shock of the impacts. Amazingly enough, at the end of the second leg, Sainz was only some two minutes behind Biasion and well ahead of Auriol, so his championship chances remained — provided the car could be kept going.

Meanwhile, Auriol had moved up to eighth place despite having to endure and penetrate the dust of back markers, whilst Mennem had finally retired after ditching another two times. He was pushed back by spectators after the second one, but the third caused transmission damage and he could not continue.

Leg three, after another night which brought morning frost, just as it used to on South Africa's Total Rally, began with a clearly defined schedule within the Toyota team for progressive repairs to Sainz' car. Gradually, it was restored to health, although outwardly it still looked terrible. But a broken half-shaft cost more time, and the gap was enlarged to seven minutes, a difference almost unheard of in a rally of this nature. Even in the Acropolis the winning margin was only just over a minute.

By this time Biasion had decided to halt his charge, and Lancia to turn down his turbocharger pressure in order to reduce stress and the risk of component failure.

Auriol got up to fourth place, then got ahead of Stohl to take third. That was as far as he could go, so he contented himself with just staying in front of the Austrian and had no more thoughts of advancing. Sainz must have been keenly aware of this, because Auriol is his nearest challenger in the World Championship, but there was nothing he could do except ponder as the Frenchman added points to his score at every place he gained. Meanwhile, his confidence had returned, but there was no point in putting it to use because Biasion was out of reach ahead of him.

Having lost a gear and much of his gearbox oil, Soto was making slow progress through the stages, but Stohl was nevertheless unable to find a way through the Lancia's dust. On penalties, though, the Austrian was ahead, and when the final leg started, Stohl was in fourth place. Oreille was also ahead of Soto, but when the Argentinian's gearbox was eventually replaced he began to push harder.

In the final leg, Oreille felt that he had a chance of staying ahead of Soto and notching another Group N win for Renault, but a broken turbocharger pipe put an end to that idea and the Lancia overhauled the Renault into fifth place.

Soto's performance was the only thing that kept the vast crowds happy on that final day, although Stohl was going fast enough to ensure that the Group N Lancia driver would not get ahead of him too. Up

front, it was like a tourist jaunt. The differences between the leading three were such that none of them had any reason to drive flat out. Indeed, it was so processional that spectators wondered whether it was a competition at all. However, "ceremonial" throttle spins by each of the leaders certainly warmed up the crowds at the finish in the Cordoba football stadium.

The World Championship now becomes even closer. Auriol has moved a little nearer to Sainz (the gap is now 19 points), but Biasion has also moved up to just three points behind Auriol. Kankkunen lags another 22 points behind, but Finland's 1000 Lakes Rally (end of August) could change all that, putting four drivers into contention for the title with just four rounds remaining. Among the makes, Lancia leads Toyota by 23 points. That sort of gap doesn't sound much, but for Toyota to score a big advantage Lancia must be kept out of the high-scoring positions, and that will be very difficult indeed.

ADAC Rally, Germany

Germany is one of the most powerful countries in Europe. It has a thriving motor industry and a populace which seems to be enthusiastic about rallying. Yet it has no qualifier in the World Rally Championship. The USA is in

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Mazda RX7 and 323 Turbo	240BHP	£400*
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a similar position, although for a different reason. In the USA the public simply do not understand rallying. To them, a motor competition, whether it is a race, rally, slalom or treasure hunt, is a contest in which the first driver over the line is the winner. The niceties of special stages, aggregates and pace notes are complications which they don't comprehend, and the two inroads into the WRC by American events have accordingly both failed, largely due to lack of public support and the corresponding disinterest of sponsors and publicity makers.

In Germany, things are quite different. The enthusiast population is certainly there, but the average roadside dweller seems to be intolerant and prone to complain — unlike Welsh farmers of years past who complained if a rally was not routed past their front doors! Equally intolerant, almost obstructive, are the local authorities, and it is a very difficult task indeed to secure permission to run an event. If it proposes to use forest roads — and there are certainly plenty of them — then it is nigh impossible.

A working party in Germany has been considering the future of the country's rallying, and the outcome so far has not been too good. In fact, it seems to have come down in favour of single-venue events on private land, playing right into the hands of the FISA (and FOCA) moguls who want to reduce the sport to a series of TV spectacles capable of attracting lucrative fees for television rights.

Already it has been declared by FISA that any TV outfit wishing to film a World Championship rally has to apply for a pass, not from the rally organisers, but from an organisation called International Sporting Communicators Limited, a UK-based concern which just happens to have the same address and telephone number as FOCA. This has caused a furore among people who have been filming rallies almost since the days of Eolites, and we feel that their experience and standing with rally organisers who have known them for many years will outweigh any demands and limitations which ISC attempt to impose. Indeed, some organisers have displayed as much revulsion for ISC as the film makers, and they feel very much aggrieved at being told to whom they should issue passes and to whom they should not.

In our book the matter is simple. If you want to write about a rally, you simply go there. If you want to photograph or film it, you do likewise. If the rally organisers are worth their salt, as most are, then you will have no problems.

Returning to the forest question, an exception to the German reluctance to authorise forest events took place eighteen years ago when a consortium decided to run a rally in conjunction with the 1972 Olympic Games. Due to the affiliation with the games, central and local government gave support, the military provided all the road-closing marshals required, and forest authorities

readily agreed to the use of forest roads.

The result was a memorable Olympia Rally, the event in which Walter Röhrl first came to international prominence at the wheel of a Capri, but it was very much a solitary, one-time rally. Pressure, both from within and outside Germany, was exerted in the hope that it could be made an annual event, but there was no chance, and when that 1972 event was over, it was the last of the Olympia Rally. It was a great shame, but nothing could persuade the authorities to relent.

Since then, the World Rally Championship has come into being, and we have heard several remarks that Germany, as one of Europe's leading car makers, deserves to have a qualifying event in the series. We agree, but unless the event chosen is of a sufficient standard, it cannot really be done, for the overall quality of the series should not be compromised for the sake of either political or geographic convenience.

More than one German event has declared an intention of applying for inclusion in the World Championship, but none as seriously as the ADAC Rally, a coefficient 20 European Championship qualifier which this year broke new ground by moving to the region of the Eifel Mountains and establishing its base at the rebuilt and revamped Nürburgring.

Loose road stages are out of the question for a German event aiming for the world series. Military areas have no character whatsoever, and good quality forest roads are simply not available. The only alternative was to establish an event which ran entirely on tarmac, and that is precisely what was done by the sporting section of ADAC.

Around the Eifel region the twisty, mountain roads have tarmac surfaces of billiard table quality, unlike those of Corsica which can have potholes, gravel and films of mud in as much abundance as a quarry access. What is more, they are all within easy striking distance of the excellent Nürburg facilities so that the whole lot can be linked and controlled very easily. The only problem there is accommodation. The one hotel seemed to be able to accommodate the event without any difficulty, but were it a World Championship qualifier it would be quite another matter.

As one would expect of a European Championship qualifier, the ADAC Rally's leading competitors were confined to the few tackling that series as a whole, plus national championship hopefuls. Robert Droogmans came from Belgium in an Opel Kadett, Ingvar Carlsson from Sweden in a BMW M3 (quite a change from the Mazda he drove to second place in New Zealand), and Kalle Grundel from Sweden in a somewhat underpowered Peugeot 309 GTI. Finland's Sebastian Lindholm had a Lancia Delta Integrale and Sweden's Mats Jonsson a Toyota Celica GT4.

Centred at the Nürburgring, the rally was divided into three parts and contained

37 special stages, all of them on smooth tarmac except a "rallycross" affair at the circuit itself. The tarmac was very smooth, and in the very hot weather there were some problems with tyres overheating and wearing out too fast, and indeed with a melting road surface. Another feature was the repeated use of the circuit, with its fast straights, demanding gear ratio changes of anyone who wanted to achieve reasonable speeds without sending rpm gauges into the red.

In the first leg, Schwarz opened out a comfortable lead in his Toyota, which he said was being used as a last-minute mobile test bed for some new components to assist TTE's efforts in the Argentina Rally just a few days after the German event. Droogmans was there merely to consolidate his position at the head of the European Championship table, not particularly to win, but he wasn't expecting the problem which dropped him to eighth place in the first leg. First a turbocharger pipe came off, and after this was put right, the car ran on just three cylinders for a while.

Demuth was Schwarz' initial challenger, but a malfunctioning water thermometer (feeding information to the engine computer) cost him some time and Carlsson found himself in second place after the first leg, ahead of Lindholm, Jonsson and Holzer.

The second leg brought changes, caused by no greater reason than the ambient temperature. Schwarz' Toyota spluttered to a stop due to fuel evaporation, and it was some time before cold fuel could be poured into his tank to get the engine running again. However, Schwarz had lost something approaching half an hour, and all chances of success.

Meanwhile Droogmans had made up for his first leg delay and had got up to second place, ready to take over when Schwarz lost the lead. For a man who claimed not to be driving at 100%, he was certainly going rather quickly.

Demuth had to run for some without his sump-guard, simply because there had been no time to refit it after service the previous evening, and in the morning it missed its rendezvous because a service car became ditched. John Bosch damaged the rear of his BMW M3 and decided later to withdraw rather than continue to be a tail-end finisher. In any case, he needed time to repair the car in readiness for the forthcoming Madeira Rally.

The third day was even hotter than the first two, Droogmans starting with just a slender 23 second lead over Demuth. Initially, Demuth began to whittle down that lead, especially when the leader lost his handbrake and had to use reverse gear a few times to get around hairpins. It seemed likely that Demuth would take the lead, as Droogmans was taking no chances of losing championship points, but the Mitsubishi driver suffered wish-bone failure and dropped back again.

Third place came as a pleasant surprise for Mats Jonsson, for he was driving his

Celica on tarmac only for the second time, whilst Holzer was lucky to finish at all, let alone make fourth place. In a heavy landing after a jump, one of his Lancia's gearbox bolts sheared, and from there to the finish it was kept going by virtue of constant oil replenishments and liberal applications of mastic sealant.

As a tarmac event, the ADAC Rally has potential, but some of its stages were very much on the fast side and it would certainly benefit from a route reshuffle to include more twisty stages and fewer long straights.

Targa Rusticana Revived

The very words Targa Rusticana cannot fail to vibrate the nostalgia strings of anyone who was rallying a couple of decades ago. Neither a national race in Sicily nor a swift departure from university, the name is actually that of one of Britain's most legendary rallies, inaugurated in the Fifties and last held in 1973. It was one of the great classic events of the road rallying school on which anyone who aspired to rallying stardom was obliged to cut his teeth. Indeed, it was a common question to beginners in those days,

"Have you done a Targa yet?"

Road rallies, mostly centred in the least populated parts of the British Isles, were invariably held at night on little-used country roads, mostly those shown white or yellow on the then one-inch Ordnance Survey maps. There were no special stages, and timing was in minutes, not seconds, a format which Kenya's Marlboro Safari Rally retains to this day despite pressure from FISA to change its character.

Organised by the Oxford University Motor Drivers' Club, the Targa Rusticana regularly attracted the country's leading crews, many of whom went on to international fame. Names such as Moss, Sprinzel, Clark, Elford, Siegle-Morris, Allard, Bengry, Fidler, Procter, Hall, Broad, Bullough, McBride, Gibbs, Malkin, Simister, Bloxham and Gibbs spring to mind, and there were many more. Even the organisers themselves were notable competitors, two of them having been winning co-drivers in the RAC Rally.

One of the Targa's notable features was the unique timing system which it introduced in 1963. Each control clock was set back by the exact number of minutes allowed from the previous control, so that if a car went through the rally exactly as scheduled (which never happened!) it would record the same time at every control. Highly ingenious, nevertheless simple, Targa Timing was soon copied by most

other events and became standard practice for many years until it was banned by a rule which demanded that all rally timing should be based on ordinary time of day.

Seventeen years after its last appearance the Targa Rusticana is being revived as a joint venture by the OUMDC and the Historic Rally Car Register, and among its organisers are several who ran it in the Sixties. Clerk of the Course John Brown declares that it "... will not be as long or tough as the Targas of yore, and there will be more emphasis on the social side." Dates are October 13 and 14, and headquarters will be at the Metropole Hotel, Llandrindod Wells. After Saturday morning formalities and a concours, there will be a three hour run in the afternoon, and a five hour run at night, ending at 1 am. Driving tests and lunchtime prize-giving will conclude the event on the Sunday. We are told that there will be no rough roads, no high-speed dicing and no outlandish navigation methods, but do be prepared for some astute map-reading, the odd regularity section, and a presentation in the style of the original Targa period.

For more information, contact Don Pither, Droys Court, Witcombe, Gloucester GL3 4TN (home tel: 0456-864341) stating whether you are interested as a competitor, an official or just a spectator. Whichever is the case, you will be made welcome. GP

Results

ADAC Deutschland Rally (European Rally Championship)

Results

1. Robert Droogmans (B) / Ronny Joosten (B) Lancia Delta Integrale, Gp A 3h 35m 09s.
2. Harald Demuth (D) / Manfred Hiemer (D) Mitsubishi Galant VR4, Gp A 3h 35m 31s.
3. Mats Jonsson (S) / Lars Bäckman (S) Toyota Celica GT4, Gp A 3h 36m 21s.
4. Ronald Holzer (D) / Klaus Wendel (D) Lancia Delta Integrale, Gp A 3h 38m 24s.
5. Ingvar Carlsson (S) / Per Carlsson (S) BMW M3, Gp A 3h 39m 08s.
6. Josef Haider (D) / Christian Geistdörfer (D) Opel Kadett GSi, 16v, Gp A 3h 42m 53s.
7. Erwin Doctor (D) / Theo Badenberg (D) Ford Sierra Cosworth, Gp A 3h 47m 35s.
8. Kalle Grundel (S) / Klaus Hopfe (D) Peugeot 309 GTI, Gp A 3h 48m 18s.
9. Karl-Friedrich Beck (D) / Bernd Seiter (D) VW Golf GTI, 16v, Gp A 3h 50m 10s.
10. Jens Mulvad (DK) / Freddy Pedersen (DK) Opel Kadett GSi, Gp A 3h 53m 18s.

Argentina Rally:

1. Massimo Biasion (I) / Tiziano Siviero (I) Lancia Delta Integrale, Gp A 6h 51m 27s.
2. Carlos Sainz (E) / Luis Moya (E) Toyota Celica GT4, Gp A 6h 59m 29s.
3. Didier Auriol (F) / Bernard Occelli (F) Lancia Delta Integrale, Gp A 7h 26m 22s.
4. Rudolf Stohl (A) / Reinhard Kaufmann (A) Audi 90 Quattro, Gp A 7h 50m 48s.
5. Ernesto Soto (RA) / Jorge del Buono (RA) Lancia Delta Integrale, Gp N 7h 53m 19s.
6. Alain Oreille (F) / Michel Roissard (F) Renault 5 GT Turbo, Gp N 7h 56m 35s.
7. Marcelo Raies (RA) / Jorge Gonzales (RA) Renault 18 GTX, Gp A 8h 33m 10s.
8. Gabriel Martin (RA) / Jose Volta (RA) Fiat Regatta 85, Gp A 8h 39m 23s.
9. Oscar Maccari (RA) / Carlos Ostaschinsky (RA) Renault 18 GTX, Gp A 8h 43m 16s.
10. Fernando Marino (RA) / Rodolfo Ghilini (RA) Fiat Regatta 85, Gp A 9h 04m 12s.

World Championship Situation

Drivers (After 7 of 12 rounds)

- Carlos Sainz (E) 95 pts.
Didier Auriol (F) 67 pts.
Massimo Biasion (I) 64 pts.
Juha Kankkunen (SF) 42 pts.
Mikael Ericsson (S) 26 pts.
Dario Cerrato (I) 20 pts.
Björn Waldegård (S) 20 pts.
Bruno Saby (F) 16 pts.
Ingvar Carlsson (S) 15 pts.
Rudolf Stohl (A) 14 pts.
François Chatriot (F) 12 pts.
Erwin Weber (D) 12 pts.
Ross Dunkerton (AUS) 10 pts.
Alain Oreille (F) 10 pts.
Armin Schwarz (D) 8 pts.
Carlos Bica (P) 8 pts.
Kenjiro Shinozuka (J) 8 pts.
Raymond Baumschlager (A) 8 pts.
Alessandro Fiorio (I) 8 pts.

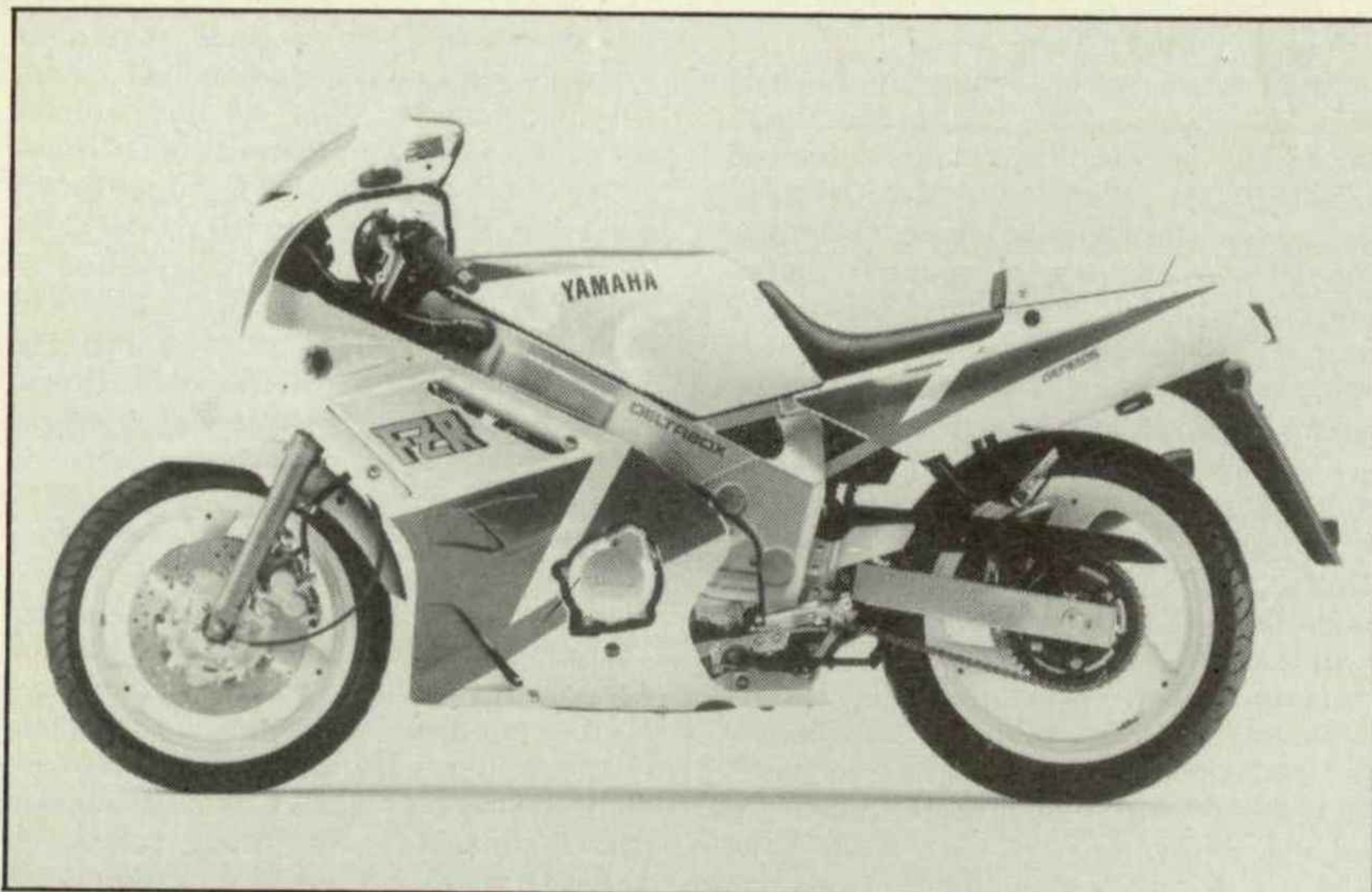
Peter Bourne (NZ) 8 pts.

Ernesto Soto (RA) 8 pts.

48 drivers have scored points.

Makes (After 6 of 10 rounds)

- Lancia 114 pts.
Toyota 91 pts.
Renault 24 pts.
Audi 22 pts.
Subaru 19 pts.
BMW 14 pts.
Mazda 12 pts.
Volkswagen 10 pts.
Mitsubishi 10 pts.
Citroën 8 pts.
Fiat 6 pts.
Ford 4 pts.
Peugeot 2 pts.
Daihatsu 2 pts.
Nissan 2 pts.



Yamaha's FZR600 has a power output of over 150 bhp per litre.

Passing Interest and Passing Ability

Most of us who are interested in fast cars have at least a passing interest in their two-wheeled counterparts. Even if that interest is confined to when we are stuck in a traffic snarl-up and one of these generously shod, sleek and thunderous machines slithers past, up to the head of the jam, and off into the distance. Then one is generally interested in being on such a bike, and not stuck in a fuggy and overheating four-wheeler. But genuine interest goes beyond this mild form of envy for it is clear that today's generation of motorcycles are of a technologically advanced breed. They are astonishingly fast, with stupendous brakes and roadholding, and many of the machines one can see on the road do not look all that far removed from the sort of machinery used at the Isle of Man TT races. Of course this has for a long time been the case with motorcycles; much more so than with cars; a production sports car bears very little resemblance to a Sports-Prototype Group C car or Formula One machine. A road-going motorcycle has always been close in its basic conception to a racing machine, the parameters for construction being that much more limited than on four wheels. That might also be the reason for the astonishing development in technology where motorcycles are concerned; a manufacturer who wishes to progress has to wring that much more out of a definitively small engine and a geometrically confined chassis design. Today's normally aspirated Grand Prix motorcycles with 500cc two-stroke engines develop approximately 175 bhp! That is 350 bhp

per litre, whereas today's F1 cars are still short of 200 bhp per litre.

A comparison of four-stroke engines would have them on a par; Honda's RC30 750cc racer develops approximately 150 bhp. But this brings us back to the original point that road bikes are not too far removed from racing machines, because one can buy a road legal RC30, take to the local bypass, and give an awful lot of Ferrari and Porsche drivers a considerable surprise. Ducati's road-going 851 for example, a machine derived from their 888 Superbike contender, has a power to weight ratio of approximately 611 bhp per ton. That of a Ferrari F40 is approximately 440 bhp per ton and a Porsche 911 Carrera 4 a mere 170 bhp per ton.

It was when our editor was passed by a very fast 'kamikazee' motorcycle, that he decided it would be interesting for there to be the odd column in MOTOR SPORT that would keep the four-wheel enthusiasts in touch with what is going on in the two wheeled world. Long standing readers will remember that DSJ has written on motorcycles in the past (and with much authority too) and very long standing readers will remember that in the twenties MOTOR SPORT was as much a magazine for motorcycles as for motor cars.

I probably run the risk of teaching many old dogs new tricks, and if so I ask you to bear with me. Those of you who are up in the motorcycling world will know that early summer means the TT races on the Isle of Man, and there are few better festivals of motorcycling and racing to demonstrate the technology of today's machines, the astonishing speeds of which they are capable, and the affinity they have with what

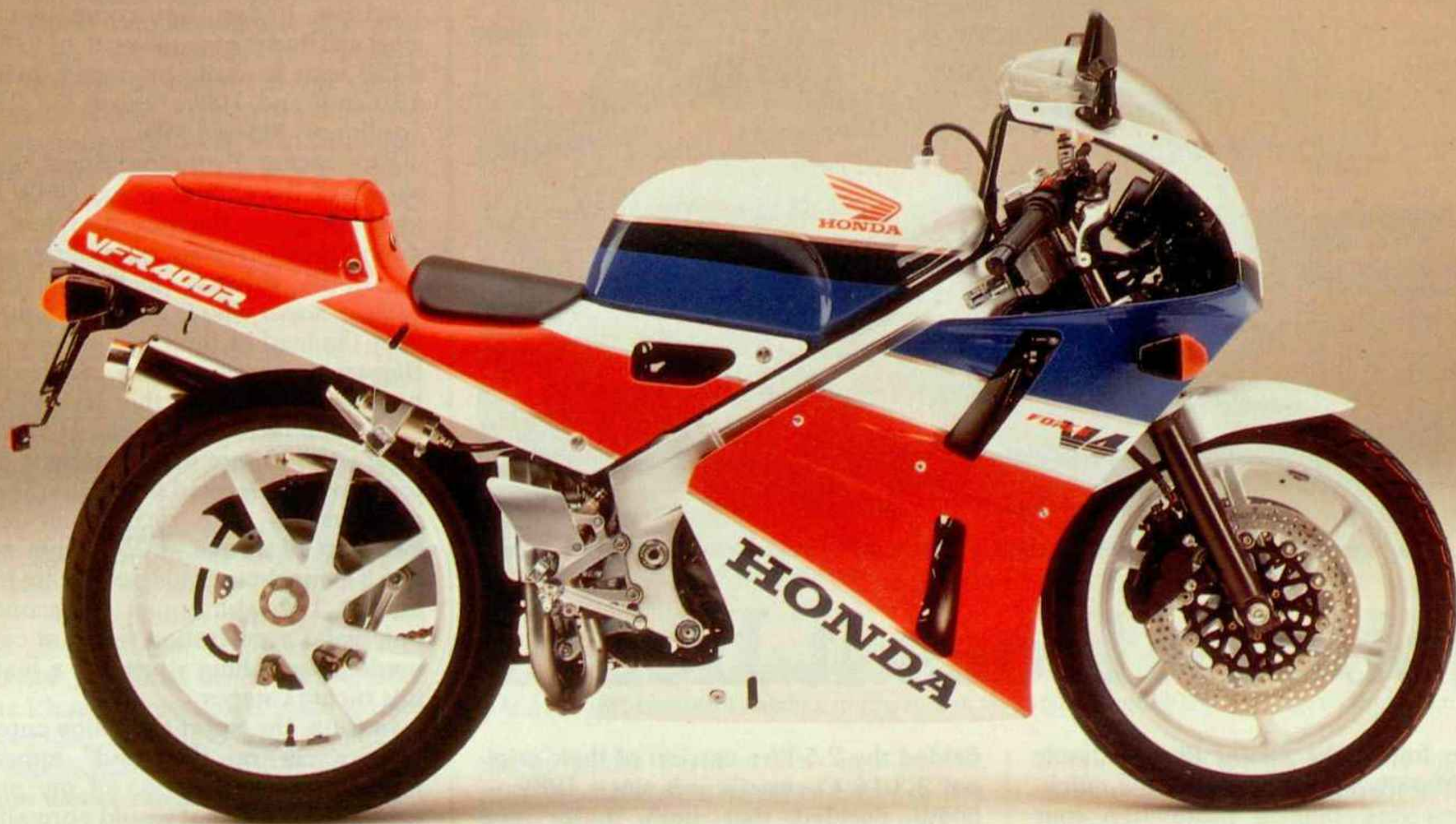
one can buy in the local show room. The main difference between the TT today and in days gone by is that it no longer holds Grand Prix status and so one does not see any of the really advanced 500cc V4 two-stroke Grand Prix machines, the Fifties and Sixties equivalent of which would have been the Nortons, MV Agustas and Gileras of Duke, Surtees Hailwood, and Agostini.

The smallest machines at the TT are not necessarily the slowest. The 125 and 250cc machines are more or less unrestricted, and although they are not actually World Championship Grand Prix motorcycles they are what you might call Grand Prix inspired. They are one and two cylinder two-stroke machines with crankcase reed-valve induction, and pressed one or two piece crankshafts with roller bearings. The chassis are generally twin beam, of aluminium or steel box section, with box section rear swinging arms. Although the box section chassis is not a new idea, having first been used in Ariel, New Imperial and Francis Barnett bikes, it offers greater torsional rigidity and is state of the art in today's chassis technology. Machines of all capacities use it, except of course for Ducati who in their Latin way stick steadfastly to spaceframe construction, insisting that it is every bit as good. They might well be right; their works racers are certainly showing a clean pair of heels to all other manufacturers in this year's Superbike World Championship.

The two-stroke engines in the smaller machines clearly illustrate how powerful fully developed racing bikes can be, considering their capacity. The 125s produce 40 bhp, the 250s 80 bhp, and these machines can lap at astonishing speed. This year's 250 event was won by Ian Lougher on a Yamaha, with a fastest lap of 117.80 mph; only 5 mph short of the absolute lap record!

The production based 400 and 600 Super sport classes are a bit more interesting so far as road bikes are concerned, the machines to be riding this year being race-modified VFR400R Hondas, FZR400 Yamahas, and FZR600 Yamahas. MOTORCYCLE SPORT's man Ray Knight took part in the Supersports 400 race on a standard road-going Honda VF400R. With standard Japanese tyres he clocked a race lap at over 100 mph and finished in 20th place. The four-cylinder, water-cooled, twin overhead-camshaft 16 valve engine produces 63 bhp and will rev to 15,000 rpm! Ray was clearly very impressed with the machine, saying that the handling was superb and trouble-free at speeds of up to 140 mph. Some would be worried, others excited by the fact that such a machine can be bought from one's local motorcycle dealer.

Dave Leech won the Supersport 400 race with a fastest lap of 109.39 mph, and Reid won the Supersport 600 race, although the fastest lap of 114.21 mph was once again established by Leech. If these lap speeds don't seem that impressive to you, try to have a look at a map of the Isle of Man, and then reflect that the circuit is 37 miles long with narrow, stone-wall lined roads sweeping up mountains and through village squares. It is indeed a very thorough testing



Honda's VFR400R in standard form with road tyres took Ray Knight to a 100 mph lap of the Isle of Man.

ground of the capabilities of machines and riders, and it is very much a road race; for the rest of the year these country roads are used by ordinary traffic.

The main race of the TT festival is the F1 Senior race that takes place at the end of the week. This year's race was blighted by rain, but the fastest lap, established by the winner Carl Fogarty, was still at a blistering 116.47 mph. The absolute lap record stands at about 123 mph. The bikes in this race are

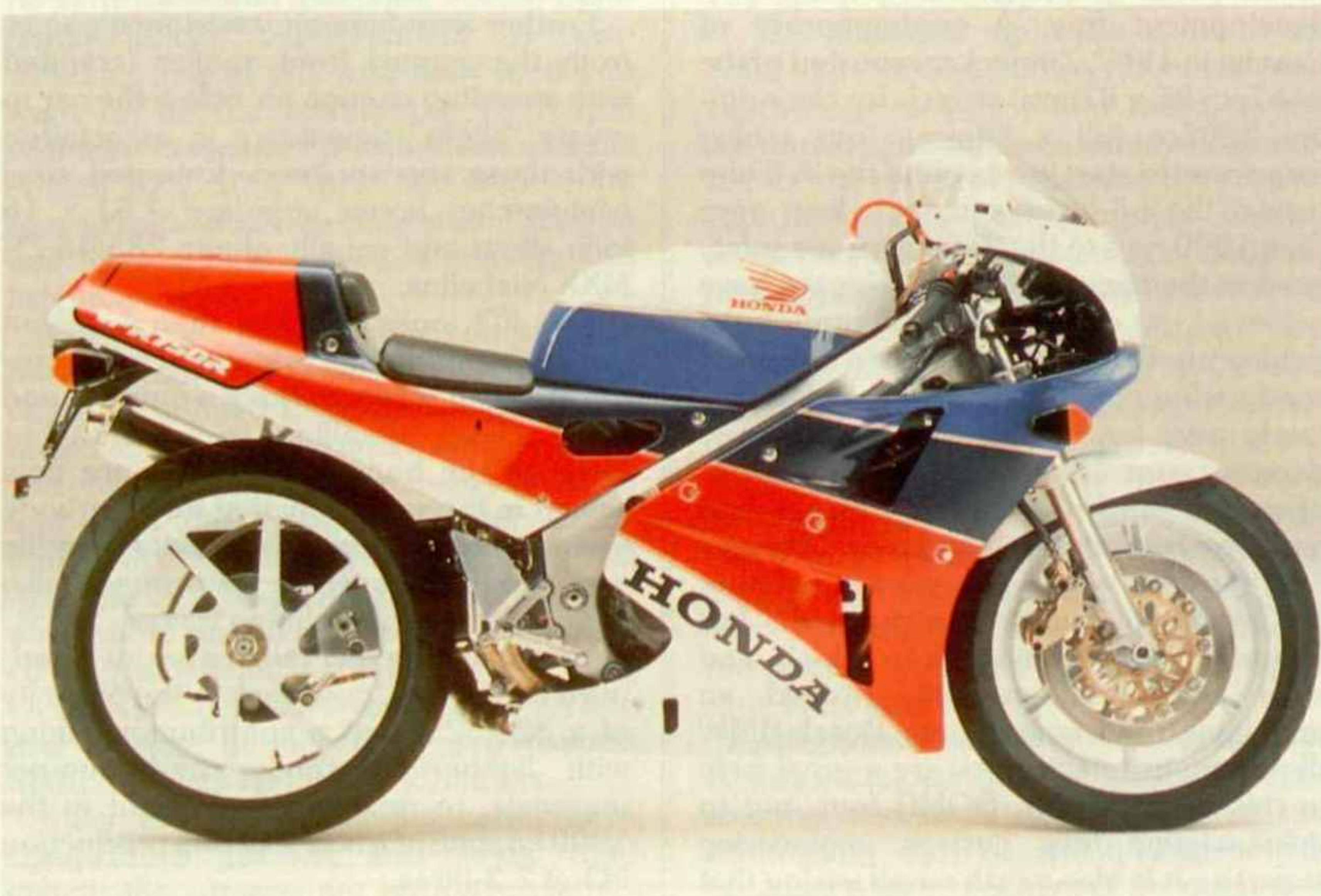
production based four-stroke machines of up to 750cc, but controversy is still raging as to what category the Norton comes under. It has a Wankel engine, with what is generally (although not absolutely) accepted to be a 588cc engine. It produces 155 bhp, and has a top speed of close to 190 mph. Trevor Nation rode his Norton to second place this year behind the winning machine, a 750 Honda RC30. This is the big brother of the VFR 400R that Ray Knight rode, but obviou-

sly a fully race-modified machine. It is also a V4 with twin overhead camshafts, and four valves per cylinder, and it produces approximately 150 bhp. Chassis technology in these machines remains essentially the same as with the smaller capacity motorcycles with twin beam aluminium box section frames using the engine as a stressed member. Rear suspension is with a single shock absorber that is adjustable for pre-load, compression and rebound, and many of the bikes feature upside-down front-forks, the advantages of which are greater rigidity under braking, and less unsprung weight. Another relatively recent innovation is rising rate suspension where the geometry of the suspension, and position of the single shock absorber is so calculated that suspension resistance increases as wheel deflection increases.

The exciting thing about this racing motorcycle technology is that it is directly relevant to the machinery one can buy on the road. Today's top road bikes are a few modifications away from machines that can put in a competitive lap time at the Isle of Man, and as Ray Knight demonstrated, a completely standard bike can still be only a few mph off the winning pace. They are genuinely race-bred machines when it is quite doubtful, and certainly less obvious that Sports-Prototypes and Formula One machines have anything like as much bearing on even the fastest of today's road-going sports cars.

On a highly tuned road-legal motorcycle, the chassis, suspension, brakes, engine and tyres are all born of the cutting edge of motorcycle technology: the racing machine.

CSR-W



The Honda VFR750R: the road-going version of the machine that has dominated the F1/Senior event in recent years.



The "racing car on the road" appearance makes the BMW M3 Sport Evolution look chunkier than ever.

Nobody Does it Better

To follow the recent Pirelli Classic Marathon, JW opted for the quickest and biggest production four cylinder from BMW: the 154 mph Evolution M3.

How many £34,500 four-cylinder cars can there be in the world? For that sort of cash we expect six to eight cylinders; in fact a svelte XJ-S would be yours for £34,200. But that is just the point of homologation or evolution specials, they do not have the *raison d'être* to anyone but the most dedicated marque loyalist or alert speculator.

For myself, faced with the delightful task of keeping in touch with the Stirling Moss and Paddy Hopkirk Pirelli brigade (or the co-driving presence of our own WPK) the latest twist in the Evolution BMW M3 theme was perfect for my purpose. The 238 horsepower BMW remained effortlessly in contact with those legendary names in their 25 year old cars, all whilst returning an average 22.7 mpg and unrelenting driving pleasure.

Over 14,000 BMW M3 derivatives of the 3-series have been made since their 1986 debut and a 2.3-litre version remains in production at £28,200 in Britain. The proven front DOHC, 16v, cylinder quartet and modification of every key area with competition in mind has produced a two-door saloon that has raced repeatedly to World, European and national championships against more powerful turbocharged rivals. But for BMW the priority must always be their highly publicised domestic *Deutsche Rennmeisterschaft*, the 1990 series falling nothing short of wheeled warfare between Mercedes, BMW and the competitive Audi V8 saloon of Hans Stuck jnr.

Requiring further armament in the struggle against Mercedes — who have

fielded the 2.5-litre version of their original 2.3/16 Cosworth unit since 1989 — BMW decided that both motor and aerodynamic improvements would be offered on 500 Evolution variants of the M3. Britain has received just 50. All were in left-hand drive that has remained a BMW handicap, despite the presence of a right-hand drive Mercedes 2.3 and 2.5/16 in the UK.

Paul Rosche, father of so many BMW sports engines in the years since the retirement and death of Alex Falkenhausen, had been seconded to unspecified mainstream BMW Ag duties (as has M3 chassis creator Thomas Ammerschlager) so Franz Zinnecker cheerfully led BMW Motorsport engine engineers into the 1989 development fray. A contemporary of Rosche in 1967, Zinnecker reported of the 2467cc (95 x 87mm) stretch for the original 2302cc (93 x 84mm) "our racing target was to start just beyond the 320 bhp level of the 2.3-litres, and not to lose more than 1000 revs to the 9800 we have safely used in the racing 2.3 litres. This we have achieved, so our teams are happy, but I think you will find it is also fun to drive as a road car" quipped Herr Zinnecker. It certainly was, but when I first saw the red demonstrator (the only other colour offered is black) I wondered if they had gone too far with the "road racer" theme?

In fact the large four-cylinder, without the benefit of contra-rotating shafts but featuring extraordinary iron block and steel crankshaft strength, proved an amenable road companion. Bosch-BMW digital motor electronics are a great help in this fuel injection DOHC four, but to acknowledge fully current engineering expertise it is also worth emphasising that 3-way catalytic conversion is employed and that the 10.2: 1 compression ratio

BMW ran entirely on normal lead-free throughout our trip.

The production of 238 bhp at 7000 rpm sounds forbidding, as does maximum torque sniffing close to 5000 rpm on a road car. In fact, any competent enthusiast will find the torque peak of 176 lb ft at 4750 rpm is easily managed, being just 150 rpm and 10Nm up on the 215 bhp "ordinary" M3 of 1990.

The racing Evolution Sport was first shown at the annual winter BMW Motorsport press conference and has subsequently been used successfully by an army of BMW drivers, including Britain's Steven Soper who is currently squabbling over the lead of the German series in his Bigazzi-prepared version. Such cars are bored out 0.5mm further to 2492cc and have been rated at 330 bhp (132 bhp per litre) at 8500 rpm in full catalytic converter trim by a German magazine. The 12: 1 compression ratio racing unit released 213 lb ft of torque at 7500 rpm and the 2288 lb machine could accelerate from 31 mph to 124 mph in just 13 seconds, the only valid acceleration test that could be made since rolling starts are a feature of this racing category.

In truth, the Sport Evolution carries the "racing car on the road" appearance further than any saloon of my previous experience, and that would normally have been enough reason to seek other transport for the London-Bridge Cortina D'Ampezzo run. Yet the basic upright sobriety of the 3-series does not bait the police in the way that the original 3-door Ford Sierra RS Cosworth achieved, even when three-position spoilers extend front and rear. Said spoilers adjust by soft headed bolts that may be regarded as virtually tamper-proof for all but those of the most delicate mechanical persuasions. The press car was set up with a compromise downforce setting, which simply meant the rear flipper wasn't fully upright and the front extension not fully extended.

Further aerodynamic assistance comes from the venturi front spoiler (credited with speeding enough air below the car to create "slight" downforce in association with those top spoilers). Enlarged steel wheelarches house standard 7.5J x 16 inch alloys and equally plump 235/45 ZR MXX Michelins.

This M3 looks chunkier than ever, but unlike the marketing orientated mass producers, it all seems to serve a purpose and some clever detailing is evident. For instance the bonnet shut lines are now sealed in the same way that bumper/body lines would be; even the "kidney" grille and headlamp apertures surrounds also feature subtle streamlining traits.

Unusually the fuel tank capacity is reduced to 62 litres, now back to the capacity of a 320/325i and a contribution, along with lightweight spoiler and bumper materials, to retaining the weight in the 1200 kg zone of a now 215 bhp production M3 of 2.3-litres.

The interior has received attention, and again the appearance was not entirely

tasteful, but (again) it all proved efficient under duress.

I did not like the look of the red "MG Metro/Maestro" marketing ploy of red seat belts or the studied pose of scuffed leather steering wheel rim, handbrake and gear lever surround, but the shapely rim proved notably slip-free to handle in hot conditions and the centre section speaks of road car safety not mock racer. A sturdy footrest was appreciated, as was the legible 160 mph speedometer, 8000 rpm tachometer and temperature scales for both water and oil, the latter incorporated into the 7300 rpm redlined rev counter.

The gearchange pattern is thoughtfully illuminated for strangers in the night (thieves?) and is along the old racing lines of isolating first closest to the driver. I say old fashioned because the British Prodrive M3s have six-speed gearboxes these days and BMW already promise six speeds in the 850i, so perhaps the M3 will be the next to wear a fashionable sextet of ratios?

The seats of the example I borrowed were in black leather (striped cloth is normal on the home market) and are notable for providing the most shoulder support I have encountered upon a road car. They also have the correct fittings for a full harness to be accommodated.

As you would expect of a current electronically managed motor, starting is prompt under all conditions and idle speed is a regular 900 rpm. This from a unit that develops 96.5 bhp per litre, the most I have experienced in production bhp per litre amongst the normally aspirated classes.

The Evolution BMW follows the German tradition in making most of the civilised features part of the homologation specification. This M3 comes with items such as power steering and central locking as standard, whilst the test car had the optional extras of an electric sunroof (£745) and front windows (£430) so it is no surprise to find that good quality Blaupunkt in-car entertainment is provided . . . and you can hear it, if you want to, all the way to the 7300 rpm redline. Personally I'd rather listen to the engine over 5000 rpm, but since 5000 rpm in fifth shows an indicated 110 mph you have a wide choice of cruising and listening speeds.

The large four-cylinder does have harsher resonance periods, but BMW have cleverly confined them to the lower rpm registers. In fifth the engine note depends and coarsens under load between 2500 and 3500 rpm (roughly 55 mph to 77 mph), but the general refinement of its 900 rpm idle or a sustained 5000 rpm at just under 85C was deeply impressive. Particularly as I came back to the 1.6 Ford Fiesta RS which failed to maintain an idle and became audibly distressed beyond 5000 rpm with far smaller cylinders.

Even with a weighty but cooperative competition gearbox and heavy duty clutch, the car was not remotely embarrassed by traffic running and proved as agile and torquey as you would hope of a



The M3 Sport Evolution winning its first race in the Italian Touring Car Championship in March 1990

design whose purpose is to race on the most crowded race tracks of Europe. The only vision restriction was the upright flipper of the rear wing, but you had to pay heed to both the hidden front spoiler against kerbs as well as the width of those wheelarches.

871 miles required four tankfuls which worked out at 22.68 mpg, the worst consumption coming over German *autobahnen* (21.09 mpg) and the best in a comparatively gentle stroll across Austria (25.9 mpg). These figures were a credit to such a highly developed 2.5-litre since the German section included hours travelling at speeds between 110 and 135 mph.

One close encounter with a Mercedes 190 2.5-16 took us up to the giddy realms of 158 indicated mph, just short of the 7300 rpm redline before the silver Mercedes even thought about receding into the mirror. The sights, sounds and sensation of the red BMW tackling yet another 120 mph curve with complete stability whilst the Mercedes also clung confidently to the tarmac were a match for a wet outing around Spa tracks (ancient and modern) the previous evening. Whether it was damp or whether it was on the Stelvio pass, with its eight miles and 48 first and second gear hairpins, the traction exhibited by the BMW was uncanny. You really had to throw the M3 at a corner with more than road-going aggression to break traction, although the front would naturally run wide if you over-estimated the possible entry speed.

Other attributes that came over strongly in this extended mileage were the ride, steering and braking qualities of this astonishing chassis. The quality of ride provided makes mockery of the manner in which many mass manufacturers extort a harsh ride from their allegedly sporting

offerings; here is a genuine 150 mph road racer which covers all but town lumps with an amiable grace that is at least the equal of more mundane 3-series derivatives.

The power-assisted steering has a usefully brisk ratio that cuts the usual 3-series shuffle into a manageable figure, beneath four turns of the wheel. Carefully graduated, variable feedback to the driver's palms is perfection for sensitivity, freedom from undue road shocks and maximum driving pleasure.

BMW specification charts tell me that I enjoyed four wheel discs (only the fronts vented) with electronic ABS, but cannot tell us that front units the size of old Mini wheels simply kill any excess velocity without fuss. And if there looks like being a rumpus (one hard-braked wheel on kerbside dirt, perhaps) the anti-lock action only comes in at the last resort and calmly guards against premature wheel lock without upsetting the car's composure.

The BMW 850i coupé was a recent disappointment; the M3 was the antidote. Meeting some of the engineers who were responsible for this, and earlier, developments of the M3 theme partially restored the faith; driving the car over the most satisfying test route I have ever covered proved the point. There was not a rattle or a squeak in the car, whatever outrages were perpetrated, and its appetite for stable speed in a simple rear-drive layout convinced me that nobody does the handy sports saloon better than BMW.

I hope I have identified some drawbacks for potential buyers, but if I had £34,500 earmarked for a motor car that would give me maximum pleasure and minimum depreciation over 10 years, I would be pushed to name a more convincing home for that sum than the 2.5-litre BMW M3 Sport Evolution. JW



Sir Malcolm Campbell's Bluebird created full size in sand and sprayed blue at Daytona Beach.

This and That

Dear Reader,
Last month, in my short article on the 158/159 Alfa Romeo I made a wild guess that we had not heard one of those cars running in England since 1951. It was indeed a wild guess, and a wrong one, for reader Howard Stockley from Alcester kindly sent me a photograph of Baron de Graffenried driving one through the streets of Birmingham a few years ago. The annual Formula 3000 race through the streets of Birmingham has been an accepted fact and probably a lot of us have forgotten all the ground work that was put in by Martin Hone and his supporters to bring about actual racing on the streets of Birmingham.

One of the first steps was to get the idea of a racing car on a public road being acceptable to the outside world, and this was expanded to make the idea of racing cars being driven on the public roads acceptable. From gentle parades by nice old cars the idea was expanded until some demonstration runs by serious racing cars took place and it was during this transition from 'racing cars on public roads' to 'car racing on public roads' that Alfa Romeo sent over their 'demonstration' Tipo 159 Alfa Romeo.

It was the glorious sound of the Alfa Romeo engine that prompted last month's Letter about Sound & Noise, a Letter that has provoked more correspondence and comment than I expected, ranging from those who cannot stand the noise of Concorde to those who revelled in the sound of the V16 BRM. Napier enthusiasts beamed with delight at the mention of the Sabre, while Rolls-Royce enthusiasts dis-

agreed wholeheartedly and sighed for the sound of Merlin. Motorcycle minded readers joined in with memories of 4-cylinder Gileras and MVs and the 250cc Honda 6-cylinder and there were naturally many single-cylinder Norton enthusiasts. The interesting thing was that all were agreed on the subtle difference between Noise & Sound, and all agreed that the world would be a very dull place if we all liked the same thing. Unfortunately it is difficult to illustrate noise or sound with a photograph, otherwise I feel sure my post bag would have been fuller than normal.

Even so, interesting photos come from all parts of the world, some prompted by these letters, some by sheer interest or enthusiasm for cars and racing, and many to provide interesting information for the DSJ Knowledge Fund. Maurice Willson, whom I have known since the days when a lot of us led a carefree existence living in the Hotel Reale in Modena in the mid Fifties, sent me some photos of a Memorial Clocktower that was recently dedicated to Sir Malcolm Campbell. This is in Daytona, Florida in the United States of America, where Maurice is now living, and it commemorates that last Land Speed Record that Campbell established on Daytona Beach in 1935, before he moved his activities to the more spacious Utah Salt Flats. At Daytona Campbell set the record at 276 mph in the Rolls-Royce aero-engined Bluebird and the Mayor of the City of Daytona Beach unveiled a plaque on July 4, dedicating the Clocktower to Campbell. A local sculptor made a full size model of the car in sand for the occasion, and sprayed it Campbell

blue and it lasted for days after the inauguration. This naturally prompts the enquiry as to the fate of Bluebird. It still exists in America and the last time I heard about it was when it moved to the Museum of Speed at Talladega, and though there have been some tentative moves to try and bring about its return to England, nothing has so far been achieved.

If ever Bluebird was brought back to England it should become a centrepiece of the Brooklands Museum within the old Brooklands Track at Weybridge, because it was designed and built at Brooklands by Reid Railton and Thomson & Taylor Limited.

The recent media hype over a legal wrangle (involving money, obviously) about a pile of bits of metal, old and new, that when assembled represented an old racing car, has caused a steady flow of comment and correspondence. As in all legal wrangles we will never know all the facts, and even if we did, we probably would not understand them, but clearly the legal profession were kept in full (and expensive) employment. The present 'old car' scene is so artificial and devious that anyone with any sense will not get mixed up in it.

Throughout this summer there has been an exhibition at the British Museum entitled 'Fake? The Art Of Deception'. It encompasses painting, sculpture, books, manuscripts, furniture, jewellery, pottery, stamps, coins, cutlery and newspapers. As one report of the exhibition stated, it covers every civilization whose artifacts have attracted collectors and, therefore, fakers. Surprisingly there was no mention of 'our' fakers' world, no Alfa Romeo, Bentley, Bugatti, Cord, Delahaye, ERA, Frazer Nash, and so on, right through the alphabet to Z, though I am not too sure about a fake Zlin.

The report I was reading began with a quote from a letter written in 1863 by the poet Mallarmé to his friend Henri Cazalis, he said, 'We're back in London again, the country of the fake Rubens paintings.' I somehow hope for our sake that that letter was a fake, but I don't think it was. Mallarmé was not suggesting that London perpetrated the fakes, but more that the English were stupid enough to buy fakes, and that London was where they all were. It would not be true to say that all the fake cars that are around today emanate from Great Britain, for they are known to come from France, Italy, Germany and any other country 'whose artifacts have attracted collectors and, therefore, fakers.'

Having inspected a lot of fake cars I would stand by our 'cottage industry' and say that if you want a really good fake car you must come to Great Britain, because we make the best. Even the Auction Houses have come to appreciate this and are openly trying to sell 'Genuine Fakes' and making no attempt to confuse them with the real thing. The auction profession has to be seen to be pure and white and all things to all punters. One recent description of a totally fake car read '... an

excellent painstaking reproduction, making the car virtually indistinguishable from the genuine article.' Another one was described as being an opportunity to purchase a faultless car, identical in all respects to the original.

They sound like good candidates for the British Museum exhibition, though at the moment the world of the arts had not got around to making a study of fake cars, or motorcycles, or aeroplanes, or railway engines, or bicycles, or steam engines or . . . whatever comes next. Some while ago I started a small one-make club for fakes and I was always coming up against the problem of owners with genuine cars who wanted to join. They got quite upset when I told them they could not join my club because their car was genuine, and when a member with a fake car paid his subscription by cheque, and the cheque did not bounce, he could not understand why I sent it back and asked him to pay in counterfeit money! I closed the club down eventually as it all got too serious, and I absconded with all the dud cheques, forged bank notes and home-minted coins, leaving all the members all quite happy with their fake cars, though one or two of them reneged by selling their cars as being genuine.

Some things in the auction world are of particular interest to the enthusiast, and one was the recent auction (or attempt to sell by auction) the famous V12 Sunbeam engined car known as 'Tiger'. Not the same car that Henry Segrave set a world record with, nor the car that Thomson & Taylor built for Malcolm Campbell in 1931, or even the car that Monaco Engineering of Watford rebuilt for John James in 1949, but an amalgam of all those things that has been on the vintage racing scene all its life and must surely be the most powerful and fastest of all vintage style racing cars. 'Tiger' is an entity that has never left our view, even though it bears little resemblance to 'Tiger' when some of us first saw it. The schoolboy of 1926 looks a lot different 64 years later, so it is not surprising that the Sunbeam has changed over the years.

Everyone hoped that the new owner would keep the car in the vintage racing scene and use it like it has always been used, but the problem was that the auction world put a price on it that was beyond the imagination of most VSCC members. It was so high that even the expensive catalogue did not dare to mention the price in figures, or even in words, but merely put 'Refer Department'. When the results of the auction sale were sent out the Sunbeam was not on the list of the lots that were sold, from which one infers that it did not sell, either because there were no bids, or it did not reach the price that the auctioneers, and the owner, required. A report in one of the monthly specialist 'old car' magazines said that quite a fight ensued to acquire the car between VSCC member Alex Boswell and car dealers Coys of Kensington and CAR Howard, and that Howard eventually bought it for a



The driver of the 'Stealth' Grand Prix car under starter's orders during testing.

little below the one million pounds reserve that was on the car. Yet the auctioneers did not list it as having been sold, and certainly no price was mentioned in their published results.

It transpired that the car was sold after the auction in a bit of straightforward 'street trading' and that one of the dealers did acquire it for £860,000. If that figure is 'a little below the hoped for £1,000,000 then I wouldn't mind having just the 'small difference' of £140,000 because with that I could make . . . I mean, I could buy quite a nice old car, like a Chummy Austin or a Humber.

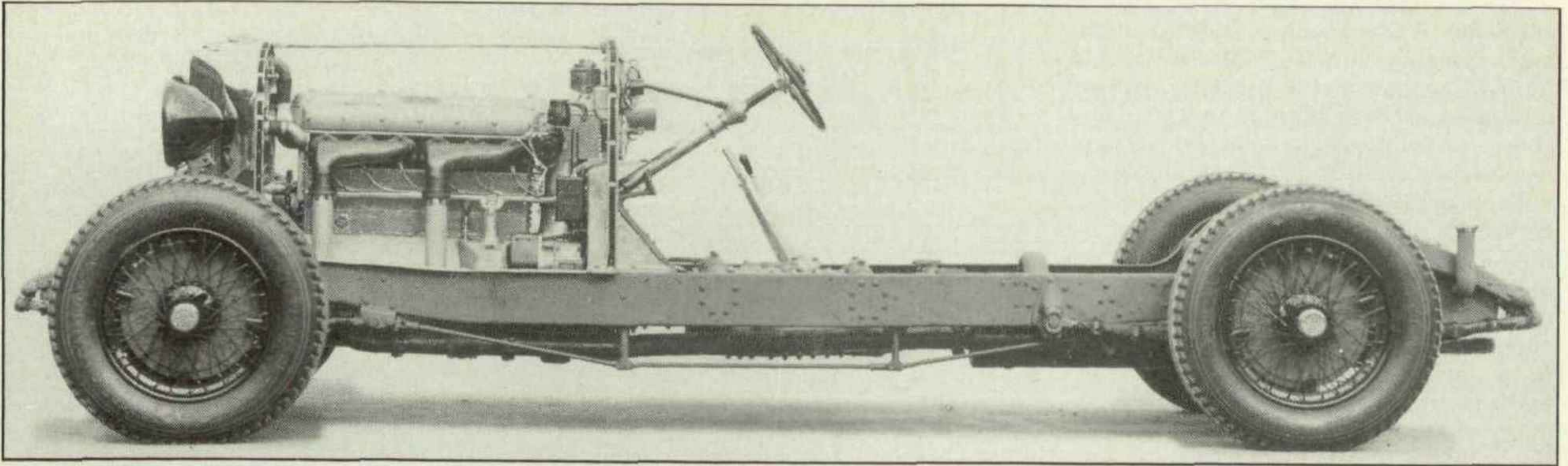
In the bad old days the second-hand car trade was openly dishonest, and it was nothing to be ashamed of. It was a 'profession' like horse-coping, but we always spelt profession with a small p. Around the time when Second-Hand Cars became Used Cars, some people used to spell the word profession with a capital P, and that is when the rot set in. Nowadays it is not Professional to tell blatant lies, or to cheat, so you tell the truth (albeit, very sparingly) and do a straight deal. The old days may have been bad, but they were not as devious as they are today. Why does life have to be made so complicated?

Accepting that life has to progress, and that progress by its very nature brings about complications I try to keep up with times and was intrigued by the news about the American 'Stealth' bomber that even radar could not see. I queried whether something could be there if you could not see it, and was quietly pacified by the remark that 'it is probably beyond you.' When I started my Serendipity Championship earlier this year, for racing cars that were never built, I got a very good

response and a lot of entries. Some cars that were entered I had to turn down because I could actually see them, or even a part of them. I made it clear that the prime action of scrutineering was that drawings, thoughts and ideas were acceptable but actually seeing the car was out. I had completely overlooked a group of American readers, working with knowledge gleaned from secret sources, who were building a 'Stealth' Grand Prix car. When I met their leader, John Bornholdt (a MOTOR SPORT reader of long-standing), he put an entry in for my Serendipity Championship which I had to accept. He showed me photos of the car, one of it being wheeled out of the paddock on test, with the driver sitting in it and five people around the back of it, and another of it on the starting line of a test run with the driver with his left arm raised indicating he was ready to go and the starter about to drop the flag. Now John Bornholdt is an American scrutineer of long-standing, and he assured me that the 'Stealth' car had passed scrutineering and was not only safe but also legal for my Championship because I had said if I could not see it then it did not exist and it came under my Serendipity classification.

I studied the photos with a powerful magnifying glass but, like the radar, I could not see the 'Stealth.' So if you don't see something winning the sixth round of the Championship that isn't going to happen, rest assured that you didn't see the 'Stealth' Grand Prix car in all its glorious American colours of Stars & Stripes. Did the Hologram originate from America?

We have had a wonderful hot summer, haven't we? Yours DSJ



The 8-litre Bentley which Rolls-Royce feared and of which 100 were made between October 1930 and 1932. R-R made 1627 PII's, of which 280 were Continentals, between 1929 and 1935.

Rolls-Royce and the 8-litre Bentley

It is well known that in 1930 Rolls-Royce was alarmed at the performance and appeal of WO Bentley's fine 8-litre model, which was in direct competition with its Phantom II Rolls-Royce. This was overcome by buying the financially ailing Bentley Motors in a carefully disguised deal, and later on by refusing to let WO use his name on a Lagonda he had designed. The closure of the old Bentley Motors Company meant that the production run of 100 8-litre Bentleys came to an end and R-R were able to produce the new 'Silent Sports Car' based on 20/25hp Rolls-Royce components without rival or hindrance.

Before that happened, however, Rolls-Royce Ltd reacted to what they saw as a serious threat from the 8-litre Bentley.

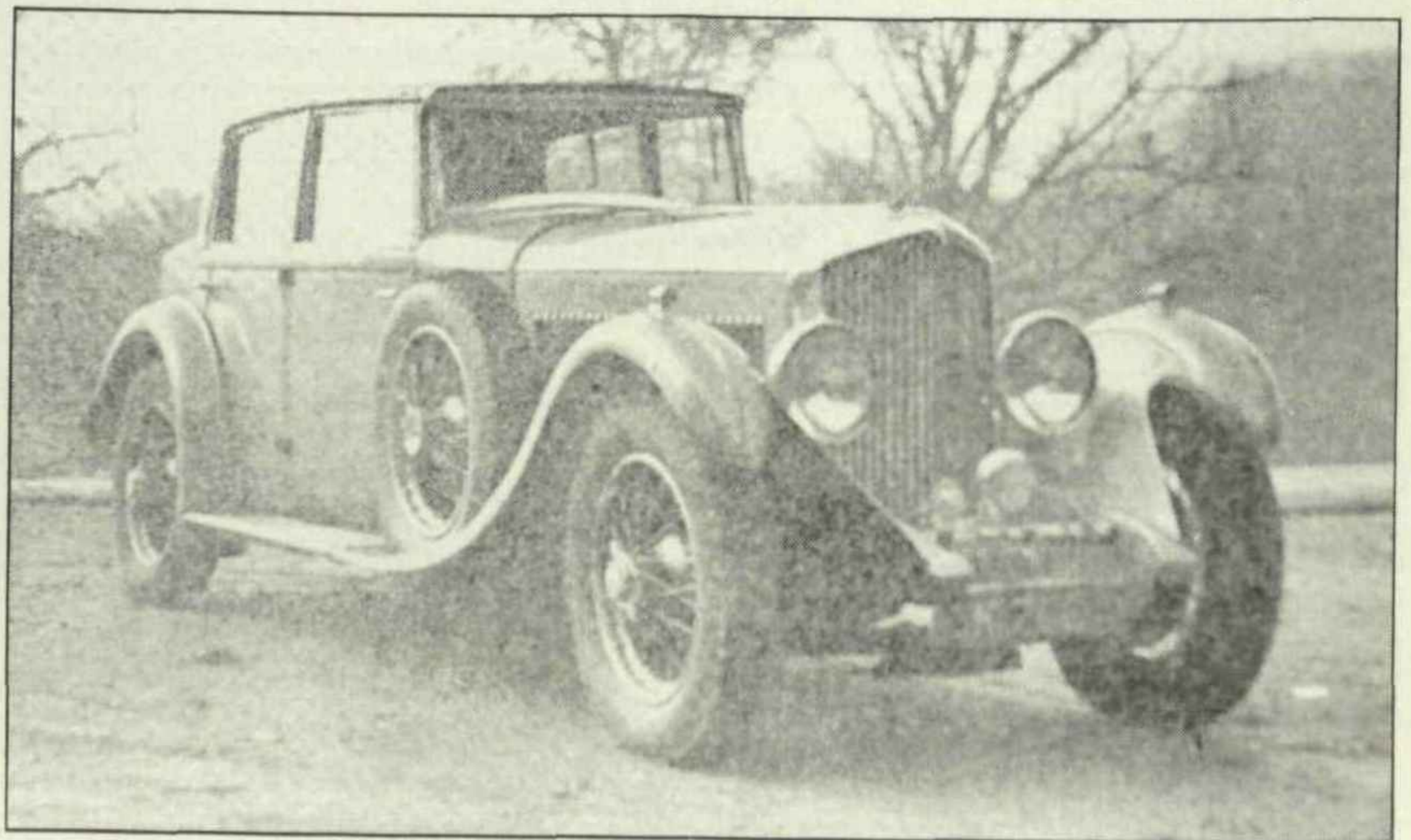
In November 1930 Percy Northey, the long-serving R-R test driver, had business at Brooklands from where he returned with WO Bentley (whom he calls 'Willi' Bentley) in a new 8-litre. He was, he reported to AF Sidgreaves, MD of R-R Ltd, more cheered up than otherwise, by the experience. This was presumably because he noticed that the radiator of the Bentley 'jellied' as they drove along the Kingston-by-Pass, in the same way as R-R had suffered with the PII, and it was obvious that WO was much concerned. The 8-litre's engine was quite reasonably free from vibration but there was a familiar boom at about 52 mph in top gear, but it was kept within reasonable bounds, unlike a similar problem with the PII engine. Moreover, the hypoid back axle was not quiet; WO admitted to Northey that there was a noise from it at 40 mph. The 12 foot wheelbase chassis pitched, was uncomfortable when running along the Kingston-by-Pass, and the Bentley was not as quiet as a Rolls-Royce PII, although there was less periodic body boom.

It is interesting that Bentley was happy to give Northey a lift to London, although he did not offer to let him drive the new car. Apparently only two 8-litres had been made at the time, so this was an experimental car, which was noticeable to

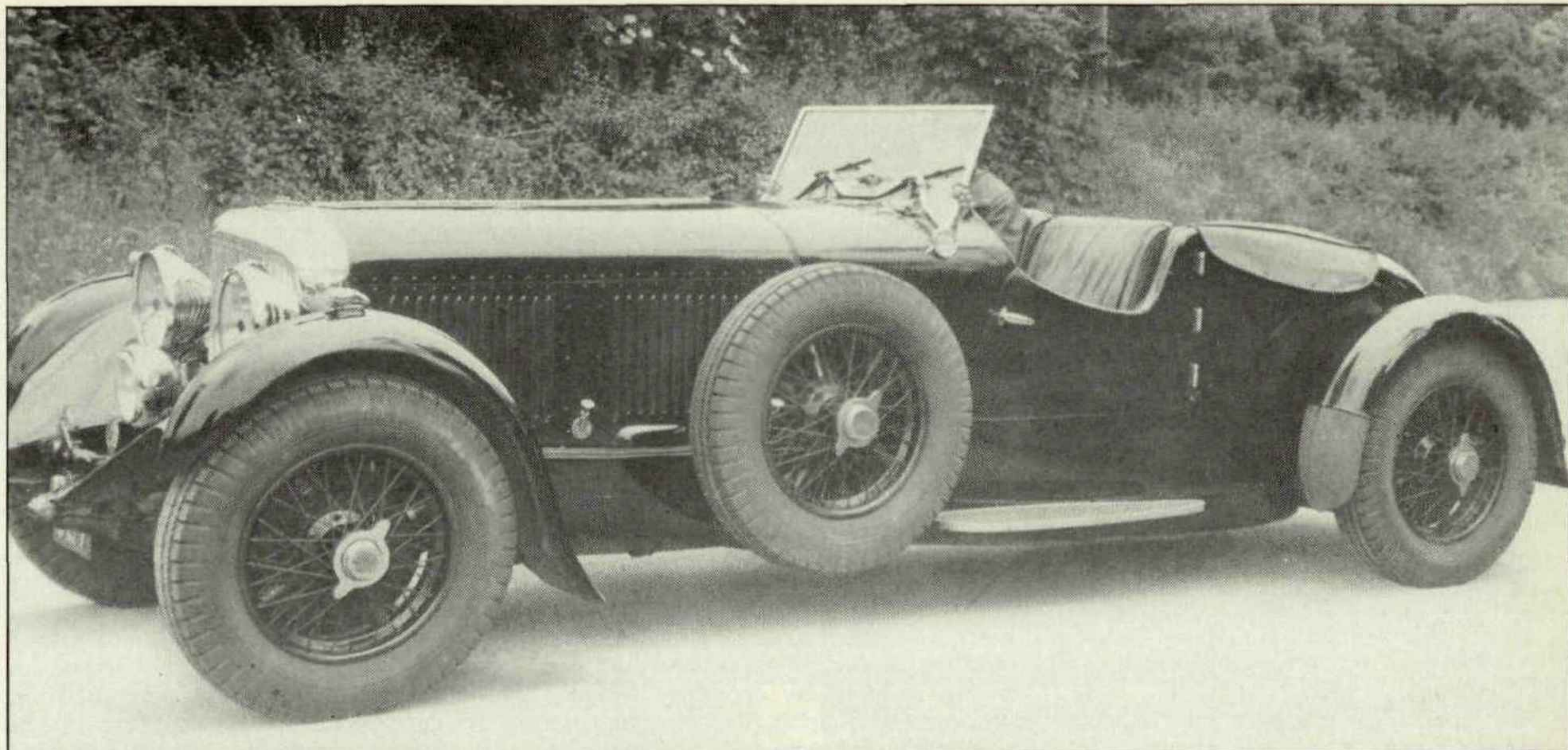
Northey by the mass of dials on its fascia, five of which would not be needed in a standard car. (Deliveries of the 8-litre did not commence until 1931).

Any consolation that Mr Sidgreaves derived from Northey's communication was dampened when HH The Maharajah of Rewa called on the Sales Department to tell Mr McKechnie of the Conduit Street sales staff that he was taking his PII back to India only because he could not get a good price for it in exchange for an 8-litre Bentley. ("The richer they are, the more careful with their money!"). After driving all kinds of cars, including the Mercedes and the Bentley, he decided the latter was the best car he had ever driven, far superior to the PII in every respect. The Maharaja told R-R that unless they had a good answer to the 8-litre Bentley they would find themselves 'not in the premier position'. He felt that after they had driven it, as he had at 100 mph, the Indian Princes would buy 8-litre Bentleys. (In fact, none did, although at least four new 6½-litres had been sold to Indian potentates).

This aroused Sidgreaves to write to Mr Royce (not then knighted), saying the 8-litre was becoming a formidable competitor to the PII. He quoted the remarks of the Maharajah of Rewa, said there had been other comments of a similar nature, and reminded Royce that he had borrowed a six-cylinder Bentley for test from a coachbuilding agent in the early days of the PII, and that Hives and Rowbotham, of the Experimental Department, had found its engine extraordinarily good in respect of smoothness and torque (curiously, the Rolls-Royce MD, although so concerned, described the Bentley as a '6-litre' instead of a 6½-litre). He reminded Royce that his suggestion to buy a Bentley and examine its engine had not met with the great man's approval. The MD told Royce that many things about the Bentley were nothing like as good as those of a PII but that the 8-litre engine was superior and he did not think any of the R-R technical people had tried one. Perhaps Royce had implied that he did not like secret trials of competitors' cars, because the next development was a letter from T Barrington of



This was the second 8-litre Bentley to be built and may have been the one in which WO gave R-R tester Percy Northey his ride from Brooklands to London in November 1930.



The 8-litre Bentley in open sporting form. It could exceed 100 mph with comfortable saloon bodywork.

Bentley Motors Ltd saying he would talk to WO and that if a visit was made to Cricklewood, while Bentley might not be about and the R-R visitors would have to take 'pot luck' as to the cars available, the Bentley people would like to try a real Phantom Rolls-Royce. This was a sort of 'exchange-drive', better thought Barrington than 'back door methods'.

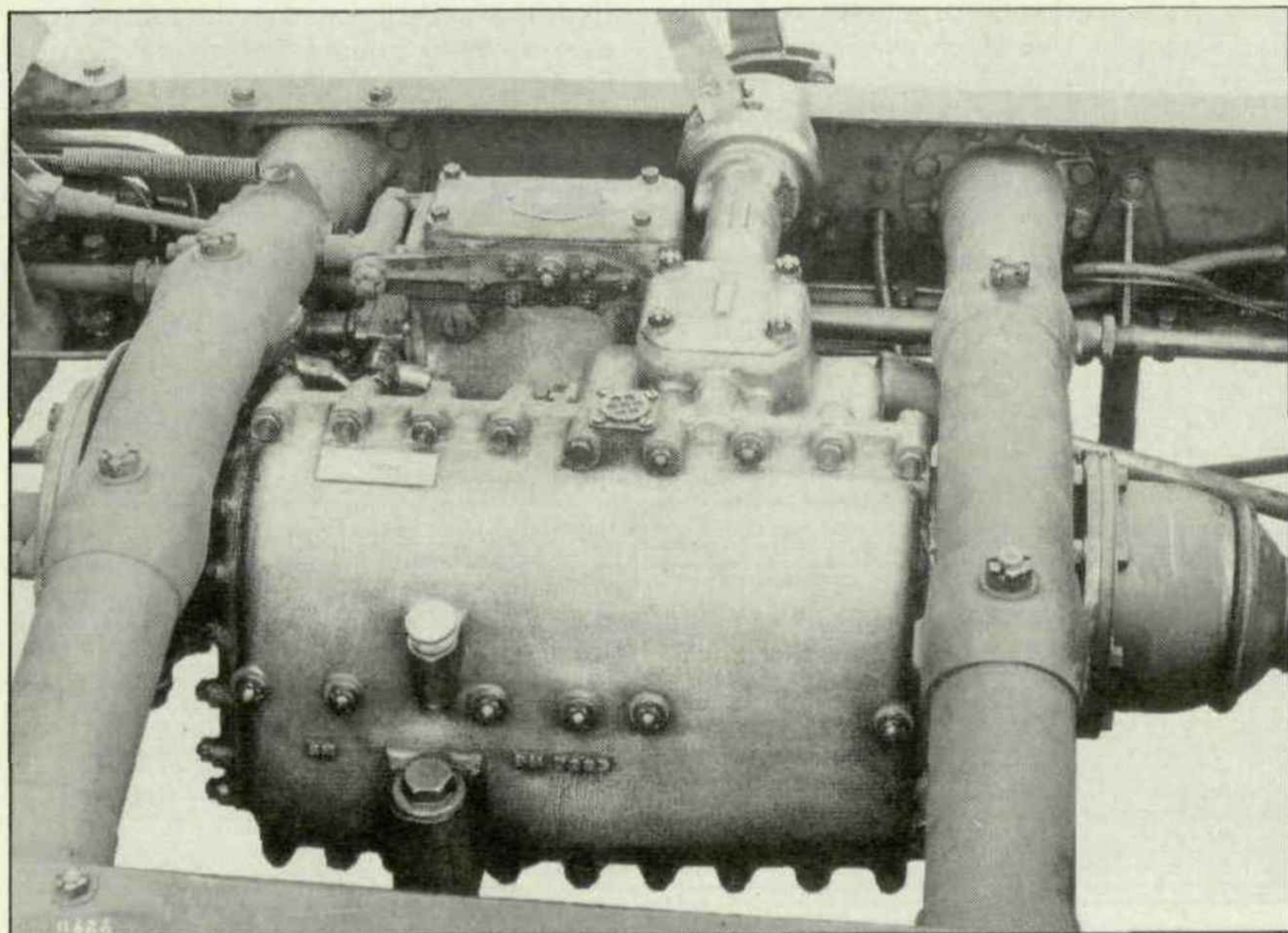
So at the end of January 1931 EW (later Lord) Hives and AG Elliott from the R-R Design Department arrived at Cricklewood with the latest Continental PII which possessed one or two special features not yet on the production cars and was being taken down to Royce at Le Canadel a few weeks hence. They also told Mr Barrington that if a London trial car was preferred, this could be

arranged at any time. In return, they came away with an 8-litre Bentley. Opinions on it were dispatched to Royce, but most of the comments by Elliott do not seem very profound. For instance, he noticed the long distance between the rear crankshaft bearings flanking the camshaft drive eccentrics, saying the extra length of the shaft would be a disadvantage but was presumably made up for by the diameter of the additional portion and the double bearings. Similarly, Elliott told Royce, "There is a wheel flying round at the front between engine and dynamo which might be some form of slipper with the amature as a damper, as it would be unwise to couple the latter direct to the crank". They were impressed with the 8-litre's ability to rev. WO told them the master vibration

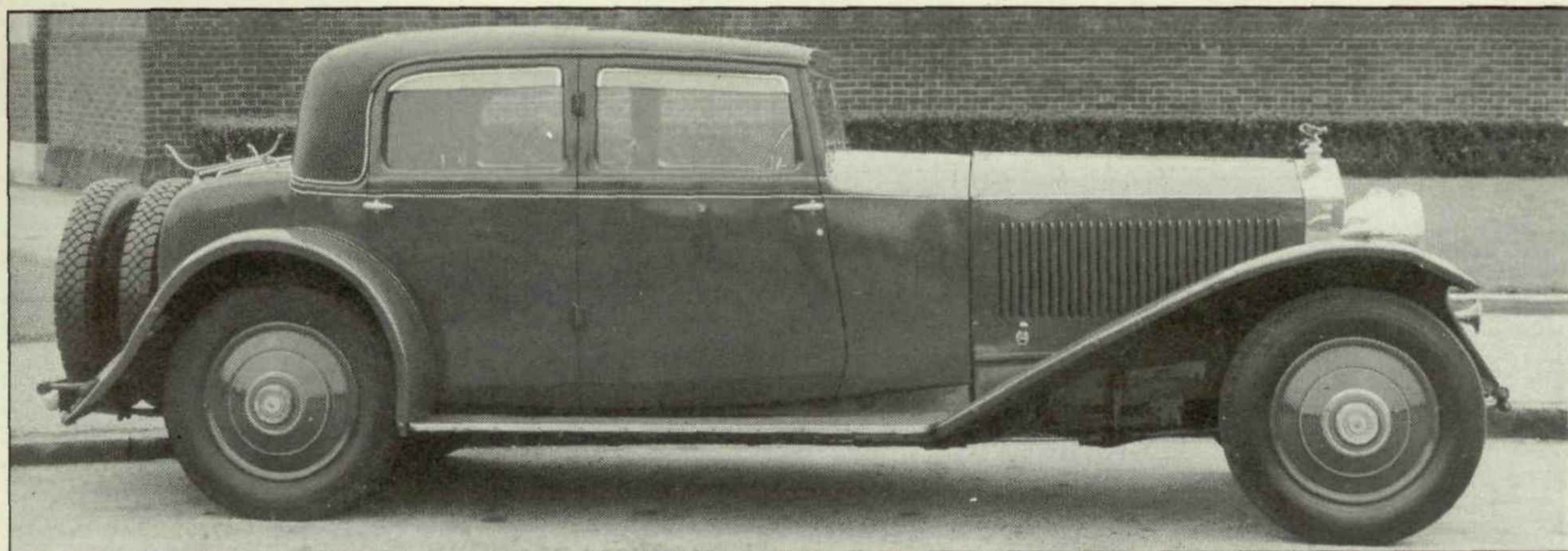
period was at 3800 rpm (111 mph) but he had run up to 4400 rpm. The R-R testers had got to 75 mph in 3rd gear, thought to be nearly 3700 rpm (no tachometer?) and the engine was remarkably smooth, both driving and 'over-running'. Slow running was not good below 10 mph but this was blamed on the SUs ('which have a tendency to be sloppy when closed down'). The 13ft wheelbase Bentley had the worst pitching at low speeds ever encountered on a big car, but in spite of soft suspension it held the road well at high speed. The front shock absorbers were Hartfords, with additional friction discs at the frame and axle anchorage points (this is new to me — WB), the rear ones hydraulic.

The next blow for R-R was when Jack Barclay, the well-known agent, said he had difficulty in selling the Continental PII against the 8-litre Bentley, which would do 100 mph with a comfortable saloon body. Hives was sceptical and got Barclay to meet them at Brooklands with his Bentleys, a 6½-litre and an 8-litre. R-R replied with 27EX with twin carbs and the compression ratio up from 4.6 to 5.0 to 1 and 26EX, the prototype Continental. All four cars were saloons. Timed over the half mile with cut-outs open the 8-litre Bentley did 99 mph, the 6½-litre 90 mph, 26EX 83.5 mph and 27EX 84.9 mph. The respective lap speeds were 97, 87.2, 83, and 83.7 mph. The 8-litre was geared at 88 mph at 3800 rpm and the Royces at 79 mph at this engine speed. The R-R's had to have electric Autopulse pumps to supplement the Autovacs.

Some side-by-side acceleration tests then occupied this day in April 1931 (useful old Brooklands!) which showed the 8-litre better on speed and acceleration than the standard Continental PII, the 6½-litre Bentley faster but not quite as accelerative as the PII. Hives concluded that the 8-litre Bentley was the best competitive car they had tried, far more impressive than eight, 12 and 16cylinder rivals; at 75 mph the Bentley's absence of



The barrel-like gearbox of the 8-litre Bentley, which has been called the "thinking man's gearbox".



After Rolls-Royces's acquisition of Bentley Motors in 1931, the 8-litre was effectively killed off to give the R-R Phantom II and its offshoot, the Continental (shown above) an unfettered run.

roar or fuss was 'very remarkable in comparison with the 12-cylinder Maybach'.

The reply to all this from Le Canadel emphasises what a wily old engineer Sir Henry Royce (not yet knighted) was! He said the results did not surprise him. They should expect a Bentley to beat them on speed but in the past (this was April 1931) they had been poor town cars. He had heard of valves, steering, bodies, repair costs, life and permanent silence going against them. As for power, they could hardly hope to beat the four-valve job but twin carbs, a slightly higher compression ratio, and a long duration camshaft would get nearer to it. Royce said many times he had been very dissatisfied with their maximum bhp. He then went off at a tangent, professing 'a supercharged 12-cylinder the real thing to do' — so there could have been a Merlin under the bonnet!

Hives spoke to Mr Royce about borrowing a blower 4½-Bentley (to examine its supercharger) as well as an 8-litre. Discussing crankshaft vibration periods, the wily Royce reminded his engineers that you had to run 10,000 miles before looking for this, and the Bentley they tried was probably a newish car. He thought the R-R damper so lightly set

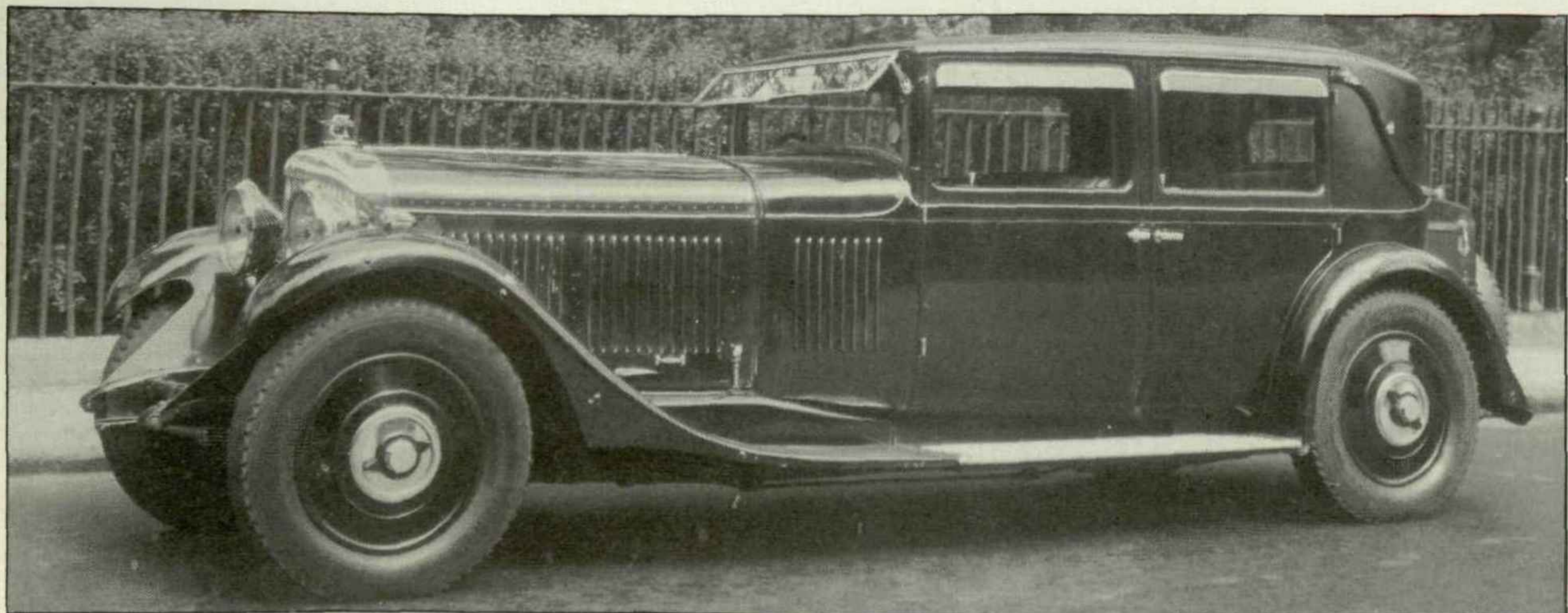
could not be very effective, and had had designed a new dry centrifugally-loaded damper for them to try. Royce remembered the old 30 hp R-R with 1.5" crank and cast-iron pistons and thought it must have passed the master period with its very tight friction damper.

Hives retorted that while the Bentley period was not as bad as the PII's, they were in a worse position as it came within the car's speed range, whereas the 8-litre's was outside the speed range. A R-R crankshaft failure on Brooklands was due to heavy balance weights. R-R was keen to know how Bentley got over a weak crankshaft. They found the fabric dynamo joints gave some trouble and were destroyed after running through the period several times and slack developed in the damper serrations, with loss of damping efficiency. Hives noted that the 8-litre had 2½" crank journals, the 4-litre 3" dia journals, and that on four Bentleys tried the carb needle valves restricted petrol flow so that the engines could not reach the critical period in top gear. Elliott told Royce he did not agree with Day the chassis designer and Evernden, assistant chief engineer, that an 8-litre was rougher than a PII, as the former

had only been taken round Brooklands in one at 90 mph and the latter had never tried one! The testing of a Bentley went on, to the extent that Hives reminded his MD that the 8-litre had done 18,000 miles and showed some wear and tear, piston knock was pronounced, and the back axle noisy. He didn't want to be blamed for this when returning the car!

That concludes this summary of correspondence in the R-R Memorial Foundation's files relating to the 8-litre Bentley v the Rolls-Royce Phantom II. (After the take over of Bentley R-R was concerned with developing the Derby-built cars to replace the old 3-litre and 4½-litre Bentleys, allowing the PII to meet the requirements of former 8-litre owners.) With hindsight, the 8-litre Bentley engine has been far more of a competition power unit than ever the R-R Phantom was, *pace*, even today, the exploits of Stanley Mann, Tim Llewellyn, Keith Schellenberg, *et al*.

(I am indebted to Ken and Mermie Karger, Editors of *The Flying Lady* magazine of the Rolls-Royce OC Inc of America for allowing me permission to use material from the R-R Foundation archives which the RROC's past-President Ted Reich had extracted.) WB



This impressive saloon, with division, on the first production 8-litre, chassis number YF5001 and registered GK 672, was delivered new to Jack Buchanan, matinee idol of the '20s and '30s.

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Sydney Herbert Allard was born in Streatham in 1910, the son of a builder and developer. There were five Allard offspring in all. The eldest, Jack, was followed by Sydney, then by twins Leslie and Dennis and finally by Mary.

The boys were all educated at Ardingly College, and wasted no time in developing a healthy interest in cars and motorcycles, perhaps to the detriment of their commitment to the more scholarly pursuits encouraged by the school. This enthusiasm was to colour their adolescent years, although Sydney was the only young Allard to avoid joining the building profession, and it wasn't long before the four brothers managed to get their hands on real machinery, rather than having to remain content with copies of *The Motorcycle*, and *The Autocar*. Jack was naturally the first to acquire a motorised device, and this happened to be a 1924 Douglas. It was soon followed by a Grand Prix Morgan, which was much more to Sydney's taste, and he would readily spend the majority of his time indulging in the necessary maintenance of the machine. Such magnanimous behaviour was soon rewarded when Jack gave him the Morgan, and moved on to a shining Morris Cowley, that was deemed more respectable by his father, and appallingly slow by Sydney.

Sydney christened his first car 'Minnie the Moocher', after the famous song, a hit record of the time, and with Leslie and Dennis who had by this time both acquired motorcycles, indulged in some fairly hair-raising motoring antics. One of Sydney's more subtle modifications to the Morgan was a wooden lever that extended through the floor of the car, on the end of which was attached a section of tyre. As the car sped through towns at unabated speed, the passenger would pull sharply on the lever, forcing the tyre on to the road. The ensuing screech would scatter pedestrians in all directions in an attempt to escape from the path of the 'out of control' vehicle.

Sydney's parents were understandably keen for him to channel his motoring interests in a more serious direction, and at the age of 18 he entered the garage business, working for a Buick and Daimler agency. This early work was to influence the engineering priorities of his later life; while he could appreciate the fine quality of the machined British products, he felt that if a pressed American equivalent would do the job as efficiently, the sacrifice of beauty was certainly worth the economy, both financially and also in terms of weight.

On his 25th birthday, with a cheque for £100, 'to be wisely invested', from his parents, and £35 of his own money, he managed to acquire a V8 TT Ford Special that had first fired his imagination when he saw it compete in the 1934 Tourist Trophy race on the Ards circuit in Ireland. He immediately removed all items that were not absolutely functional, and was



The Allard J1 is probably more at home in mud, but this was the best we could do in mid-August.

The Mud-Plugger

rewarded by setting new class records in the Brighton Speed Trial, and a hill-climb at Aston-Clinton. With the approach of Autumn in 1935 the motoring scene moved to trials driving, which was at the time immensely popular, with virtually every motor club organizing at least one annual event. Sydney soon developed a taste for pitting his skill against mud, gradient, and the British countryside and he gained the best novice cup in his first trial, the Knott Trophy.

By the time he competed in his third trial he was equalling the times the expert McDermid was achieving in a supercharged MG. It has been said that Sydney Allard proved to be one of the best truly all-round drivers of his day, his record of success ranging from serious mud plugging to a third place at Le Mans.

The winter of 1935/36 had fired Sydney's interest in trialing and 1936 saw him looking for a replacement for his Ford Special. He had by this time developed an affinity and respect for the robustly reliable Ford products, and he thought that a Ford 48 with its strong rear axle would provide an excellent basis for a conversion. He soon found a crashed 48 Coupé, and within 18 days had modified it into the first truly Allard Special, the famous CLK 5, a car on which the reputation of all his subsequent machines was built.

He had entered for the Coventry Cup Trial long before the car was completed, but nevertheless made the event, and picked up a Souvenir Award. He then entered the Southport Car Club's annual race meeting, which he duly won. He also received numerous awards at Trials meetings during the year, and at the end of the

season *The Motor* carried a cartoon of Sydney Allard in CLK 5 leaping through the air, with the caption "S H Allard climbing almost any hill, in almost any trial."

During the next few years preceding the war, Sydney built up numerous specials and a considerable reputation, and by 1945 he was supplying cars to order, to fulfil the clamorous demand of the connoisseurs. In 1946 he formed the Allard Motor Co Ltd and a white two-seater and a red four-seater, with new radiator grilles and low alligator bonnets appeared in the London cavalcade that year, driven by Imhof and Hutchinson.

Godfrey Imhof was the styling consultant on early post-war Allards, and rather drew his inspiration from Delages and Delahayes, although his designs could be said to possess rather more functional beauty than pure elegance. The J1, for which Imhof was partly responsible, was really built as a special competition trials car. Production was set at the proverbial baker's dozen, and these cars were supplied between 1947 and 49 only to nominated and proven drivers. Sydney regarded the package as rather too potent for the average amateur enthusiast, and consequently the car was not even advertised.

The J1 was built under the premise that a properly designed car should be able to run in trials without damage, and still be as smart as anything on the road. The two-seater body was designed to combine smartness with comfort, and as if to add weight to the argument that it was genuinely a dual purpose car the cubby hole accommodated a removable radio receiver.



The Hayes insist that their Allard is a car to be used... as much as possible.

The chassis was basically unmodified from that of the standard Allard, although it was shortened to 100 inches. The car sat high on the divided front axle and Ford rear end with transverse suspension. The independent front suspension was modified with telecontrol adjustable shock absorbers. The car thus had high ground clearance, and robust suspension. The second priority in a trials car is to get as much weight as possible over the rear axle, and the J1 was clearly laid out with this objective in mind, although at the same time this did endow the car with properties that made it less than fully appropriate as a comfortable tourer. The engine and gearbox were crammed as far back as possible, and consequently so was the firewall. There was very little between the driver's feet and the V8 engine; whilst overheating of the engine had always been a problem, so now, was overheating of the driver.

The seats were also as far back as the chassis would allow, but this unfortunately was not far enough, and so the driver had to remain content with being jammed between the more than upright seat back and wheel arch, and the dashboard and steering wheel. It would be a masterpiece of understatement to say that the car was uncomfortable, but then again its attraction was that it was also uncompromising. Few customers would have complained.

Suspended out over the back of the car was a vast fuel tank, not for range but for weight, and two spare wheels. These were made from pressed steel and like many of the car's components came from the Ford Pilot's parts bin. However, the Ford Pilot 3.6-litre side-valve V8 engine, that had powered previous post-war Allards, was considered too docile for this special, and so it was replaced by the 95 bhp 3.9-litre side-valve Mercury engine. These engines were stripped down in the Allard works, the cylinder blocks were bored out to

4-litres, and the heads were machined in an attempt to raise the pitifully low compression ratio. Even so the highest that could be achieved was 7:1. The heads were copperised to give a slightly improved performance on the poor quality pool petrol, but beyond this little could be done to coax more life out of these lumbering V8s. Strict import regulations meant that all the go-faster parts in the highly developed American market for flathead V8 modifications, remained mouth-wateringly unobtainable, and one had to rest content with the available catalogues and one's own imagination.

One modification to become available at a later date was the Ardun conversion kit, designed in 1950 by Zora Arkus-Duntov. It consisted of alloy cylinder heads, new valves, a down-draught induction system with Solex carburettors, and an aluminium exhaust system. This



offered about 140 bhp, but it usually didn't offer it for long before something went wrong.

Alternative routes to greater performance were either to bolt on a supercharger, as was the case with Imhof's own J1, a car that achieved 0-50 mph in 5.4 secs when tested by *The Motor* in 1948, or of course to remove the Mercury unit, and shoehorn something more potent into its place. This was exactly what happened to the J1 pictured here in its rather battle-scarred red paintwork.

This car, KBP 242, now owned by Roger and Sylvia Hayes, was the last J1 off the original production line of twelve, and it built a considerable reputation for itself in the early Sixties when it was owned by Robin Sadler, and powered by a 5.3-litre Oldsmobile engine. It became a familiar sight at races, sprints and hill-climbs, and must have been a formidable car for a man in his early twenties to own. Sadler later wrote "It was the most fabulous car I shall ever own for so little money (he bought it for £170). The performance was out of this world with a 0-60 time of six seconds and an easy maximum of 120 mph!" Even allowing for the motoring equivalent of a fisherman's descriptive licence, such a machine must have been fairly awe-inspiring. Sadler had bought the J1 from a milkman who had been scared stiff by the car's ferocious performance, and unpredictable handling. Whether this was because the Allard stood in stark contrast to his working transport, or because all four tyres had different treads we shall never know. However, Sadler used it fairly extensively before eventually selling the machine to an Allard enthusiast in Hemel Hempstead. It was here that Roger Hayes managed to scrounge his first ride in the car, and when the enthusiast lost his enthusiasm and the car was confined to the elements and the undergrowth, Roger embarked on a lengthy purchasing campaign. He was eventually successful in 1983 when he bought the car for £1500.





Such was the heat on the disused airfield behind the Hayes' house, the J1 needed to stop for water every few laps.

On the same day that the bushes were cleared away, and the tyres were inflated so that the Allard could be towed home, Roger managed to track down an old Mercury engine in a military stock lorry pound near Luton. According to the old chap who sold him the engine, it had last been used in a military half-track in the Fifties and had a low mileage. Little was done to the engine before it was inserted in place of the Oldsmobile block, and apart from one or two holed pistons, it has kept the Allard going ever since.

The condition of the car in 1983 meant that a thorough restoration was needed. Roger did all the work himself including the construction of the ash frame, and the bodywork, and the car was on the road by early 1985. It has been used extensively ever since, and it is refreshing to find such enthusiastic owners who are prepared to overlook the value of the machine and still bury it up to the axle in mud, or assault a pot-holed hill-climb. When I first asked Sylvia if I could write an article on their Allard she had just spent the day thrashing it around the Silverstone Club Circuit and was irreverently bashing a hub cap on to the spare wheel. Roger simply states, "It was built for trials driving, it would be a shame not to use it for that."

The hottest day in August didn't wilt their

enthusiasm either. Roger warned me that the car tended to overheat, but I'd never seen a temperature gauge start its second lap of the dial before. As we sped along the Northamptonshire lanes at speeds of up to 80 mph you could feel the waves of heat surge upwards through the footwell. Fairly soon it became uncomfortable to put your feet on the floor, and soon after that you could hear the front of the car beginning to hiss and whistle like an old fashioned kettle. I was busy worrying about the fate of the engine while Roger and Sylvia were scouring the roadside for a suitable wood to plough through. Eventually we yomped up and down a very overgrown dirt track before heading rapidly for home before the water ran out.

The Allard would take corners in small sections, the back forever twitching nervously, as you would expect from a short wheelbase chassis with 60% of the weight over the rear axle. But it never actually threatened to do anything genuinely unpredictable. Oversteer is certainly there, but it comes in very progressively. The front wheels moved up and down exhibiting weird and wonderful suspension geometry, and fantastic angles of toe-in, but for all the incongruous industry at all four corners of the car she was really surprisingly stable. The

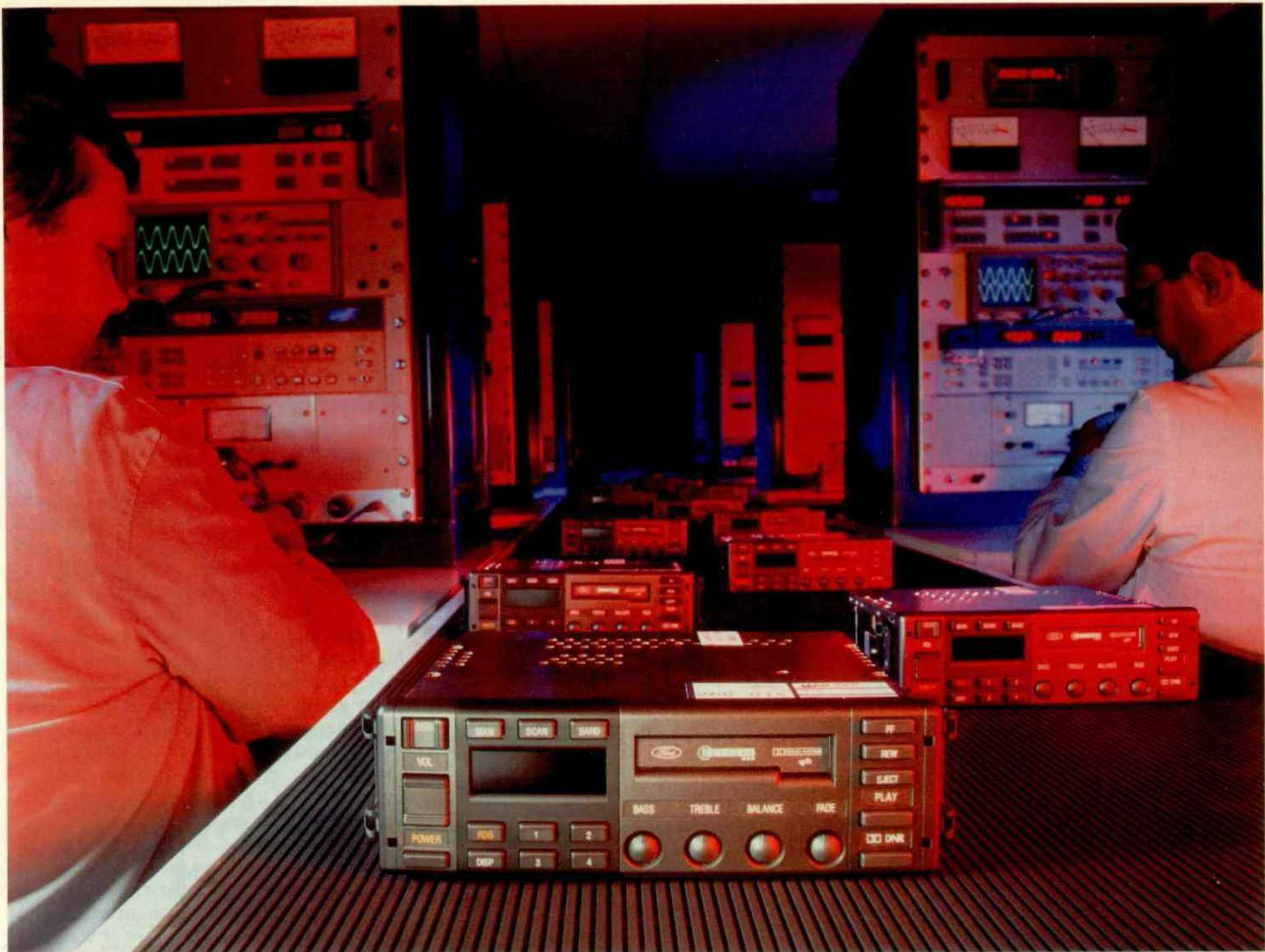
steering was light, the brakes tolerable if you stood on them with all your might, and the visibility, because of the height at which one sat, helped one maintain impressive average speeds.

But these are road impressions of a car meant for serious mud-plugging, and it would be here that Sydney Allard's insistence on uncompromising functionalism, and robust engineering would really show its advantages.

The J1 was born of Sydney's years of enthusiastic trials driving, and experimentation with various unconventional specials, and in it one can genuinely sense the character of the young man fascinated by anything fast, and enjoyable. As we came to a rest under the shade of a tree the Allard was making the most extraordinary wheezes and whistles at its front end. Steam spouted out for five minutes, and it was a quarter of an hour before we could fill it with water. It eagerly drank a full watering can before we spun the friendly old Mercury V8 into life again, and sped off down the drive. This J1 is strangely addictive . . .

CSRW.

MOTOR SPORT would like to thank Roger and Sylvia Hayes for a marvellous day out, and for allowing us to drive and photograph their Allard.



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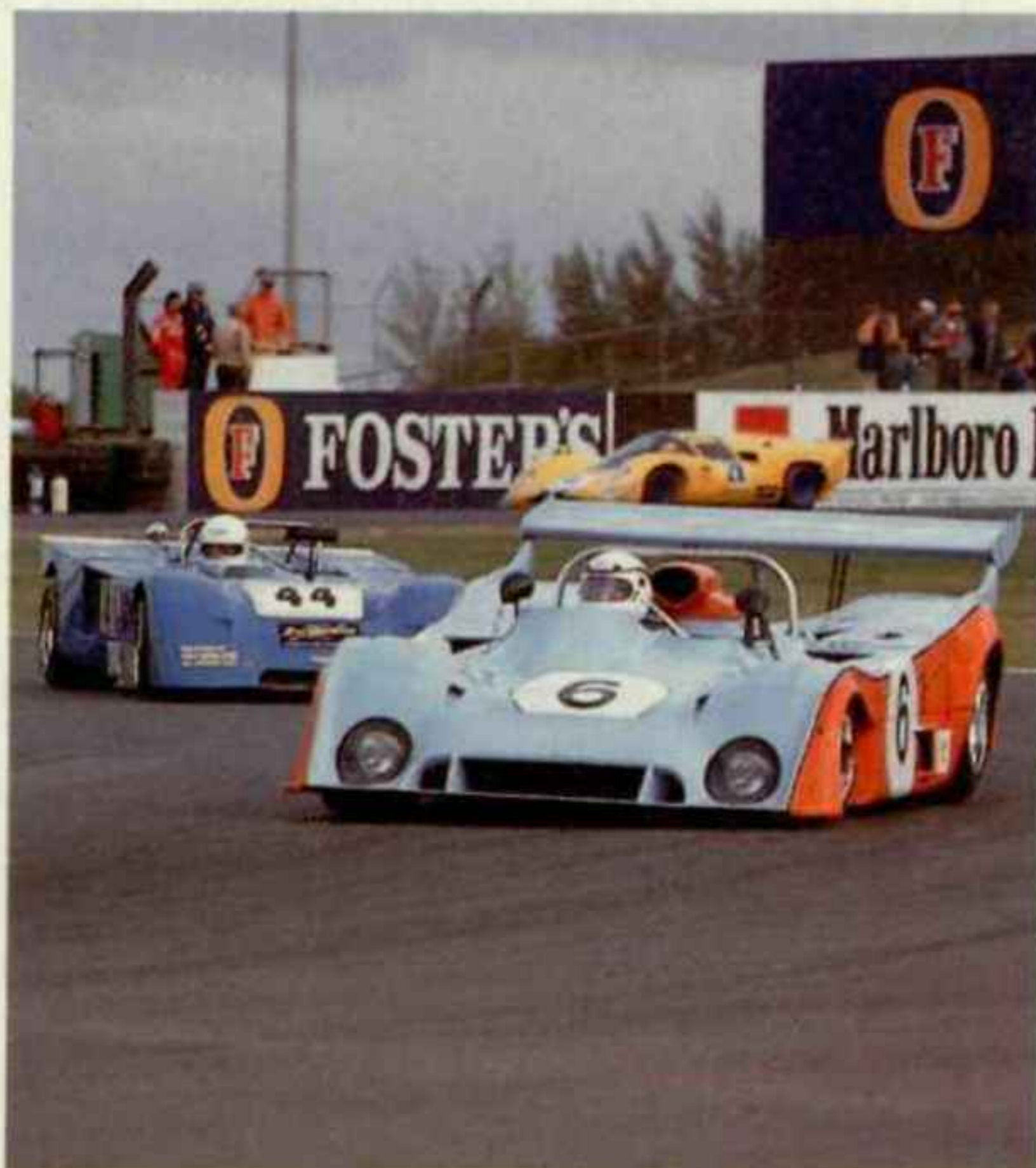
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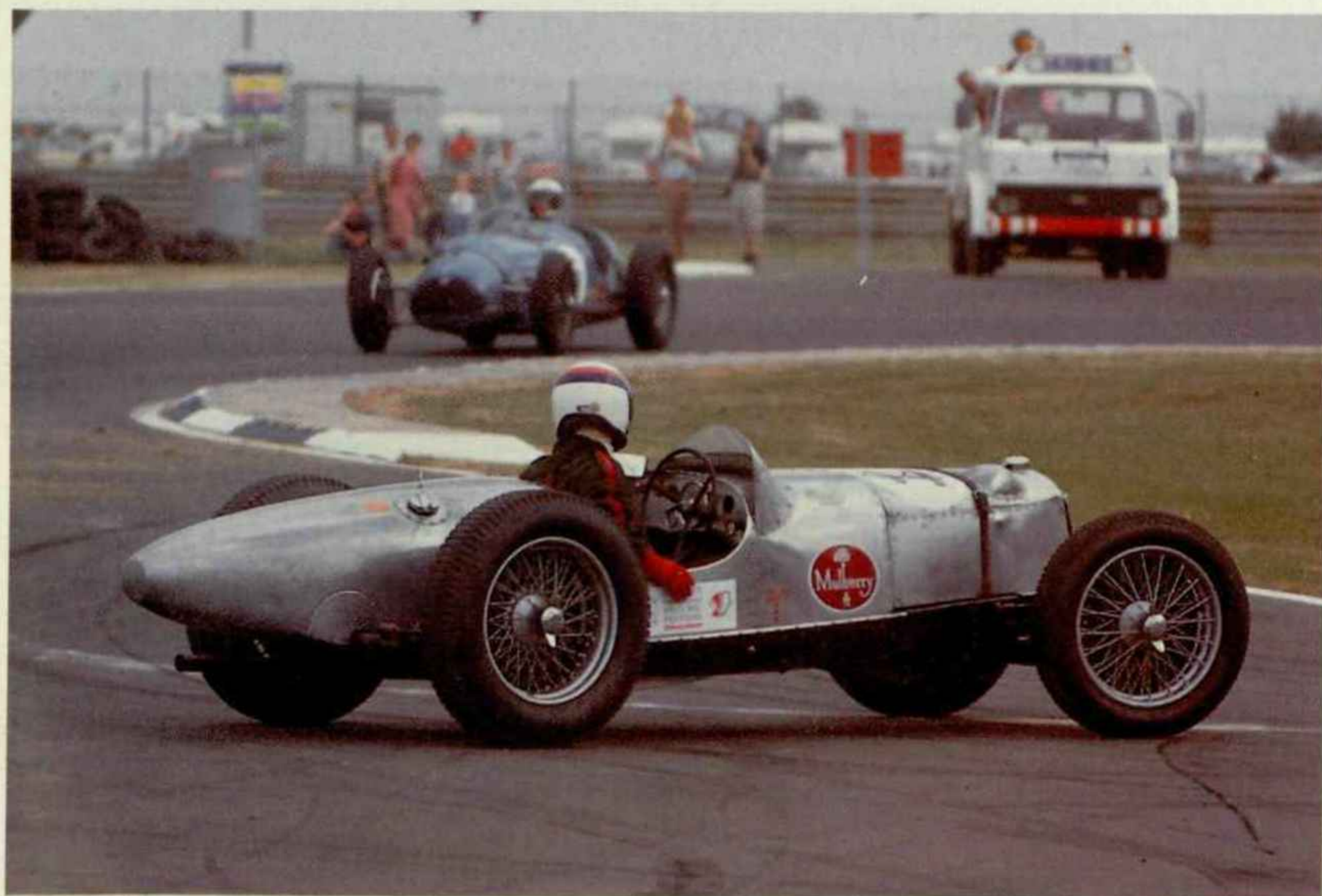
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Sportscars from a different era: Martin Bolsover's McLaren M6B on the left and Bib Stillwell's Gulf-Mirage M6 on the right.



Mark Gillies looks with keen anticipation at the approaching Talbot Lago after he had spun to a halt suffering brake and suspension problems.



Britain is regarded as the home of historic racing, and indeed there are a plethora of meetings held up and down the country throughout each season. What had been lacking, though, was a 'flagship' meeting which could be regarded as a premier event, on a par with the Nürburgring in Germany or Laguna Seca in the United States.

The difficulty for any organiser, though, is that whereas other countries are starved of historic meetings, Britain has a veritable wealth of them, so that they are not regarded as anything particularly special. In other countries, therefore, the singularity of the historic festivals leads to a high quality turn-out in both the large public attendance as well as in the quality of the competitors, even if a large percentage of the latter are from the UK.

It was the decision by Christie's to hold an auction at Silverstone which sparked off the idea for the historic festival, and once that decision had been made, it was decided to put it on a par with the best of Europe and America. The meeting therefore played host to the third round of the Mulberry 100-Mile Race for historic Grand Prix cars, the Christie's '50s Sports Car race, a round of the Proteus Petroleum Inter-Marque Championship, a one-hour race for historic touring cars (40 minutes too long!), an Austin-Healey race, a Supersports Cup race and a number of other historic races.

If this was all to the historic festival, much as the racing was good, it would not have been enough to distinguish it from many other similar race meetings in Britain, let alone abroad, but it was just one facet, albeit a major one, of the weekend. There were parades galore, including the well-hyped Auto Union/Mercedes-Benz demonstration, a mouth-



Mercedes heads Auto-Union in the 'Silver Arrows' display.

(Left) A dull 1 hour touring car race was enlivened by the tussle between these three Alfa Romeos.

watering display of Ford GT40s, Mark IVs and Cobras and many others.

Within the circuit at Silverstone there were several displays of vehicles ranging from military vehicles to a line-up of almost 100 Jaguars, and since the accent was firmly on 'The Family' there was also a fairground, several rides for children and a round of the Bantam Challenge (see *Around and About*, August 1990) in which the MOTOR SPORT car came second overall in the driving section.

It was worth making the trip to nearby Stowe School where there was a Louis Vuitton-sponsored *concours d'elegance* in the beautiful setting. 'Best of Show' was a 1929 Mercedes-Benz 36/220 'S' Type ahead of 58 other cars with the winner now going to Paris in September to compete in a similar *concours* in France.

Unfortunately there was a downside to the weekend. The Vanwall suffered mechanical carnage when a rod came through the side of the engine when dicing for second place in the first part of the Mulberry race, and in the second part, on the Sunday, Corner's W125 was partially damaged in an accident which involved Barry Gillies' Dixon Riley. Sustaining severe head and facial injuries, the Riley driver was lucky to be alive after his car somersaulted at Copse after a coming together with the famous German car.

For all its hard work, the Historic Festival at Silverstone still lacked the atmosphere of the Nürburgring, but given the proximity to the British Grand Prix as well as its being an inaugural event, it seems likely to become a major meeting in the historic calendar in future years. Altogether, though, it was an apt meeting at which to bid farewell to the Silverstone circuit as we know it, as within 48 hours of the end of the event, the bulldozers had moved in to begin work on the new circuit. WPK



Where would historic racing be today without the ERAs?



The tall radiator of the Delage D8 saloon contrasts well with the architecture of Stowe School.



Even children shared in the action as seen in the little Bantams.

How does Ektar produce the

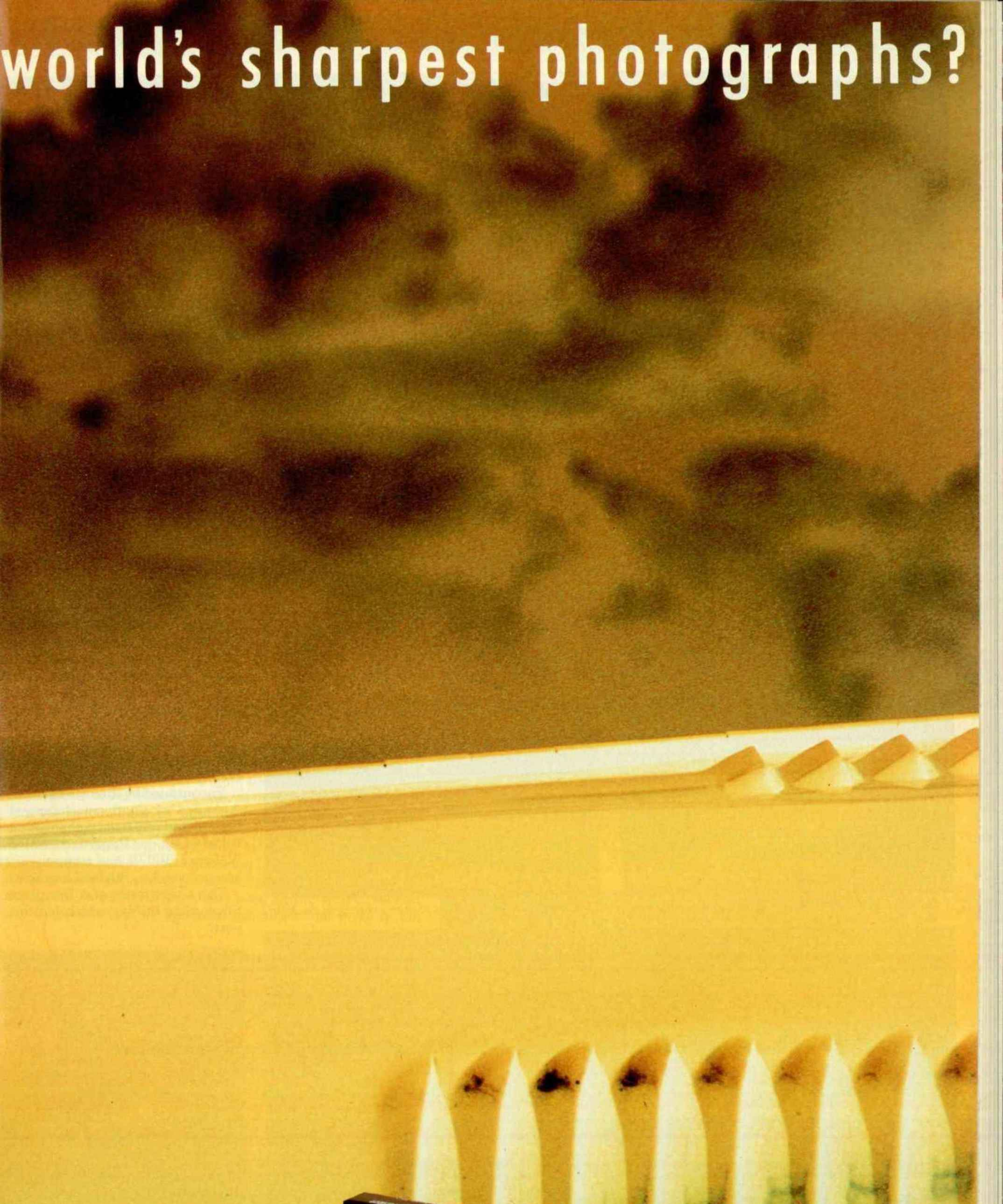


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VETERAN TO CLASSIC



The first corner and an errant E-type goes broadside, giving an AC Cobra a moment...and causes all sorts of problems for the following pack.



A sharp intake of breath from Jeffrey Pattinson as he manhandles his lovely Aston Martin DB35 out of the corner.



A beautiful Maserati Birdcage swoops through the bend.



Denis Hulme made a welcome return to racing in the M8F.



An E-type has a moment while another one looms out of the dust to confront it.

Back to the

Just two weeks after the historic 'Grand Prix' at the Nürburgring, man Northamptonshire.

Less family-orientated than the British practice and racing — not for the Ge Silverstone. The pleasure was to be had

Highlight of the weekend, as at Silvers cars, and it turned out to be a cracker. N Maserati 250F, challenged by Chris Drake on the Sunday. Green ultimately won bo the spectators who were enthralled at th with gay abandon.

The Coys of Kensington race for 19 developed into a race between a couple first race, a good battle was spoilt when having just got the upper hand over Dr giving him a nasty moment in the process drove his similar Cooper to a convincing

The trouble with the event at Nübu marvellous racing, the whole circuit was Ferraris, Jaguars, Porsches etc but there the Alfa Romeo family. Needless to say, E were to be found in huge numbers. The b one had got over the shock, was the stat

Encouraged by their success last year, A source of good entertainment watch beforehand had been a chance to inspect A 1974 Cologne Capri and BMW CSL. Ba Williams FW07B and a variety of Maser houses may be criticised for their hype, b

There was more of a flurry and buzz Silverstone in May which led this obser past.



Tyres squealed and engines screamed as the Gr reached its climax in the Mulberry race.



Even the sedately driven Tatra had a go at damaging itself.

Future

estival at Silverstone, Germany played host to the 'Oldtimer
ny of the cars present having been trailored there straight from

event, the schedule of the three day meeting was packed with
ormans the pansy demonstrations so successfully staged at
from the racing.

stone, was the Mulberry 100 Mile race for Historic Grand Prix
eedless to say Willie Green was in the thick of the action in the
ke's Lotus 16 on the Saturday and Peter Hannen's Connaught
th heats, but he was made to work, much to the enjoyment of
e sight of this exotic machinery being hurled around the track

950s sports cars was also another entertaining event. This
of 'Bob Tail' Coopers and Chris Drake's D-type Jaguar. In the
Michael Lauer's Cooper had his nearside rear wheel collapse
ake's D-type thereby handing the Jaguar driver victory, but
. But Lauer was avenged in the next race when William Tuckett
g win ahead of the battling Jaguar.

argring was that there is too much to see. Apart from the
a venue for a huge turn-out of cars. There were the inevitable
was a great gathering of the Opel clan, the BMW fraternity and
British sports cars, with registration plates from all over Europe
biggest surprise, and perhaps the greatest source of mirth, once
ely parade of Volvo estates around the circuit.

Coys held their auction at the circuit on the Saturday evening.
hing all the millions of pounds being spent, the preview
t some cars at close range that one would never otherwise see.
atmobile', a March-produced BMW M1, a Brun Porsche 962, a
atis were just some of the interesting cars to be seen. Auction
out they don't half attract great machinery to one place.

in Sunday's paddock than had been at the WSPC race at
ver to believe that he had seen the future and it lay in the
WPK



Green/Hannen duel, in the Maserati 250F and Connaught respectively,



Porsche 911 hussles Lotus Elan in a race dominated by the British marque.



Robert Weschler's 6-litre Corvette kept the American flag flying in Germany.



The ex-Roger Penske Ferrari 512M still in Sunoco colours.



The wheel collapse of leader Michael Lauer's Bob Tail Cooper causes not only him to go off, but gives Chris Drake a big moment in the D-Type.



The Welch's Austin Healey was one of the few examples of the marque racing.

For all its glory attained on the race track, Honda has yet to transmute that into its road-going cars. With the exception of the Civic CRX, the average perception of a Honda is that of a well made, reliable, user-friendly car, a vehicle which appeals to the older driver.

With the arrival of the NSX, though, that perception might be about to change.

It takes only one glance at the shape to tell that Honda is serious about its entry into the 'supercar' league, for the shape could well have come from the Pininfarina design studio and destined for Ferrari. One's first reaction is not to say 'Honda', but to say 'Ferrari'.

That it should look like a supercar was one thing, but the Japanese wanted a lot more besides. Not only did it have to be quick and look the part (the easy part), it had to have all the hallmarks of any Honda car. In other words, while looking the part as a younger man's toy, it had to be friendly enough for the average Accord owner to drive.

In this respect, it has completely achieved its aims. Great care has been taken in the design of the cabin. The front seats, vinyl inlaid with leather, are comfortable and power-operated. The pedals are not offset, as found on many other supercars, and the clutch is light. The ergonomics and the all-round visibility, with the large glass area, are first class. Outside noise is well insulated (the use of a vacuum double glazed rear window helps here) but internal sound is provided by the first class Bose audio system. Air conditioning and a climate control ensure driver and passenger are as mollycoddled as in any saloon.

Constructed entirely in aluminium over aluminium box sections for rigidity, with the exception of a steel tube section which runs the width of the car, the car should be quite light, but in fact is quite heavy at 1410 kg, some 60 kg more than a Porsche 911 Carrera 2. Much of this weight is accounted for by the luxury devices required in the cabin.

The technology is more than skin deep, though, for this car is quite a hot bed of ideas, unlike many other supercars. There is more to the 3-litre quad cam V6 engine, which develops 274 bhp at 7300 rpm, than meets the eye, all done with a view to making this car accessible to Mr Average, but the benefits of which can be appreciated by the true enthusiast.

There is a VTEC variable valve timing facility which is linked to a variable volume induction system (VVIS) which endows the engine with tremendous torque without compromising its ability at the 8000 red line limit. The direct ignition system, in which each of the long life platinum tipped spark plugs are linked to their own coil, is found on few other cars and a clever traction control system which is clever enough to distinguish between wheelspins on slippery surfaces and wheel slip in high speed corners. Toe changes are reduced, but not at the expense of a harsher ride, since the need



No Such Exuberance

to stiffen the suspension to eradicate it is supplanted by the use of a compliance pivot in the front double wishbone suspension set-up.

Put all this together in the slippery (Cd.032) mid-engined shape and you have quite a car, but, the £60,000 question, for that is the estimated price of the car when it comes to Britain, is does it live up to expectations on the road?

The answer is yes, but with a few qualifications.

A chance to drive the car around the old Nürburgring circuit a few times showed the chassis to be well balanced and the overall handling of the car safe. When pressed hard, it has the tendency to drift into a safe understeer — one had to try very hard to get the tail out.

The power is readily available on tap at any given moment in the rev range, the

smoothness of the engine belying the work it is doing under the bonnet and the quietness de-sensitising the speed. Even at speeds twice the motorway speed limit in Britain, normal conversation was easy.

If there is a qualification about this car, it is the fact that it has achieved everything that the manufacturers wanted. It does look the part, it is comfortable, it is fast and its handling is safe and predictable . . . and yet somehow, in a quirky way, one misses the thunder that should come permeate the cabin as the power is unleashed, and one regrets the absence of adrenalin when sitting behind the controls for the first time, but that is an enthusiast talking.

Honda have achieved what they set out to do in the supercar league as they did in Formula One. Ferrari, what is your response?

Fiat's Repmobile



Fiat has announced its new front-wheel drive Tempra Saloon which goes on sale in the UK on September 1st. It is seen by Fiat as a challenger in the most fiercely contested part of the market; that dominated by the Vauxhall Cavalier and Ford Sierra. In accordance with current car manufacturing policy it will be available in six versions with two 1.9litre diesel engines, one of which is turbocharged.

The 1800cc fuel injected unit is derived from the 2.0-litre engine that powers the Croma. It has a four cylinder, twin overhead camshaft layout, and uses a Weber

IAW electronic management system, with multi-point injection. Although the maximum power output of 110 bhp comes in at a busy 6000 rpm, the torque maximum of 103lb/ft is reached at a low 2500 rpm. Fuel consumption is competitive at 34 mpg at a constant 75 mph.

The Tempra uses the same manual five-speed transmission as the Tipo and Uno 70 SXie. Front suspension is with MacPherson type struts, gas dampers, an anti-roll bar and offset coil springs and both front and rear suspension units are mounted on separate subframes attached to the main body shell.

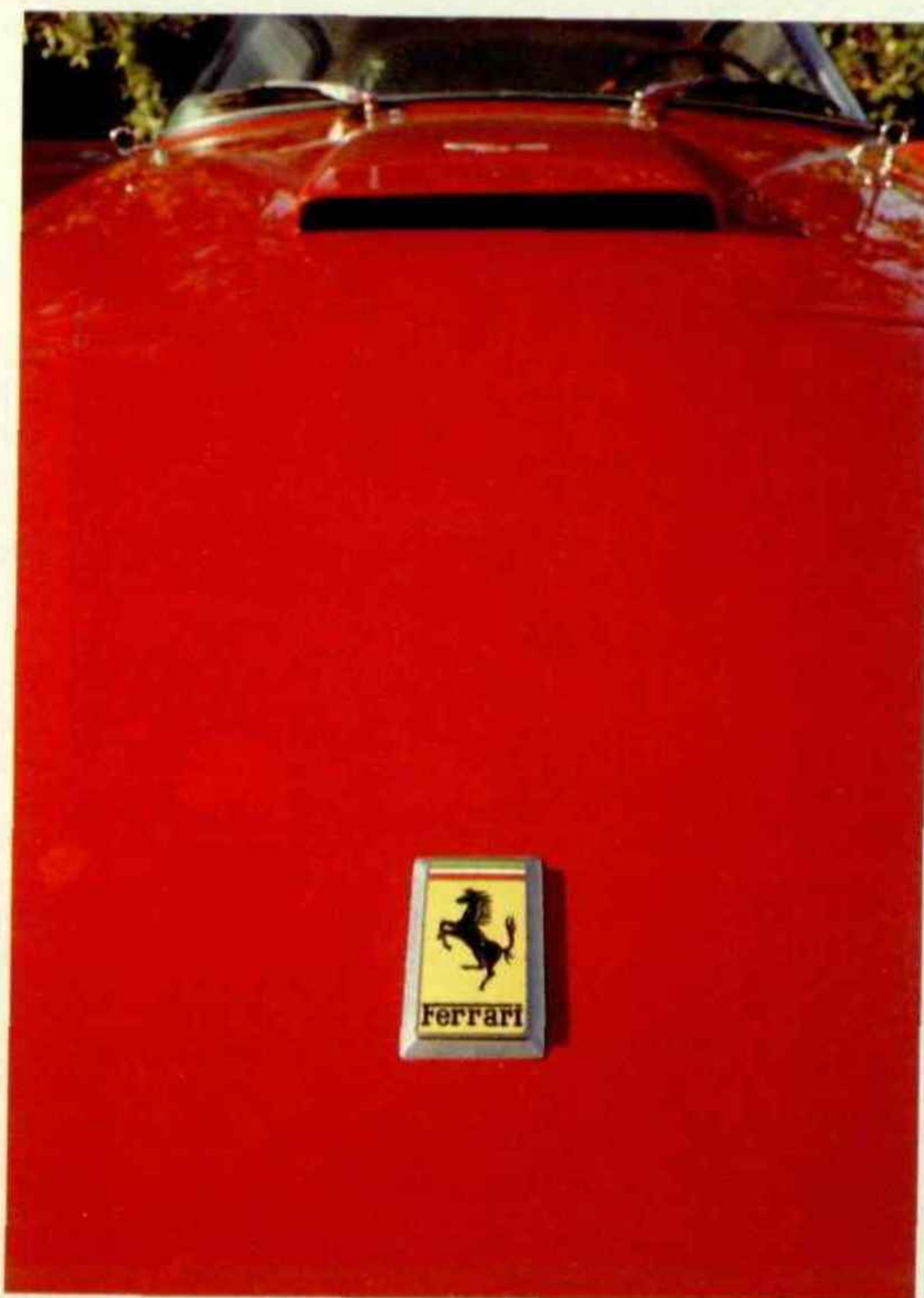
The braking is power-assisted with discs at front, drums at rear. Fiat see the car as being very competitive against all its rivals, with superior corrosion protection measures, and in the case of the 1.8ie, better acceleration than a comparable Cavalier and Bluebird, and with equal levels of interior equipment. CSR-W

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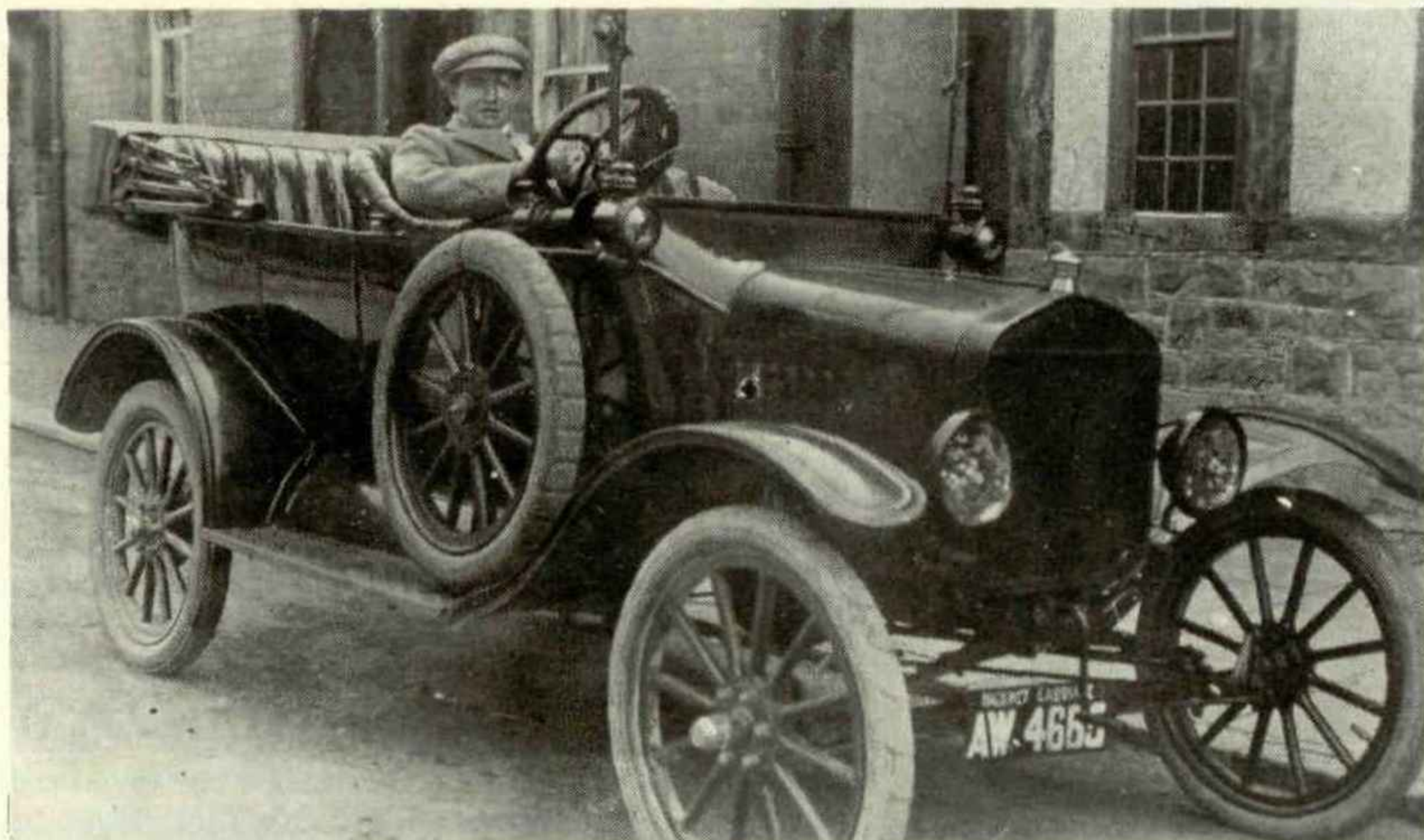
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This Model-T Ford is thought to have been the first taxi in a remote Welsh village.

Out of the Past

For those of us who live largely in the past it is pleasing when interesting facets from years long ago turn up. Thus I drove to a well known town in Montgomeryshire to talk about the old days and was delighted to find a 1921 Brooklands racecard framed on the wall of the office in the local Spar stores.

We talked of many things, but mainly of Lou Kings, who raced cars at Brooklands for the Austin Motor Company. First the two-seater Austin Twenty 'Black Maria', of which some fine photographic enlargements were produced, at a time when an Austin customer, Felix Scriven of Bradford, was racing his own special Austin Twenty 'Sergeant Murphy'. Later Kings raced Austin 7s. Apparently Kings' name was really King, but at school they made him change it to Kings, presumably in case his real name made him overconfident! He lived in Ennesmore Gardens in London, where Sir Alastair Miller, Bt. and later Dick Seaman kept their racing cars, and took out his first driving licence in 1905. I was reminded of how Austins used the dreaded Bwlch-y-groes pass for testing, as late as the WW2 years, when one Austin Army truck was set to tow another to the summit.

Nor was this all, because at Peppers restaurant where we lunched (jolly good food!) there is a large framed photograph on the wall of an early Clyno two-seater, the type with ¼-elliptic front springs and unpainted bonnet, once owned by a relative of the proprietress. Another photograph of Jehu's garage in Llanfair Caereinion in the 1920s depicted therein a Calcott lightcar and an Edwardian Humber tourer.

Which reminds me that in the 'Little Chef' on the Hereford-Leominster road there is a photograph of an Ulster Austin with other cars, in a street in Hereford in

the 1930s. Another of these useful pull-ins, has photographs mainly of pre-war Morris in Banbury, and the 'Cotswold Gateway' Hotel at Burford, Oxon. One of a Trojan fabric saloon and other cars in Burford High Street when they were probably almost new.

Another link with both past and present occurred on the hottest of July days, when I was driven in Jim Taylor's smart 1930 Singer Junior two-seater, with Roger Collings in the commodious dickey-seat, along the quiet roads of the Golden Valley near Hereford, to a little village store and garage in the village of Turnastone which has scarcely changed its appearance since the 1920s. The son of the present owner, Mr Wilding, recalled his father's first car, a 1924 Hotchkiss-engined bullnose Morris and the 1928 Austin 7 saloon they had

when he was ten. Today, as he has done since 1937, he runs the garage, still with its big Raleigh bicycle advertisement on the wall and its two UK petrol pumps, and he still occasionally rides his motorcycles, a BSA, Norton and BMW.

This worthy gentleman remembered working on the Singer in the 1930s, before its present owner acquired it 40 years ago, straightening a bent dumb-iron after an 'incident', and he recalled the nickname it then carried on its bonnet, before it was repainted. As it was refuelled through the scuttle filler, more convenient than an A7's underbonnet fuel orifice, I remembered that it was from this country garage that the Trafford family used to refuel their Gipsy Moth biplane from two gallon cans, after landing in a field opposite their mansion, a story told in MOTOR SPORT some years ago, and photographs of which were forthcoming. As we drove home along deserted roads in the Singer it might have been in the leisure of 60 years back, when such cars could comfortably average their 30 or so mph. It recalled for me even earlier days, further south in Wales, when as a boy I was enthralled by rides along even narrower and even more deserted lanes, in Chevrolet and Overland tourers and a lofty Austin Twenty landaulette.

The Singer Junior, at all events in 1930 form, is a bigger and more like a larger car than the A7s, its wheelbase 15" longer. The Singer's overhead camshaft engine purred away with no clatter from this advanced, chain-driven valvegear. The body is surprisingly roomy, the mudguards substantial and the suspension is damped by telescopic shock absorbers. The gear lever has 1st and reverse to right, as on an A7, and you are confronted by an oval Rotax electrical panel containing speedometer, oil gauge and ammeter. To Collings, after the 1903 Mercedes, it must have seemed all very sedate; it reminded me that in the 848cc Junior the Singer Company had an effective answer to the 747cc Baby Austin! WB



Jim Taylor's 1930 Singer outside a rather timeless garage in Turnastone.



As a change from his Mercedes, Roger Collings drove Lindsay's 1914 GP Opel.

An English Prescott Sunday

The late EKH Karlake expressed the opinion that the older racing cars were at their best when their engines had warmed up but before they had become too hot. That being the case, it was just as well that the globe in the area of Cheltenham decided to warm up less on August 5, when the VSCC made its annual onslaught of Prescott hill, than it had all the preceding week. Nevertheless, more engines than usual snuffed it on the start-line, the Aston-Martin Green-Pea being a particularly bad offender, while others to stall were ERA R12C, ERA R9B, and Gibb's s/c Frazer Nash.

Cars which failed to complete their runs included Reg Nice's blown Ulster A7, which rolled, and Anthony Mayman's ERA R4D, which ran into the bank. The ERA chose to do this on its second run, however, having made FTD on its ascent, in 41.91 sec.

Not much injury was done to drivers or cars but Mayman was deprived of making the climb of honour which usually concludes the hill-climb. Out of an entry of 194 D Bukins' A7 won the 1100cc Sports Car Class (53.16 sec), runner-up being Barry Clarke's vintage blown A7 (53.96 sec.), and Ms Walker's vintage Frazer Nash took the 1500cc Sports Car Class, in 49.40 sec.

Of the Sports Cars up to 3-litres, Guy Spollon's Riley Big Four Special was the winner (47.91 sec), from C Roger's vintage Frazer Nash. The big Sports Car class went to A Sparrowhawk's blown 4.3 Alvis (47.30 sec), with best vintage car to H Hine's Bentley (50.36 sec). The Edwardians were out in force following their Oulton Park race, with 18 entries, of

which the fastest was the 1913 Th. Schneider (55.00 sec), which contrived to beat the 1908 GP Panhard by 0.15 sec and the 1908 GP Itala by 0.66 sec. Roger Collings drove Lindsay's 1914 GP Opel (56.57 sec), and Brydon substituted the 1913 4½-litre Overland tourer for his giant Lancia, a typical American tourer with a 50-year-old garage advertisement still adorning its hind quarters (70.72 sec). A rare runner was V Mallya's 1910 5-litre De Tamble, a side-valve 5-litre 4-speed confection from Yankee-land (76.72 sec).



ERAs had a good day, Mayman making fastest time; with VSCC president Spollon second overall.

C. Gordon coaxed his 1915 5-litre Hudson tourer, a substitute for the Tamplin, up in 68.74 sec, beating, among others, Baddiley's Coupé de L'Auto Sunbeam and J Black's 9¼-litre Clement. The 1914 TT Sunbeam took Ridley up in 60.78 sec and two veterans joined in the fun, a 1903 2.6-litre Renault assembled from a collection of parts and a very original 1903 1.8-litre Mercedes recently imported from the USA, 87.78 and 82.36 sec, respectively.

Danaher's 1932 Maserati just took the 1100cc Racing Car class (46.25 sec) from L Keeling's blown MG PB Special. G Bishop's A7 on 15" wheels having been declared non-vintage, this section was won by M Eyre, making a welcome re-appearance in his 1929 hybrid A7, (50.14 sec).

Chris Mayman in ERA AJM 1 was in command of the 1500cc class with a time of 43.95 sec. Caroline, after filling his cockpit and most of the surrounding countryside with rubber smoke while doing a F1-style warm-up of his back tyre, took vintage honours in the Morgan (46.67 sec). VSCC President Bruce Spollon was second to A J Mayman in the 'middle' Racing Car class, after very polished starts in the blue ERA R8C (42.58 sec), with Jon Giles in the AC/GN vintage first (45.34 sec). Of the big racers and Historics (combined), Guy Smith in the Alvis propelled Frazer Nash 3.5-litre (43.67) was the fastest, with the Lowell Elkhart best vintage runner (48.37 sec). In spite of the excellent conditions, no records for the 880 yard course were broken. So ended a typically English Prescott Sunday. The spectators' cars were an exhibition in themselves; we parked beside D Holland's immaculate lhd FWD Cord and not far from a splendid Type 63 Cadillac V8 tourer. WB.

The Vintage SCC holds its last race meeting of the season at the challenging Cadwell Park circuit on August 26th with a full afternoon's racing on the programme. We can expect the usual exciting contest for the Williams Trophy between two-seater GP cars in the eight lap scratch race, which Bugatti drivers usually try very hard to win from the Alfa Romeos etc, the French-domiciled English driver, Grover Williams, having raced Bugatti cars before the war. Two ten lap scratch races devoted to pre-war and pre-1961 racing cars are also on the agenda and the Spero and Voiturette Trophies race will be run over five laps from scratch, as will the popular dice for Frazer Nash and GN cars. In addition there will be supporting four lap handicap and scratch races. The first race is at 1.30pm. The final VSCC race day, has now been cancelled meaning that Cadwell is the last chance to earn points.

The 8th International Triumph Spitfire Weekend will be held at the recreation park 'Klein Vink' in Arcen, in the province of Limburg (Holland) on the weekend of 1/2nd September where more than 600 Spitfires and GT6s are expected from all over Europe. On Saturday there will be a concours and on both days there will be many attractions such as a large spare parts market as well as several contests. On the Sunday there will be the traditional rally routed through the neighbouring countryside.

This annual meeting is open to non-members as well. Details from Ina van Schaik, Pr. W Alexanderstraat 34, 4158 CM Deil, Holland.

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

Those who enjoy sprint motoring are reminded that the long established Brighton Speed Trials, which can be viewed from vantage points above the famous Madeira Drive, take place on September 8th.

The London region of the Jaguar EC will have a 'Top Marques' evening at the Nuffield Arms, Western Avenue, London on September 12th at 8pm when top models of Mercedes-Benz, BMW, Citroën, etc will line up with the Jaguars. Details from Keith Trotter on 081-743 3627.

The Manx Motor Racing Club have received a good entry for this year's Manx Classic on September 19-22nd. Apart from vintage and PVT classes, the organisers have broadened the appeal of the event by inviting the HSCC and other clubs. Other than a special circuit race, there will also be a timed speed trial over a half-mile section of the Douglas seafront. Details from the Manx Motor Racing Club Ltd, PO Box 60, Douglas, Isle of Man or



The Spitfire weekend in Holland should be another great occasion for the model.

from Graham Warwick on 0624 661199.

The Morgan Three Wheeler Club is to hold its 1990 AGM, annual dinner and dance at the Abbey Hotel, Malvern, not far from the birthplace of these fascinating cyclecars, on September 28/30th.

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

The 1990 Chatillon sur Chalaronne Beaujolais Rally is now being organised for November 14/15th and entry into the event is £250 for two people and car — extra passengers are an added cost of £125 each.

The entry fee includes a Shippers' Party on November 14th at the Chatillon sur Chalaronne village hall, a return Sealink ferry crossing and a Finish reception breakfast at the Broome Park Golf and Country Club, which is situated about two miles along the Canterbury road, just off the A2 from Dover.

A condition of the entry is that all entries must try and record as low a mileage as possible from the Chatillon Village Hall to Calais harbour on the 15th and collect as

much as they can for local and national charities before the event — plus nominate the chosen charity on the entry form.

The maximum entry will be 150 cars. Regulations and entry forms are available from Beaujolais Rally Events, 18 Leigh Street, London WC1. Tel.: 071-388 8997.

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

The Wolseley Hornet Special Club is alive and active, issuing a magazine, assisting members with spares and organising the usual activities. The Secretary is Pat Eames, Jasmine Cottage, Weston, Sidmouth, Devon EX10 0PH.

This year's Stanley Cup competition was won by the Jowett CC's team of flat-twins, comprising Nigel Booth's 1935 Jowett Kestrel, Richard Keil's Jowett Eight and Nick Coppin's Bradford Special. They scored 19 points. Runners up were the team of Singer Le Mans with 23 points and the Salmson team with 27 points, out of the 31 three-car teams that started.

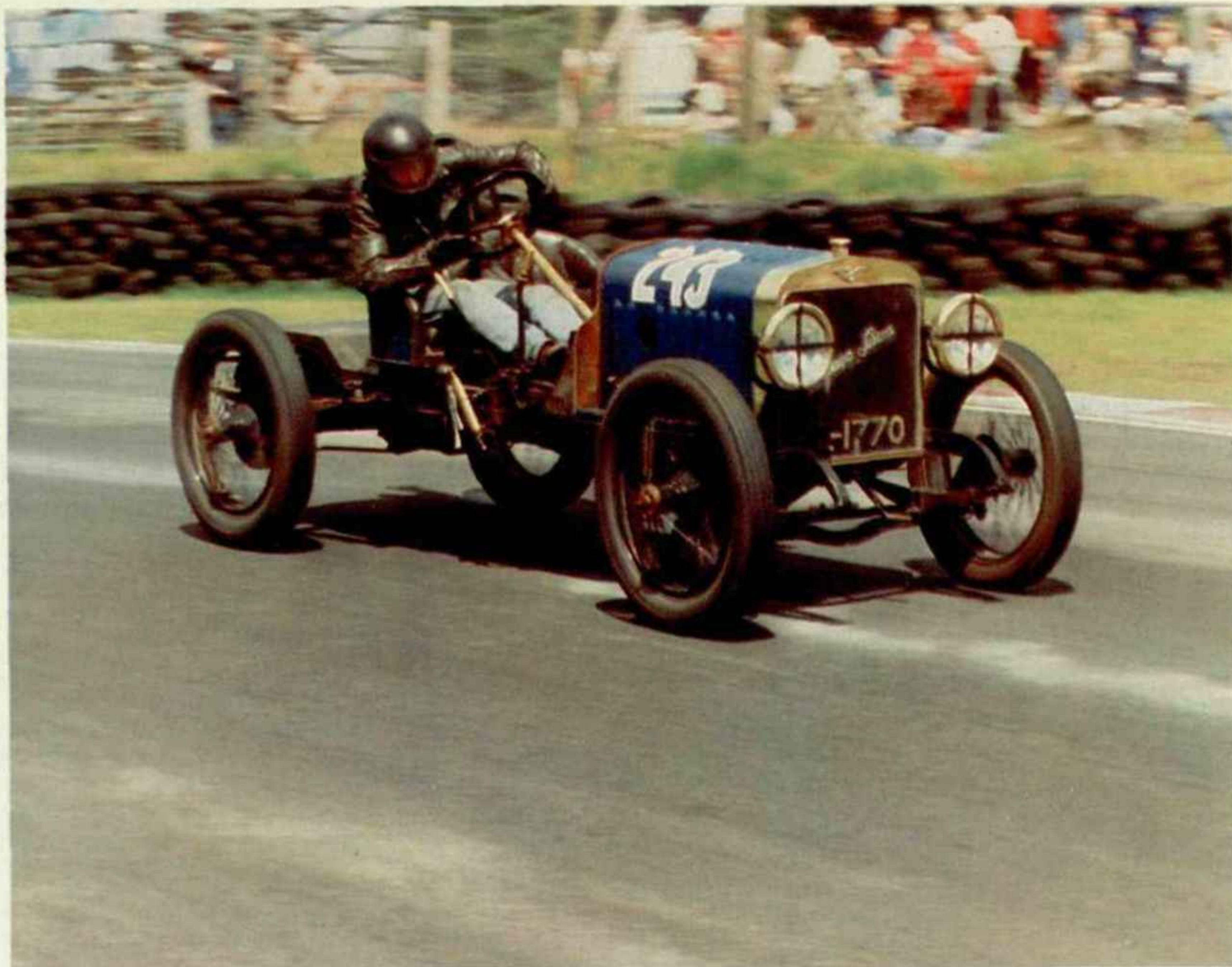
The Popular Flying Association exists to foster private flying and to encourage and help builders of their own light aeroplanes. The address is Terminal Building, Shoreham Airport, Shoreham-by-Sea, W.Sussex, BN43 5FF. WB

The VSCC Edwardian race at the two-day Oulton Park Meeting last July aroused so much enthusiasm and favourable comment that I am encouraged to take another look at it. The entry was varied and excellent but could have been even more enjoyable. Of the big Edwardians which made such an impression when the VSCC first introduced them to spectators in 1936 some were missing. For instance, the 200hp Benz is incarcerated in Birmingham's transport museum. Nash apparently thought Oulton Park too far from Weybridge to bring the 1912 15-litre GP Lorraine-Dietrich *Vieux Charles Trois*, which was a pity, because it was one of the fastest of these giant racers in the pioneer VSCC races and thus a bit of a challenge then to Cecil Clutton's 1908 GP Itala of a mere 12-litres, the driver and car which started this Edwardian renaissance. We all hoped the Itala would win the 1990 run, but after being fastest in practice it carried a heavy handicap.

Of the cars revived more recently, the 1908 GP Panhard-Levassor is notably active but the mighty Metallurgique-Maybach has got into the auctioneer's clutches and when last heard of had a broken crankshaft. With so many pre-1915 GP cars running in the July VSCC race it was sad that Ludovic Lindsay could not produce the 1914 GP Opel and I am not quite sure why the 1908 GP T-head Austi — a British contender — made only a demonstration lap instead of racing, unless eleven miles was deemed a race too far. Unlike at Dieppe 82 years ago, where Moore-Brabazon's and Dario Resta's Austins had 477 miles to run and finished 18th and 19th, with an Italian, one German, a Belgian and a French car behind them.

Running through the runners for this interesting VSCC Oulton Park handicap race, Clutton's Itala, which needs no introduction, started from the pit-road to avoid boiling over on the starting grid. Sam has been racing it continuously since 1936. It is a genuine French GP car, with which Cagno came home 11th in 1908, and it subsequently ran at Brooklands before the Kaiser called halt. Another 1908 GP car, making a very rare appearance away from the shelter of the NMM at Beaulieu, was the chain-drive 12½-litre, Benz, with which D Hill, who works for the museum, grappled for a lap. Clearly it was not in good form, and seemingly a brute to drive, a pity, as in the 1908 GP these cars were placed second and third behind Lautenschlager's victorious Mercedes. Baddiley's and Ware's Coupe de *L'Auto* 3-litre side-valve Sunbeams are of the kind which performed outstandingly in the 1912 GP at Dieppe, showing up the racing giants of the day. Nick Portway in Nick Ridley's TT Sunbeam, the type of twin-cam Coatalen confection that won the 1914 IoM race, won the race at Oulton Park at 47 mph. The other team Sunbeam also survives but was not entered.

Fastest Edwardian at Oulton Park was the fine 1908 GP Panhard driven superbly well by young Tom Walker, the largest car



Mark Walker going well in his Alfonso Hispano Suiza.

That Edwardian Race

there, with its 12.8-litre engine. Indeed it failed to catch the third place Sunbeam by a mere 0.1 seconds. It was listed as 'modified' but when I drove it for MOTORSPORT ten years ago it seemed pretty original, but perhaps its R-R front axle and Zenith carburettor are the modifications the VSCC has noted. Oldest car was Collings' veteran 1903 9.2-litre Mercedes Sixty which appears so frequently in every appropriate event and even scores in inappropriate ones, and is an inveterate burner-up of the Brighton Road. Roger drove it fast this time, coat tails flying, finishing ahead of Tudor Roberts' equally sporting 1907 6.7-litre Mercedes, his fastest lap at 58.67 mph. We followed the other bucket-seated Merc along the A49 in the Ford Sierra after the racing and it cruised at an easy 50 mph on the level.

Ivan Dutton conducted the immaculate Bugatti 'Black Bess' for David Heimann, a car very well known to the BOC since I discovered it abandoned in Derby before the war, its chain-drive a surprise, and later discussed it with its speed-trial driver Ivy Cummings while she bathed her baby Kenneth Neve suffered a terrible disappointment. His TT Humber, having practised well, non-started when a tiny leather washer in the fuel-feed pump split so therefore there was no fuel feed, the irony being that Neve had a spare washer on the car which he could have fitted in a couple of minutes. Roy Adnams was so enthusiastic with Barwell's 25hp Talbot that he was disqualified for exceeding his handicap speed by 10%, rather hard as the handicaps were only made

known after practice had concluded. Nick Bradshaw's similar Clement-Talbot was 9th. Here let me say how creditable it was that Lord Montagu released three cars from the National Motor Museum; Mrs Di Threllfall had the honour of driving the museum's 1915 'Prince Henry' Vauxhall and justified the responsibility, lapping at 49 mph (the nearest the official results quote), to place 6th in what is really a fast tourer among the out-and-out racers. Baddiley was also excluded for exceeding his handicap by 18%; he might have won otherwise and sportingly gave his garland to Nick Portway.

Tarring had the 11½-litre Napier so ably rebuilt from a long-stored, chopped chassis car by Ron Barker years ago. I remember how effective an exorciser of Ghosts it can be when ascending the heights and at Oulton it was only 0.2 secs behind the Panhard. Black's Clement is a special car combining a 1906 9½-litre La France engine in a 1911 Clement chassis. Brydon's 9¼-litre Lancia was still on the high seas returning from the Paris-Peking marathon.

It was, as I have said, a shame that Lindsay couldn't bring the GP Opel (one of these 4½-litre cars was 10th in that great, dramatic 1914 battle at Lyons). The highly polished Th. Schneider was out again, a car comprising two mated parts, engine and chassis, so not actually a genuine GP racer, although its exciting bolster-tank *decors* fools some people. Hickling's yellow Dodge is as familiar as old parchment. Craig Collings was out in his father's nice comfortable touring 4.7-

litre Brixia-Zust that spent so many years in Wales, and Barry Clarke's new find, a pointed radiator four-seater Metallurgique, although it became too excited this time and mashed its timing-gears, will have its day, if Barry goes on working on it. Of the two Renaults, Harrison's is the well-known 'half-size' replica of Szisz's 1906 GP winner, which as *Agatha* — that *Scarlet Woman* enlivened the then newly instituted VSCC 1905-1914 class before Hitler stopped play for a while, and Winn had the job driven in trials by Harris, which looks as if it may at one time have carried a garage breakdown crane. Barry was out of luck, as Jane Tomlinson led well until his little Singer he had lent her expired after two circuits. It has been reliable in DTs etc but is another mod-job.

Newell had brought a smart 1908 3-litre A-type Vauxhall tourer all the way from New Zealand and very well it went. Ryder-Richardson occupied the lofty driving throne of his monster-9125cc Daimler, one of the first of these Coventry cars to have the Knight double-sleeve-valve motor, as we were reminded by a smoke screen in the starting-enclosure until he turned off the oil. Gordon was a courageous man to race a Tamplin — from memories of riding in one in MCC trials it was brave indeed! — but Mark Walker's T-head Alfonso Hispano Suiza looked just the job, and these Hispanos used to go surprisingly fast round Brook-



Michael Ware in the NMM 1912 Coupe de l'Auto Sunbeam which finished third.

lands. This, too, was listed as modified — could the spartan coachwork be the reason? Hamilton-Gould had a comparatively small-engined car in the guise of his 1909 Darracq, yet it went quickly enough to net him second place, sandwiched between the two racing Sunbeams. Of Bryden's 1913 Overland there wasn't a sign.

Although this was a handicap contest I append what would have happened had it been a scratch race, based on fastest race laps. After all, in the 1912 French GP a tiny Mathis competed against the 14-litre Fiat and 15-litre Lorraine-Dietrich cars (it wasn't quite last, either), and this happened again in 1921. WB

1. Walker (1908 12.8-litre Panhard Levassor)	2 min. 37.3 sec.	63.37 mph
2. Clutton (1908 12-litre Itala)	2 min. 43.8 sec.	60.85 mph
3. Collings (1903 9.2-litre Mercedes)	2 min. 49.9 sec.	58.67 mph

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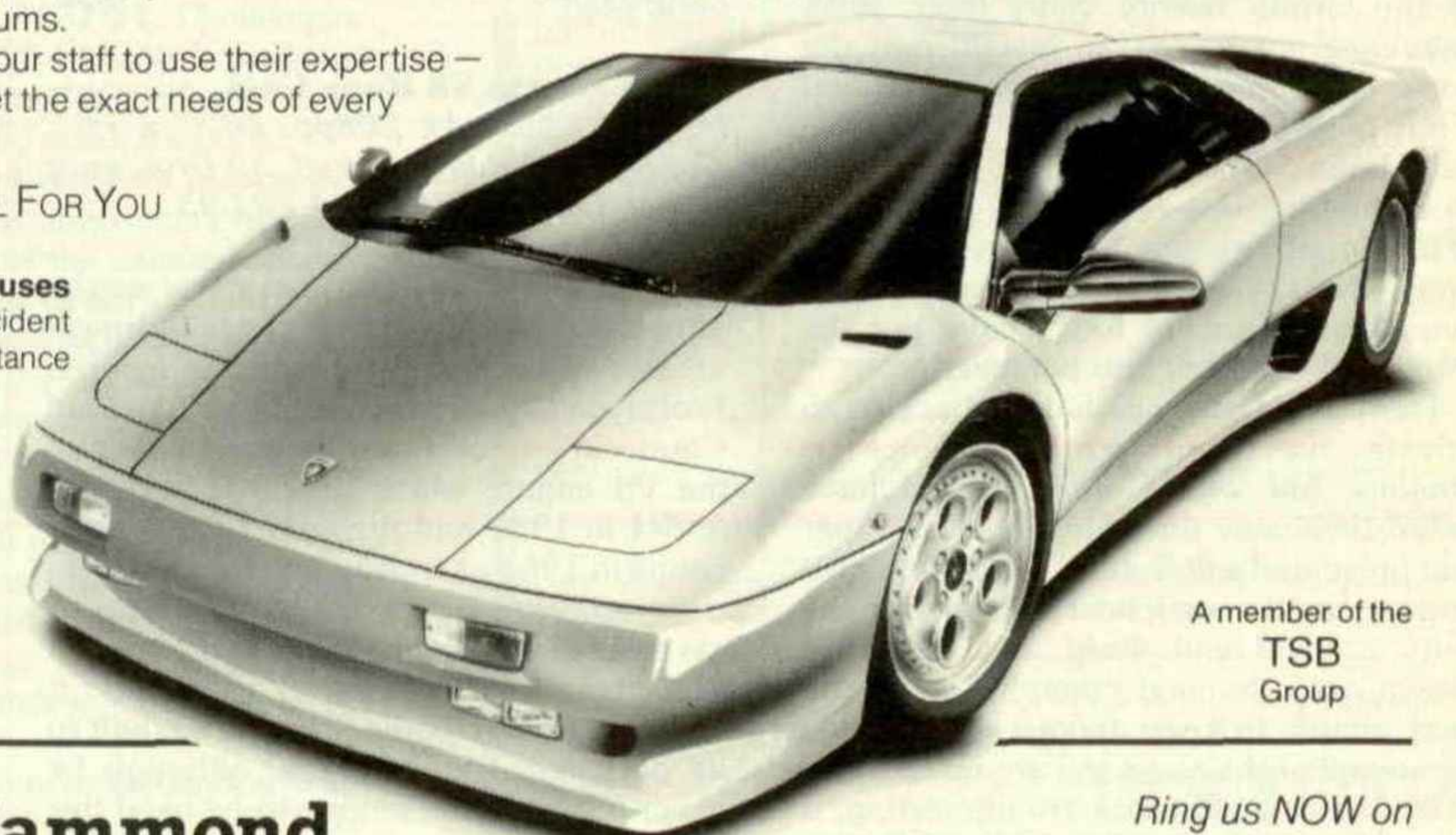
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Grand Prix!

by Mike Lang 259 pp. 11" x 8". GT Foulis & Co., Sparkford, Yeovil, Somerset, BA22 7JJ £19.95

This is a kind of reply to PSL's *Camel's Complete Grand Prix History Book*. It contains two volumes about the F1 World Championship, for the years 1950 to 1973, with each race separately written up. There have been similar books previously but here are easy references to each race, with tables of starting grids, results and retirements. The latter presumably had to be based on what press reports said but there is little more an historian can do towards accuracy unless he attends races himself.

Championship points year by year are obviously prominently listed, but less prominence is given to the Constructor's Championship points; it should be remembered that this was instituted in 1925 when it was won by Alfa Romeo, and resumed after a break in 1958 (Vanwall). As two volumes, published previously in 1980 and 1981, are incorporated in this one great tome, you get two Forewords, one by Stirling Moss, the other by Jackie Stewart (whose 'titles' are not appended to their names). The circuit diagrams are by Colin Edgecombe and there are lots of pictures of drivers as well as of cars. It depends on how much GP history you want and how much you have to spend whether you buy the PSL or the Foulis book. **WB**

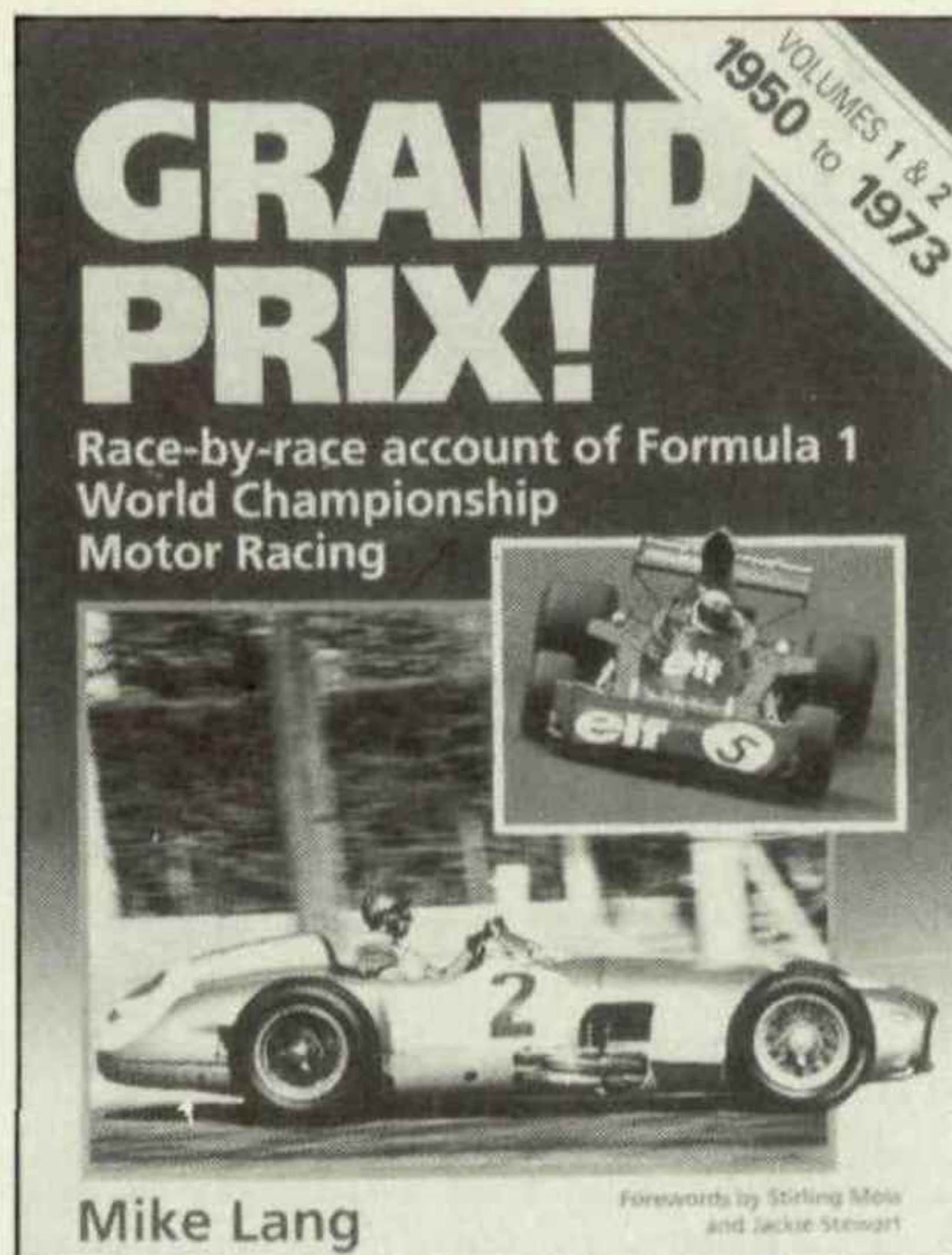
The Story of March — Four Guys and a Telephone

by Mike Lawrence, 256pp. 10 3/4" x 8". Aston Publications Limited, Bourne End House, Harvest Hill, Bourne End, Bucks. SL8 5JJ £17.95

This book has to be one of the best books on motor racing this reviewer has ever read. From the early days of the team's formation right through to the near demise of the Group twenty years later, Mike Lawrence gives such an insight that the book could almost have been subtitled 'Four Guys, the Fly on the Wall and a Telephone'. What makes this book quite so fascinating, however, is the recounting of its formative years. Extensive conversations with Robin Herd and Max Mosley, two of the 'gang of four', have put the formation of March into perspective.

That Mike Lawrence has had access to private files and correspondence is obvious, but where others would have toiled their way through reams of paper and presented a dull story, the author's wit and perceptive analytical style ensure the story is vivid and lively. The reader is drawn onto the next page, and then the next, simply to keep abreast of what key personnel of the company are up to.

While the good years are interesting, it must be said that the difficult periods they went through are even more absorbing. While the public perception of Robin Herd as a thrusting and successful entrepreneur



and team manager is beyond doubt, it was only a few years ago that he could be found at Victoria Station early in the morning trying for a standby seat to New York, so short were the finances. It was also at this time, when Marches that were not Marches were running in Grands Prix, (so they had to be loaded didn't they?) that Robin Herd was in daily contact with his bank manager who was looking for excuses for keeping the company going.

Parallel to the March racing cars are those of Lola and this aspect of production racing cars is also followed in some detail, as is the recent advent of Reynard, who successfully mopped up much of the March business.

Not only has Mike Lawrence produced a remarkable book, Aston Publications must be congratulated for enhancing the publication by locating the pictures, and they are all good, near to the text to which they are relevant.

Now in its second print, the book should not be overlooked by any motor racing enthusiast or by anyone who just enjoys a good read. **WPK**

Aston Martin V8 Race Cars

by Paul Chudecki, 208pp. 10 5/8" x 7 3/4". Osprey Publishing Limited, 59 Grosvenor Street, London W1X 9DA £24.95

Published in mid-May, just a few weeks after the announcement of the withdrawal of Aston Martin from the World Sports-Prototype Championship, Paul Chudecki's book is a timely reminder of the V8 engine which powered both the AMR1 in 1989 and the Lola T70 Mark III coupé in 1967 as well as several models in between. That the engine could power a car to 11th place at Le Mans and to fourth in a championship event 22 years after it first appeared in competition is a credit to its designer, Tadek Marek, although he never intended the engine to be used this way.

Unlike the engine, the book itself is better at the beginning than at the end. By the time we reach the AMR1 story, the

author is in such thrall of the Aston Martin operation that much of the professional writer's objectivity is lost, which is a pity considering the access he had to various key personnel.

The story starts with John Surtees' ill-starred attempt to create an all-British car to compete at Le Mans. The two Lola-Aston Martins in the 1967 Le Mans race lasted but 19 minutes and 2 1/2 hours respectively!

Extensive conversations with Robin Hamilton, Steve O'Rourke, Richard Williams and specifically David Morgan, the development engineer who worked alongside Marek, ensure that this book is a cut above most 'pot boilers'.

The photographic spread is quite good although those of the AMR1 are a little amateurish. The publishers, though, could take a tip from Aston Publications with regard to the layout of the book, for the photographs are rarely close to the relevant part of the text. **WPK**

Indy — A Novel

by Bob Judd, 238pp. 9 1/2" x 6 1/4". Pan Books Ltd, Cavaye Place, London SW10 9PG £13.95

Novels about motor racing have been few and mostly undistinguished. Apart from the schoolboy sagas of oily-overalled mechanics making good in fabulously fast cars of the Twenties after graduating from the village garage, what have there been? Evelyn Waugh's *Vile Bodies* touches on racing. The Earl of Cattenham had a stab with two motor racing novels, but nothing really got to grips with it in this form until Pierre Fisson gave us *Speed Triumphant* (English edition, Putman, 1951) based on the Gordini team's activities reduced to fiction.

Bob Judd has since written *Formula One* (Pan Books, 1989) already reviewed by MOTOR SPORT and which earned high praise from BBC commentator Murray Walker and was referred to by Jackie Stewart as 'A Dick Francis on Wheels'. Judd should know about the motoring scene, as the chap who wrote and produced more than 30 films with Jackie Stewart, compiled some of Lee Iacocca's commercials that saved Chrysler, and was responsible for Ford's European advertising. His latest book uses the world's fastest and greatest spectator-supported motor race, the Indianapolis 500, as its theme, carefully researched with drivers like Al Unser Jr and Bobby Rahal, and other experts at the American Speedway. So here is a novel in which the hero-driver really shows the reader what it is like to race at Indy, — "all you have to do is put your foot down and turn left" is scarcely the whole story! — interwoven with an exciting look at the power that controls the media and the banks, in a plot to sell a multi-million dollar satellite to a rogue-character. The book is also powerful on sex and has the approval of Murray Walker, who says Judd has done it again. It is written in the modern racy idiom; the

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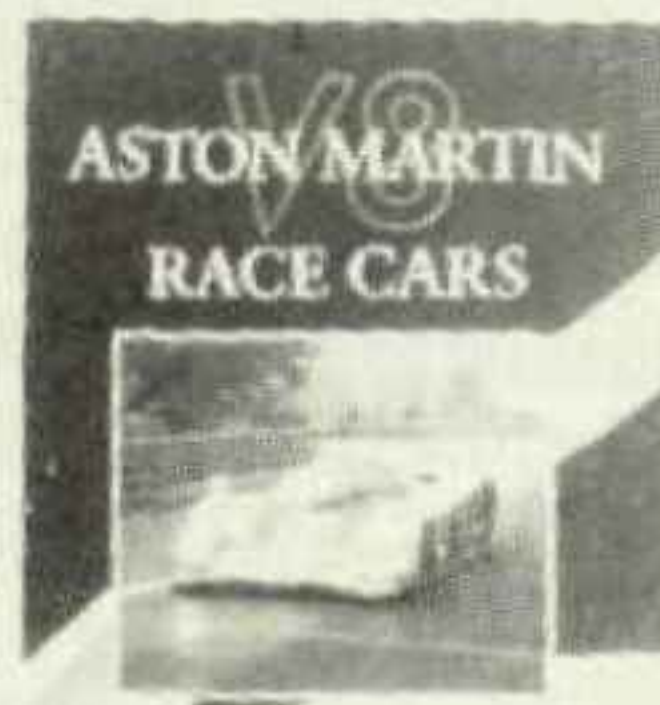
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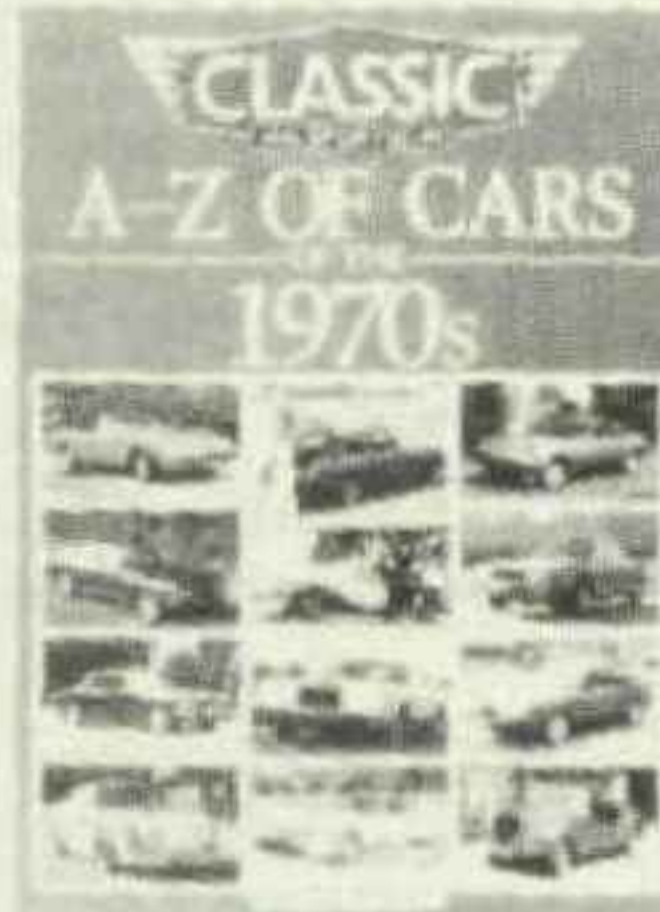
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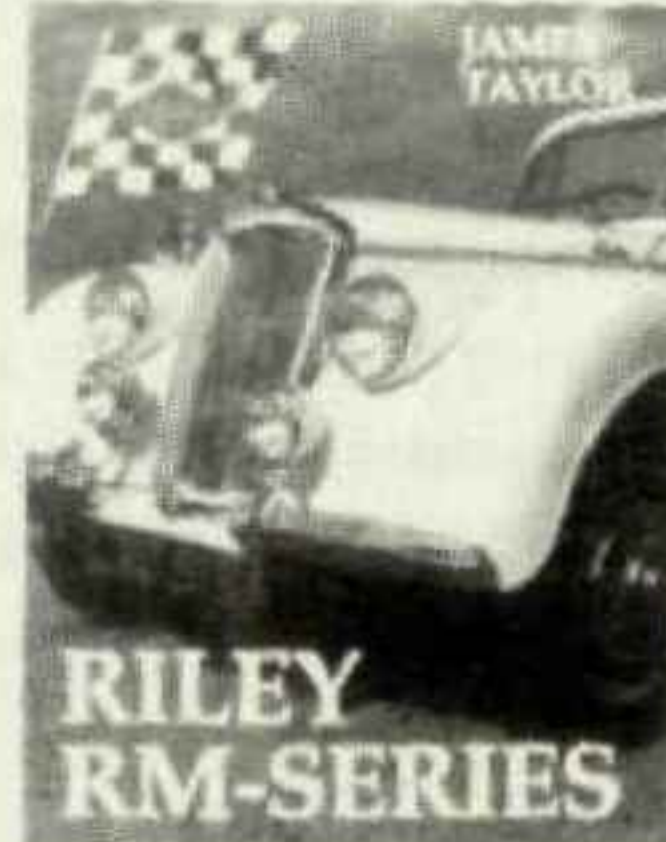
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Honda Problems

Sir

Your excellent article in the July issue regarding 'Honda' racing engines prompted me to search out this snap taken during the first practice session for the 1967 British GP at Brands Hatch. John Surtees was not a happy man that day as can be seen despite his helmet and face mask, the engineer standing behind him, Mr Nakamura, was rushing around and was very agitated indeed. Those days have long passed when enthusiasts were able to get this close to the action, but I have to admit that it was near chaos in the paddock that day due to the vast number being admitted and it was clear that the teams would soon terminate this privilege.

Ian MacKay
Kent.

Bright Spark

Sir

To lovers of good English, modern newspapers and magazines provide innumerable toe-curling examples of all that is bad in the usage of our incomparable tongue.

Misquotations by the uncultured are commonplace. How many lilies are gilded and not painted as the Bard wrote. What hordes seek fresh fields and pastures new when they should be visiting fresh woods which Milton had in mind?

The nadir has surely been plumbed by one of your July advertisers who have shot themselves in the foot in attempting to quote the poet, William Blake.

The Tyger (yes) was not shining, it was burning, as any schoolboy knows. Not only was it burning, it was doing so in the forests of the night.

L. Wickham
Surrey

Christie's International Historic Festival 28/29th July, 1990.

Sir,

The team at Silverstone Circuits Limited finds itself, again, in the enormously pleasing position of writing a thank you letter to all its supporters at the above meeting.

The first Christie's International Historic Festival, was, without doubt, an unmitigated success. It followed only two weeks after one of Silverstone's best British Grand Prix meetings and the amount of work and support put into the Festival by staff, marshals, spectators, media and competitors alike deserves special mention.

That said, this meeting was much more than just a motor racing event, it was a celebration of all things motoring, both past and present. The quality of the displays and demonstrations was breathtaking so thanks must also be given to the



club coordinators who organized their members to bring their treasured cars, steam vehicles, airplanes and many other sights to the circuit.

Silverstone intends that this meeting will be even more spectacular next year and we hope that we can rely, as always, upon the devoted help, often given for nothing, of our supporters.

Thank you all.

Hamish Brown
Managing Director, Silverstone Circuits Ltd.

A letter from Becketts- Goodbye to all that!

Sir

While watching the 1989 British Grand Prix from the inside of Copse Corner, a delighted roar from several thousands of Nigel Mansell's friends prompted me to look across to the huge 'Starvision' screen where I was astonished to see a shot of Ayrton Senna climbing from his McLaren-Honda after planting it firmly into the gravel trap at Becketts Corner!

My mind immediately went back to another, much earlier occasion when, in 1956, I had watched with even greater incredulity as Juan Manuel Fangio himself, spun his Ferrari-Lancia off the track at the very same corner while pursuing the leading BRM P25s of Mike Hawthorn and Tony Brooks! Of course, there were no gravel traps in those days, and the great Argentinian was able to scream back into the race in which he went on to score his only British Grand Prix victory. That 1956 race is now motor racing history, and so, sadly, is Becketts Corner, bypassed into oblivion by a series of newly computerized high speed swerves!

I first discovered Becketts at the 1953 International Trophy meeting, arriving just in time to see Sydney Allard crunching his new J2R backwards into the safety bank! Being Sydney Allard of course, he lost no

time in rejoining the race, the crowd giving an appreciative cheer as the hunchbacked car lurched back into the fray! From that day Becketts became our most popular Silverstone vantage point. International race day mornings would find our BRM supporters banner fluttering above our sleep seeking bodies, wrapped in cycle capes after the overnight ride up the A5 from our North London homes!

There was always something rather exclusive about Becketts in those pre-TV monitor days. Being out of sight of the race commentators, you had to be there to see it, and over the years there was plenty to see!

Mike Hawthorn almost stopping during his slowing down lap after the 1958 Grand Prix to collect the pint mug of beer which Duncan Hamilton and Co had been displaying to him during the closing laps of the race! Something a little stronger was required that day in 1958 when we dodged an errant rear wheel from Tommy Sopwith's Jaguar during the saloon car race! The following year we were almost joined in the spectator enclosure by Kansas City flier Master Gregory, who soared into view after stepping off the tail of his brakeless Lister Jaguar seconds before it ploughed into the earth safety bank!

The privilege of a Press Pass in the 1970s gave me access to more fashionable parts of the circuit, but the pull of Becketts remained. Once, while following the progress of a local driver in the British Formula 3 Championship I went out to the old corner to watch the action. Being unable to match the speed of the flying leaders, my man did the next best thing by spinning his car gently off the road and into the catch fencing. My paper gave the story a typically low key treatment, 'Local man in 100 mph Becketts drama!' screamed the headline!

On Sunday afternoon July 29th 1990 of course, it all came to an end with the Christie's Historic Festival being the very last meeting to use the familiar Silverstone Grand Prix circuit before the bulldozers moved in. We made the rather sad journey out to Becketts to see the very last race to use our old corner, a pre-1965 Grand Prix car race over seven laps. There were no press men, just the marshals and a handful of spectators possibly saying 'their' goodbyes to an old friend. Considering past allegiances it was perhaps appropriate that the last car to race through the corner was the BRM P57 of Alain De Cadenet, at least two cameras clicking to record the historic occasion!

I am told that I am being totally irrational about an old corner. Silverstone has to move into the 1990s, they say. The cars have outgrown the circuit, its too boring/dangerous now!

Maybe they're right, but I felt comfortable with the layout I had known since 1950. Given a pen I could draw the outline of the three mile Grand Prix circuit with my eyes shut, I always will, even if I do leave in Becketts Corner! Cheerio old friend, I'll come round and see you sometime!

Eric Dunsdon,
Dunstable, Beds.

The Fox 'kleinauto'

Sir,
Following the query of Mr Morgan-Giles about the Fox 'kleinauto' (Jun 1990), I checked through my records but could only find two references to its participation in racing.

On July 1st/2nd, 1922 the Fox was entered in the 40 lap (60 km) race for 5 PS cars at the Opel testing track at Russelsheim. The 4 PS Fox, driven by Ewald, was outclassed, quickly fell behind and finished fifth and last. A HAG, making its racing debut like the Fox, was six laps down on the winning Wanderer, but well ahead of Ewald. Incidentally a certain Caracciola won a race in a Fafnir.

Later that same month, the first Eifelrennen was held in the vicinity of the mountain health resort of Nideggen. This German version of the Targa Florio was over five laps of a hilly 32.2 km circuit, totalling '1300kurven'. The Fox, driven this time by George Morrison, was third in the 5 PS class. Morrison took four minutes over three hours to finish; the class winner being a Wanderer, as at the Opelbahnrennen.

Thereafter I can find no mention, not even for the 1923 Kleinautorennen at the AVUS when virtually every kleinauto in Germany was, at least, entered.

Of course, the name 'Fox' lives on in motor racing — à la Reynard.

**John Humphries,
Auto Racing Archives Research,
Stafford**

Rosemeyer's Accident

Sir,
With reference to the Rosemeyer crash in the Auto-Union (August, 1990), there is a photograph taken shortly after showing the wrecked car lying on the steep grassy embankment alongside the autobahn.

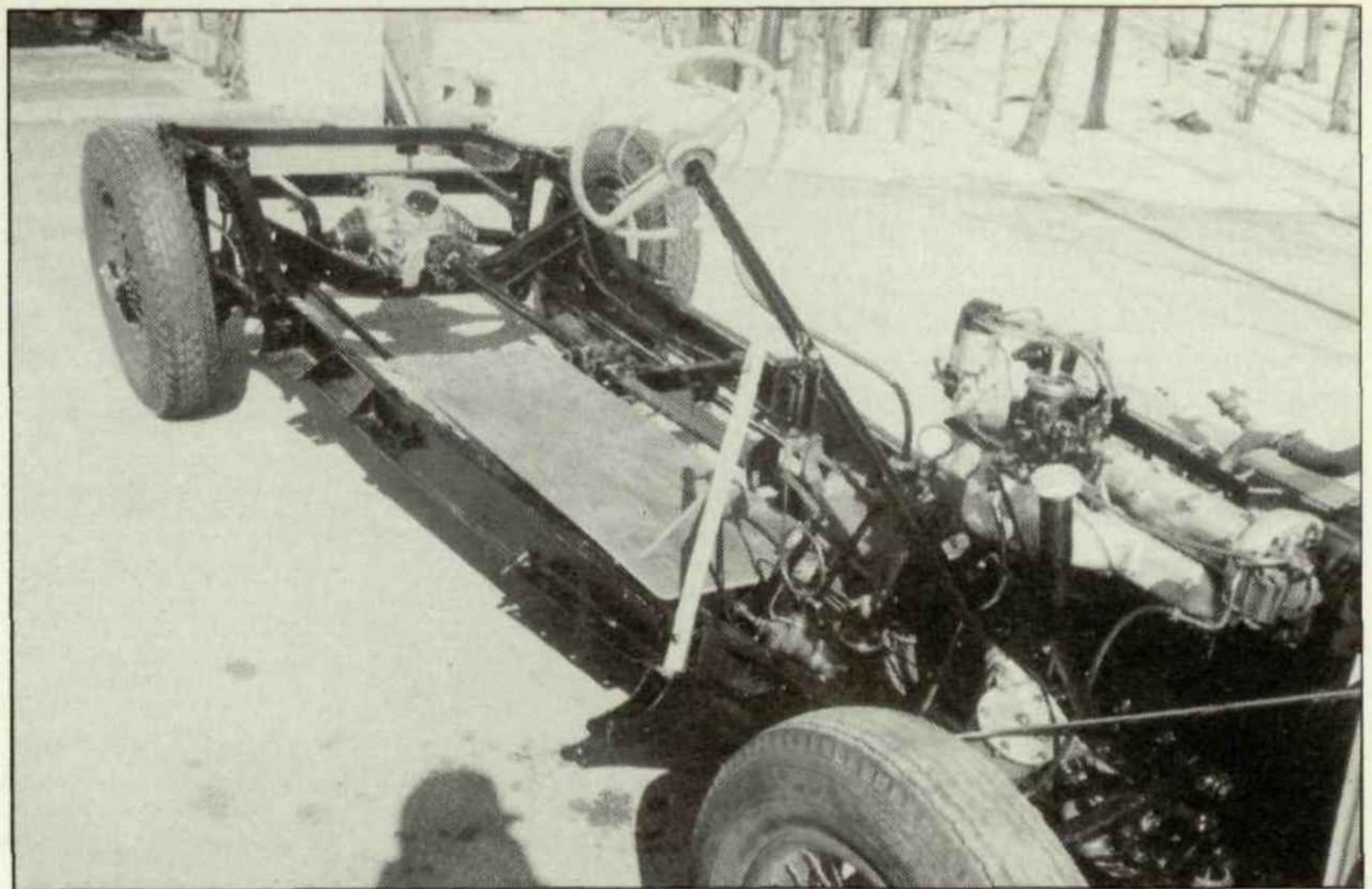
It is extremely difficult to say whether or not it is upside down; all four wheels are there, but the streamline body is almost entirely stripped off. It was this that prompted Neubauer, the Mercedes-Benz Team Chief, to say that the crash was probably due to wind pressure causing the body to collapse and peel off like a banana skin. The strengthening cross wind would not only be a serious risk in itself, but here became the last straw that broke the camel's back.

**Joe Bayley,
New Romney, Kent**

Bill Little's Alfa

Sir
It was with particular interest that I read of Bill Little's motoring experiences (MOTOR SPORT, Dec 89 and Jan 90) since I am in the process of restoring the 1939 6C Alfa Romeo 2.5 pictured at the bottom of page 37 of the January issue.

About 15 years ago I acquired this car in a totally disassembled state and began restoration work about a year ago. The enclosed photo show the progress to date. The engine has been totally rebuilt and ran for the first



Chassis of the 2.5 6C Alfa Romeo which Bill Little discovered at Heathrow in the mid Fifties.

time some weeks ago. Chassis, suspension and brakes are also ready for the road. A serious assault on the coachwork will commence in the very near future.

In all the years that I have had this Alfa I have been unable to identify the coachbuilder positively. With the generous assistance of Peter Marshall of the Alfa Romeo 1900 Register I have come to the conclusion that Fritz E Cie of Worblafen, Switzerland is the most likely source of the coachwork.

I would, however, be most grateful if any of your readers could provide me with any information on this car's origin or history prior to the time that it came into Bill Little's stable.

**Bernie McDonald
Nova Scotia, Canada**

Turkish Spitfires

Sir
I was absolutely fascinated by Mr Hamilton's account of his Le Mans exploits in C-type Jaguars (July 1990). I am, however, slightly puzzled by his remarks with regard to his days as a Spitfire pilot, taking part in sweeps and scrambles.

I seem to remember reading a book, many years ago, written by Mr Hamilton himself, or by a biographer, when he was serving in the Royal Navy as a Lieut/Commander Engineering Officer. I do remember being very impressed by the fact that Mr Hamilton 'acquired' a Spitfire in which to ferry himself about while carrying out his engineering duties. I do not think that we were told how he managed to obtain this aircraft, but I do remember feeling extremely jealous, as I had always yearned to fly a Spitfire.

In 1943 I was a staff pilot flying Ansons round the Irish Sea. We were based at Dumfries and were training French aircrew navigation, wireless operating and bomb aiming. We did lots of flying hours and it was very, very boring.

However one day in high summer, a squadron of brand new Spitfires arrived. I

soon zipped over to their dispersals and had a look. It turned out that they were being flown by a bunch of Turkish pilots. This was a bit of a shaker, but nevertheless I thought I would leave it a few days and then see if I could persuade someone to let me have a go, as I had loads of hours in my log book, including flying Hurricanes.

Alas, it was not to be. The Turks were useless: within a very few days they had managed to write-off several beautiful aeroplanes, ground-looping them, tipping them on their noses, or flying them into the local scenery, some of which was quite high.

They all disappeared as quickly as they had appeared. I have been off Turks ever since. They were squat, thick-set men, with very brilliant hair. They had red stripes down their trousers, and they managed to put several of our WAAFs in the family way in between writing off Spitfires. I think they were due to go to Germany to write off a few ME 109s after they left us. I never did get to fly a Spit but I did fly Lancasters, which made up for a lot.

**AR Clarke,
Hay on Wye, Hereford**

Disability Representative Officer?

Sir,
My visit to the British Grand Prix at Silverstone was indeed most enjoyable and I was able to meet many of my friends and acquaintances in motor sport organisations including a number of senior members of the RAC Motor Sports Association who, in fact, made my visit possible by providing me with the necessary documents for entry into the circuit whilst taking into account my physical disability of 'cerebral palsy' (athetosis) which at times places a restriction on my mobility.

Whilst I would like to take this opportunity of thanking the RACMSA staff for all their kind help in this respect, they are

not totally perfect and have their faults. As they and many of my friends and acquaintances in the sport know, I spend many, many days each year marshalling and officiating at a variety of events for several clubs, yet, despite this, I am refused and rejected each year by the RACMSA for *any* duty at the British Grand Prix alongside my able-bodied counterparts and friends. Why? Because I am disabled! This can only be considered as blatant discrimination.

In conclusion I would ask the governing body to take a more positive view of disabled people. It is a known fact that they are looking at the issue of disabled drivers in motor sport, so why cannot they make an effort to recognise disabled officials? It already has several committees and executives, so what about an RACMSA/MSA 'Disability' Representative Officer?

**Ronald Cottrell,
Rochester, Kent**

Silverstone Surprise

Sir,
It was in the May issue that you published my letter under the heading 'Phoenix Blues'. This letter is about the British Grand Prix.

Each year, for the past ten, a group of friends have hoteled or camped for our visit to the Grand Prix. It was with great disappointment to most when Silverstone was awarded the five year contract, since viewing was not as good as at Brands. However, each year Silverstone has worked hard to improve its image.

This year we camped for three days at Silverstone and throughout that time the campsite toilets were kept clean — a notable first. Also there was hot water and lighting in the toilets, both most welcome.

However, race day proved to be the biggest surprise to me. When we arrived at our seats in the South Stand one of the seats did not have the canvas seat in place. We naturally pointed this out to one of the staff and expected little to be done, except for platitudes and apologies. We were offered a replacement seat which would have meant one of our party sitting alone but which we expected would be the end of it. About half an hour later, though, a workman arrived and stripped the seats and replaced the damaged panel. I am amazed that this should have happened on race day, but it is this type of customer service that is winning Silverstone its high reputation.

**BJ Walsh
Loughborough, Leics.**

On Target?

Sir,
It cannot have escaped everyone's notice that motor sport in general has a large number of critics. They tend to concentrate on noise and more recently on the effects of burnt fuels on the earth's atmo-

sphere. Some progress has been made on the former point and I don't think it will be many years before the latter is taken firmly in hand.

However, motor sport critics who raise the issue of pollution have failed to notice that the quantity of petrol and oil burned in an average race meeting is as nothing compared to the amount used by the spectators driving to see the event.

Thus it can be seen that the true culprit must be the spectator who travels around the country watching all this motor sport and not the competitors!

Fortunately one can extend this argument further. It follows that the more popular the sport, the more petrol will be used by the visiting spectators. Therefore the most popular *spectator* sports must be the environmentally damaging, not the events, which damage the environment themselves.

That being so, should not these protestors be at Wembley Stadium or Cardiff Arms Park, directing their anger on the tens of thousands of car-driving football and rugby supporters who turn up every week. What about Wimbledon fortnight, the Grand National or the Ideal Homes Exhibition for that matter?

Don't get me wrong, I applaud progress to reduce the amount of pollution created and would be happy to see the compulsory use of unleaded petrol and catalytic con-

vertors on all competition cars. I would, however, point out that what appears to be a grand way to reduce pollution, is in reality pointing the finger at the most obvious target but not necessarily the most significant one.

**Jon Wolfe,
Milton Keynes, Bucks.**

Mille Miglia Correction

Sir,
On the principal that 'if it appears in print it must be true' I felt I must correct a part of your report on this year's Mille Miglia retrospective (August, 1990).

Your correspondent claims that present, amongst others, was the Ferrari 195 Berlinetta which won the 1958 event. Wrong on two counts.

1) The event as a race finished in 1957 with the accident which befell Alfonso de Portago. The event was then transformed into a rally through the Dolomites and I own the 1958 winner, a 250GT 'Tour de France' berlinetta, chassis no 0911 GT.

2) The only winner of a Mille Miglia with a 195 was Giannino Marzotto and Marco Crosara in 1950 and I think it was this event to which your correspondent refers.

**John Starkey,
Meriden, Coventry.**

ALTERNATIVE SOLUTIONS

Sir

In your June 1990 magazine you printed a letter from David Dewsnip entitled 'Alternative Solutions'. A colleague showed me the letter.

Our theme last term was Transport, so I presented my class of 10/11 year olds with the problem. Their brief was to write a short piece on their solution and the reasons why.

We thought that you might find them interesting.

Mrs CB MacDonald, Grange County Junior School, Gosport, Hants

Sir

I think that it should be the first part of the car to cross the line is the winner because if one car is longer than the other the big car would be almost across when the little car would be across already if they were neck and neck. And if the rules were the first whole car to cross the line it would not be fair

James.

Sir

I think that the winner of a car race should be the person who gets part of their car over the line first because it is easier to judge it. If it was the first driver over the line it wouldn't be fair because in one car, the driver might sit right near the front and in another car the driver might sit nearer the middle than the front. I don't like the idea of getting the whole car over the line because one car might be longer than another car and if they are coming to the finish line and they are both equal the driver in the shortest car would win. I think that the driver that gets a bit of his car over the finish line should win. I haven't got many reasons why part of the car over the line should win, but I have got some reasons why I don't want the other two suggestions to be right.

Lisa.

Sir

I think the winner should be the first part of the car because if it was the first car over the line there might be a big car and a small one the small would be first. Or if it was the driver first across the line, one driver might be at the back on one car and the other car might have the driving seat at the front then the driver at the front would win. But if you had just part of the car over the line and there was a large car and a short car the large car would win. So maybe the solution could be the first part of the car over the line but the races judged in sizes of the car.

Carol.

Sir

I think it should be the first part of the car to cross the line to win. I think this because in horse racing it has to get the nose of the horse to cross the line to win. I know this because at the end of a race there is usually a photo-finish and the man says 'and so and so won by a nose'.

Robert.

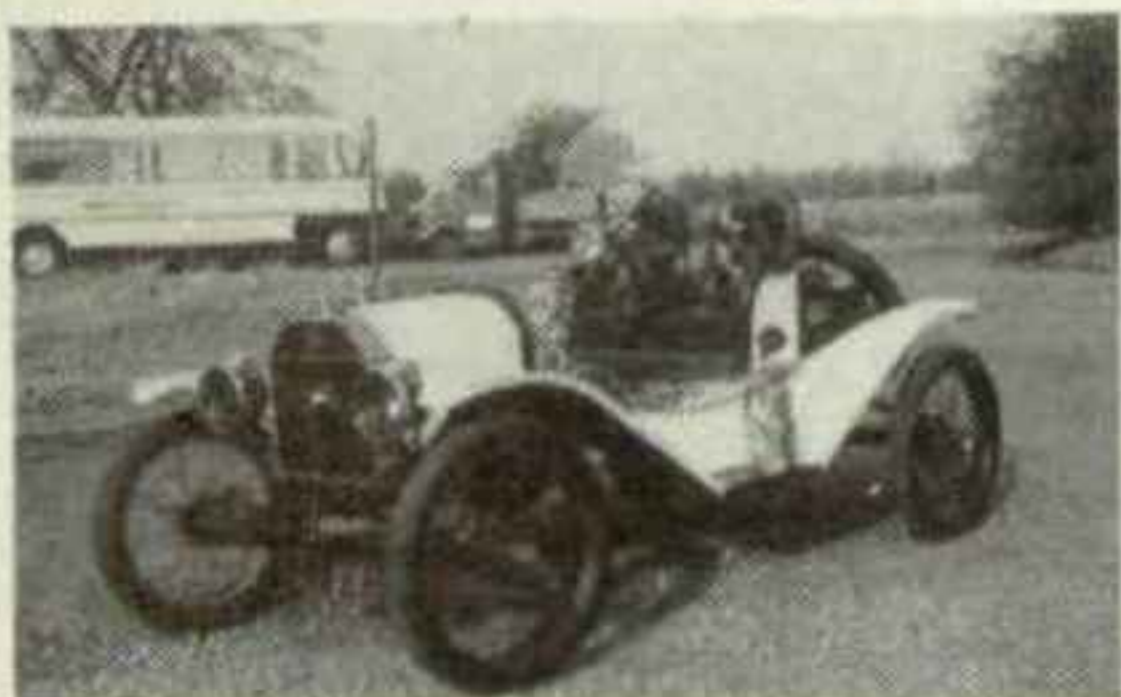
Sir

I think it should be the front of the car because if it passes the line first you have either a fast car, a long car or a good driver.

Matthew.

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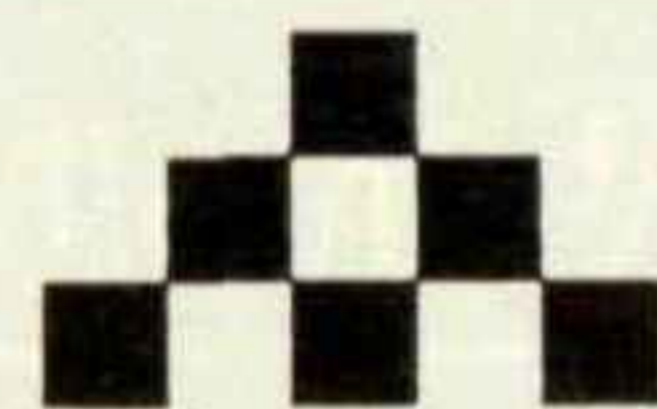
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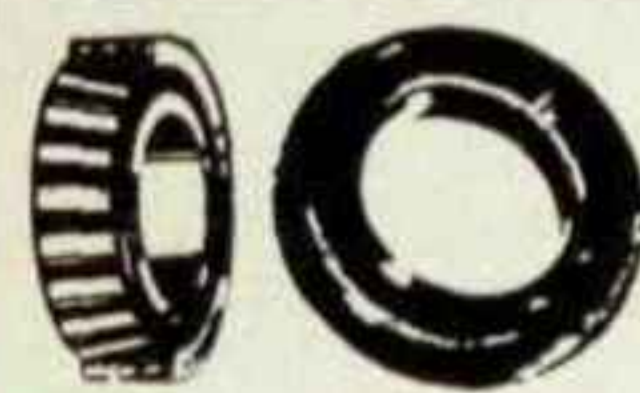
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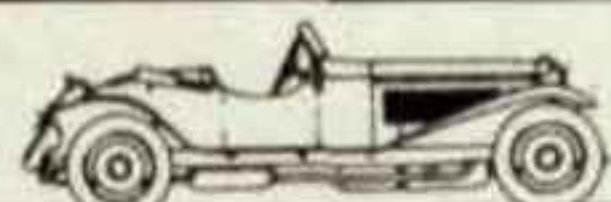
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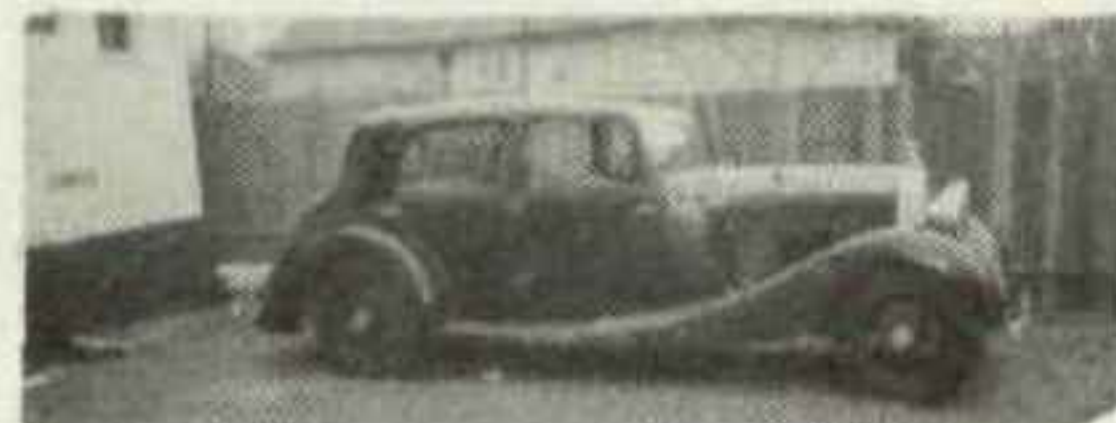
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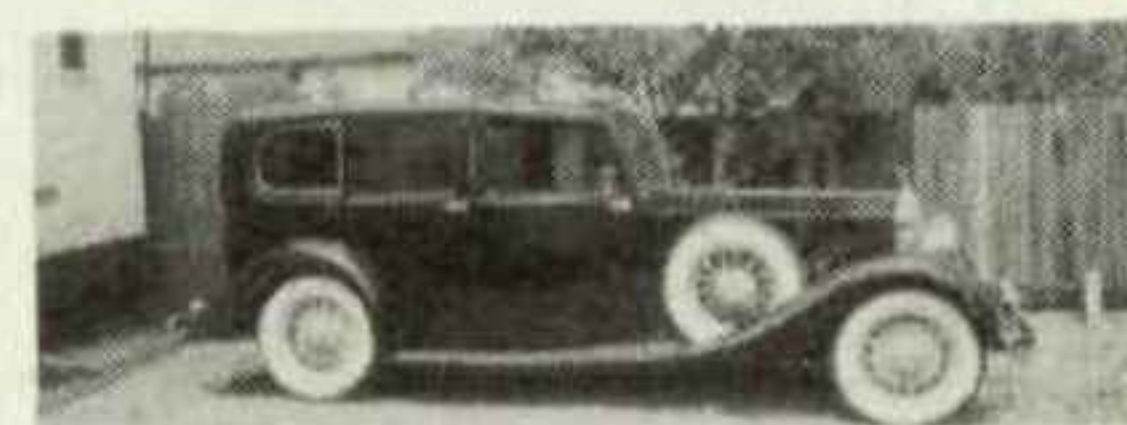
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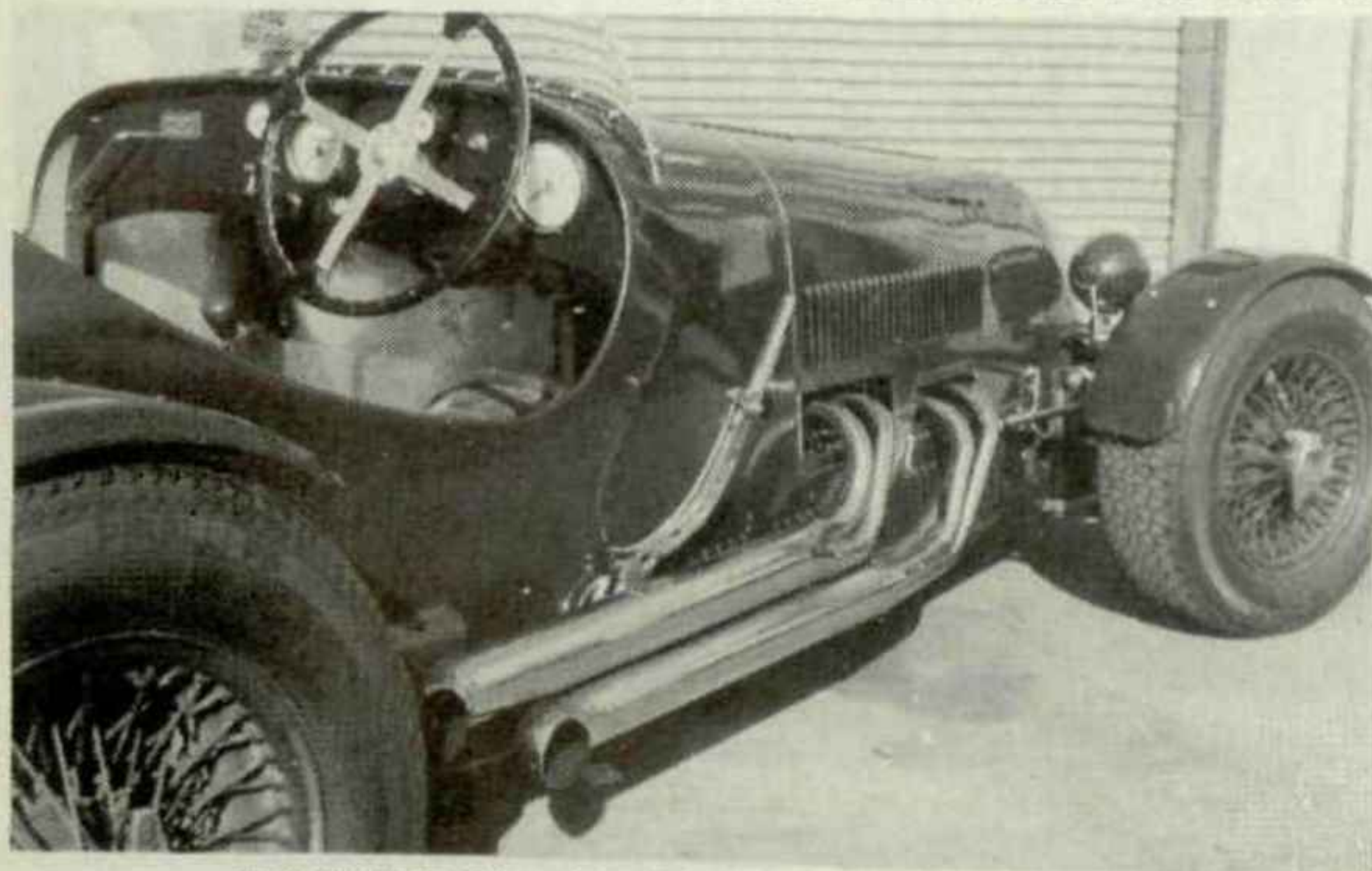
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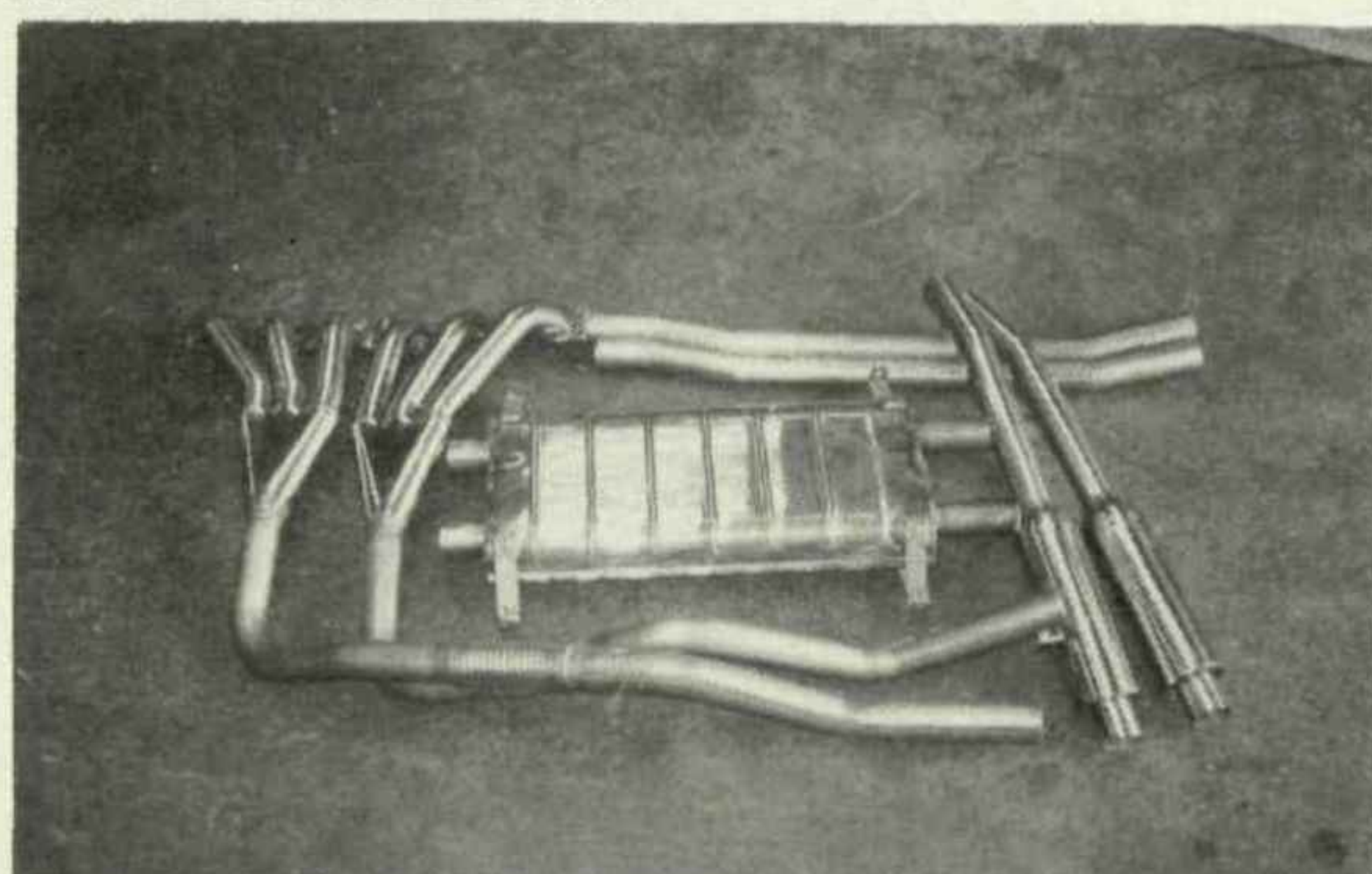
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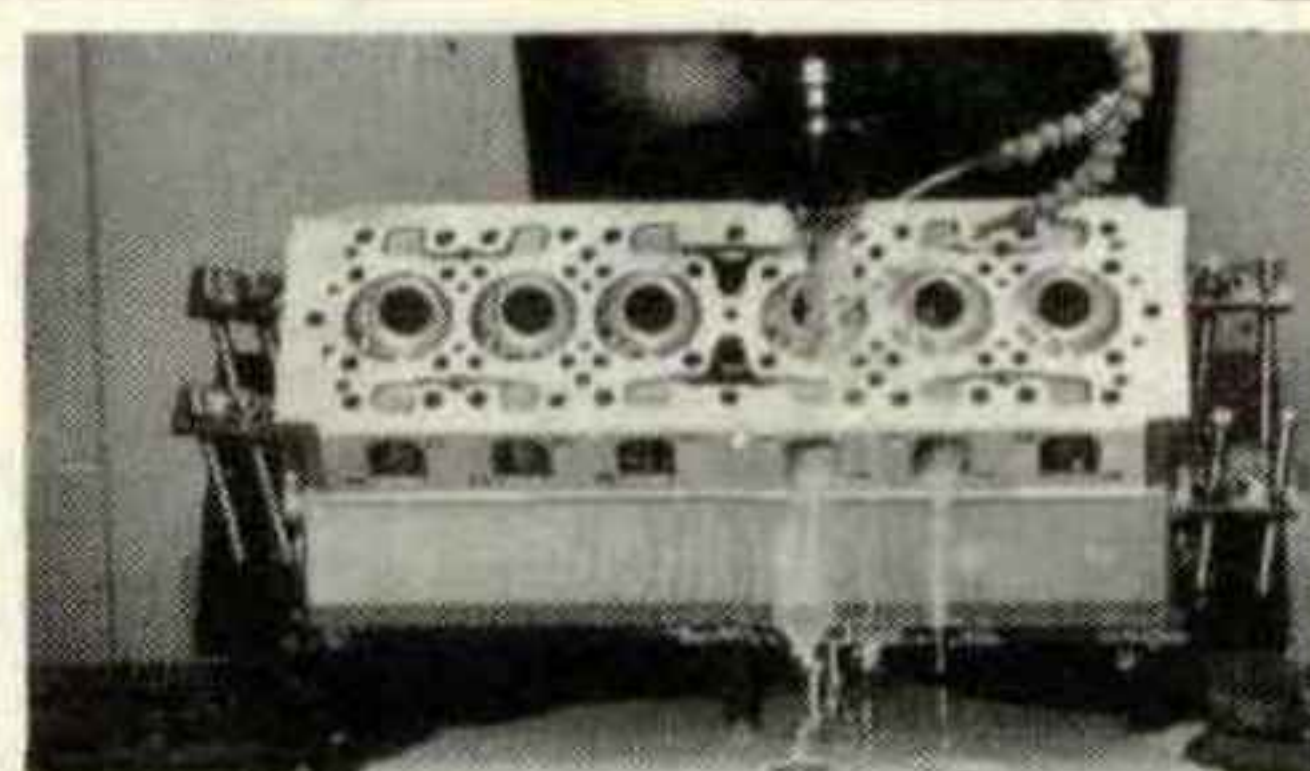
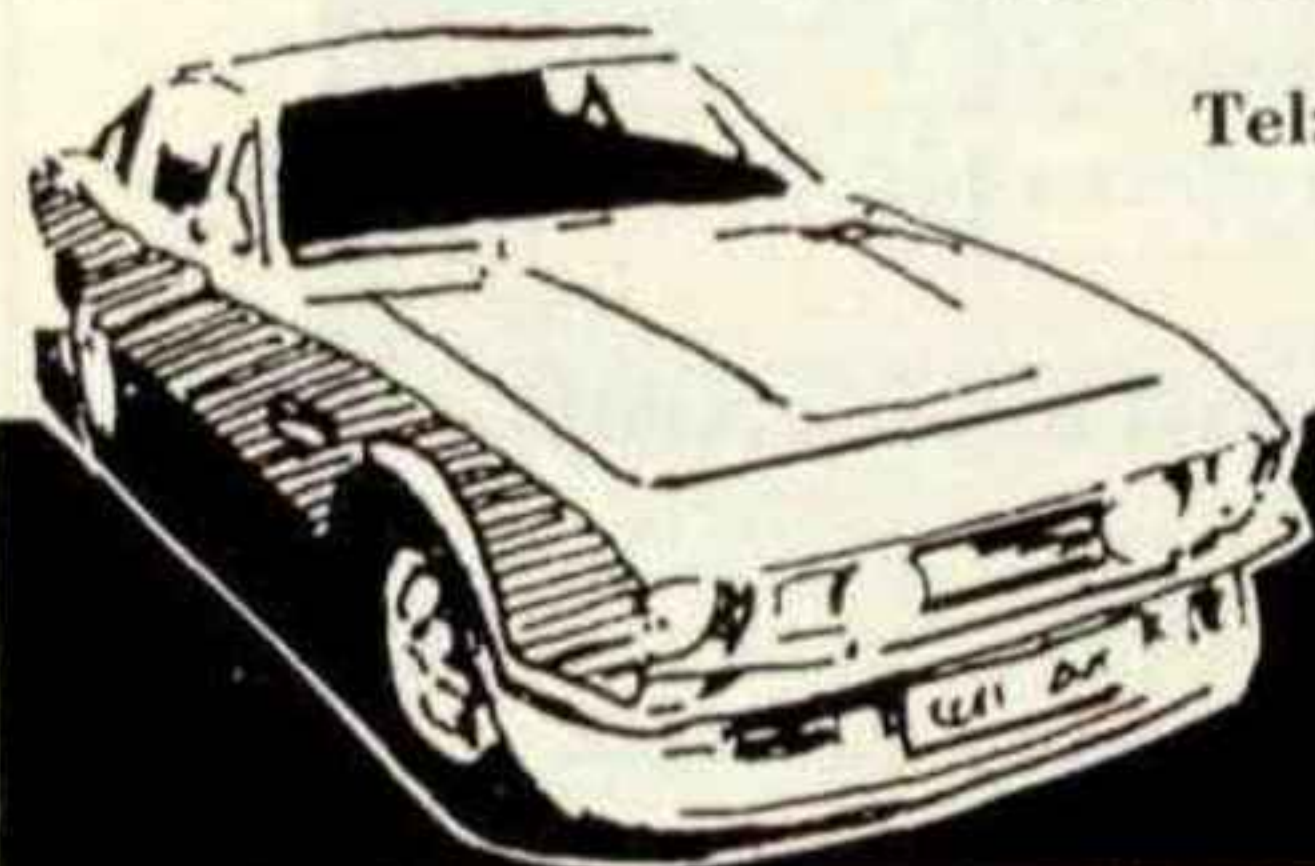
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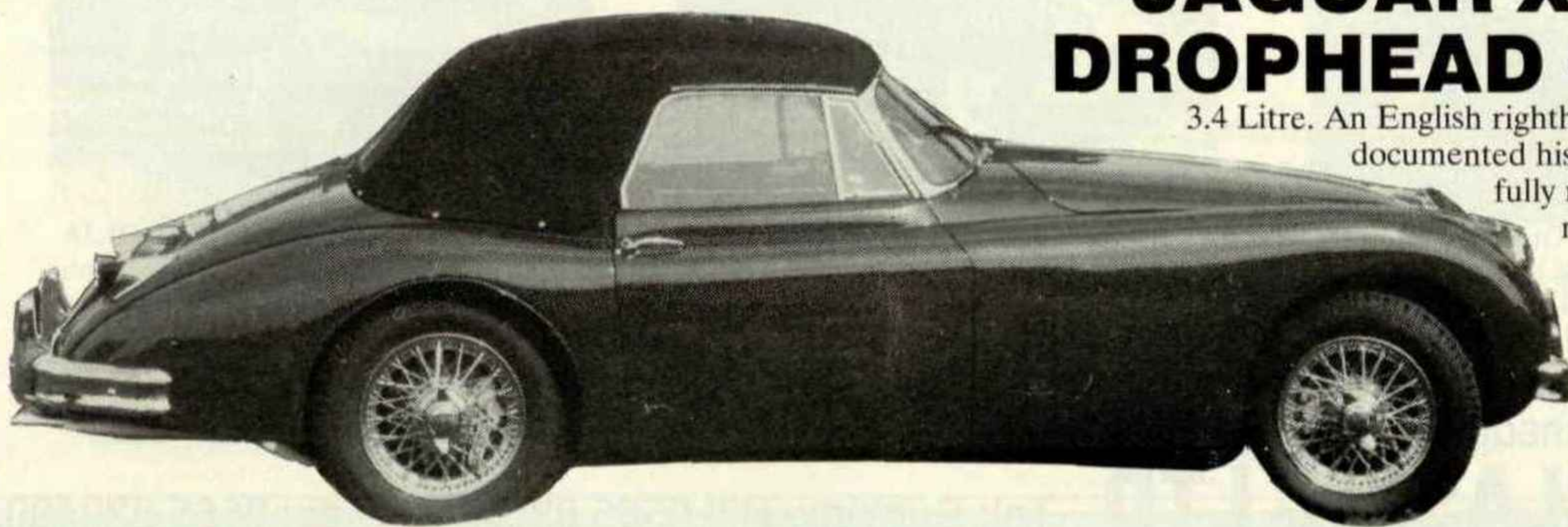


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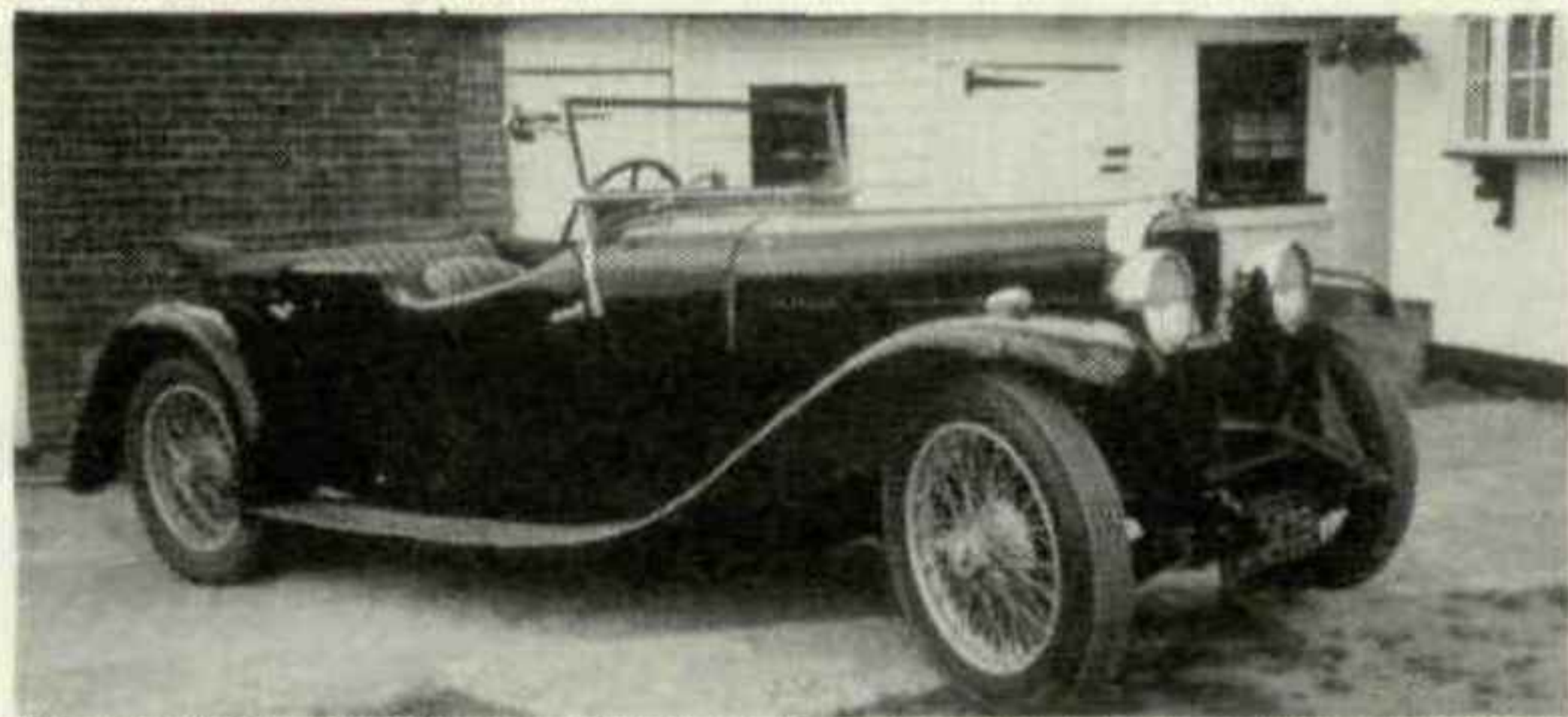
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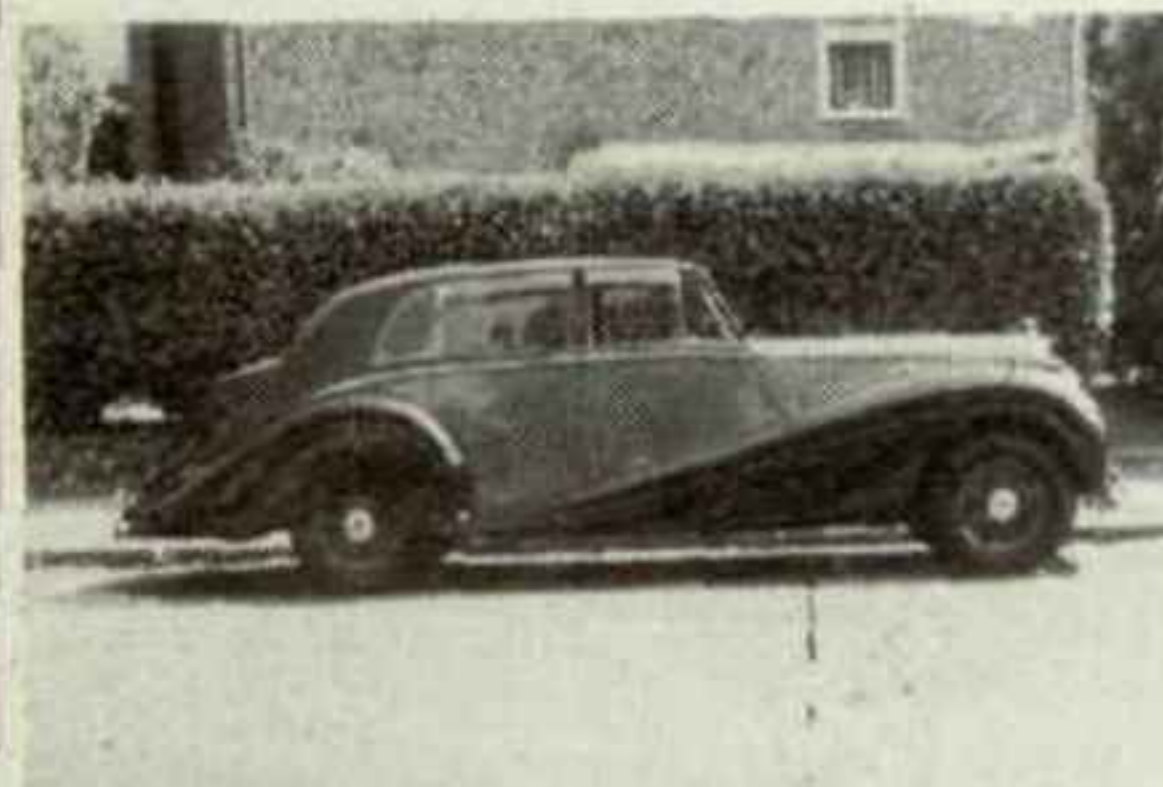
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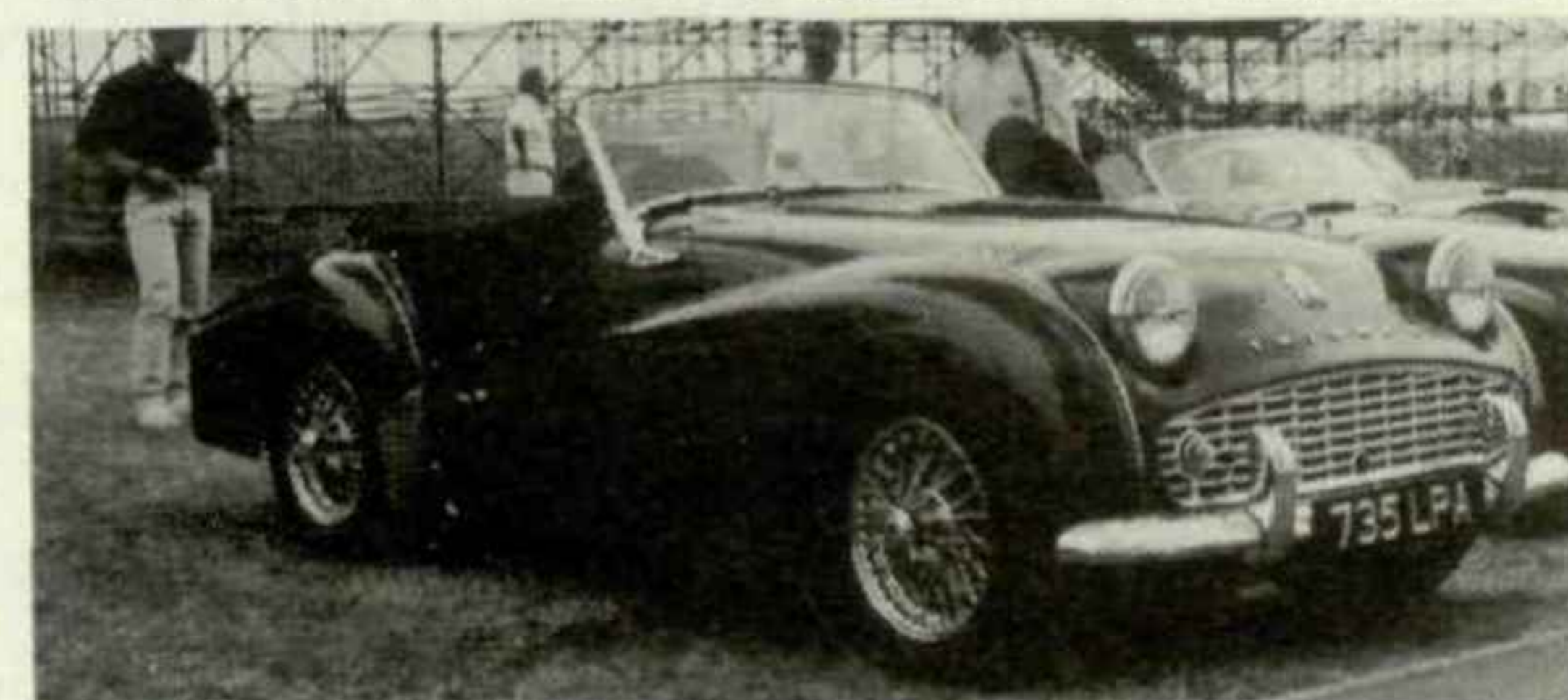
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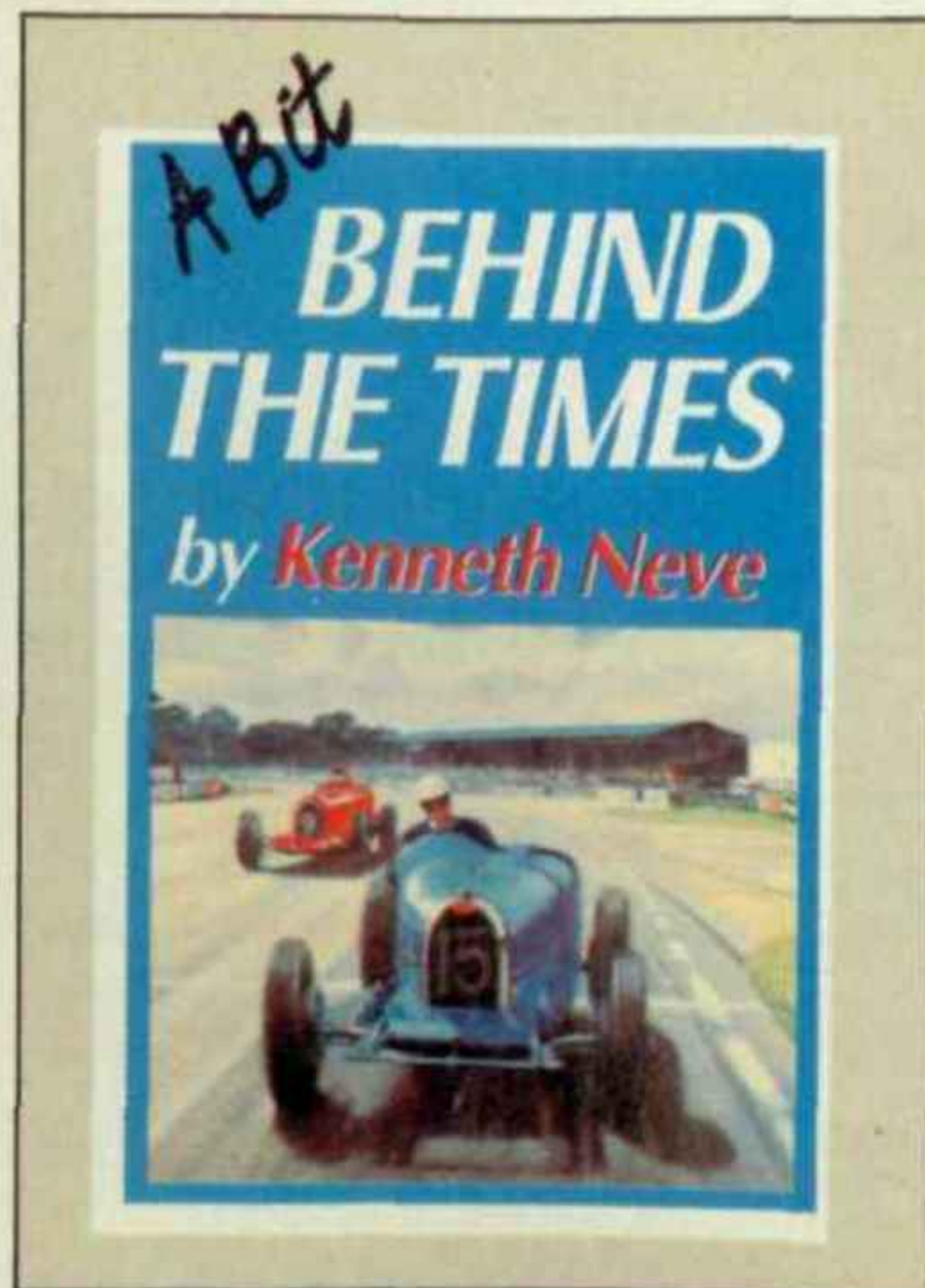
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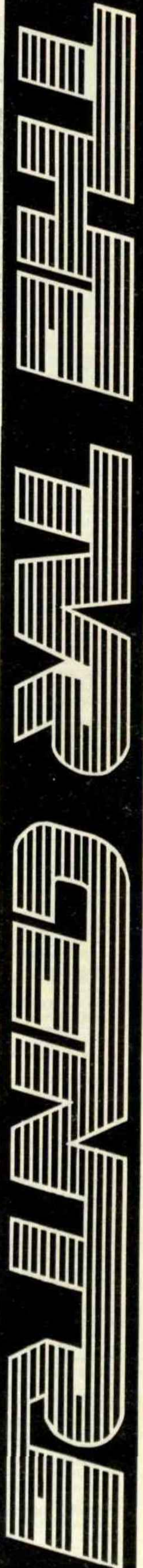
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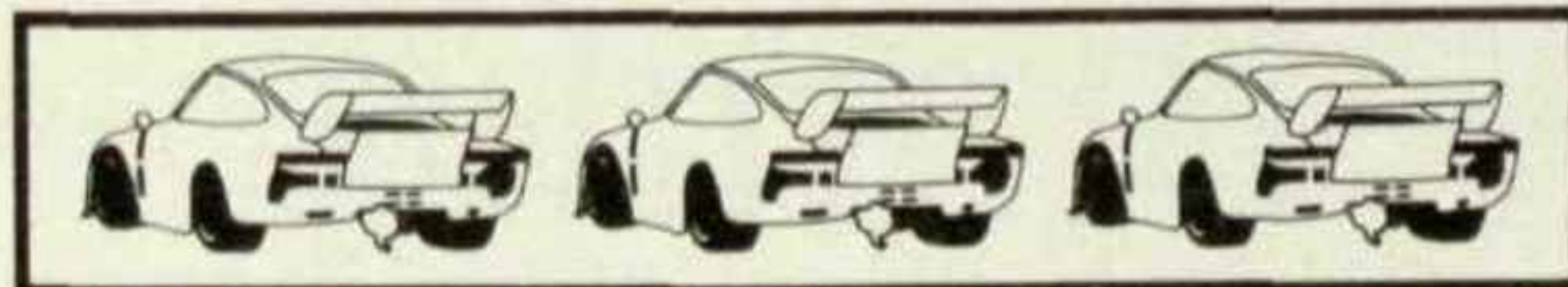
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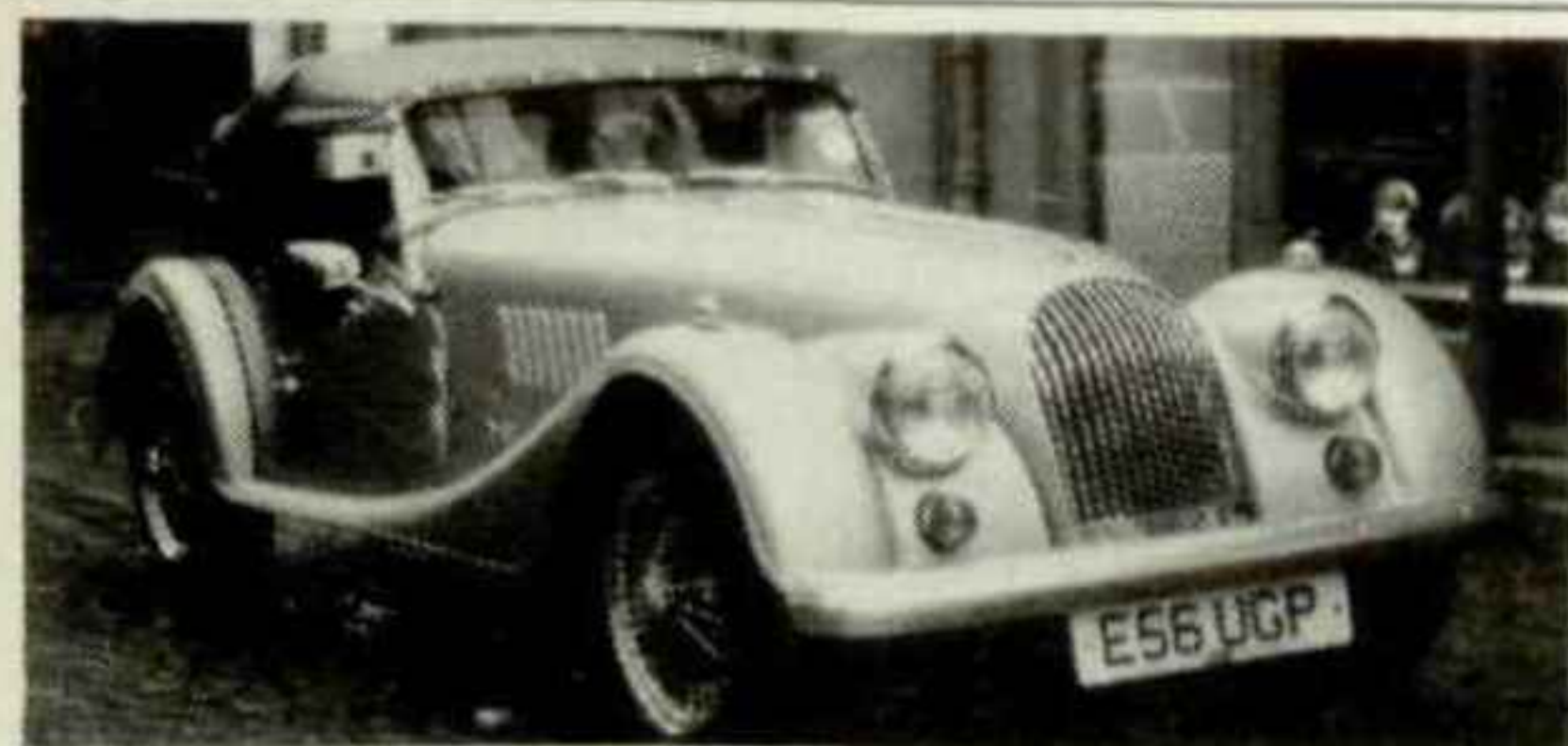
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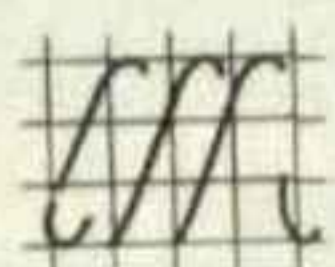


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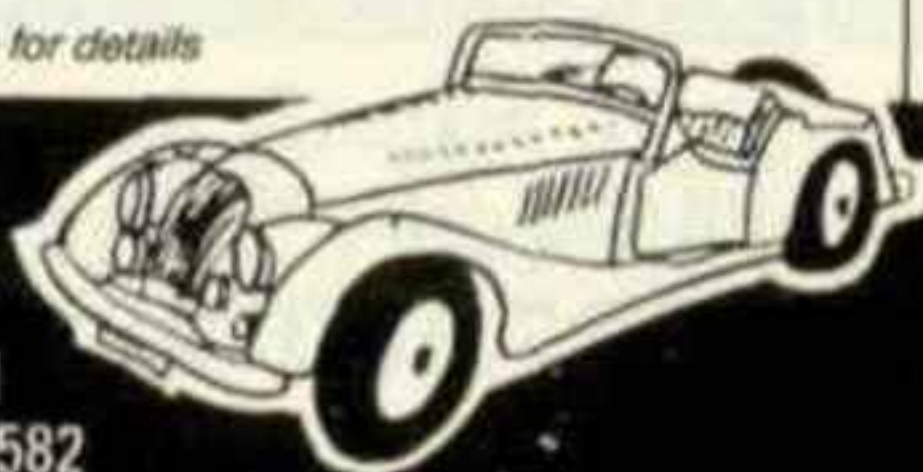
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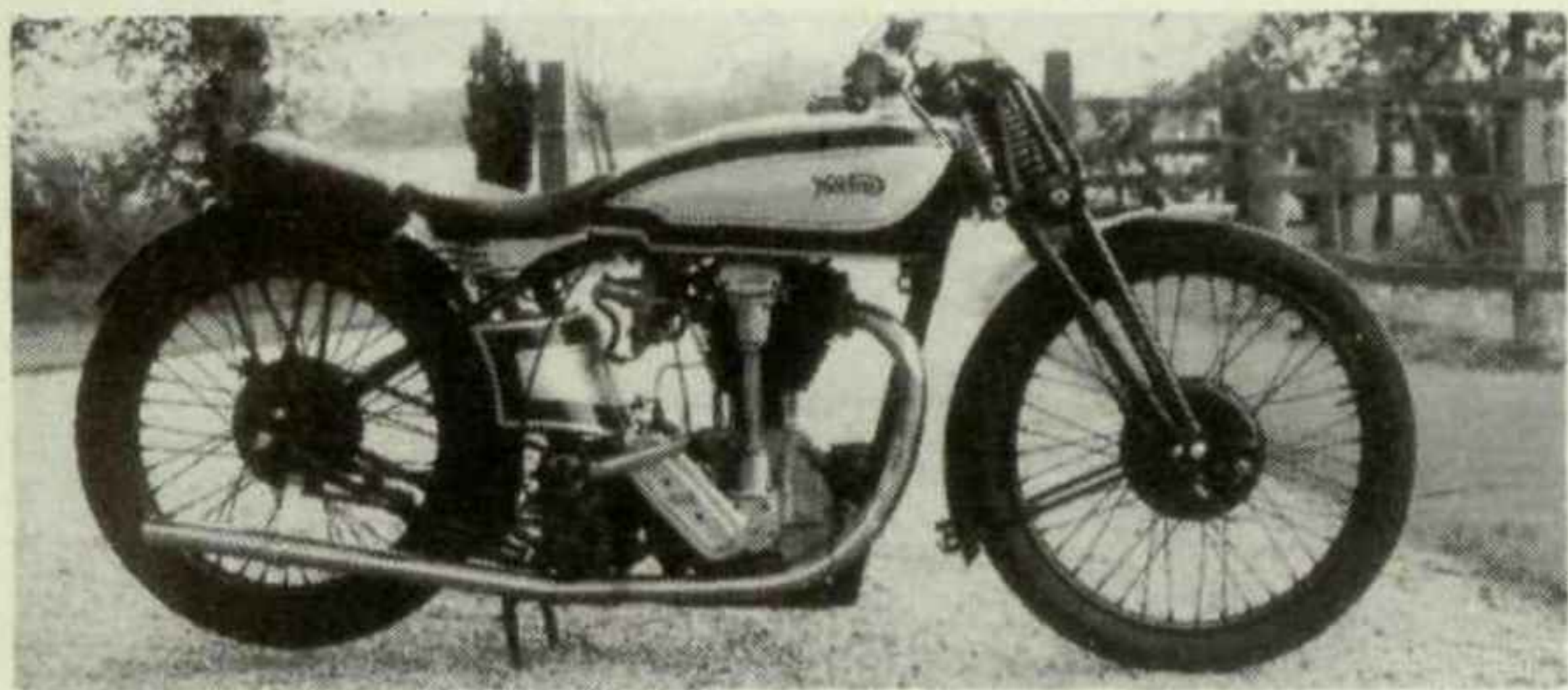
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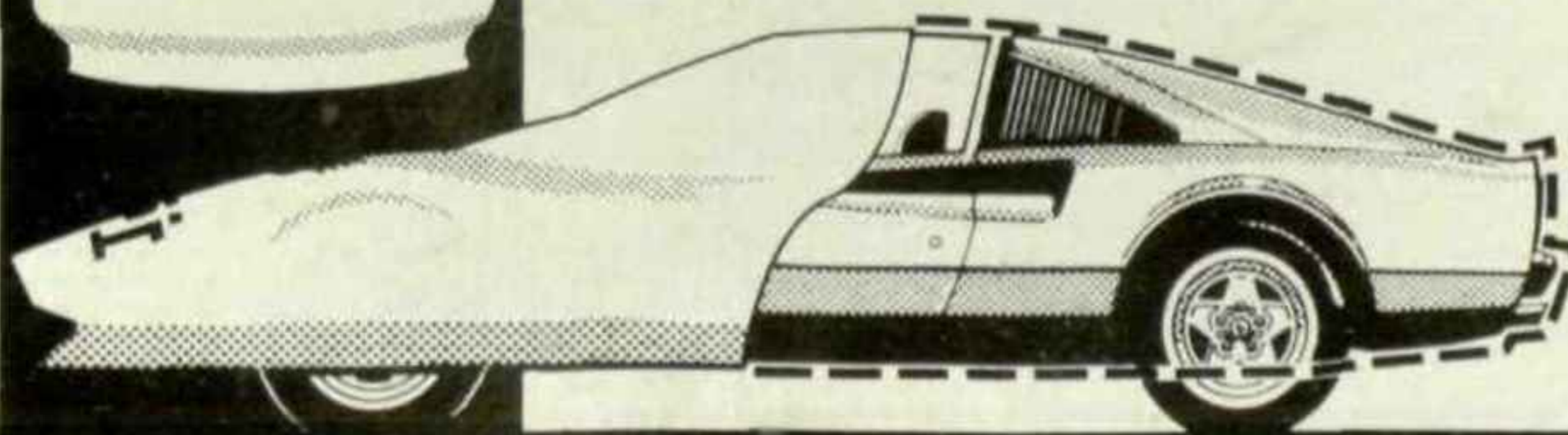
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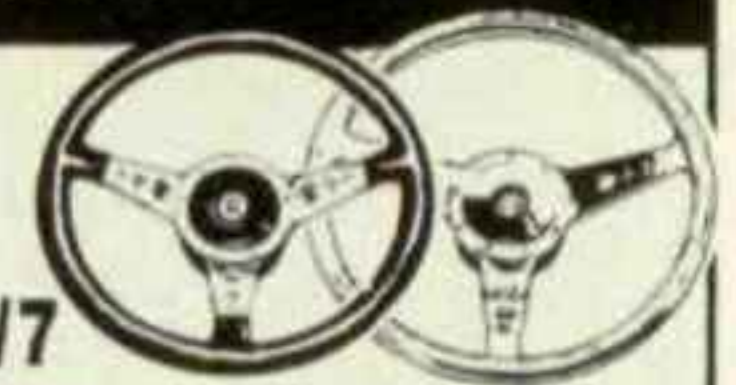
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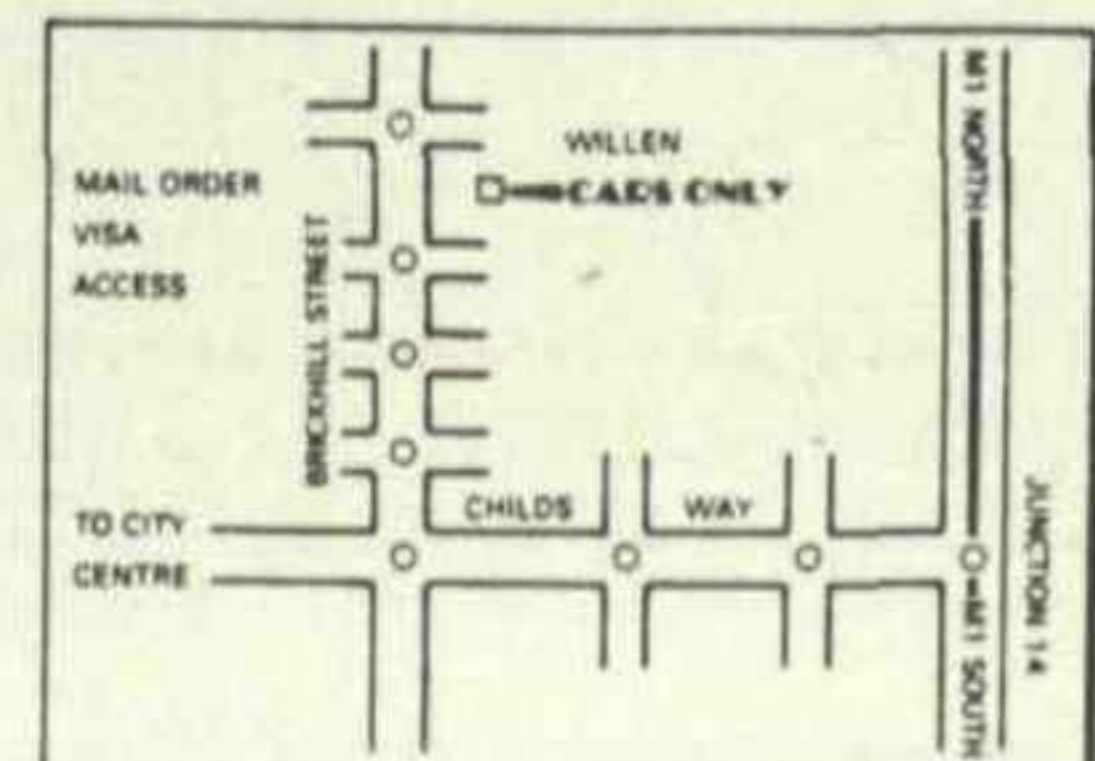
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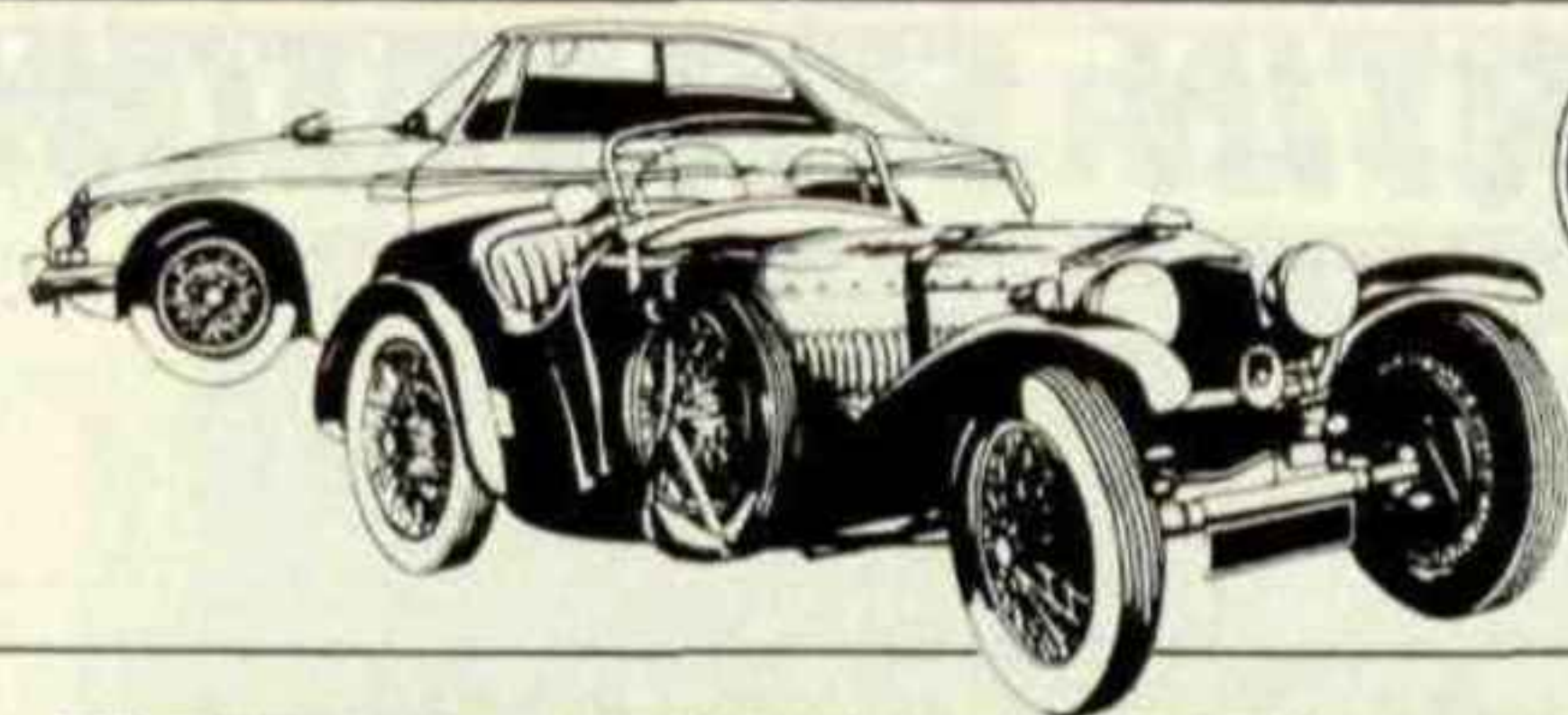
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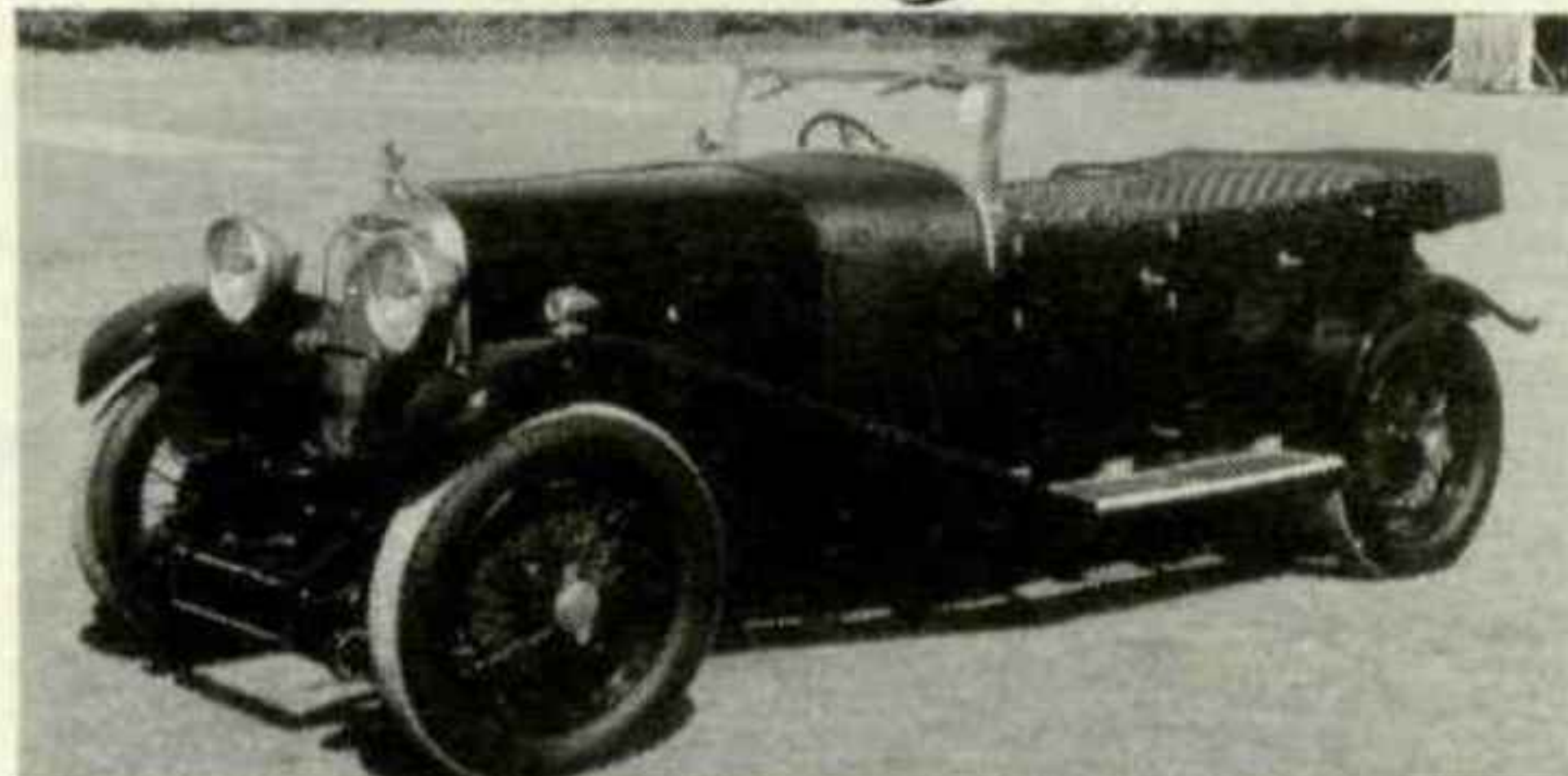
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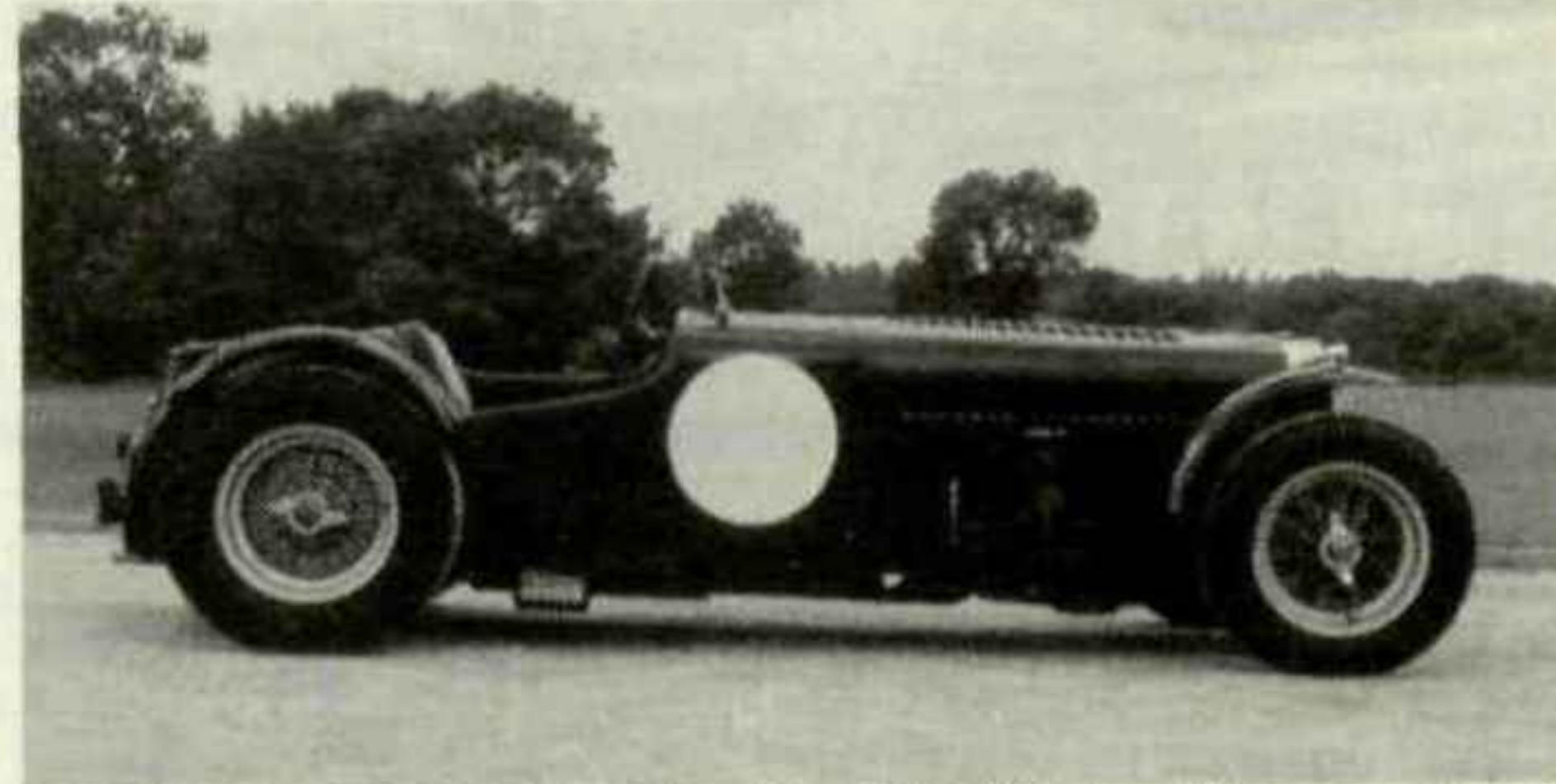
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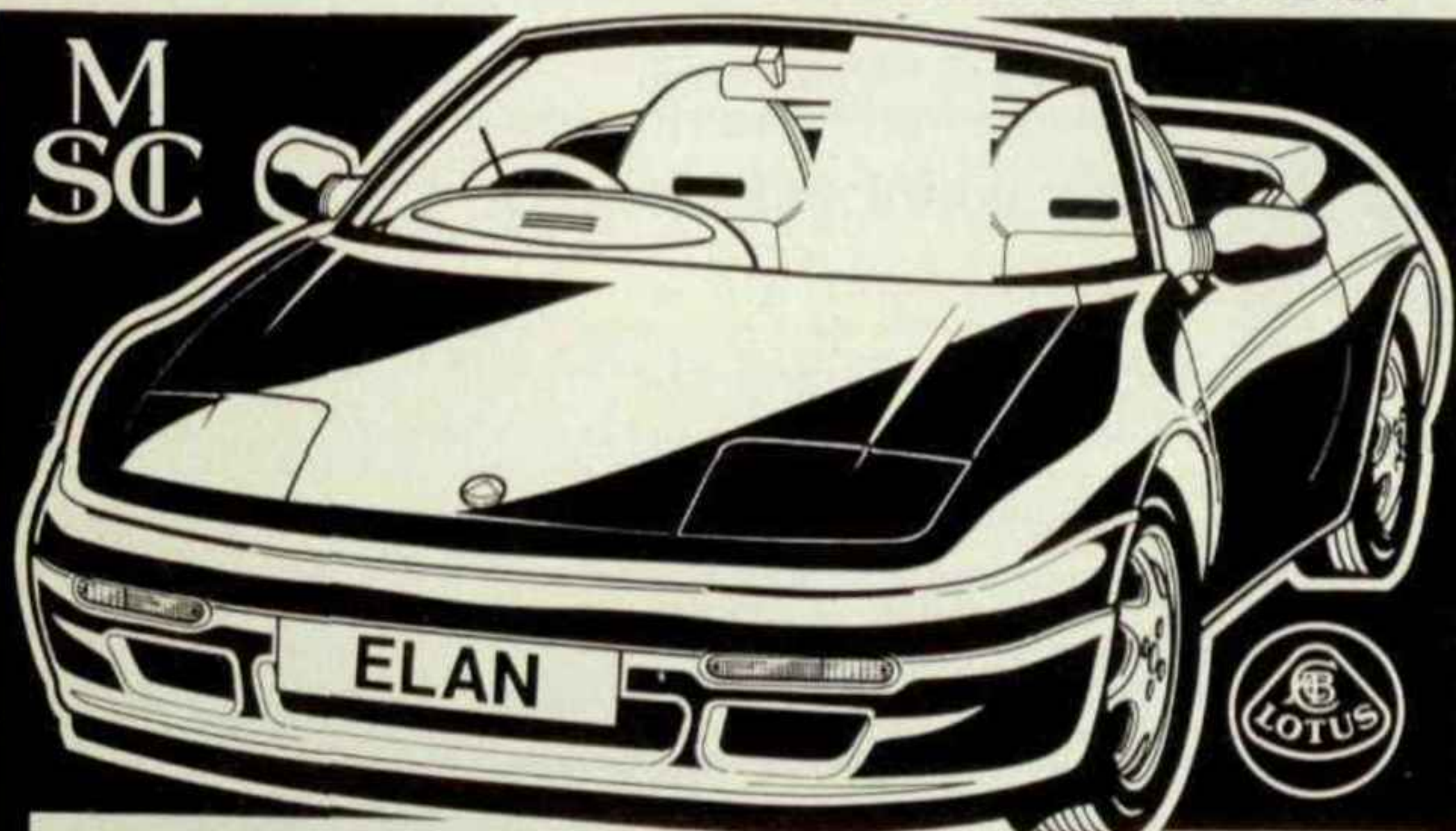
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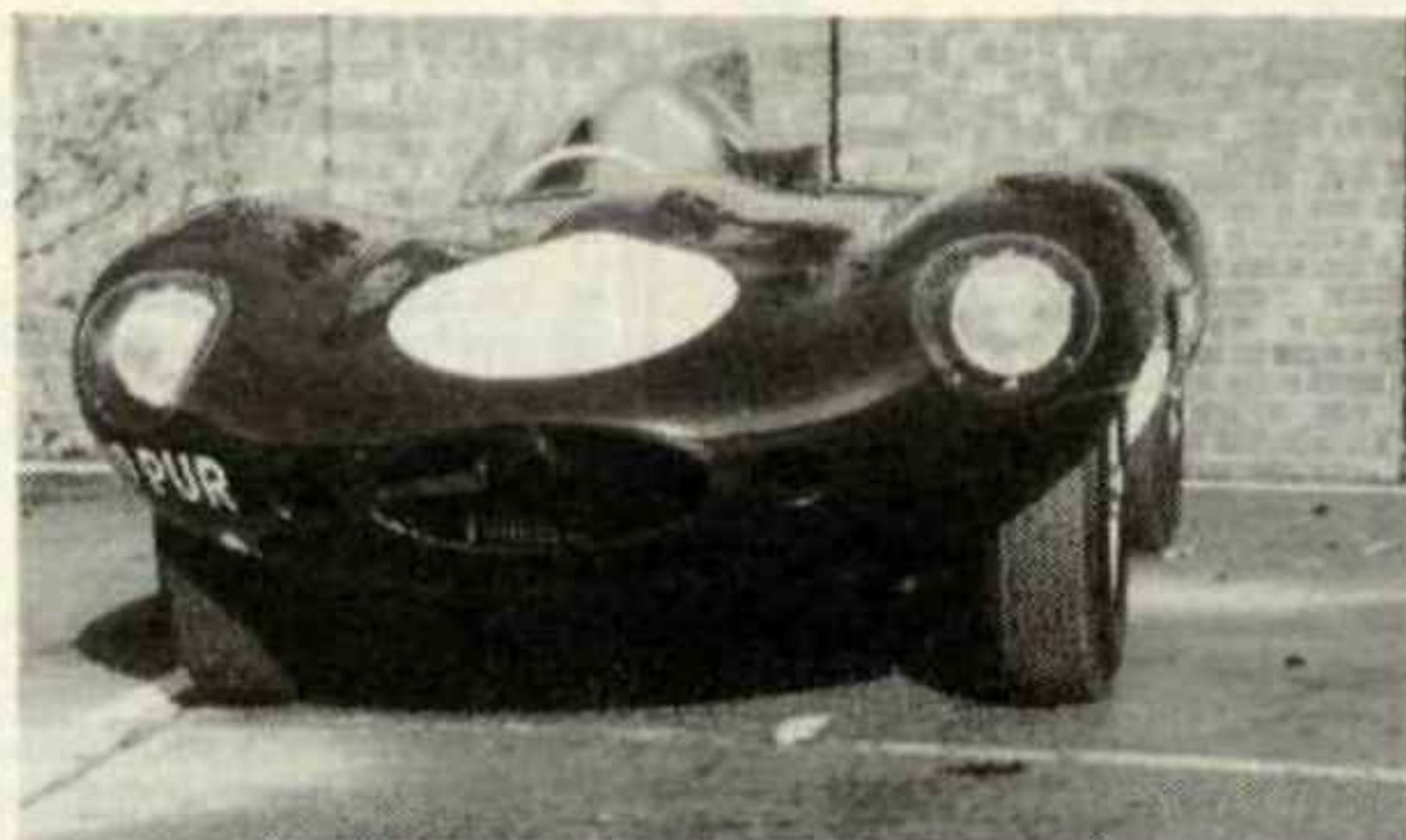
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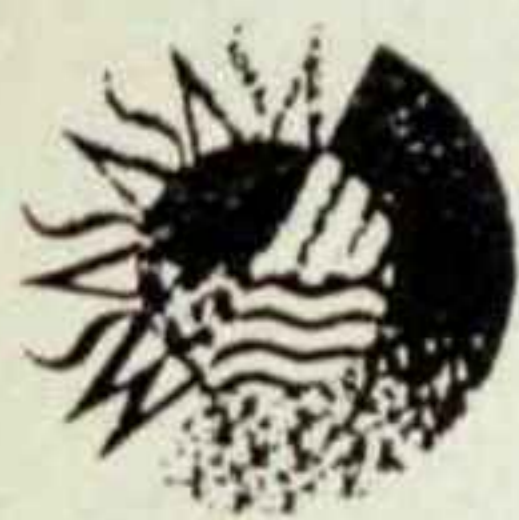


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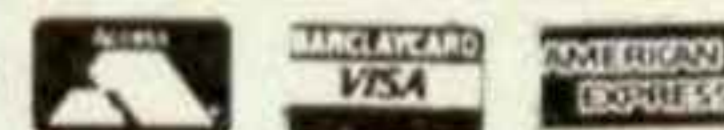
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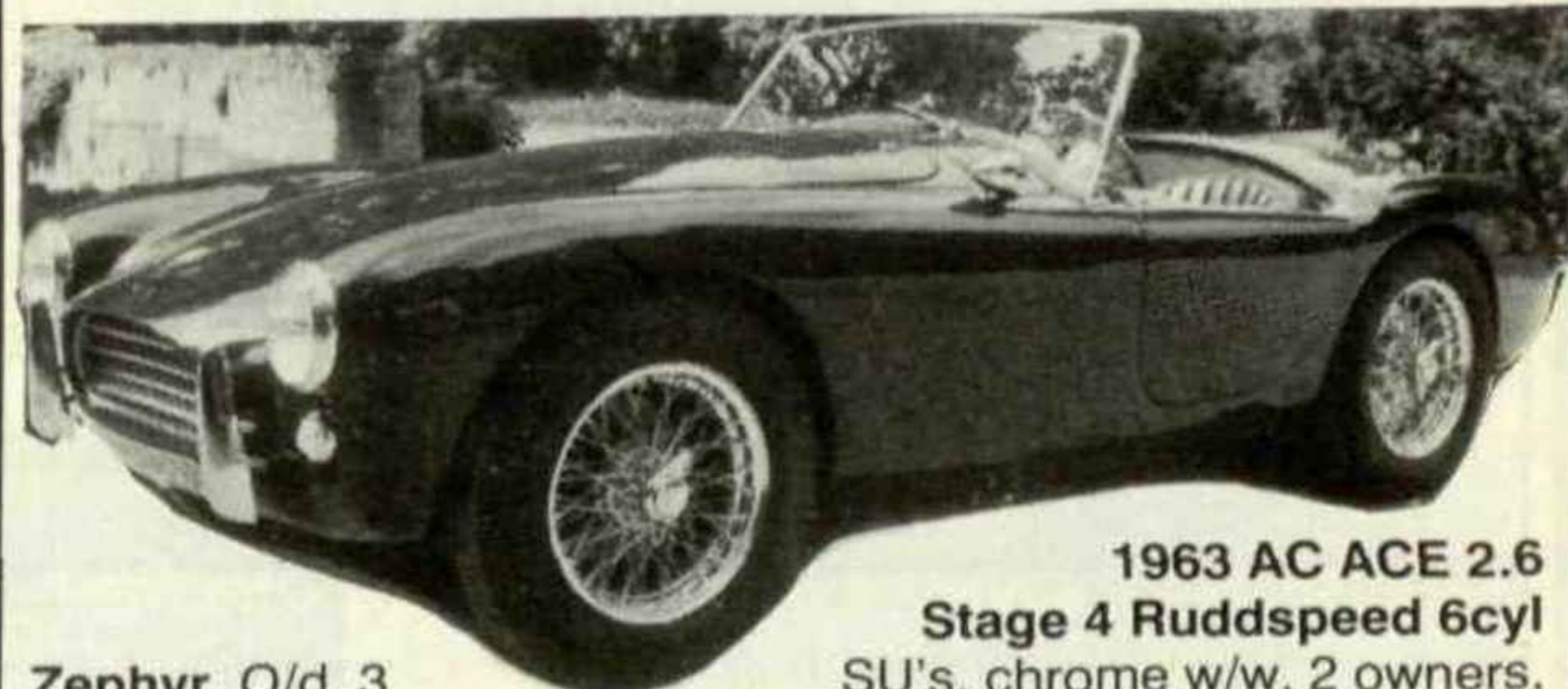
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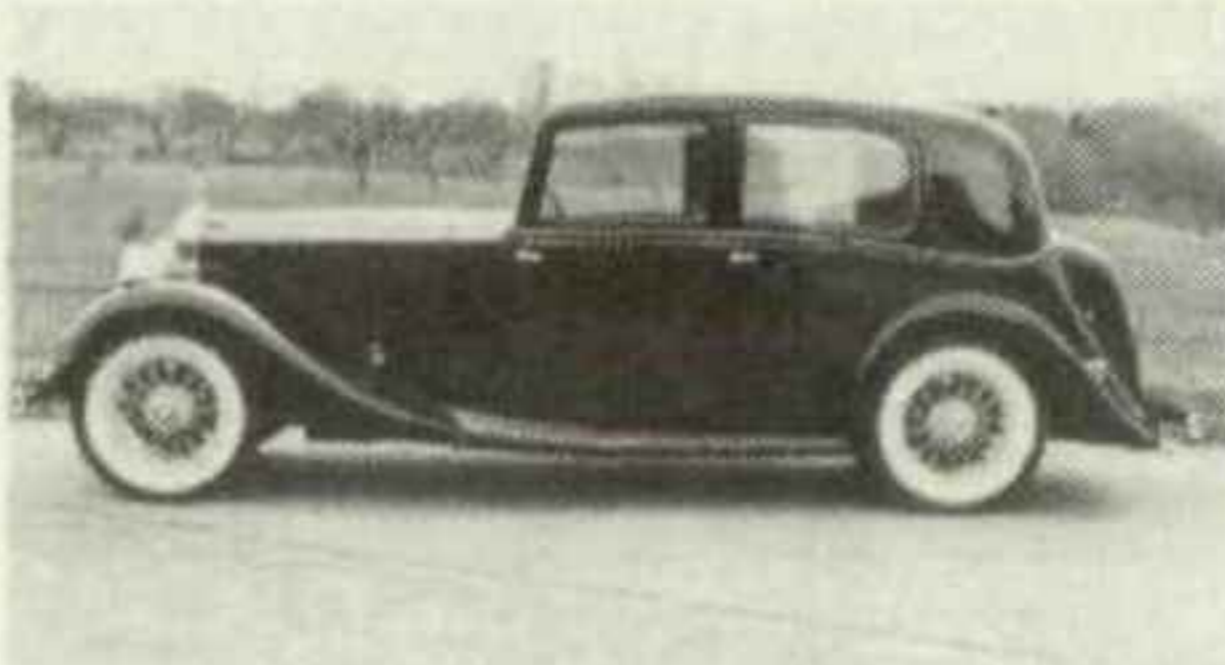
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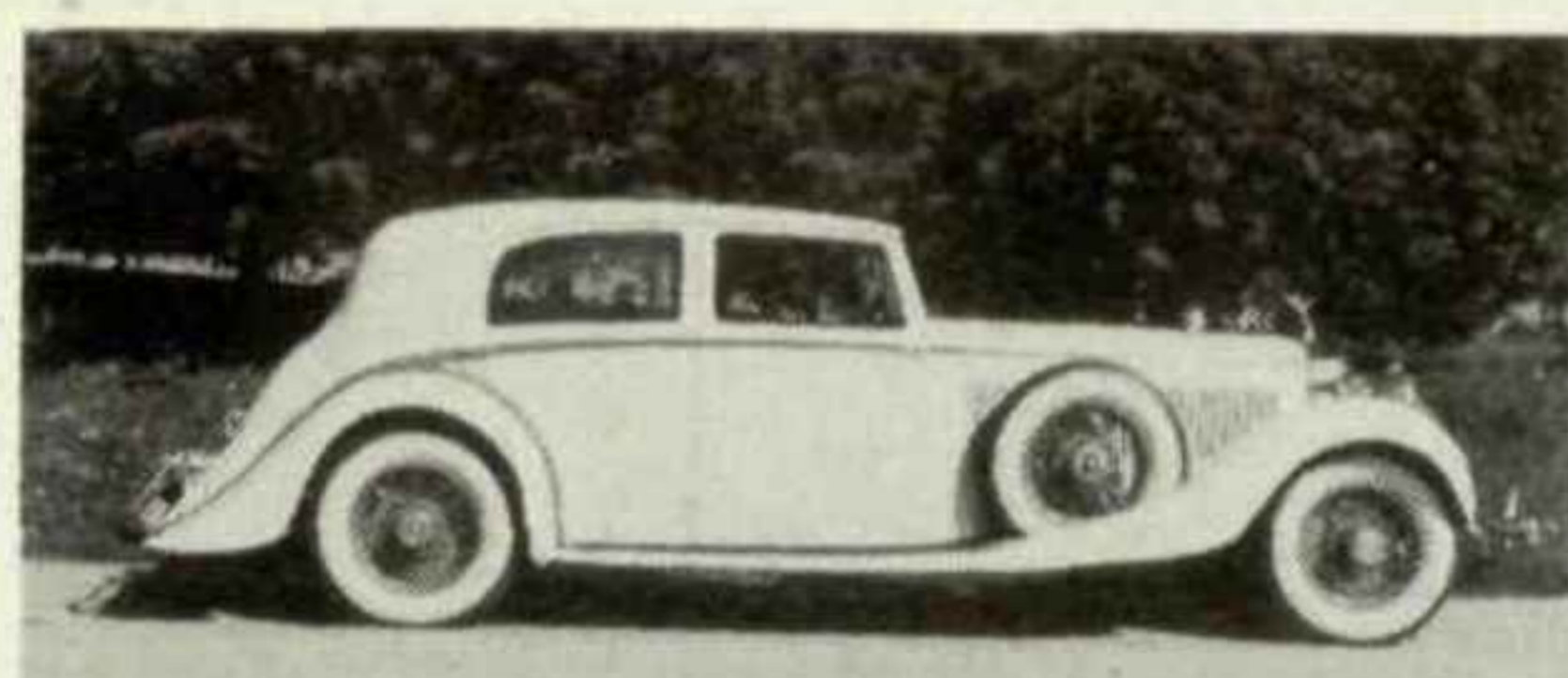
1914 Ford Model T£12,000



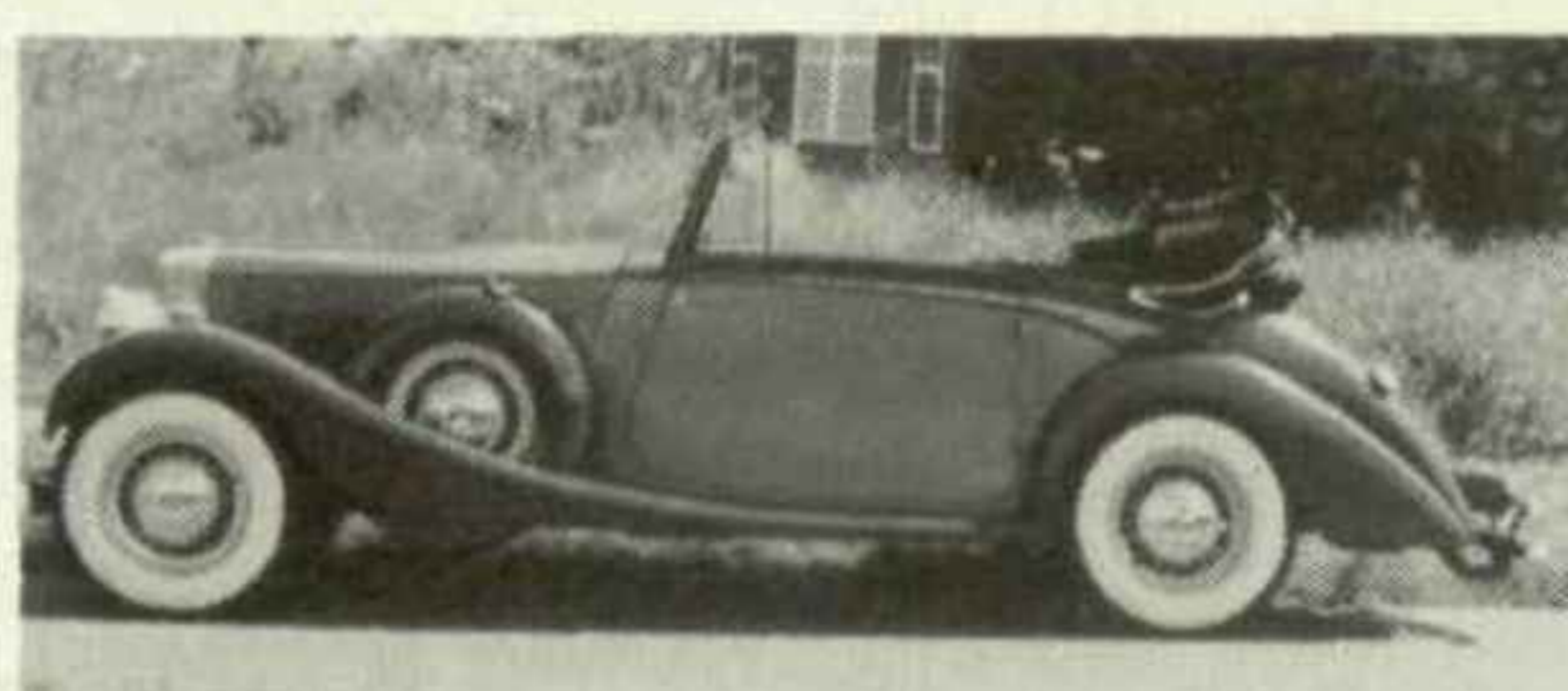
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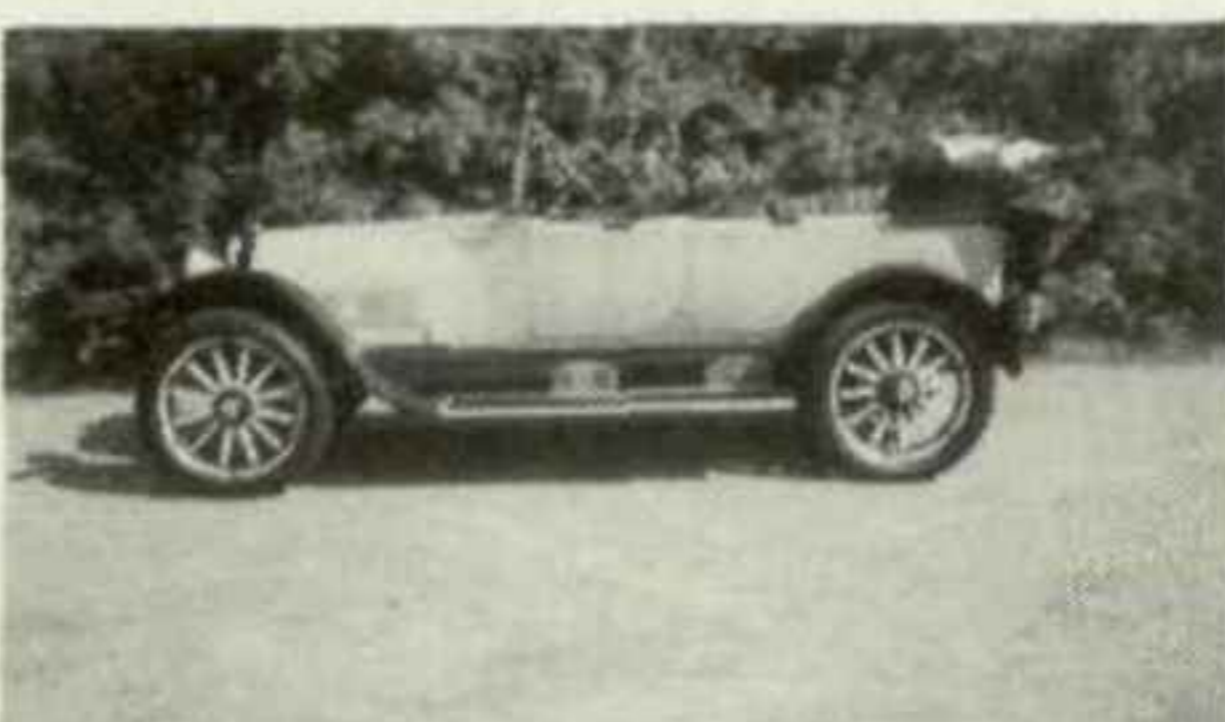
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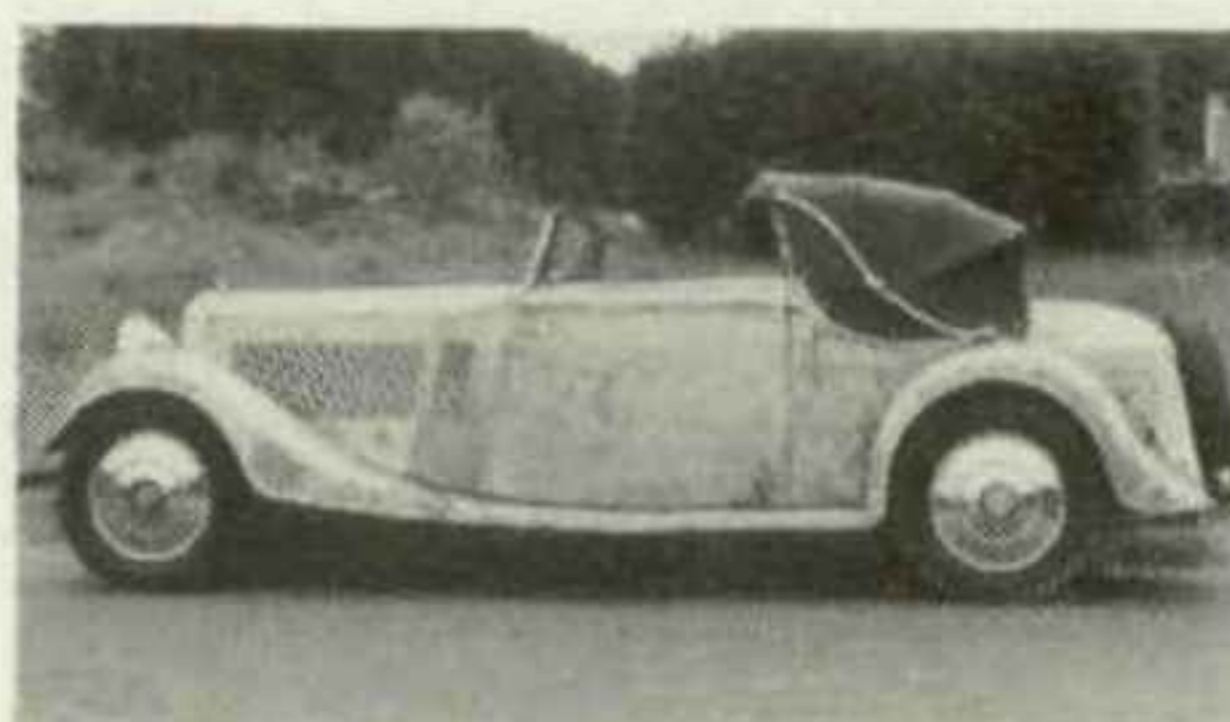
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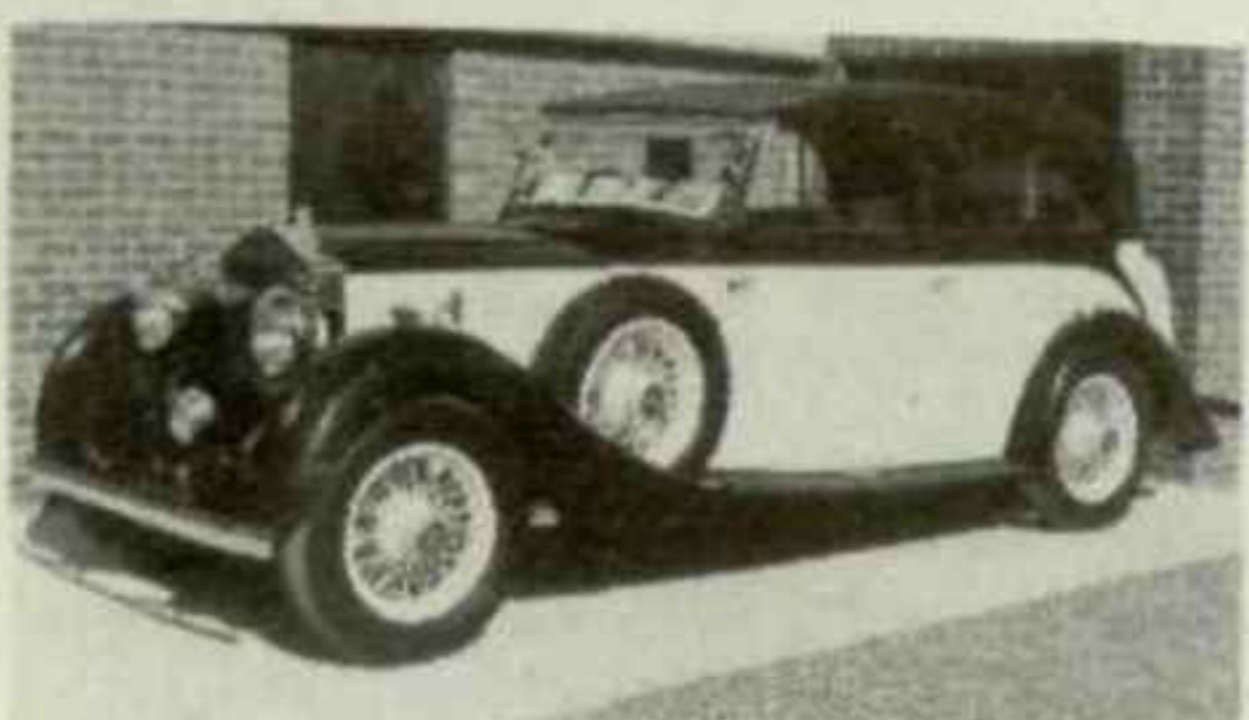
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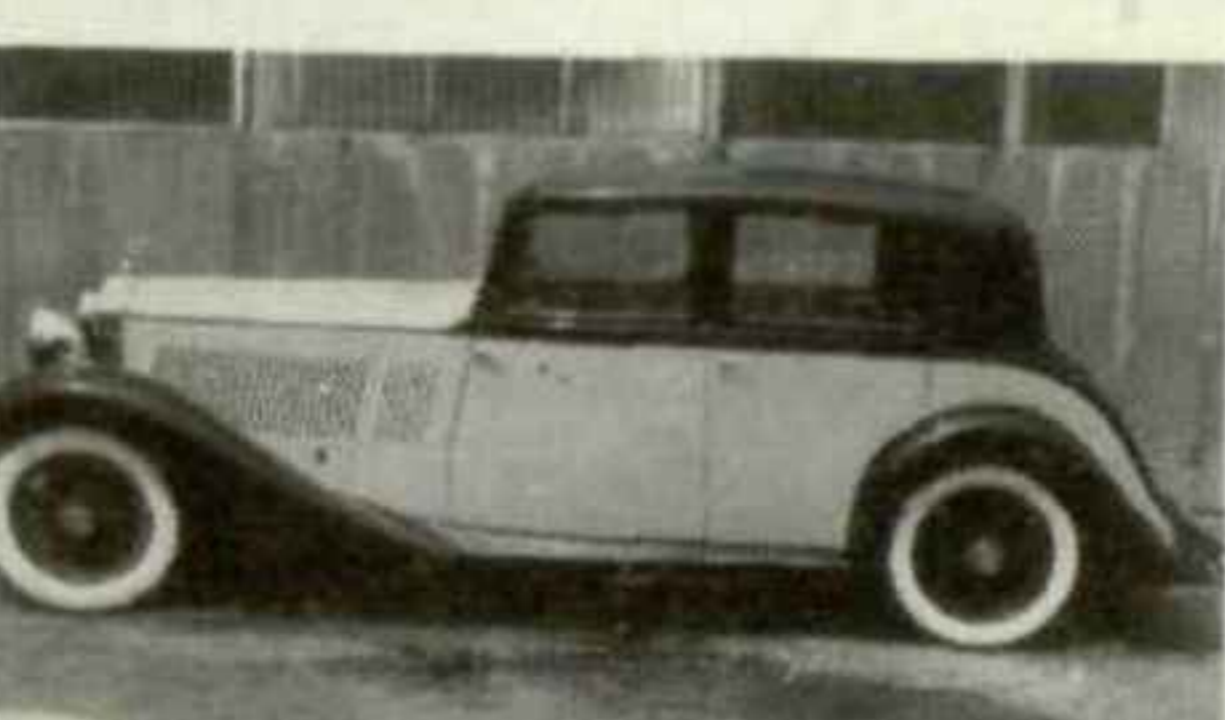
1961 Bentley SII Parkward Continental Convertible£65,000



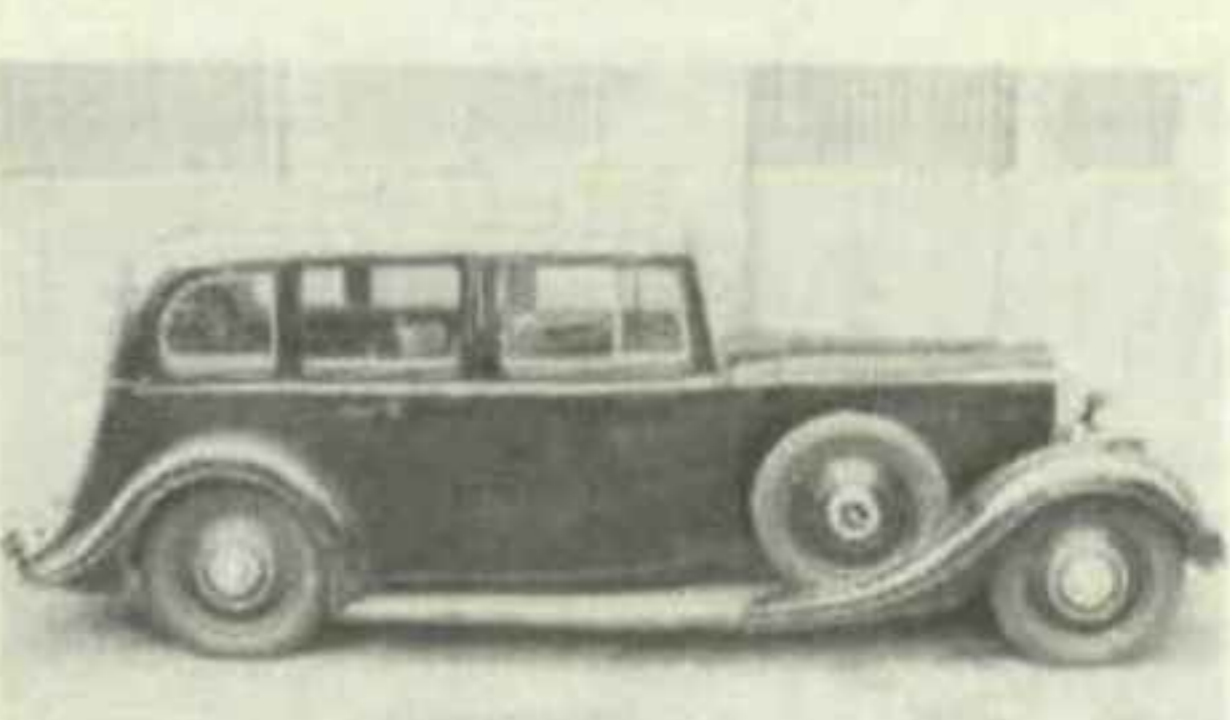
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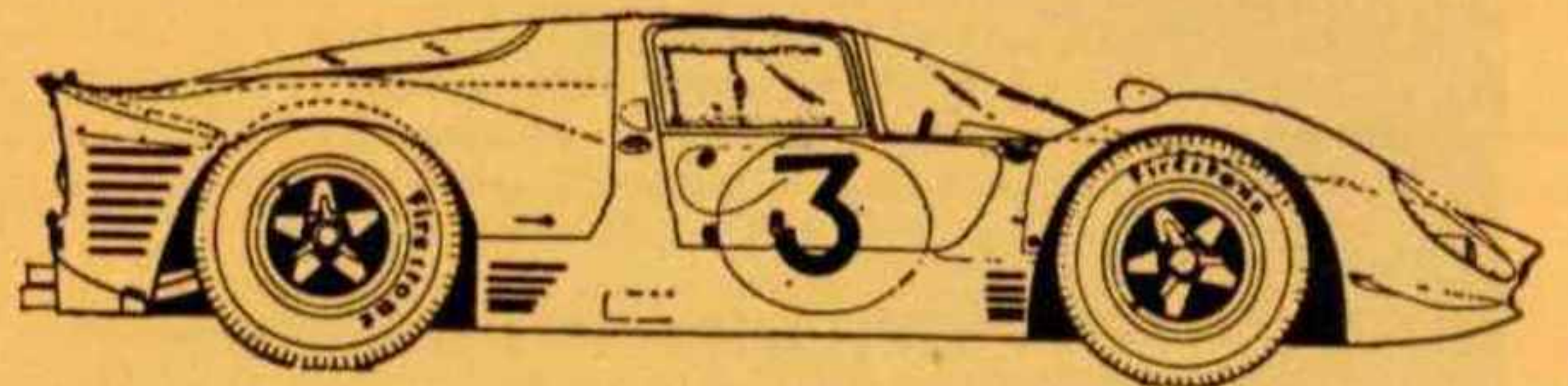
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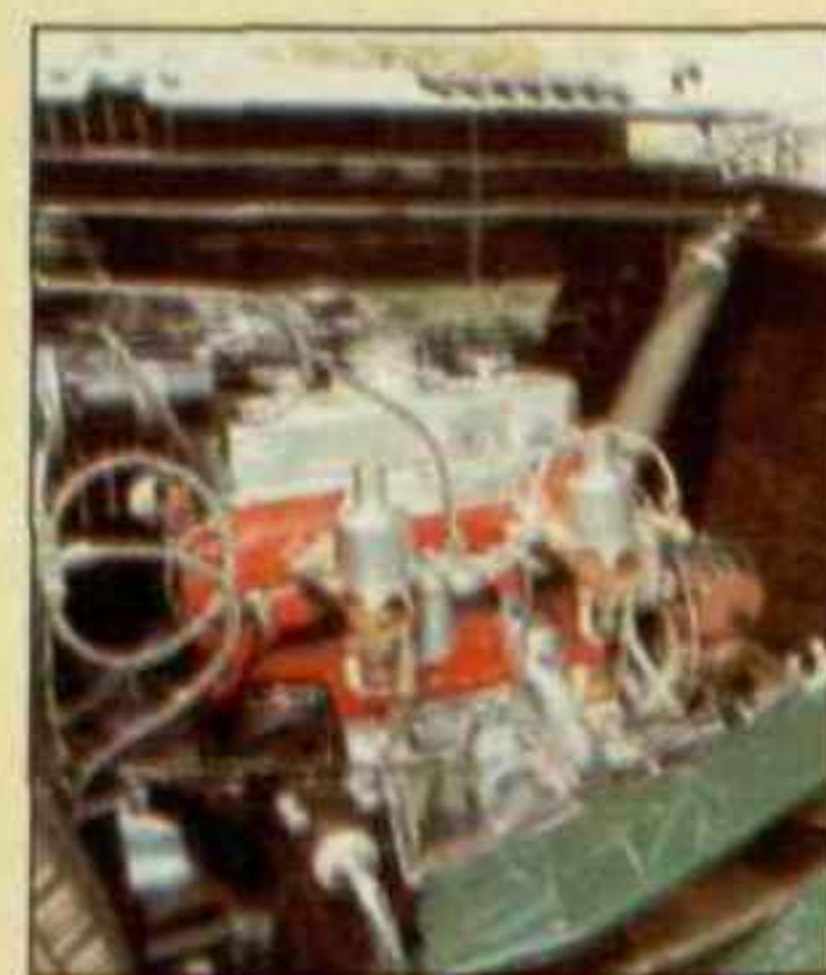
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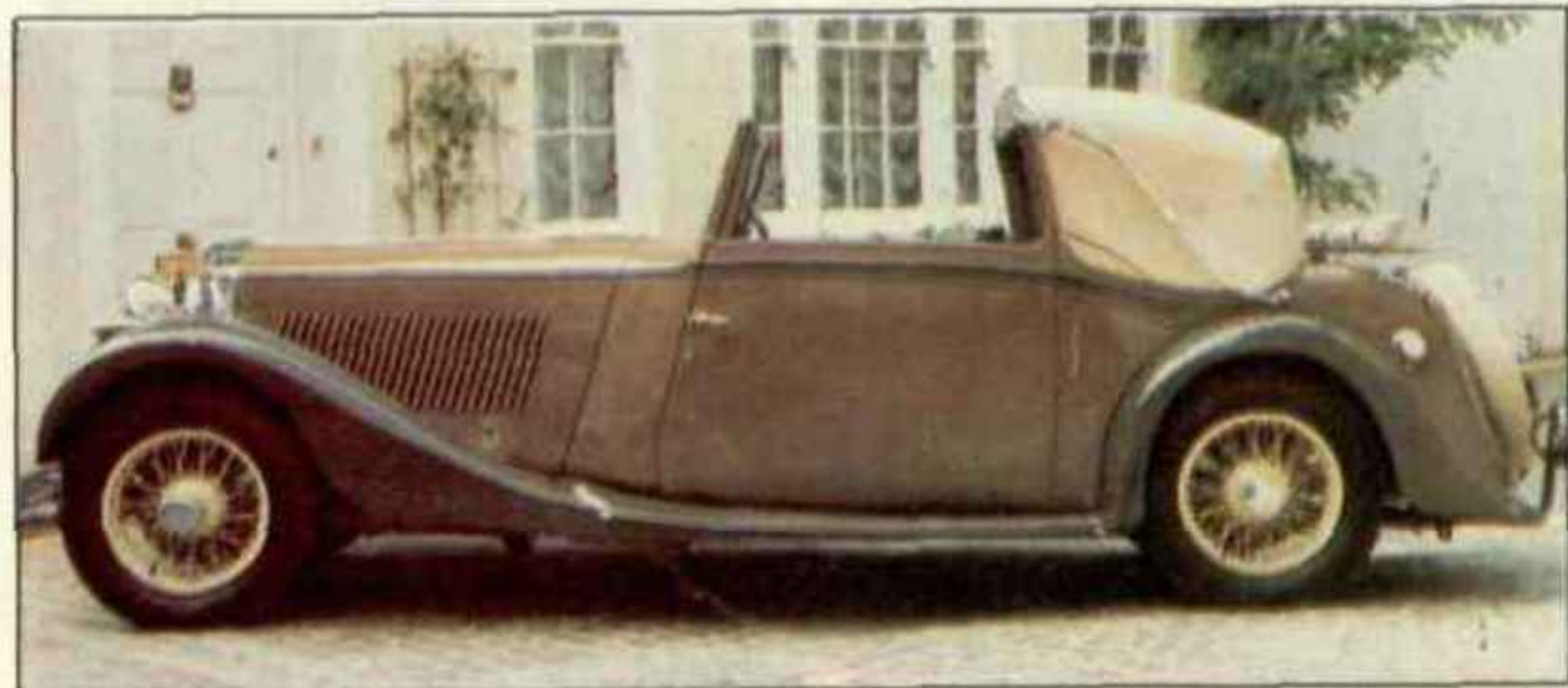
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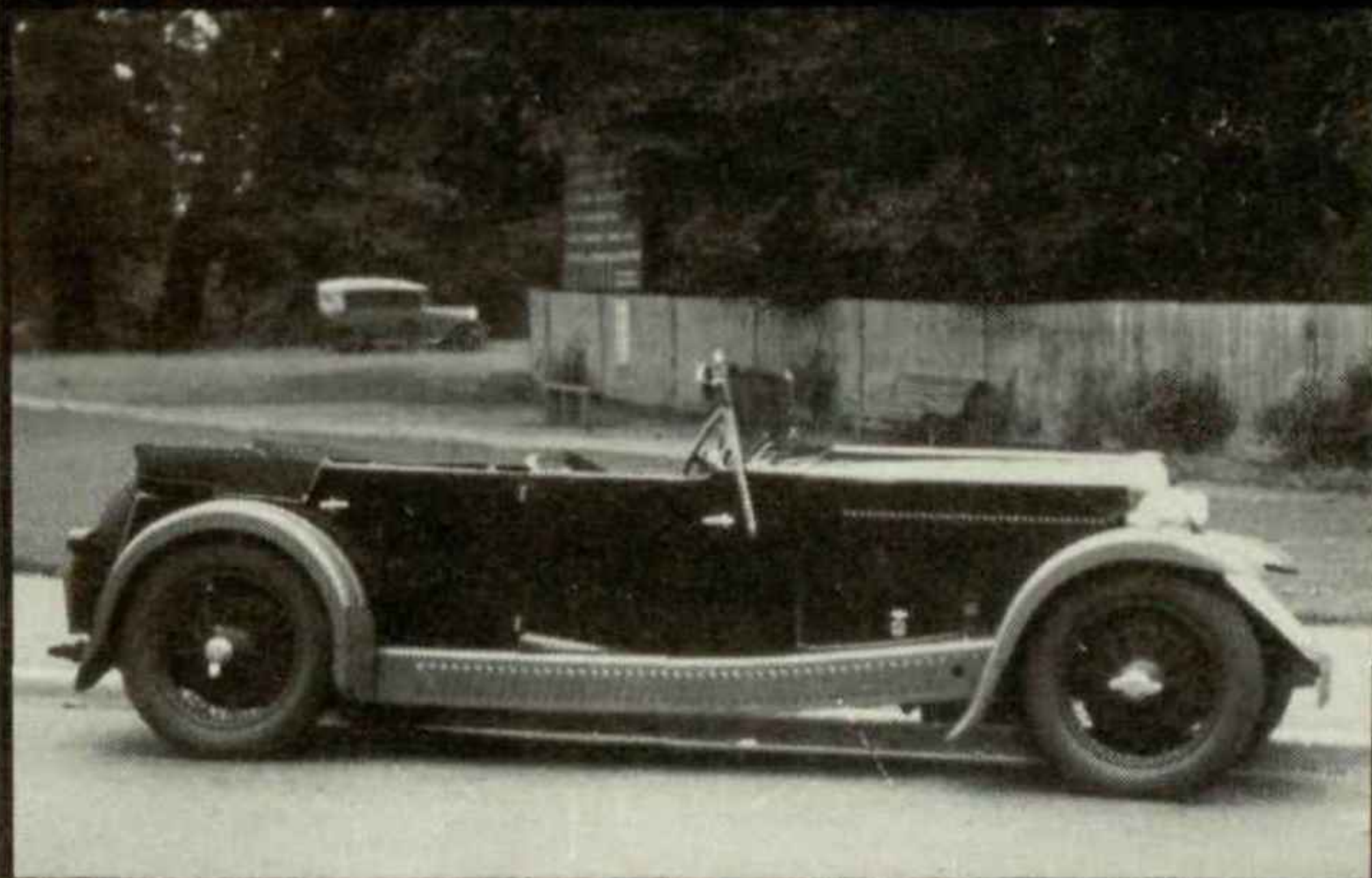


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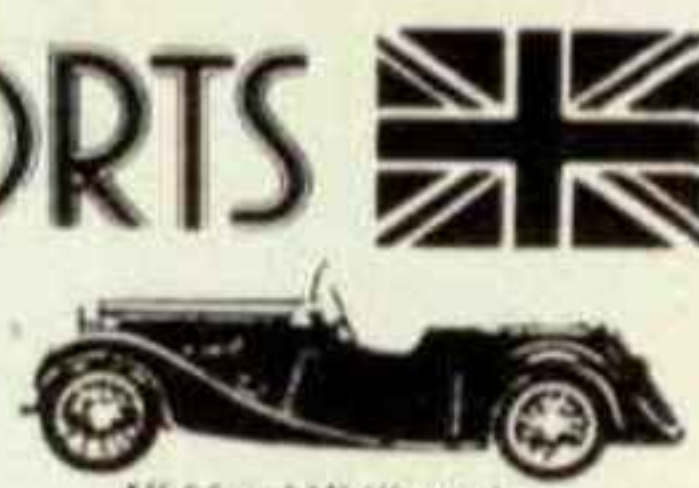
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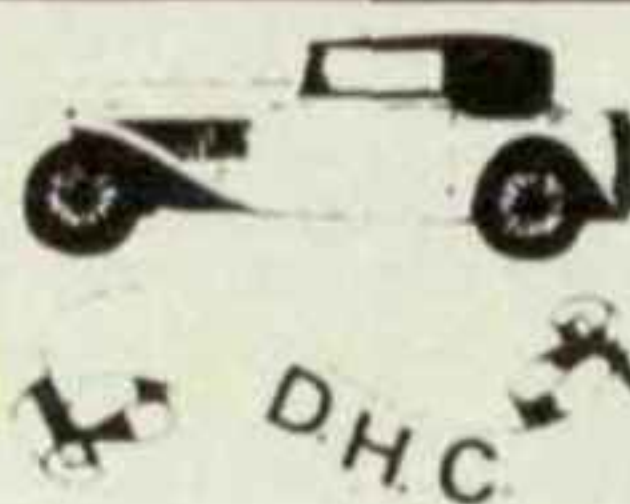
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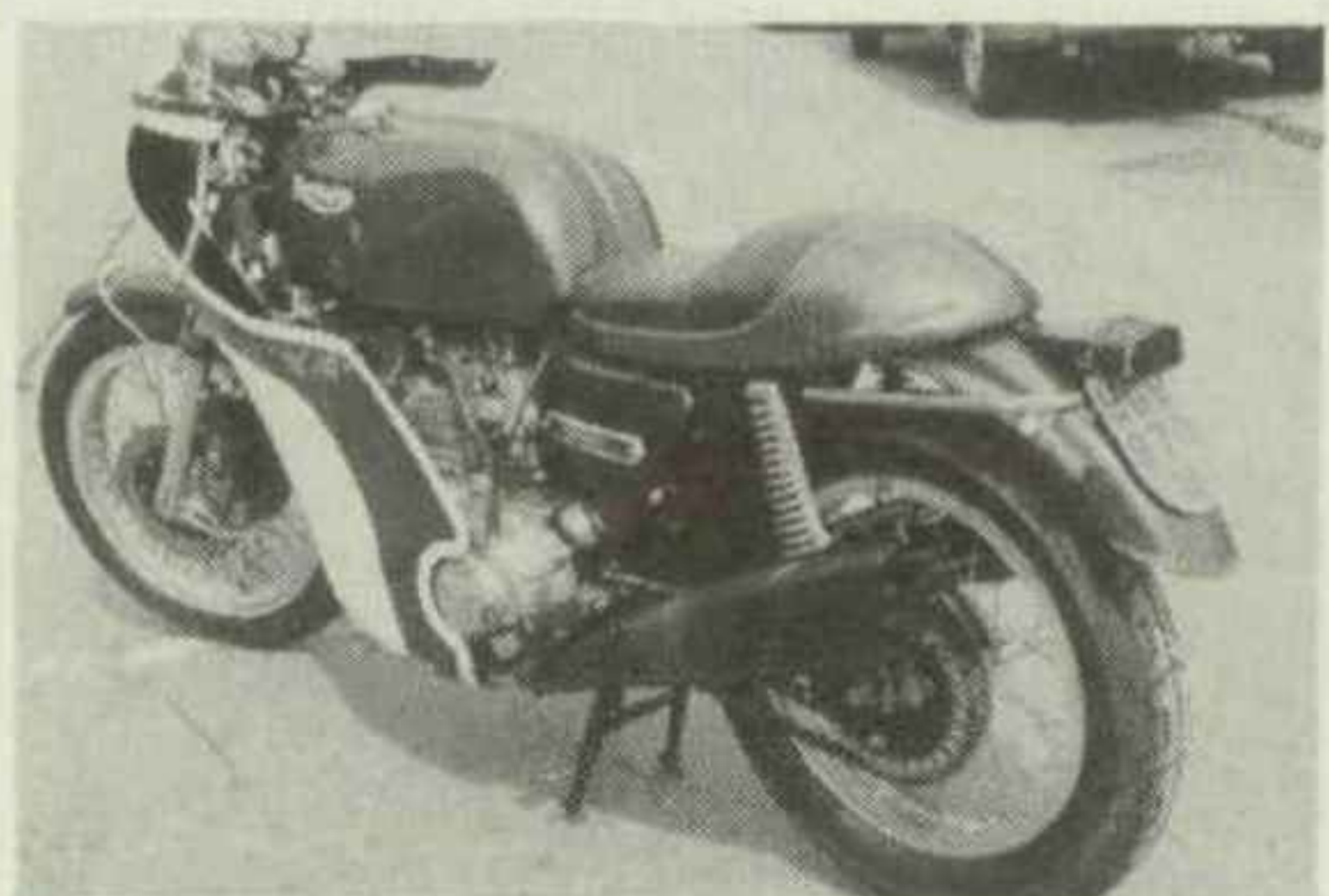
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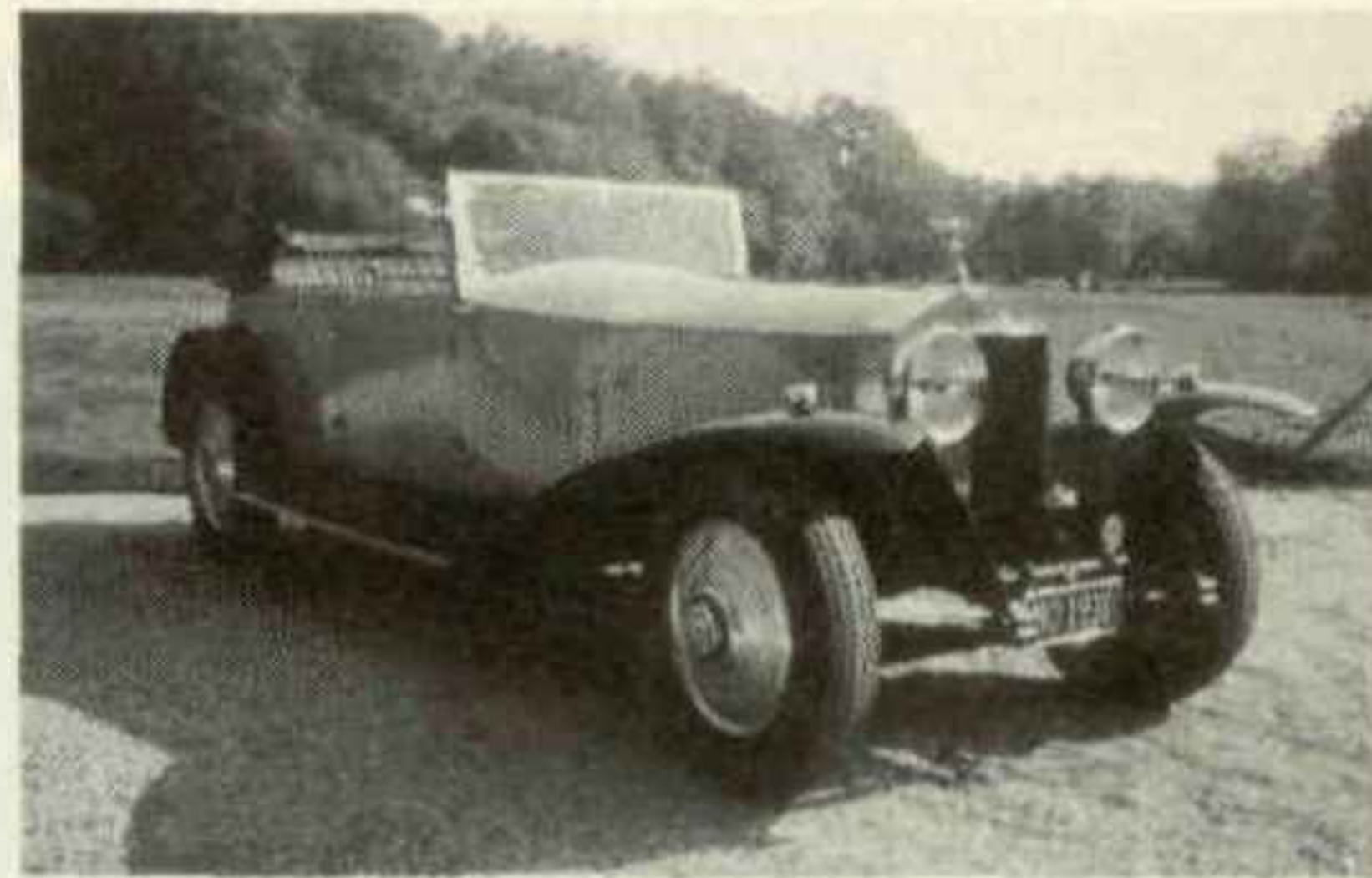
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1927 ROLLS ROYCE 20HP Barker-style Open 4/5 Seater Tourer. Ivory with button red leather interior, used by Oliver Reed in a recent film, now requires minor cosmetic tidying! hence.....**£39,950**



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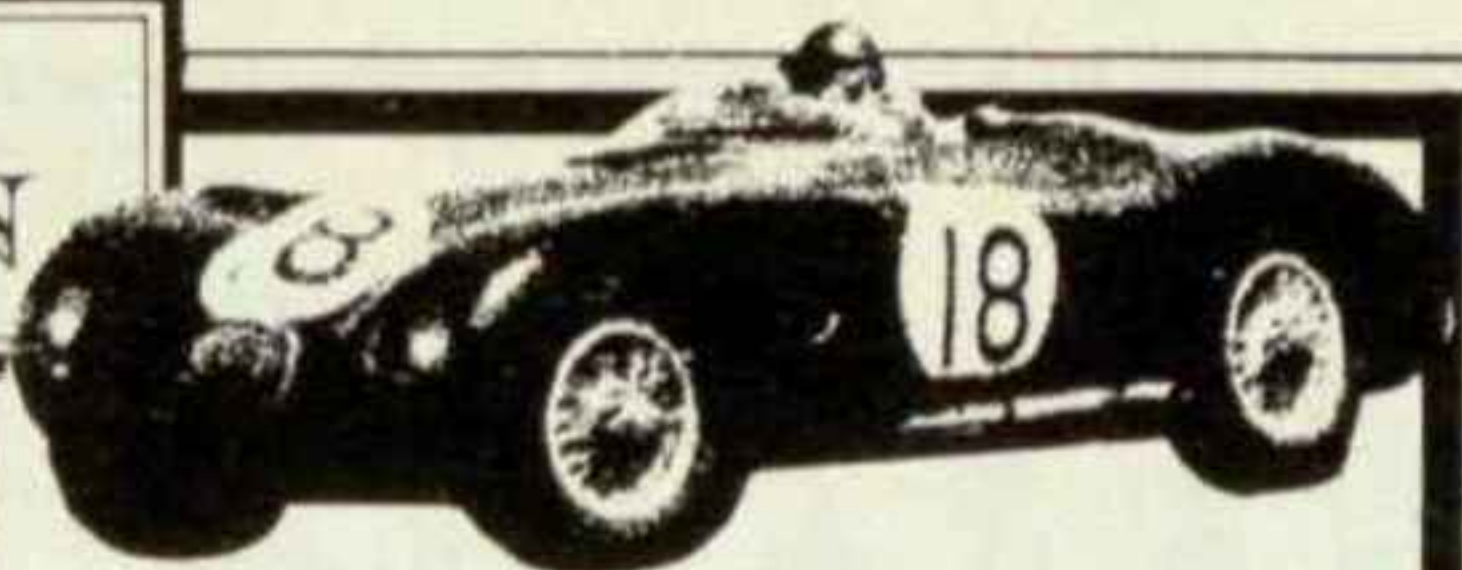
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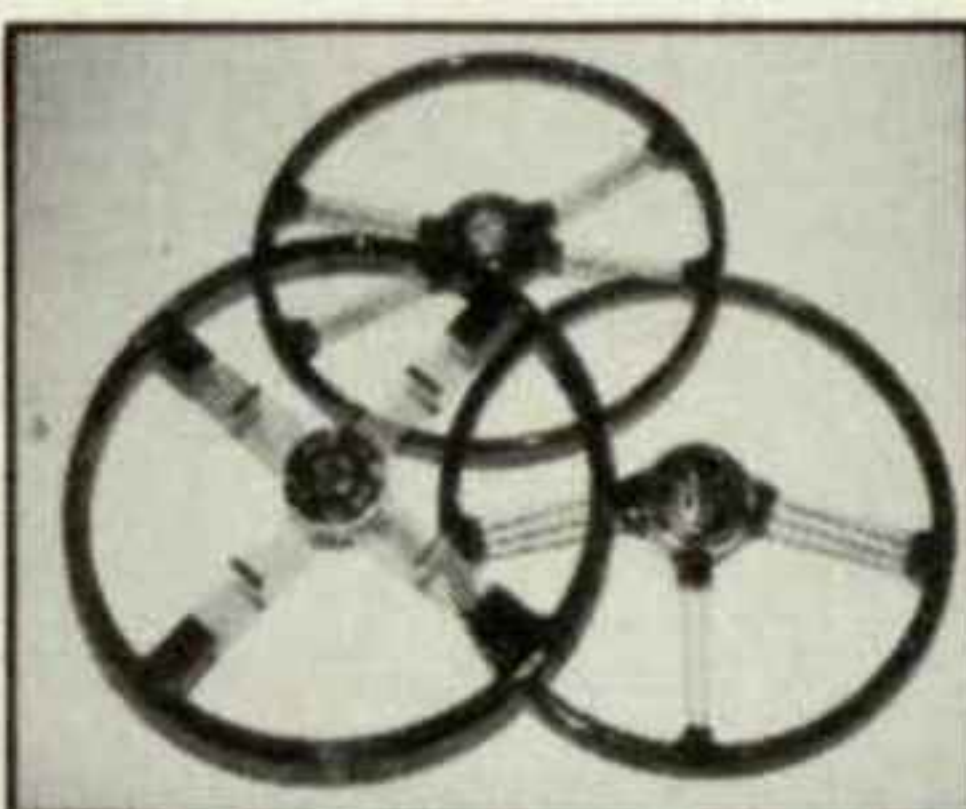
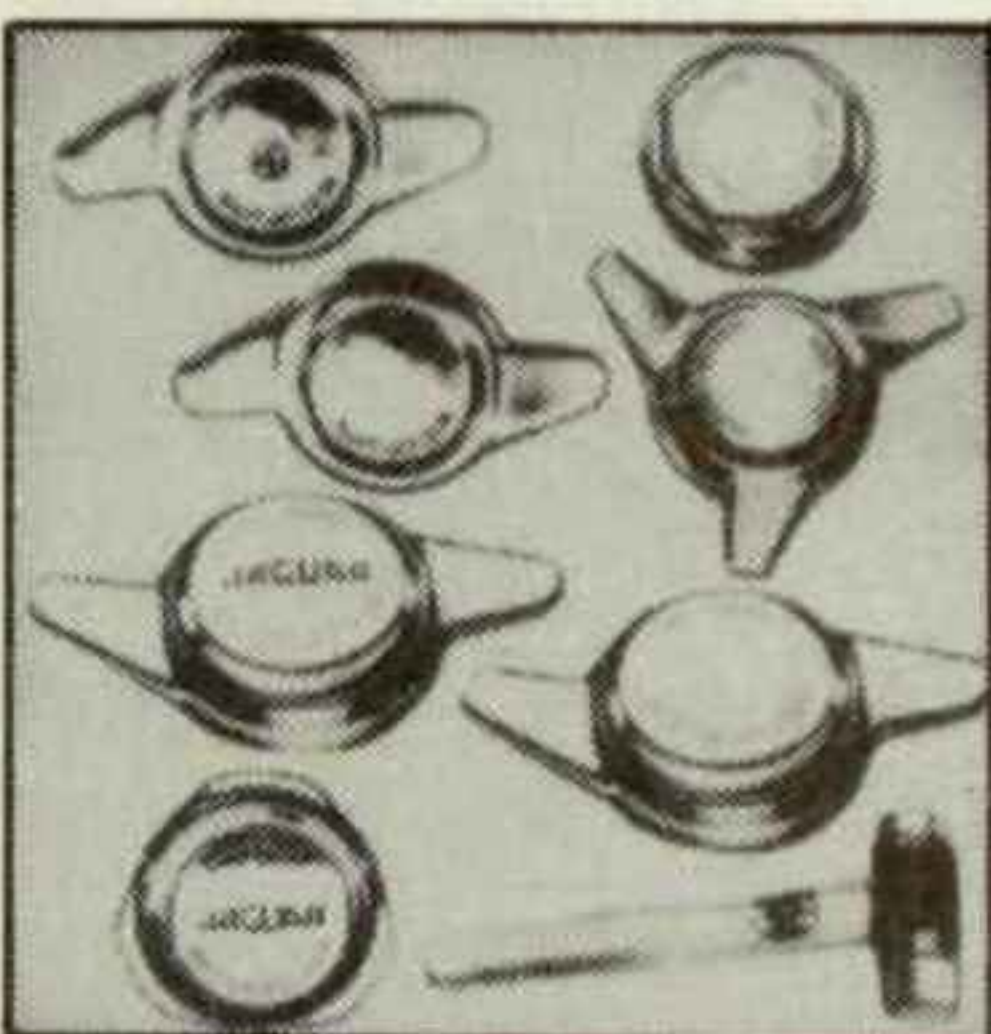
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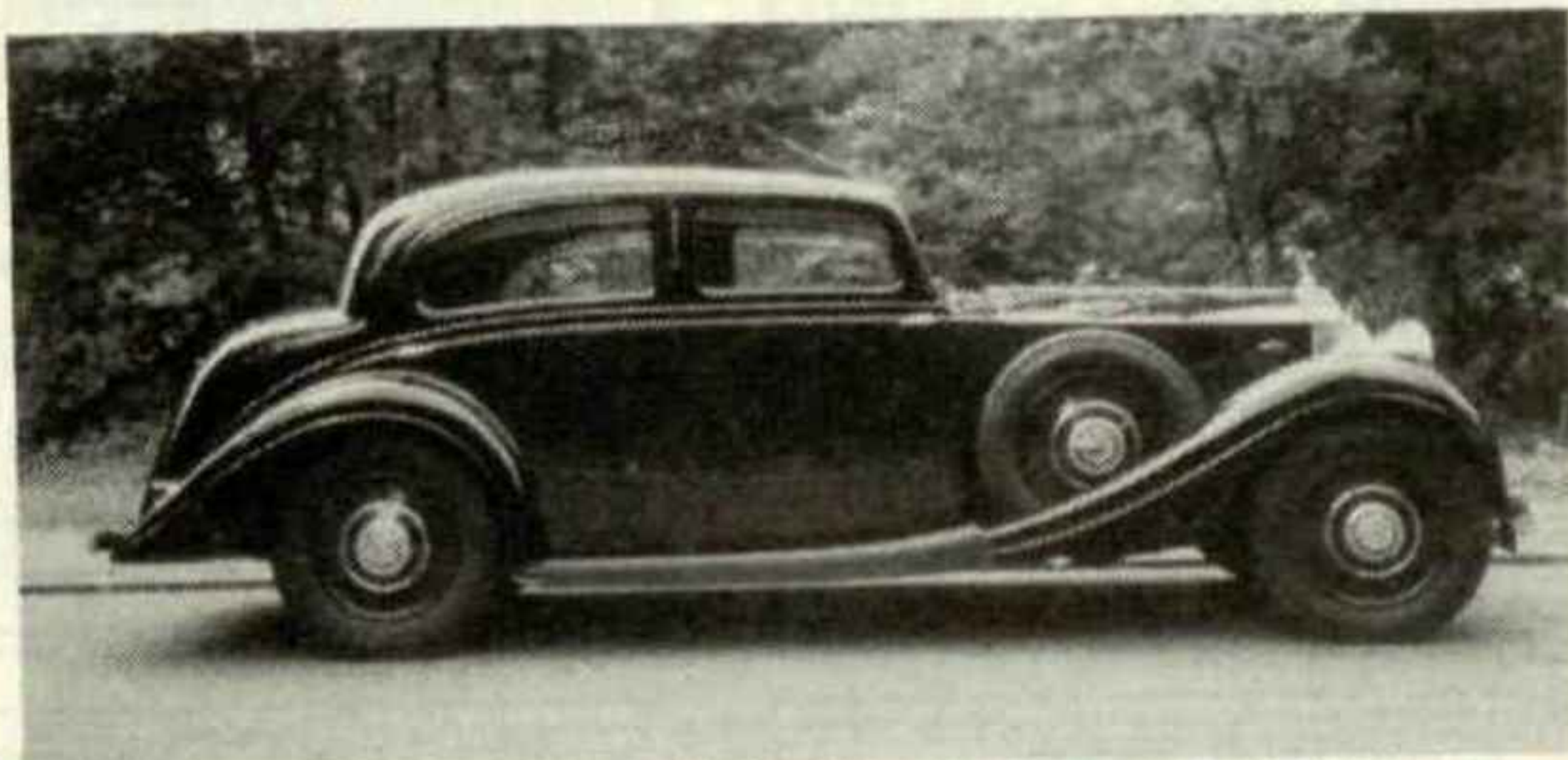
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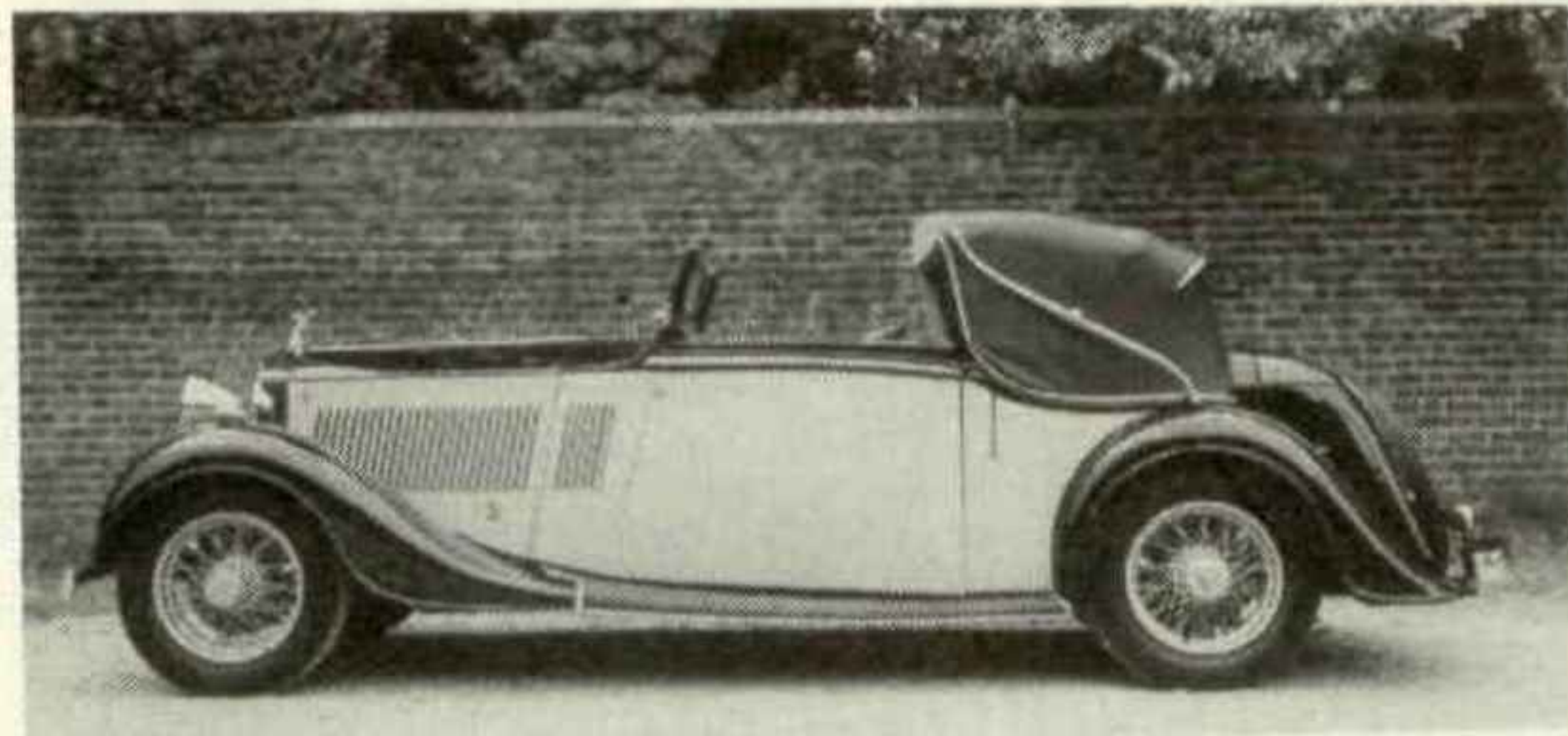
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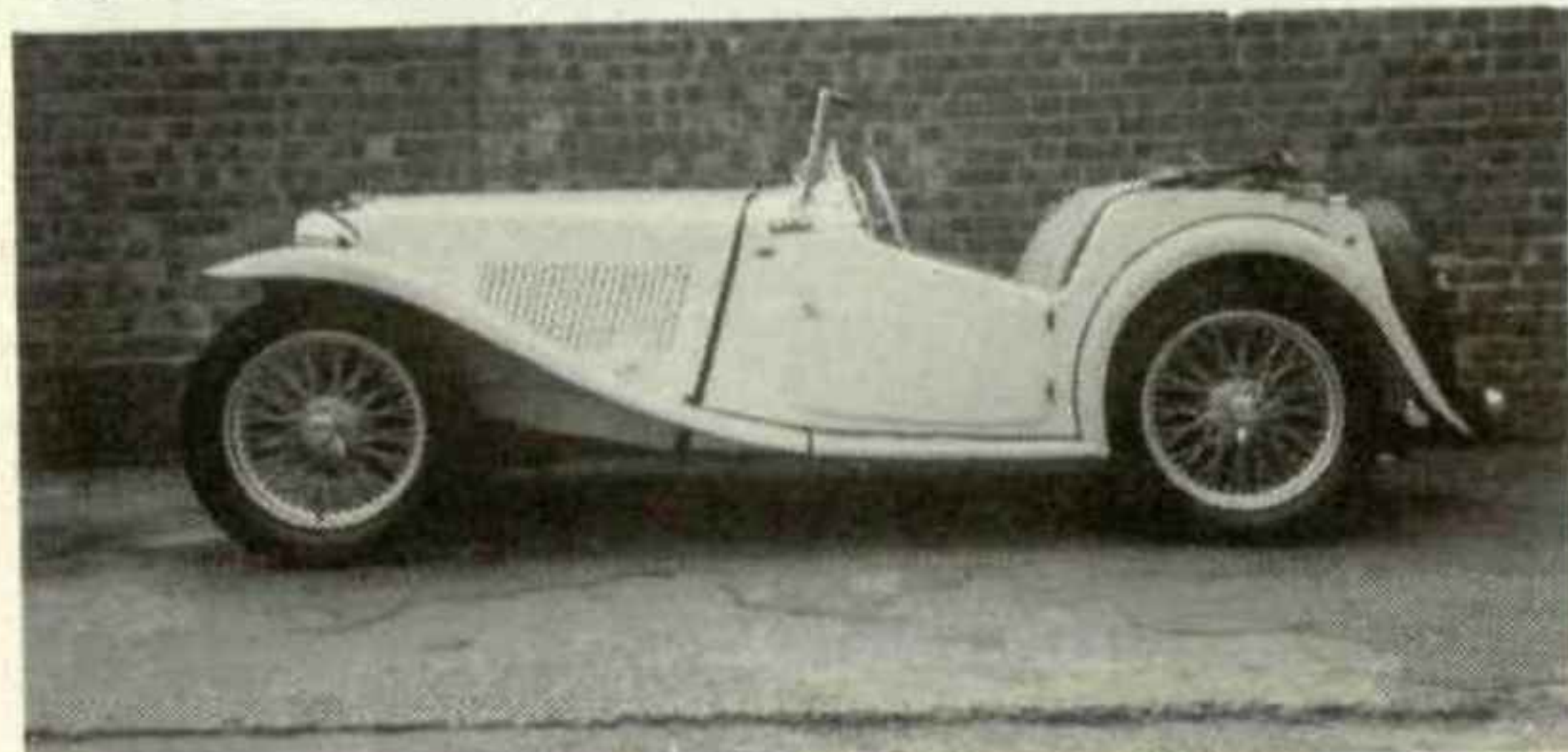
1937 ROLLS ROYCE 25/30 SPORTS SALOON with coachwork by Gurney Nutting in black over dark green. Fabulous looking car.



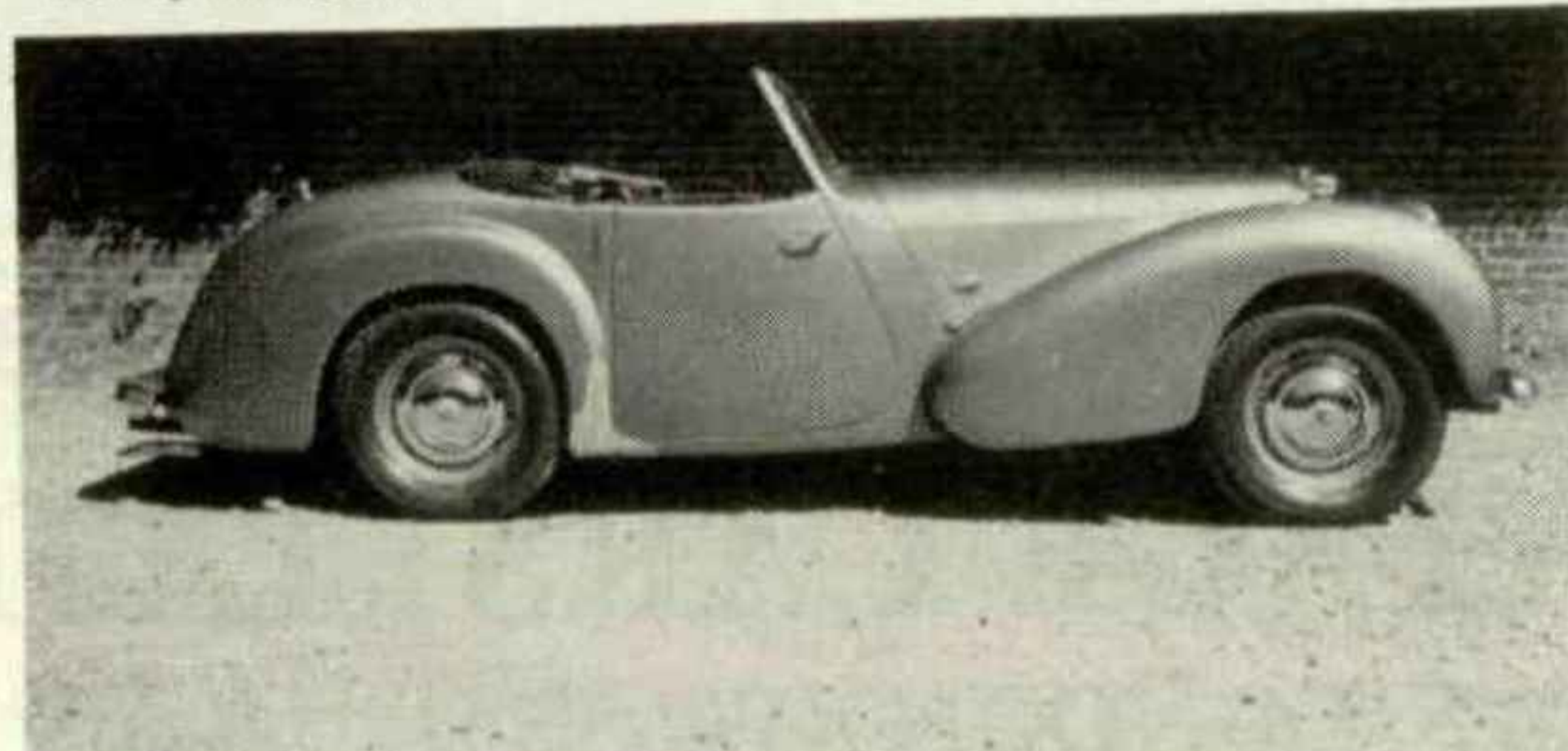
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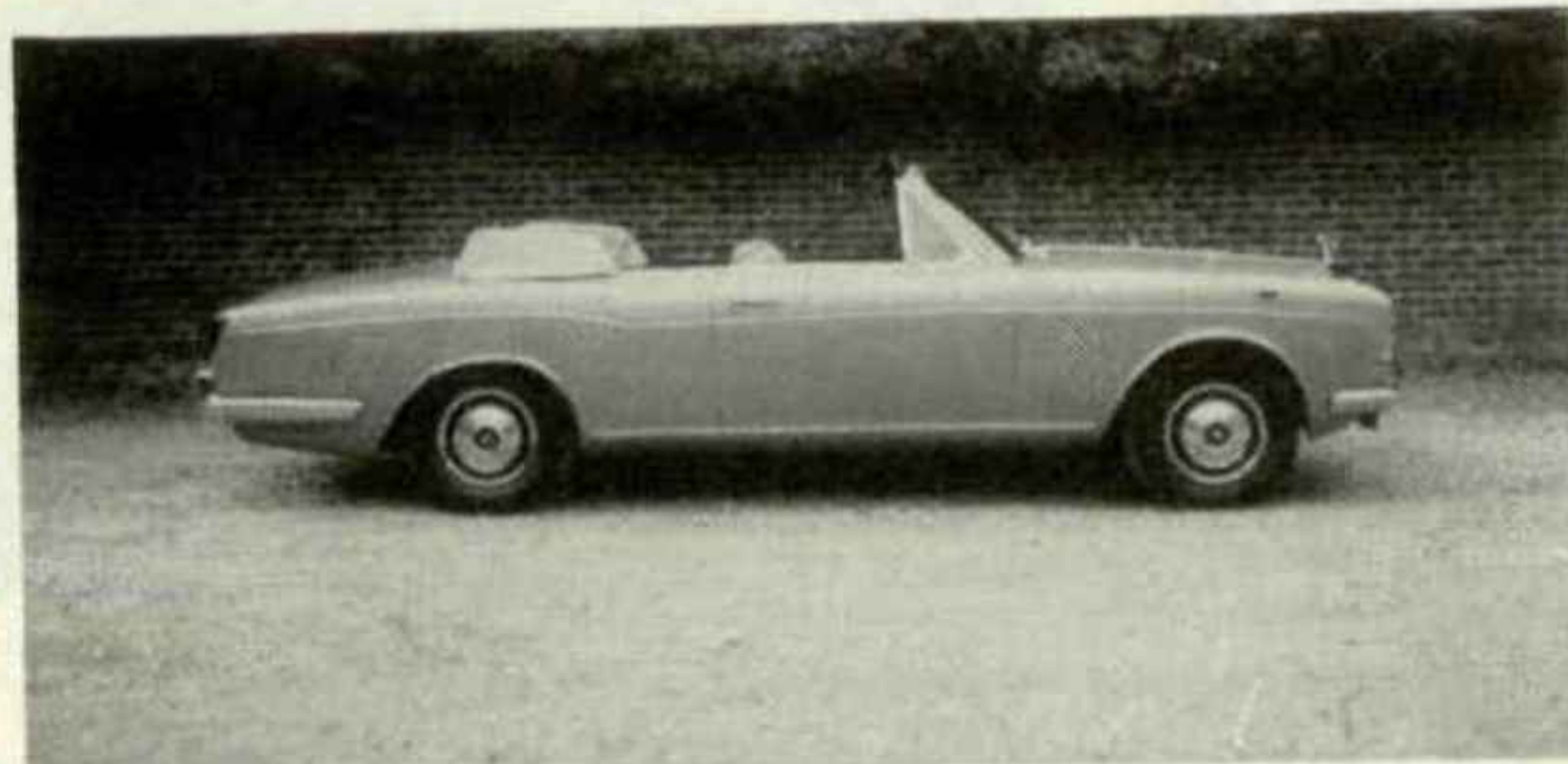
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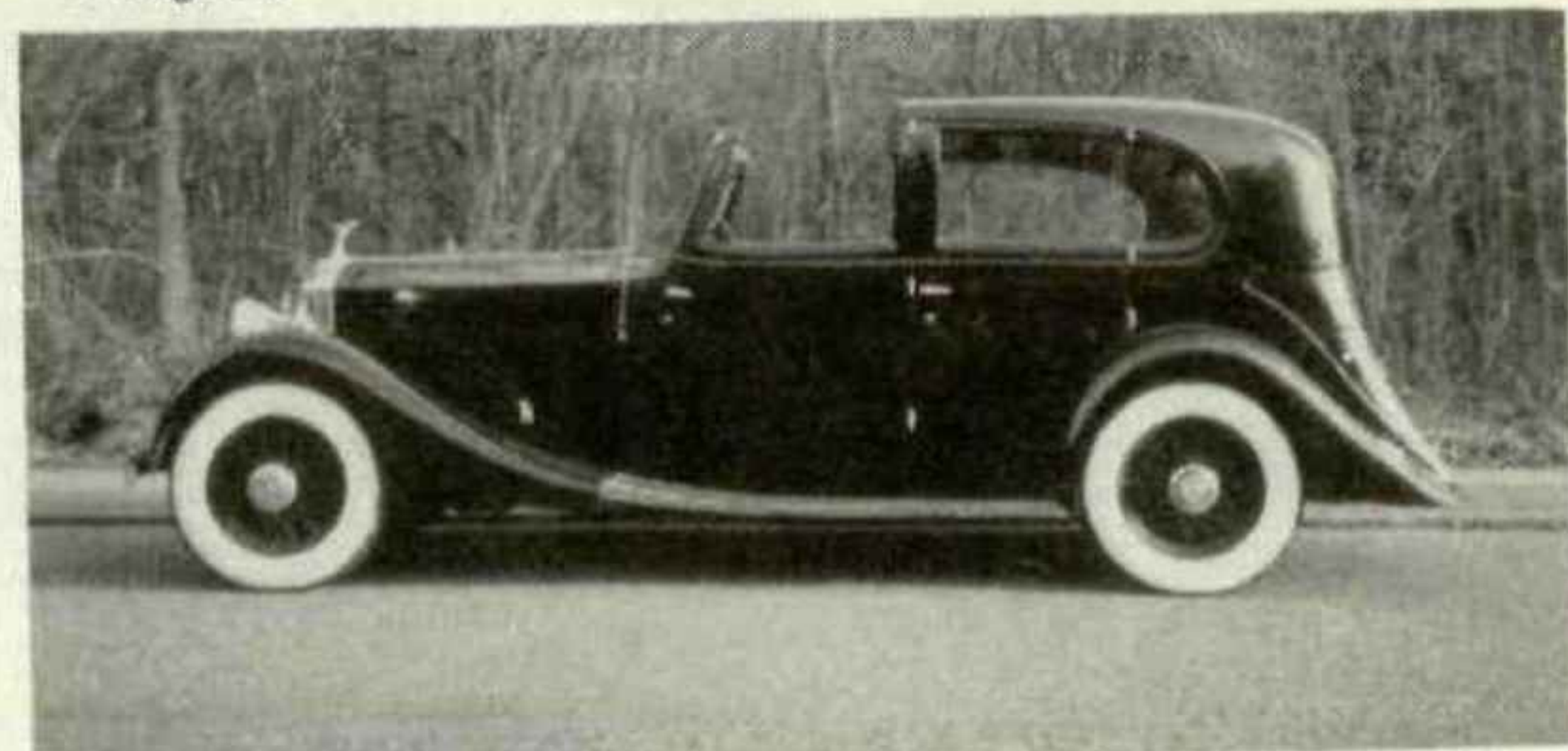
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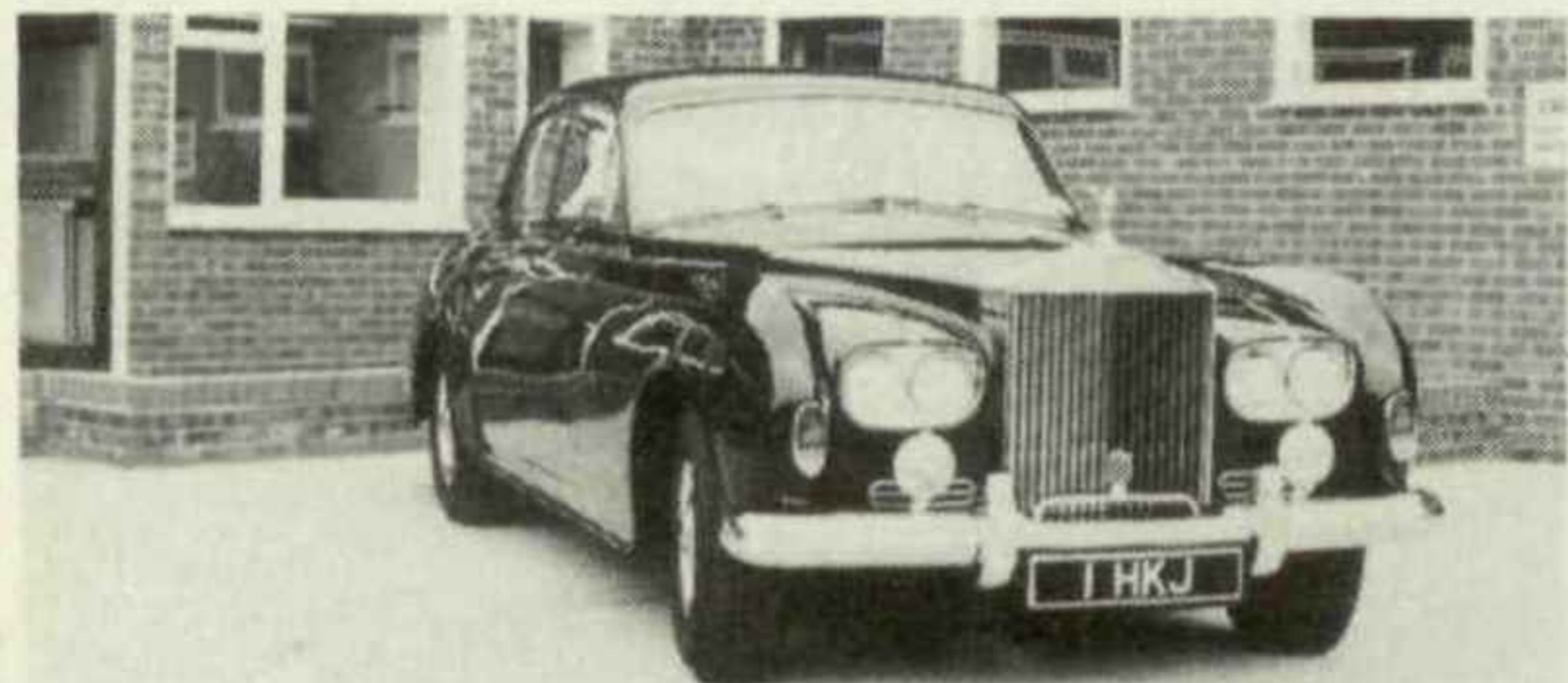
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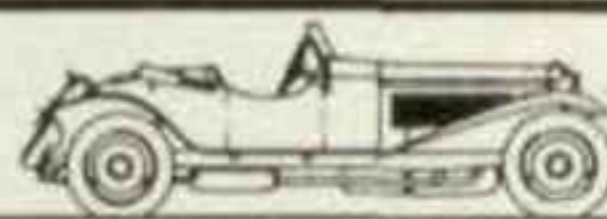
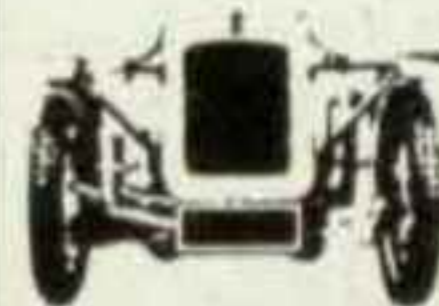
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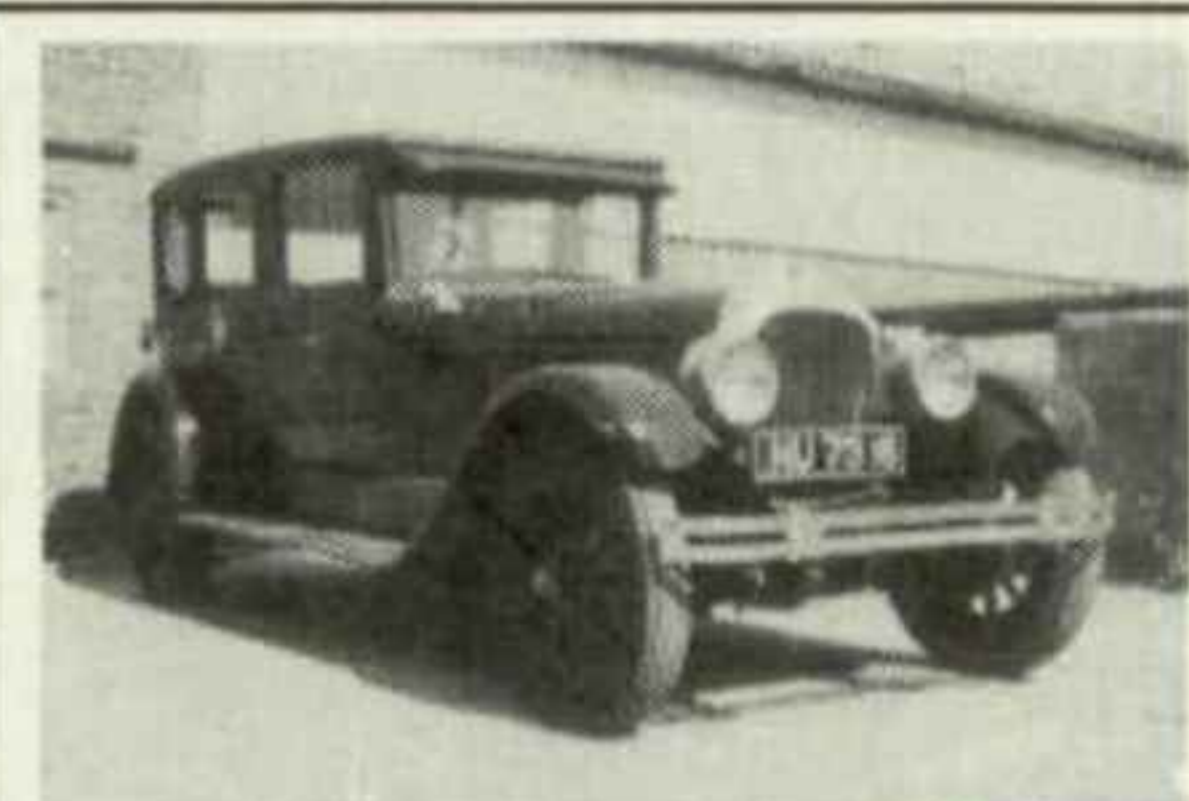
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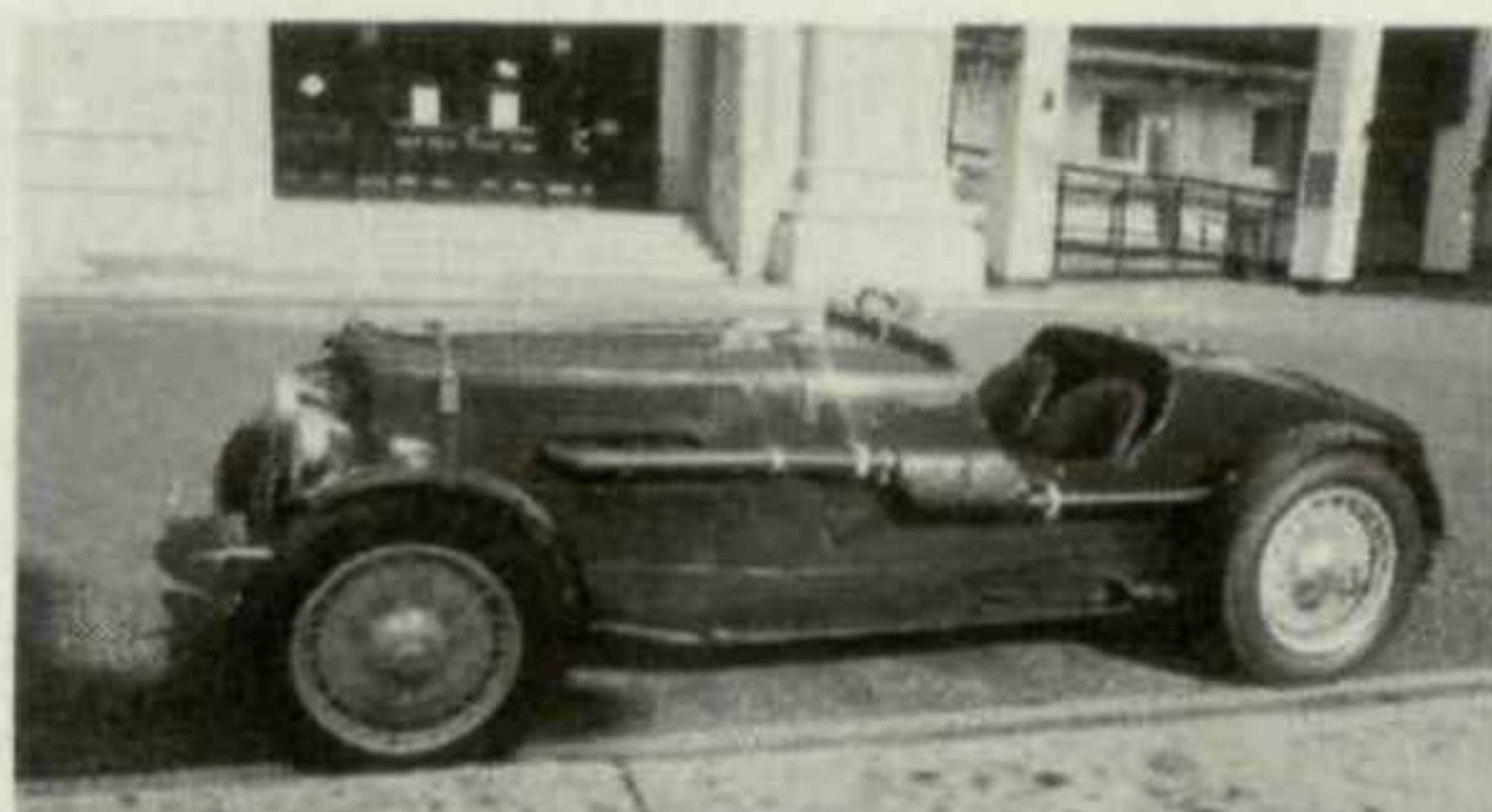
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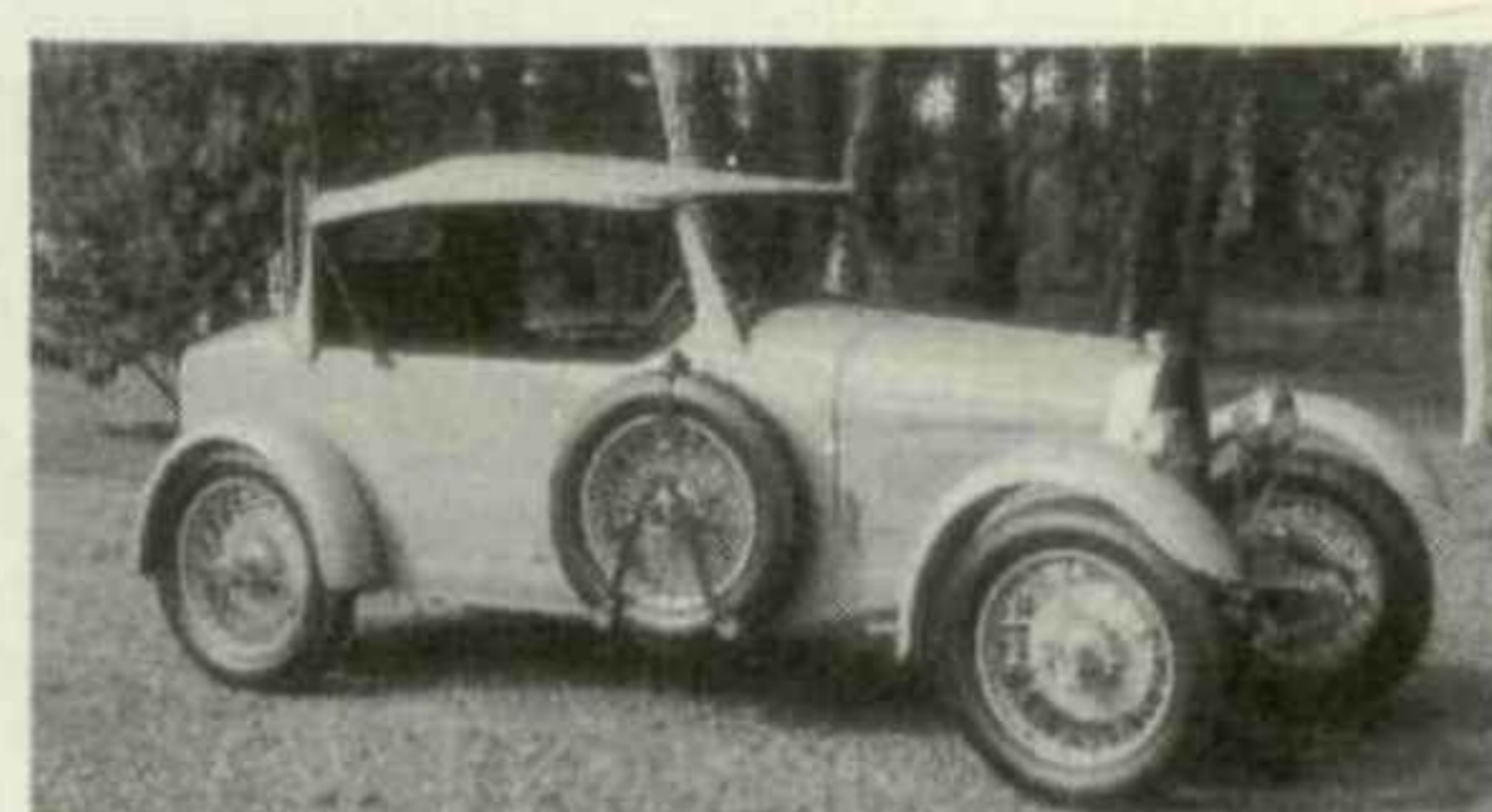
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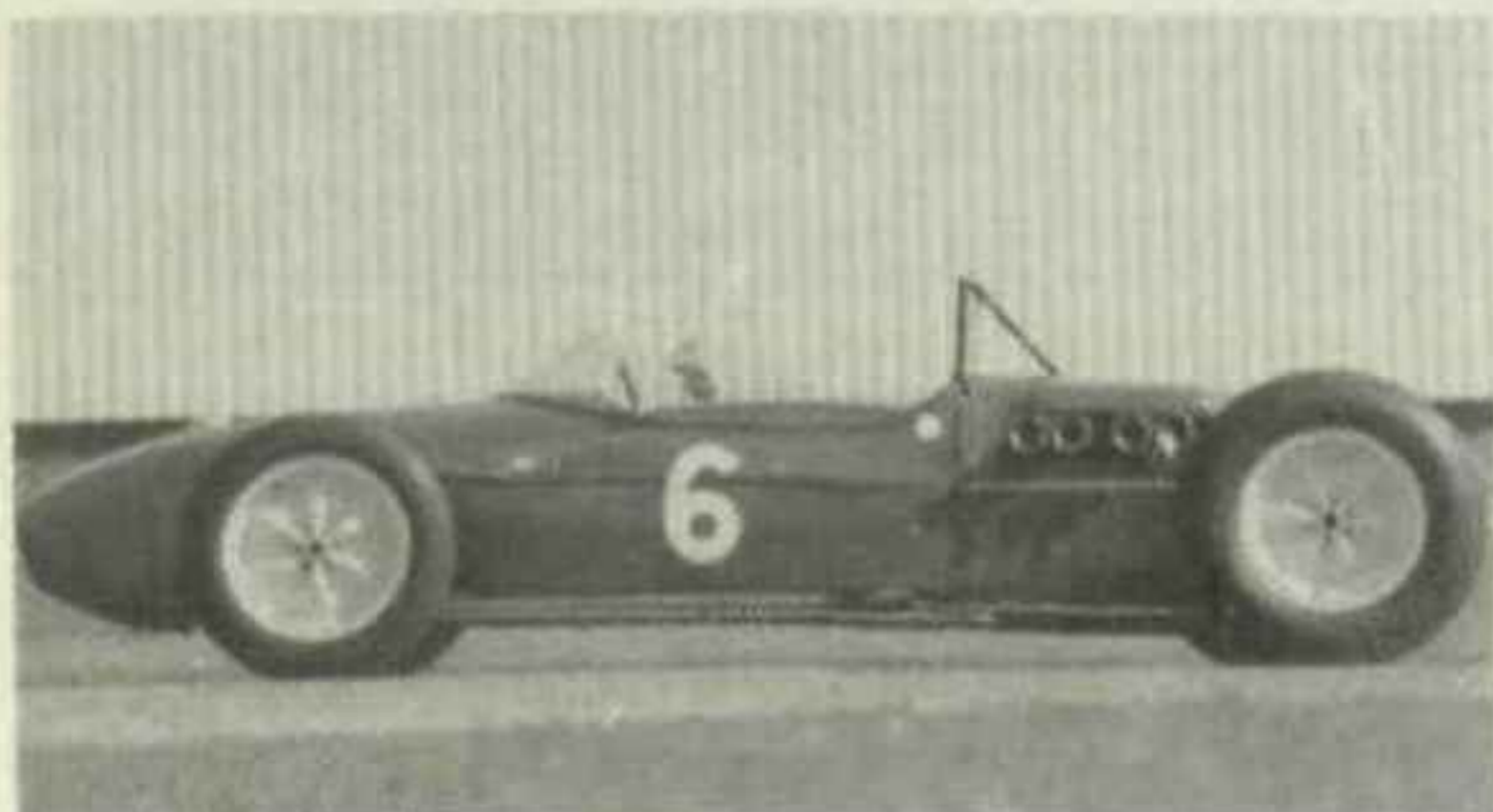
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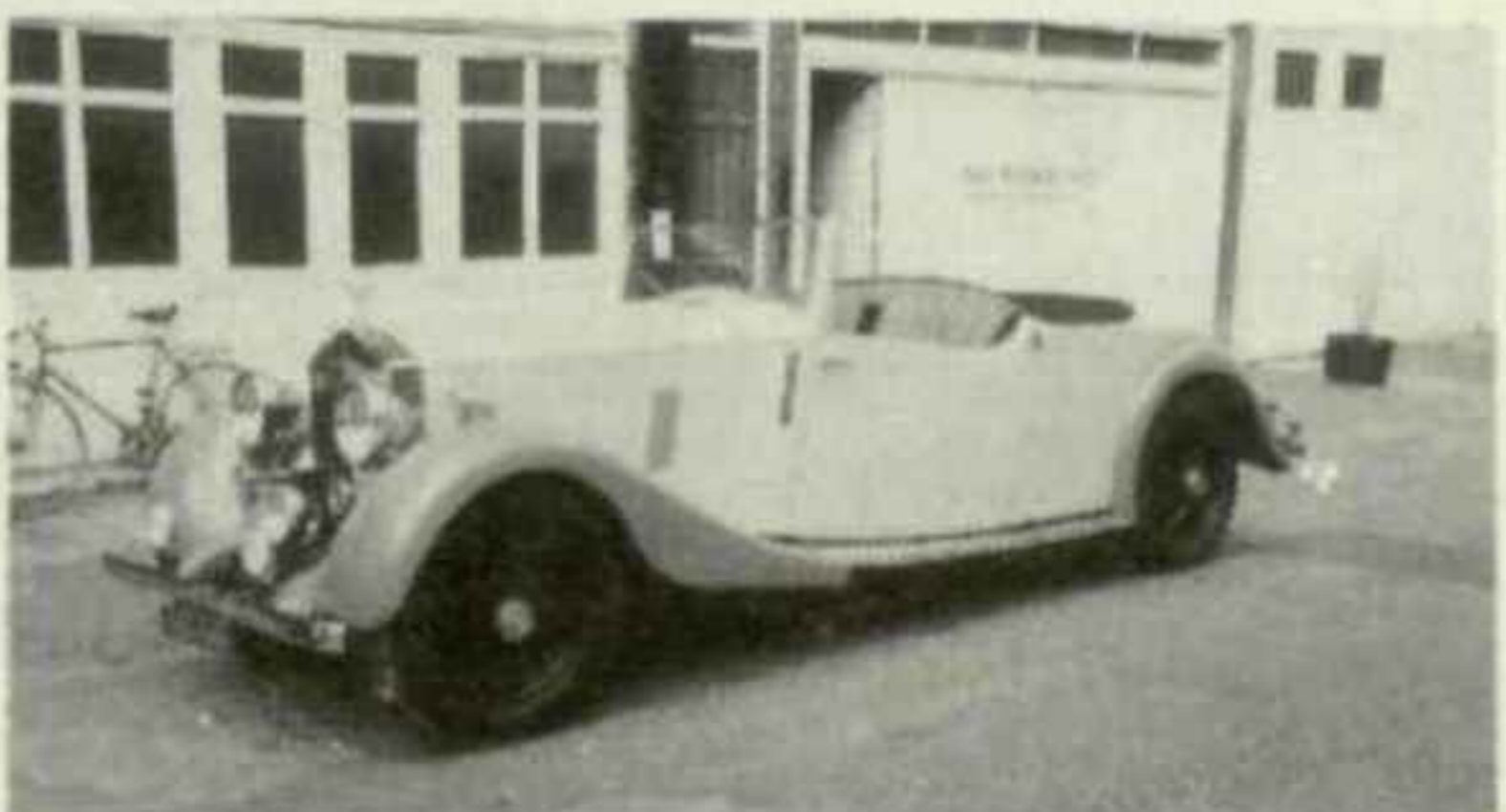
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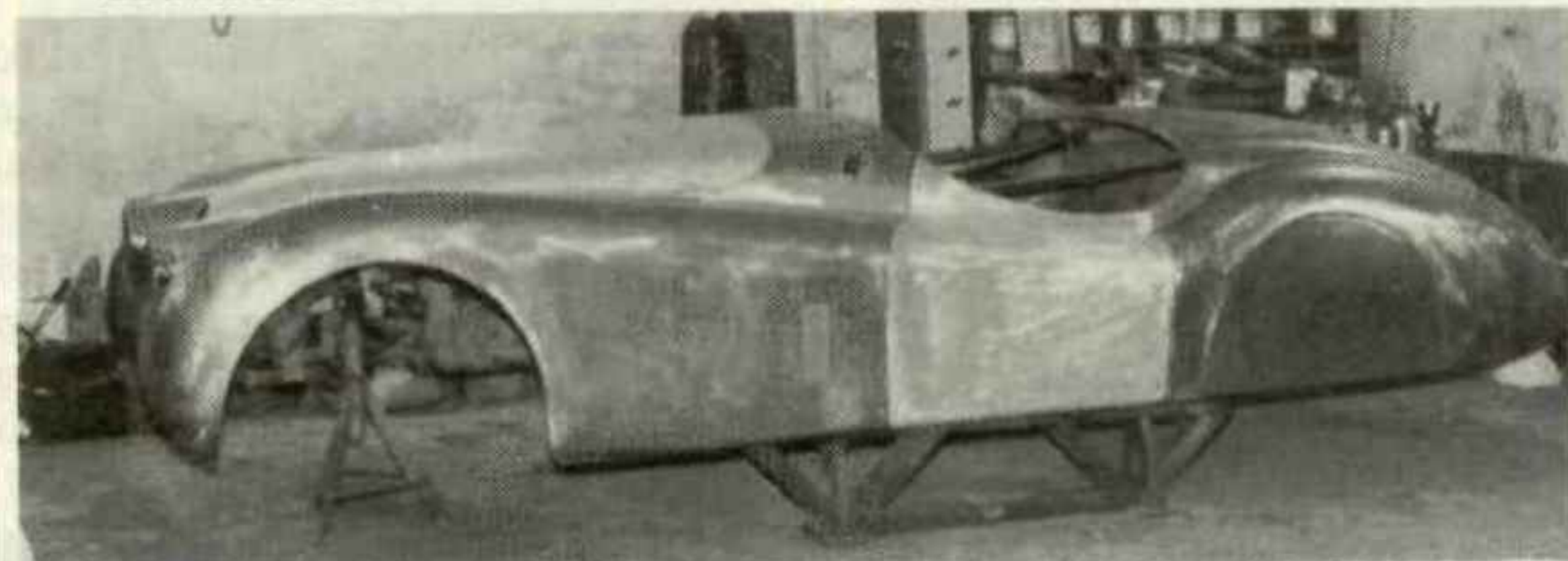
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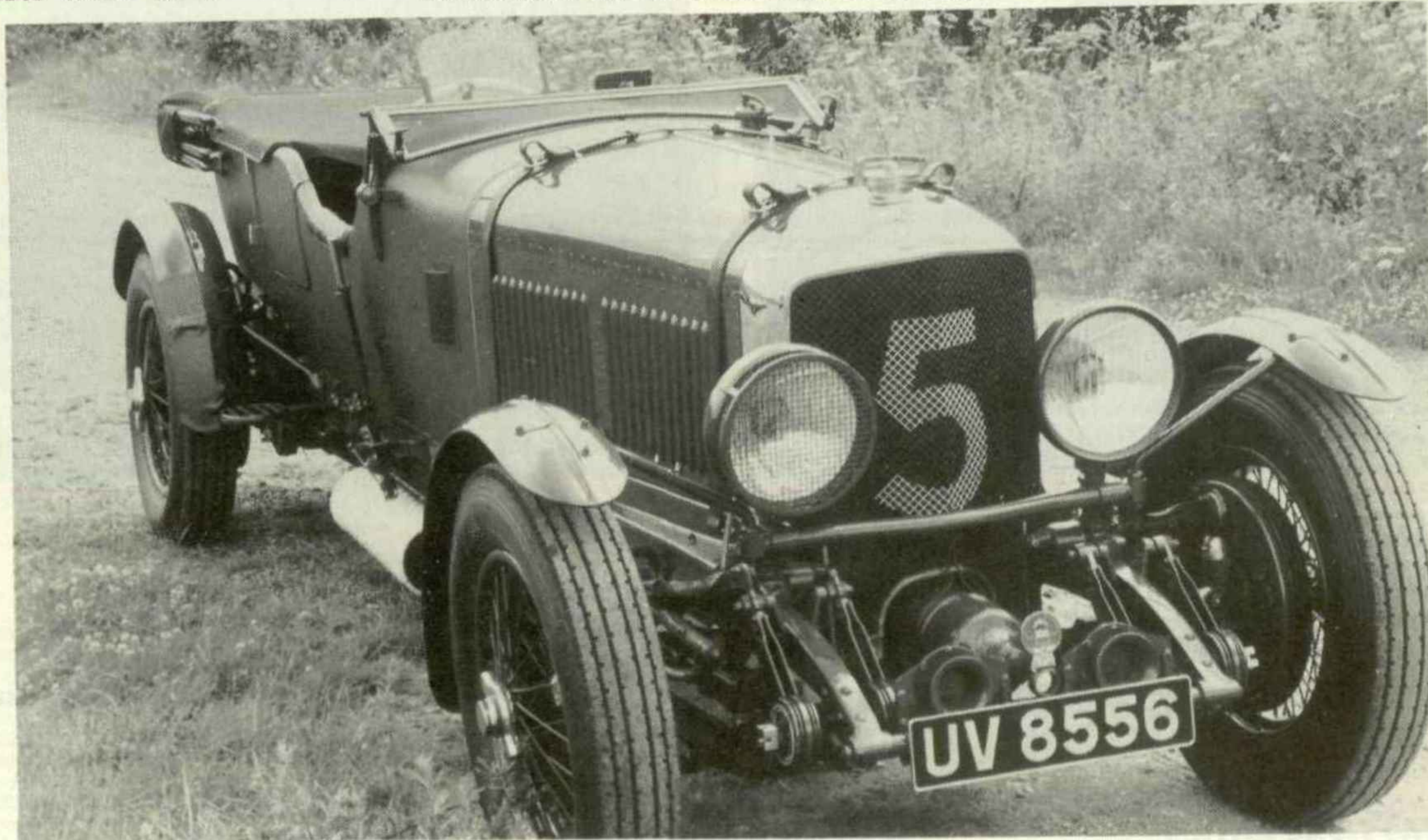
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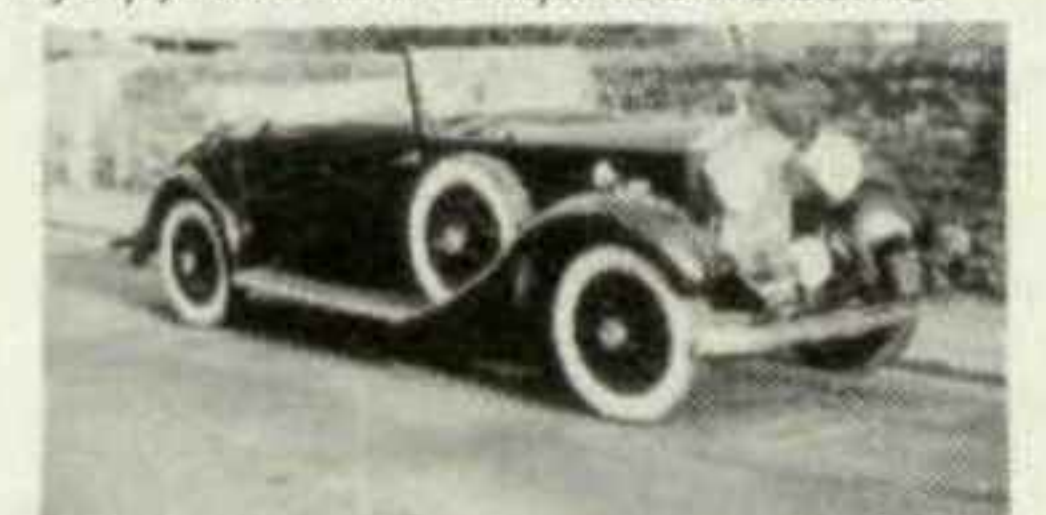
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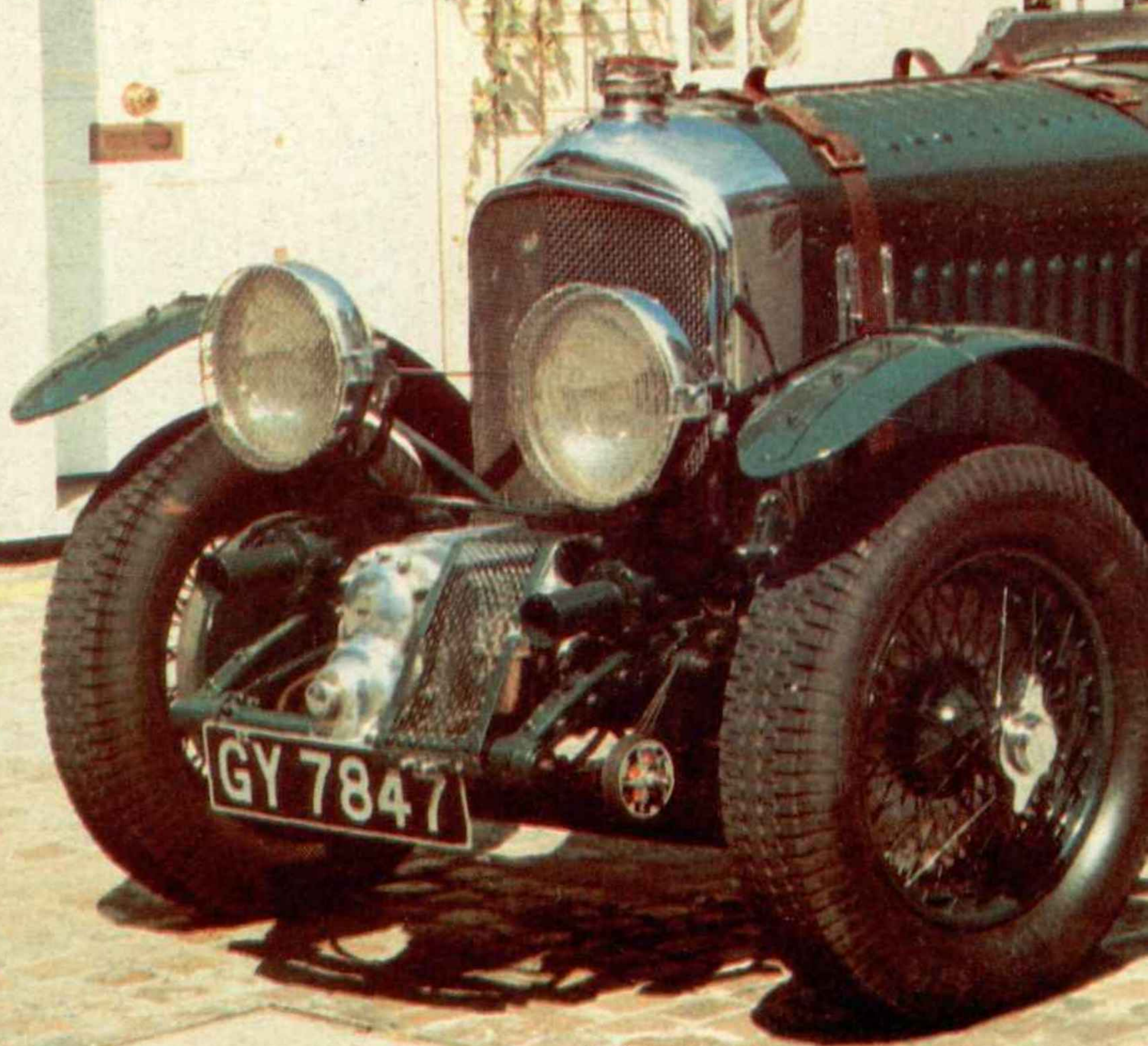
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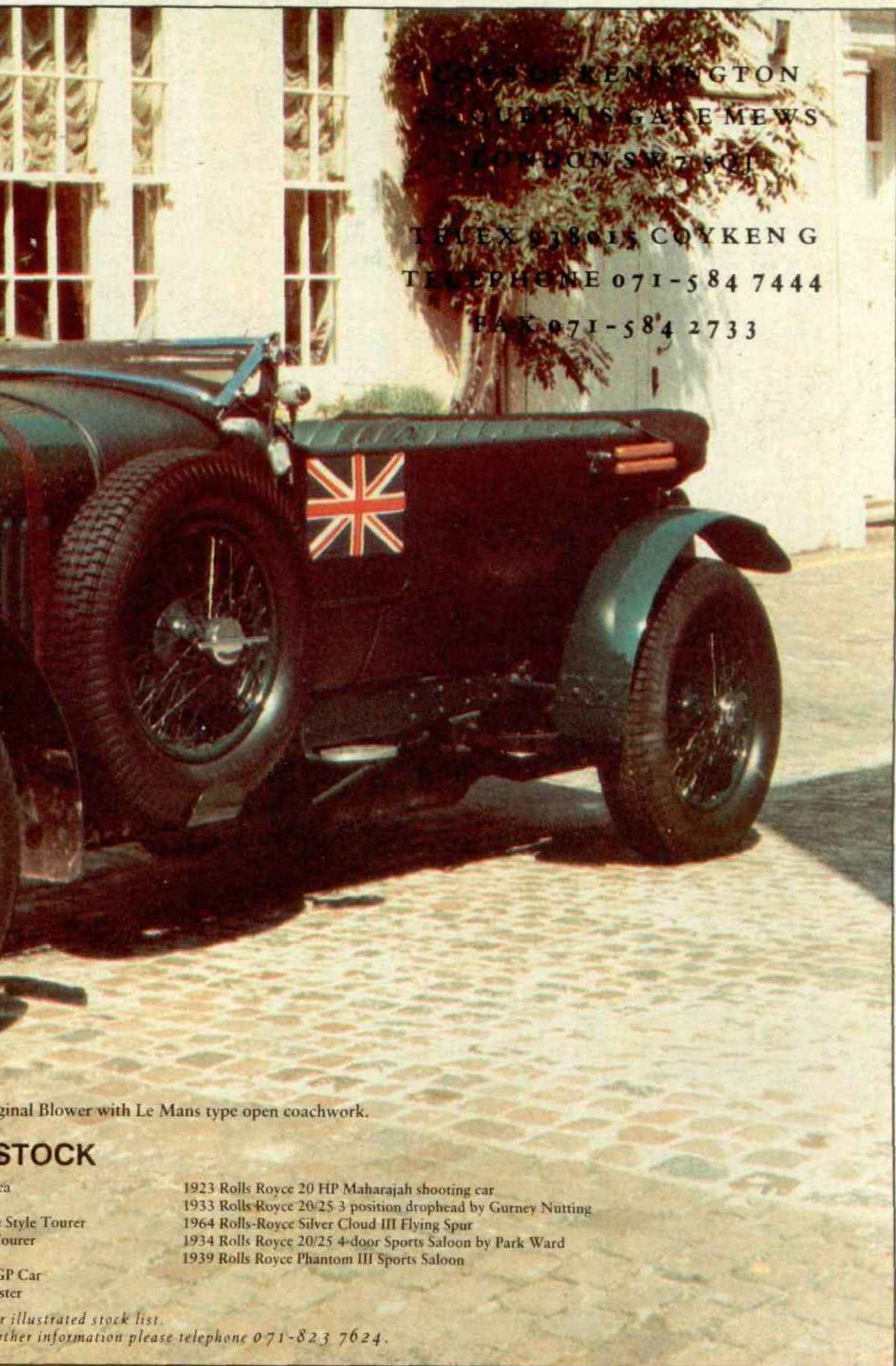
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