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MOTOR SPORT

The Authoritative Voice of The Sport



PIQUET'S LUCKY BREAKS

Aston Martin Zagato on Trial

1903 Napier profile

Biturbo by Maserati

Shell Oils

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GEMIN

MOTOR SPORT

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MATTERS OF MOMENT



It shouldn't happen to a World Champion. Prost abandons his fuel-less car at Hockenheim in 1986.

Fuel-Gauge Formulae

For how much longer do we have to endure the uncertainty of Formula One cars completing races due to their fuel tanks running dry? Or the knowledge that top-rank Grand Prix drivers cannot use their full skills throughout a race for fear of this happening? We maintain that drivers should not have to race "on the gauge", and that a fuel-computer, however accurate, has no place in a single-seater racing car.

Well-fought races can be marred by a car running dry short of the race distance, and one day the much-publicised World Championship itself may be distorted in this way. Are fuel limits necessary in Formula One?

They were adopted, specialist fuel-consumption or touring-car races apart, as a sop to public opinion. The most recent application arose when, in some quarters, it was thought that the world's oil reserves were running out. To force GP cars to consume ordinary 100-octane petrol in limited quantity was held to imply the advancement of engine efficiency.

This excuse for making world-class racing drivers concentrate on fuel gauges as well as on their proper task, which is to go as fast as possible round a given circuit, has long passed. It is a ruling that should be speedily abolished.

We can leave to the engineers and technicians whether, with the prevailing reduced turbo-boost but unchanged engine capacity, efficiency (not power) is enhanced or reduced. What we do know is that the enjoyment of following a race can be spoiled by the knowledge that, at any moment towards the end, a car may run dry. This can be construed as just as much a driver-error as over-revving an engine, running too long on one set of tyres or damaging the suspension by driving over kerbs.

It could even be argued that computerisation and radio technology are advanced because in today's races it is necessary to keep drivers fully acquainted with the fuel situation! Our view is that the present fuel restrictions add an unwanted, unnecessary and artificial factor to Formula One motor racing.

The prospect of cars failing to run the race distance through running dry could be obviated by reintroducing refuelling stops, adding to the excitement of tyre changes. But race officials would no doubt be horrified at the assumed fire hazard, small as this has proved in longer events.

Allowing designers to use as much fuel as they deem necessary would be the other solution. Even then, the engine efficiency factor would be present, because no-one would wish to incur the weight and possible drag penalties which carrying more petrol than your rivals would incur.

And when Formula One is confined to (presumably more economical) *non*-turbo-charged power units, why should these unwanted fuel-limits continue to apply? Let us have no more of it, we say!

Anyone who knows the anxiety of driving ordinary cars with the fuel-gauge on zero and no filling station in sight must surely sympathise with racing drivers in a similar situation? With their very considerable skills to exercise at extremely high speeds, this is a factor they should not have have to contend with . . .

Club News

Just as the original Ecurie Ecosse, which entered the winning Jaguars at Le Mans in 1956 and 1957, spawned a supporters club (the Ecurie Ecosse Association) so the reformed World Sportscar Championship Group C2 team is attracting a loyal following. A new Club Ecurie Ecosse aims to bring its members and the team together through various social events. Membership costs £10 per annum from Andrew Mitchell, Club Ecurie Ecosse, PO Box 5, 25 Market Square, Duns, Berwickshire TD11 3EQ.

Ulster Automobile Club's 600-Mile Tour of Ireland starts in County Down on Friday October 9 and runs via Athlone and Limerick to Killarney on the Sunday. Intended for clubmen and cars of all ages, it includes driving, navigation and regularity tests, but no speed events. Registration forms can be obtained from the UAC at 3 Botanic Avenue, Belfast BT7 1JG.

Goodwood will once again be the venue for the Alfa Romeo Owners Club's annual Giulia Register Rally, for which all 105 series cars are eligible. It is hoped that many of the entrants will run in convoy to the event, on Saturday September 12.

Over the weekend of September 25-27 the North Wales Sub-Centre of the Austin Healey Club will be playing host to a national AH event, the 1987 Welsh Weekend, in Llandudno. Send an sae to Mrs G V Bowman, Ty Healey, 12 Brondyffryn, St Asaph, Clwyd LL17 0YA for details.

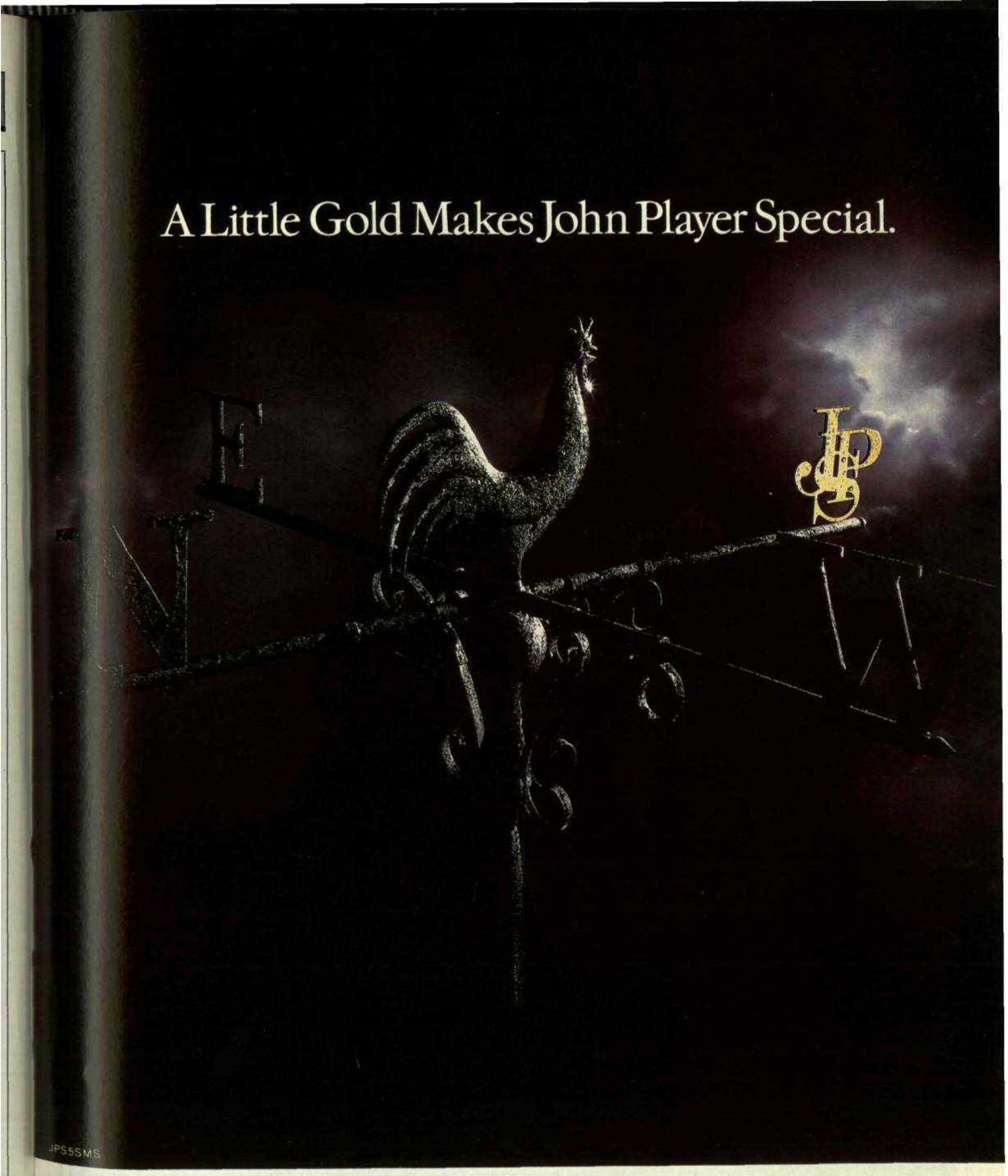
Yeovil Car Club has announced that the Esso Bristol to Weymouth Run it has organised for the last five years will next year be replaced by a Bristol to Bournemouth event. Expected to be the largest veteran and vintage vehicle run in Britain, this will take place on Sunday June 12, 1988, and full details can be obtained from Keith McGee at 38 Kenmore Drive, Yeovil, Somerset.

One week after the Bristol Owners Club's annual Bristol Day and Concours at Stoneleigh Abbey in Warwickshire on September 6, its London section is holding an "End of Summer Gathering". Anyone is welcome to go along to the Albert Memorial in Kensington Gardens on September 13.

Although its annual driving tests at Eversley last month had to be cancelled at short notice, Lancia Motor Club has an open day at Castle Combe on September 5. Entry fee is £15. LMC's competition secretary is Nigel Hargreaves, 19a Spittal Street, Marlow, Buckinghamshire SL7 3HJ.

Hambury Hall near Droitwich in Worcestershire is the venue for this year's Standard Triumph International Rally on September 20.

A Little Gold Makes John Player Special.



MIDDLE TAR As defined by H.M. Government

Warning: SMOKING CAN CAUSE HEART DISEASE

Health Departments' Chief Medical Officers

AROUND AND ABOUT

BMW Sportster Gets Go-Ahead

Just 154 inches of resilient plastic over a steel monocoque clothe the BMW Z1 sportscar, which is to be made from June 1988 onward at the rate of six per day.

Neither UK availability nor price have been revealed, but it seems there will be little change from £20,000. Nor will there be any specific RHD model before 1989.

BMW's 325i six, of 170 bhp, is mounted behind the front axle to drive the rear wheels. That rearward engine, and the 0.34Cd (closed) body which has a modest degree of ground-effect from an undertray, both assist a claimed 1G cornering capability.

Top speed is likely to be 135-140 mph; 0-62 mph will take around seven seconds for 2420 lbs of Z1.

Not displayed until this month's Frankfurt Show, the Z1 previewed as a BMW Technik GmbH design exercise in 1986. The mildly surprising decision of BMW's board to make the swiftly-developed (3 years) soft-top may cause Porsche some further heartache with its four-cylinder range, which is also expected to feature a cabrio soon.



BMW Z1 — production go-ahead.

Close Battle for Renault 5 Cup

The closely-contested Renault 5 Elf Turbo UK Cup reached its seventh round at Snetterton, where Grimshaw took the Philips Award for pole position but was out-accelerated off the line by the Graham Goode cars of Gibson and Martell. Grimshaw was eventually black-flagged for kerb-jumping and Williams, having worked his way into the lead, had the flywheel come adrift on the last lap.

So David Martell won, at 84.63 mph for the 15 laps, from McGovern, Gibson and Jones—only 2.79 seconds covering these four places at the finish.

Glynn came from seventeenth on the grid to fifth, setting a lap-record of 86.3 mph. Barrie Williams' lead of 68 points was now only six ahead of Gibson's tally.

SEPTEMBER FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Aug 26-30	**The Rally of the 1000 Lakes**	**Jyvaskyla, Finland**	**Rally of 1000 Lakes (WRC)**	**INT**
Aug 29	MG CC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Aug 29	Bentley DC	Silverstone, Towcester, Northants	Race Meeting	R
Aug 29-30	Cumberland Sporting CC	Carlisle	Cumbria Rally	N
Aug 30	VSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	C
Aug 30	Scottish SCC	Knockhill, Dunfermline, Fife	Race Meeting	R
Aug 30	OPRC	Oulton Park, Tarporley, Cheshire	Transnational Championship	R
Aug 30	**ADAC Mittelrhein**	**Nurburgring, Germany**	**Nurburgring 1000km**	**INT**
Aug 31	BRDC	Silverstone, Towcester, Northants	British Formula 3 Championship	N
Aug 31	Snetterton RC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 31	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Aug 31	**BARC**	**Thruxton, Andover, Hampshire**	**Race Meeting**	**INT**
Aug 30-31	**BRSCC**	**Birmingham City Centre**	**Birmingham Super Prix (F3000)**	**INT**
Sep 5	JDC	Donington Park, Derbyshire	Race Meeting	R
Sep 5-6	**BRDC**	**Silverstone, Towcester, Northants**	**Tourist Trophy (WTC and ETC)**	**INT**
Sep 6	**AC Milano**	**Monza, Italy**	**Italian Grand Prix**	**INT**
Sep 6	BARC	Brands Hatch, Dartford, Kent	British Formula 3 Championship	N
Sep 6	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Sep 6	BRSCC	Snetterton, Attleborough, Norfolk	Race Meeting	R
Sep 6	**OPRC**	**Oulton Park, Tarporley, Cheshire**	**Thundersports Trophy**	**INT**
Sep 5-6	Bugatti OC	Prescott, Cheltenham, Gloucs	Hill Climb Championship	N
Sep 9-12	**Manx International Rally Ltd**	**Douglas, Isle of Man**	**Manx Rally (ERC)**	**INT**
Sep 10-13	**Auto-Moto Klub "Akademac"**	**Yugoslavia**	**Yu Rally (ERC)**	**INT**
Sep 12	Brighton and Hove MC	Madeira Drive, Brighton	Brighton National Speed Trials	N
Sep 12	HSCC	Silverstone, Towcester, Northants	Race Meeting	R
Sep 13	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Sep 13	**Royal Automobile Club of Spa**	**Spa Francorchamps, Belgium**	**Spa Francorchamps 1000km (WSC)**	**INT**
Sep 13	**ASA Armagnac Bigorre**	**Nogaro, France**	**European Touring Car Championship**	**INT**
Sep 13	BRSCC	Brands Hatch, Dartford, Kent	West Kingsdown Race Day	R
Sep 13	750 MC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
Sep 13	BARC	Donington Park, Derby	Race Meeting	N
Sep 13	SMRC	Ingliston, Edinburgh	Race Meeting	R
Sep 13	**Automobile Club Bologna**	**Imola, Italy**	**International F3000 Championship**	**INT**
Sep 19	VSCC	Donington Park, Derby	Shuttleworth & Nuffield Vintage Car Races	C
Sep 20	BRSCC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
Sep 20	**Automobile Club du Portugal**	**Estoril, Portugal**	**Portuguese Grand Prix**	**INT**
Sep 20	AMOC	Oulton Park, Tarporley, Cheshire	Historic Car Races	R
Sep 20	Snetterton RC	Snetterton, Attleborough, Norfolk	Race Meeting	R
Sep 20	BARC	Thruxton, Andover, Hampshire	Race Meeting	R
Sep 20	**BRDC**	**Donington Park, Derbyshire**	**Supersports and British Saloon Car Championship**	**INT**
Sep 22-26	**FISA Abidjan/Promocourse**	**Ivory Coast**	**Ivory Coast Rally (WRC)**	**INT**
Sep 25-27	**Cyprus Automobile Association**	**Cyprus**	**Cyprus Rally (ERC)**	**INT**
Sep 26	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Sep 26	LCCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Sep 26	Trackrod MC	Scarborough	Quip Forest Stages	N
Sep 27	**Cirjesa**	**Jerez, Spain**	**Spanish Grand Prix**	**INT**
Sep 27	**Victory Circle Club**	**Fuji, Japan**	**Mount Fuji 1000km (WSC)**	**INT**
Sep 27	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**International F3000 Championship**	**INT**
Sep 27	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Sep 27	HSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Sep 27	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
Oct 3	750 MC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Oct 3	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 3-4	**BRDC**	**Silverstone, Towcester, Northants**	**FIA European Cup (Formula 3)**	**INT**
Oct 4	BARC	Donington Park, Derbyshire	Race Meeting	R
Oct 4	BRSCC	Snetterton, Attleborough, Norfolk	Race Meeting	R
Oct 4	SMRC L	Ingliston, Edinburgh	Race Meeting	R

Piquet to Switch to Lotus-Honda

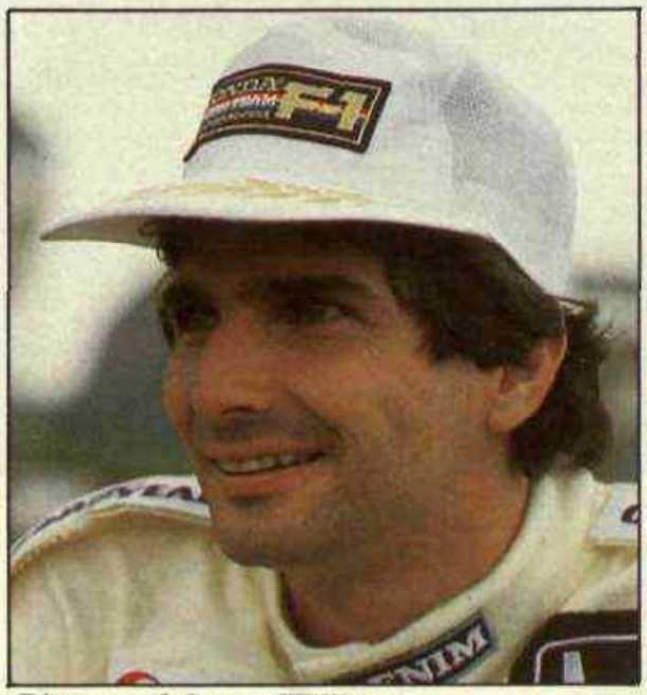
Nelson Piquet, World Champion driver in 1981 and 1983, is leaving the Canon Williams Honda team at the end of this season to join Team Lotus as number one.

This quite remarkable decision was announced at the recent Hungarian Grand Prix at Budapest, after Piquet had become fed-up with what he considered to be the Williams team's unwillingness to abide by its contract with him stipulating his number one status in the Didcot line-up.

Piquet, feeling that Williams seemed prepared to jeopardise his championship chances by failing to make Mansell play second-fiddle, decided to leave and immediately did a deal with Lotus — the Norfolk team itself uncertain of the future after receiving a letter from Ayrton Senna's solicitors informing it that its client would not be staying on for the balance of his two-year contract until the end of 1988.

It should be pointed out that Senna was merely taking advantage of an agreed release clause in his agreement with Lotus, disappointed as he has been with the progress of the Honda-engined Lotus 99T.

It is understood that Senna has provisionally agreed a contract to drive for the Honda-equipped Marlboro McLaren team in 1988 alongside World Champion Alain Prost,



Piquet — fed up at Williams.

in a deal which will almost certainly be announced at the forthcoming Italian Grand Prix at Monza on September 6.

This means that Stefan Johansson is to be replaced after only one season with the Woking-based team, and that the superb Porsche-built TAG V6 turbo, which has powered the World Champion driver in 1984-86, will be consigned to a museum.

Motor racing fans will wait with some relish to see who comes out on top, Prost or Senna, in 1988. Retired World Champion Keke Rosberg has no doubts about that, having spent a season alongside Prost at McLaren in 1986. "Senna must be out of his mind if he thinks he can take on Prost in what amounts to Prost's team," said the Finn, "and, remember, I know all about that, first hand."

Six out of Six in F3000

Further proof of the intensity of competition in the International Formula 3000 Championship was provided by Roberto Moreno's victory at Enna-Pergusa in Sicily, where he became the sixth different winner in six races.

This was the Brazilian's first win in the formula, but he was a proven winner in both F3 and F2, and had led three of this year's previous rounds for the works Ralt-Honda team — the only one in the series which does not use Cosworth DFV engines.

As last year, the Championship is wide open, and is sure to be fiercely contested to the final round by drivers hoping to secure Formula One contracts for 1988. Seven current F1 men graduated directly from the series.

After a round at Brands Hatch, the F3000 teams head for Birmingham for the city centre street race on August 31.

The city has officially been declared a "resort", to enable shops to open on both days of the meeting (Sunday and Bank Holiday Monday), and the organisers will be hoping the weather is kinder than it was last year, for an event which is unique to Britain.



Moreno — Formula One future?

Ferrari 3.5-litre V12 for 1988?

Ferrari is working on two alternative projects for the 1988 Formula One season.

At Maranello development is continuing apace on a revised version of the current 90° V6 turbo, assessing its viability and potential competitiveness on 150 litres and a boost restriction of 2.5-bar (as opposed to 195 litres and 4-bar in 1987), while John Barnard's GTO design studio at Guildford is working on a totally new car to take a 3.5-litre V12 naturally-aspirated engine.

Tyrrell's Trophy

Ken Tyrrell's Formula One team now has an unassailable points lead in the Colin Chapman Cup for non-turbo cars, its Cosworth DFZ-engined machines having scored 102 points by the end of the Hungarian GP in the hands of Jonathan Palmer and Philippe Streiff.

The only other cars contesting this category in 1987 are the March 871 of Ivan Capelli, the Lola LC87 of Philippe Alliot and the AGS of Pascal Fabre.

Ligier Changes Engines again

After a disappointing start to the season, when Alfa Romeo left him in the lurch without engines after it suddenly dawned on the Italian car maker what a lousy 1.5-litre turbo it had spent a year building, Guy Ligier was forced into doing a hurried deal for the use of the Megatron/BMW turbo engine which is also used by the Arrows team.



Ligier-BMW — unsuccessful liaison.

It has not been a successful partnership, and now Ligier has decided to take the 3.5-litre naturally-aspirated route for 1988. The French team's cars will be powered by a V8 based round the 3-litre unit which has been used by the works F3000 Ralt-Hondas driven by Roberto Moreno and Mauricio Gugelmin in this year's International Championship.

The engine will be ready by the beginning of October, and Ligier should be in a position to test it in a revised JS29C before building a brand new JS31 for the next Formula One season.

Meanwhile, it is anticipated that the March team may use this engine next year for their two-car team for Ivan Capelli and an as-yet-unannounced partner.

FORMULA ONE

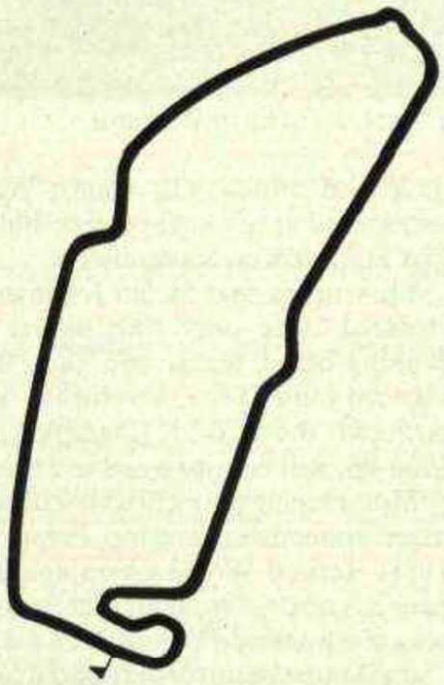
RACE DETAILS

		Fastest Lap
1 **Prost**	3rd lap 1; passed Senna lap 2; passed Mansell lap 8; led to lap 18; tyre stop lap 20; regained lead lap 23; **retired** lap 40, engine failure	1.46.807 (24)
2 **Johansson**	7th lap 1; 6th lap 10; tyre stop lap 18; 3rd by lap 26; inherited 2nd lap 40; puncture right front last lap; **finished** 2nd	1.49.778 (22)
3 **Palmer**	21st lap 1; passed by Campos lap 2; ran behind team-mate to lap 16; passed him while being lapped; fell behind lap 25; **finished** 5th	1.54.294 (20)
4 **Streiff**	19th lap 1; passed by Alliot and Campos lap 2; led Tyrrell team for most of race; up to 4th due to retirements; **finished** 4th	1.54.228 (20)
5 **Mansell**	2nd lap 1; took lead lap 2; passed by Prost lap 8; led laps 19-22; tyre stop lap 23; new record lap 24; **retired** lap 26, engine seizure	1.45.716 (24)
6 **Piquet**	4th lap 1; passed Senna lap 3; distant 3rd until tyre stop lap 21; regained 3rd; inherited 2nd lap 26; and 1st lap 40, **won** with ease	1.47.517 (39)
7 **Patrese**	14th lap 1; passed by Nakajima lap 2; pit stop lap 4; **retired** at pits lap 6, engine failure	1.53.002 (3)
8 **de Cesaris**	9th lap 1; passed Berger lap 10; **retired** lap 13, engine failure	1.50.436 (7)
9 **Brundle**	Stalled at start; last away; caught tail-enders; long pit stops laps 13 and 24, electrical problems; best lap on last lap; **not classified**	1.49.742 (34)
10 **Danner**	18th lap 1; moved to 12th; lapped lap 17; long pit stops laps 19 and 20; **retired** lap 22, drive-shaft failure	1.54.464 (7)
11 **Nakajima**	15th lap 1; passed Patrese; **retired** lap 10 at pits, suspension hydraulic failure	1.51.054 (6)
12 **Senna**	Snatched lead before first corner; 2nd lap 2; dropped to 4th; tyre stop lap 24; pit stops laps 26 and 27; **finished** 3rd, suspension fault	1.49.187 (5)
14 **Fabre**	24th lap 1; lapped lap 10; **retired** lap 11, engine trouble	1.58.770 (2)
16 **Capelli**	Race car failed on warm-up lap; electrics; took T-car and started from pit lane; caught tail end of field; **retired** lap 8; broken rotor arm	1.57.292 (6)
17 **Warwick**	11th lap 1; passed by Arnoux; moved to 7th lap 20 despite tyre stop lap 13; **retired** lap 24; turbo failure and fire	1.50.608 (17)
18 **Cheever**	13th lap 1; moved up one place; **retired** lap 10; broken throttle linkage	1.51.014 (8)
19 **Fabi**	10th lap 1; moved to 8th lap 13; passed Berger lap 17; **retired** at pits lap 19, engine failure	1.50.758 (8)
20 **Boutsen**	5th lap 1; passed by Alboreto lap 2; re-passed lap 4; passed again lap 5; moved to 5th lap 10; **retired** lap 27, engine failure	1.49.864 (4)
21 **Caffi**	Last on grid due to trouble in practice; 23rd lap 1; long pit stop to investigate misfire lap 9; **retired** lap 18, engine failure	1.55.549 (5)
23 **Campos**	22nd lap 1; passed both Tyrrells and Alliot's Lola by lap 4; passed Danner lap 18; 9th lap 24; **retired** lap 29; turbo failure, when 8th	1.54.705 (23)
24 **Nannini**	16th lap 1; passed by Ghinzani lap 8; lapped lap 25 when 7th; **retired** lap 26, engine failure	1.52.382 (6)
25 **Arnoux**	12th lap 1; passed Warwick lap 2; pit stop lap 4; engine popping and banging; **retired** lap 7, electrical fault	1.53.433 (2)
26 **Ghinzani**	17th lap 1; 15th by lap 4; passed Nannini lap 8; ran consistently, with tyre stop lap 21; 5th by lap 27; **retired** lap 33, engine	1.52.512 (5)
27 **Alboreto**	6th lap 1; diced with Boutsen's Benetton until lap 10; pit stop; **retired**, turbo failure at start of lap 11	1.49.509 (5)
28 **Berger**	8th lap 1; held position to lap 12; moved to 6th; **retired** lap 20, engine failure	1.50.667 (6)
30 **Alliot**	20th lap 1; led non-turbocharged class to lap 14; dropped back when rev-limiter gave trouble; ran at back of field; **finished** 6th	1.54.771 (7)

QUALIFYING TIMES

		Friday	*Saturday*	*Pos*
Prost	McLaren	1.43.202	no practice	3
Johansson	McLaren	1.45.428	no practice	8
Palmer	Tyrrell	1.54.491	2.06.769	23
Streiff	Tyrrell	1.53.528	2.10.404	22
Mansell	Williams	*1.42.616*	*2.00.832*	Pole
Piquet	Williams	1.43.705	no practice	4
Patrese	Brabham	1.46.096	no practice	11
de Cesaris	Brabham	1.45.411	no practice	7
Brundle	Zakspeed	1.51.062	2.12.913	19
Danner	Zakspeed	1.51.448	2.11.115	20
Nakajima	Lotus	1.46.760	no practice	14
Senna	Lotus	1.42.873	no time	2
Fabre	AGS	1.54.997	no practice	25
Capelli	March	1.54.616	2.09.992	24
Warwick	Arrows	1.46.525	no practice	13
Cheever	Arrows	1.47.780	2.04.003	15
Fabi	Benetton	1.45.497	2.06.857	9
Boutsen	Benetton	1.45.066	2.02.981	6
Caffi	Osella	no time	2.07.753	26
Campos	Minardi	1.49.668	no practice	18
Nannini	Minardi	1.47.887	no practice	16
Arnoux	Ligier	1.46.323	no practice	12
Ghinzani	Ligier	1.49.236	2.09.440	17
Alboreto	Ferrari	1.43.921	2.05.139	5
Berger	Ferrari	1.45.902	2.03.172	10
Alliot	Lola	1.52.760	2.11.588	21

HOCKENHEIMRING
6.797km



STARTING GRID

5 **N. Mansell** (Williams-Honda V6) 1 min 42.616 secs

12 **A. Senna** (Lotus-Honda V6) 1 min 42.873 secs

1 **A. Prost** (McLaren-Porsche V6) 1 min 43.202 secs

6 **N. Piquet** (Williams-Honda V6) 1 min 43.705 secs

27 **M. Alboreto** (Ferrari V6) 1 min 43.921 secs

20 **T. Boutsen** (Benetton-Ford V6) 1 min 45.066 secs

8 **A. de Cesaris** (Brabham-BMW 4cyl) 1 min 45.411 secs

2 **S. Johansson** (McLaren-Porsche V6) 1 min 45.428 secs

19 **T. Fabi** (Benetton-Ford V6) 1 min 45.497 secs

28 **G. Berger** (Ferrari V6) 1 min 45.902 secs

7 **R. Patrese** (Brabham-BMW 4cyl) 1 min 46.096 secs

25 **R. Arnoux** (Ligier-BMW 4cyl) 1 min 46.323 secs

17 **D. Warwick** (Arrows-BMW 4cyl) 1 min 46.525 secs

11 **S. Nakajima** (Lotus-Honda V6) 1 min 46.760 secs

18 **E. Cheever** (Arrows-BMW 4cyl) 1 min 47.780 secs

24 **A. Nannini** (Minardi-Moderni V6) 1 min 47.887 secs

26 **P. Ghinzani** (Ligier-BMW 4cyl) 1 min 49.236 secs

23 **A. Campos** (Minardi-Moderni V6) 1 min 49.668 secs

9 **M. Brundle** (Zakspeed 4cyl) 1 min 51.062 secs

10 **C. Danner** (Zakspeed 4cyl) 1 min 51.448 secs

30 **P. Alliot** (Lola-Cosworth V8) 1 min 52.760 secs

4 **P. Streiff** (Tyrrell-Cosworth V8) 1 min 53.528 secs

3 **J. Palmer** (Tyrrell-Cosworth V8) 1 min 54.491 secs

*

14 **P. Fabre** (AGS-Cosworth V8) 1 min 54.997 secs

21 **A. Caffi** (Osella-Alfa Romeo V8) 2 min 07.753 secs

*16 I. Capelli (March-Cosworth V8) started from pit-lane in T-car

RESULTS
German Grand Prix, Hockenheimring, July 26
44 laps of 6.797km circuit (299.068km/185.832 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Nelson Piquet	Williams FW11B-Honda V6 t/c	1 h 21 m 25.091 s
2nd	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	1 h 23 m 04.682 s
3rd	Ayrton Senna	Lotus 99T-Honda V6 t/c	1 lap behind
4th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	1 lap behind
5th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	1 lap behind
6th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	2 laps behind
7th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	retired on lap 40
8th	Martin Brundle	Zakspeed ZAK871-Zakspeed 4 cyl t/c	10 laps behind
9th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	retired on lap 33
10th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 29
11th	Thierry Boutsen	Benetton B187-Ford V6 t/c	retired on lap 27
12th	Nigel Mansell	Williams FW11B-Honda V6 t/c	retired on lap 26
13th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 26
14th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 24
15th	Christian Danner	Zakspeed ZAK871-Zakspeed 4 cyl t/c	retired on lap 22
16th	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	retired on lap 20
17th	Teo Fabi	Benetton B187-Ford V6 t/c	retired on lap 19
18th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 18
19th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 13
20th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 11
21st	Pascal Fabre	AGS JH22-Cosworth V8-DFZ	retired on lap 11
22nd	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 10
23rd	Satoru Nakajima	Lotus 99T-Honda V6 t/c	retired on lap 10
24th	Ivan Capelli	March 871-Cosworth V8-DFZ (T)	retired on lap 8
25th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	retired on lap 7
26th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	retired on lap 6

Fastest Lap: Nigel Mansell, 1 min 45.716 secs (231.462 kph) on lap 24. New Record.
Winner's Average Speed: 220.394 kph. **Conditions:** Cloudy.



Nelson Piquet got lucky at Hockenheim, winning because his Williams-Honda was one of the few healthy cars remaining at the end.

Attrition

My small pocket dictionary says *atrition* is the "act of rubbing away, to wear down", and no more suitable word could describe what the German Grand Prix at Hockenheimring did to the Formula One entry.

We knew it was going to be fast, and we knew it was going to be hard on engines, but nobody anticipated that of the twenty-one turbocharged 1½-litre cars which started, only two would be healthy at the finish, and two more were lucky to finish. If ever there was a "rubbing away" of a full Grand Prix entry, this was it. Even the non-turbo charged 3½-litre entry suffered, two of the five cars falling by the wayside with engine-related problems.

Had the race gone on for one more lap, the second-placed man Stefan Johansson would have been out, as his McLaren crossed the finishing line on three wheels; even the third-placed man, Ayrton Senna, had a marginal finish as his Lotus suspension had stopped being "active" and had become embarrassingly "passive". The car was sitting down on its support springs, and his lap times were down from 1min 49sec to 2min 05sec.

Only Piquet's winning Williams-Honda was in good health among those classified, though Martin Brundle's Zakspeed was healthy enough, but ten laps behind and not officially classified as a finisher. The electrics on the 4-cylinder Zakspeed engine had played up, and it had taken two long pit stops to cure a misfire. When it finally got going it was too far behind to hope for a good result, but the British driver pressed on and did his last lap in 1min 49.742sec, his fastest of the whole weekend, so clearly the trouble had been cured. It was the sixth fastest lap of the whole entry in the race!

Due to the vagaries of the race rules, Alain Prost was classified 7th, even though his McLaren-Porsche was abandoned by the track-side with an engine failure.

This race was the mid-way point in the 1987 Formula One season, and at times we wondered if anyone was going to finish, though the race was only 185 miles long. The unsupercharged Cosworth-powered Tyrrels were healthy enough, and the only ones actually racing, but they were some five miles behind at the finish.



In a race of retirements, Derek Warwick's departure was among the more spectacular.

This mechanically devastating German GP would suggest that the going has been hard for the first half of 1987, and that would be absolutely correct. The pace of the front-runners has been such that the mid-field and the tail-enders are struggling to keep up, and the seriousness of the front-runners has meant that there has been no let-up to wait for the lame-dogs to catch up.

Although people will argue with me, I think we should thank the Honda Motor Company of Japan for bringing about this powerful advancement at the front of Formula One. Its latest turbocharged V6 is beginning to make the Porsche V6 look a bit dated; on home-ground Porsche produced some modified engines which could match the Hondas, but were not trouble-free.

Honda itself suffered engine trouble in the race, for Nigel Mansell's engine seized up due to internal overheating, not sufficient to register a rise in coolant temperature or oil temperature, but enough to make the internal parts suffer and seize.

This suggests a slight miscalculation of mixture strength, and indicates just how "near the bone" the modern Grand Prix engine is running. Variations of all the factors affecting power output coupled to economy are microscopic, yet vital, which is why the electronics world has perfected engine management systems controlled by microchips.

The Porsche engine problem was something quite different, though exactly what it is we shall not know until Hans Mezger, the Porsche engine designer, writes a learned paper on the development of the TAG-inspired Formula One engine. Officially, according to McLaren International, Prost retired due to a broken alternator drive-belt (the third this season), but that does not begin to tell a quarter of the story.

Internal-toothed drive-belts do not break

on their own, they have to be provoked. If the belt is driven by a pulley on the end of a camshaft, and the camshaft stops going round very suddenly due to an internal breakage, that could break the belt; or if the camshaft is going merrily on its way and the alternator seizes up then that would break the belt. A third possibility is that the engine itself develops an out-of-balance vibration and the harmonics are transmitted to the drive pulleys or the alternator rotor, and something shatters.

It seems most likely that the Porsche engine has produced some strange internal vibrations, setting up an unsympathetic frequency somewhere along the line, and this could be a product of having to raise the limits of the engine in order to challenge the Honda. From the beginning of the Porsche engine in Formula One reliability has been the keynote. That reliability seems to have waned, and it can only be due to the fact that the Honda opposition is making the Porsche engine run really hard.

That is what racing is all about, and you can be sure that Porsche will solve the problem and learn a lot at the same time. They do not race as a PR exercise, they race as a technical exercise. Meanwhile Prost loses races, but he must have faith in McLaren and what it is doing, for he has signed up to drive for the team for the next two years.

Prost *should* have won the German GP, while Mansell *could* have won, and Piquet *did* win. Mansell set the pace throughout practice and claimed number one position on the starting grid, but for some unknown and undisclosed reason FISA reversed the pole position on the grid from the right to the left, and only told the drivers a couple of hours before the start. This meant that Mansell was on the left, and Senna in second place was on the right.

When the green light came on Mansell let his Honda engine go right up to the rev-limiter (11,500 rpm?) in first gear, and as he hooked second gear the engine "bogged down" momentarily and Senna was ahead and Prost was alongside the Williams; then it picked up and Mansell was away, but it meant that the yellow Lotus led the first lap.

If Mansell had been on the right of the grid, where pole position has been in the past, he would have been able to hold an inside line round the first corner and Senna and Prost would have had to go round the outside, intead of being able to dive to the inside. It did not seem to matter much, for on lap 2 Mansell powered past Senna, as did Prost, and the Lotus driver virtually gave up.

On lap 8 Prost took the lead by powering past Mansell, having leaned on the Williams for a couple of laps, and what we were seeing was *car* racing as distinct from *driver* racing. On ability to drive fast there is little to choose between Prost, Mansell, Piquet and Senna, so when you see Senna unable to keep up it must be the car which is at fault; equally, when you see Mansell unable (or unwilling) to hang onto Prost it must be a car deficiency.



Philippe Alliot's Lola-Cosworth negotiates one of Hockenheimring's three woodland chicanes.

The big factor in racing today is fuel consumption, though nobody quite understands why, and the cars have a panel in front of the driver giving a read-out on his fuel consumption, so that he knows at what speed he can go and still cover the 44 laps. If his consumption is too much it will tell him he will run out of fuel on lap 42, or whatever it is. Mansell could have held onto Prost but his read-out was warning him that he would not finish the race at that fuel consumption, so he had to back off and let Prost increase his lead.

Prost, meanwhile, was running comfortably within his limits and pulling out a slight advantage over the Williams. Piquet, on the other hand, hardly knew where he was, for his read-out had gone on the blink, so he hung back and merely kept the leaders in sight. That Senna could not keep pace with them was another matter altogether.

Using a similar engine to the Williams duo (and when Honda says all its engines are equal, you have got to believe it), the Lotus 99T does not seem to be able to match the Williams FW11B. The one thing in the equation that can be discounted is driver ability, for Senna has proved he is the equal of anyone; so where is he losing out?

Clearly the Lotus is not utilising the Honda horsepower as well as the Williams is, and that could be in one of two main areas. Either the chassis and suspension are not transmitting the power to the road as effectively, or the car is not as aerodynamically efficent, and some of the power is being wasted in overcoming drag rather than propelling the car. The Williams areodynamicist, Frank Dernie, says emphatically that his car is aerodynamically more efficient than the Lotus (he would, wouldn't he?), and therefore it can utilise the Honda engine's power in a more fuel-efficient manner.

German Grand Prix



The corner at the end of the pit-straight leads the early pacesetters out of the stadium complex: Mansell ahead of Prost, Piquet and Senna.

He is probably correct, for during practice and qualifying the Lotus engineers cribbed an aerodynamic tweak off the Williams, and Senna nearly claimed pole position. If it had not rained heavily on Saturday, he might well have been on pole. But qualifying and racing are two very different technical games, and at the moment Patrick Head and his engineers in the Williams team seem to have the upper hand, as far as utilising Honda power is concerned.

Another factor in the Williams/Lotus equation is the Lotus hydraulic, computer-controlled suspension, which it calls "Active" for want of a better word, but which others prefer to call "Rapid Response Self Levelling System" — and some engineers think it is not "rapid" enough. If it is any sort of advantage at all, then with Senna's known ability it ought to put the car well ahead, all other things being equal. However, we know that all other things are not equal, certainly as regards using the Honda engine fuel-efficiently, so it looks as though a Lotus 99T *without* its active-suspension would be a real dog.

All the Lotus team cars have been fitted with the system, in which hydraulic rams control the suspension movement, and small coil-springs merely hold the car up when the engine and hydraulic pump are not working. Lotus has been racing with this system all season, and though there have been minor problems, there have never been any real failures, but this time both cars suffered failures in the hydraulics system.



Ivan Capelli hitched a lift back to the pits when his March expired on the warm-up lap!

Saturo Nakajima was out after only 10 laps, when something went wrong in the system and the car "wobbled" diagonally in an uncontrolled fashion. Near the end of the race Senna's car had an oil union crack, which leaked the oil out of the hydraulic system and let the car sink down onto its support springs and virtually rub along the ground — so he was lucky to finish.

While Prost should have won, Mansell could have won, and Piquet actually won, Senna never had a hope of winning, which he knew full well on the second lap. He had been forced to change cars on the "dummy-grid", for his race car seemed to be down on power on his warm up laps after the pit lane was opened.

He abandoned the car at the back of the grid, and walked up to the front, where the Lotus mechanics had the T-car all ready and waiting for him. Even if he knew he could not match the Honda and Porsche engines in race conditions, it did not stop him making a screamer of a start and snatching the lead for one glorious lap. That is what we call the "racer instinct".

Of all the other drivers in the race none had any hope of winning, unless the top four fell by the wayside. This time three of them did, but so did most of the also-rans, and the Tyrrell twins almost came through into the picture, from their private race down in the normally-aspirated class.

This second category, which appeared in Formula One this year, is supposed to be heralding the new formula which comes into effect in 1989, when turbocharging is banned. It is for 3½-litre-engined cars, without turbocharging or supercharging, and the idea was to allow engine manufacturers to introduce a new engine programme over two years, instead of over just one winter.

It was never intended to give the kiss-of-life to the "vintage" Cosworth V8, but so far that is all it has done. It has allowed teams such as Tyrrell, which got dropped from the turbo-charged race, to stay in Formula One, and has encouraged March, Lola and AGS to join in the game. But as a foretaste of Grand Prix racing in 1989, all I can say is "I think I'll take up model car collecting".

However, all is not lost, for there are signs

on the horizon that we could be in for something interesting. Honda has let it be known that it has a V10 (yes vee-ten) cylinder engine well under way, and already Williams is working on a prototype car; and you can rest assured that the engine men at Maranello have been looking through their old notebooks about unblown engines. We might even see signs of a new Ferrari engine about Monza time, and one wonders what Porsche is doing at Weissach.

In the meantime, the five Cosworth-powered cars at the back of the grid (and sometimes near the front of the results) are enjoying their own little scene and trying not to get in the way of the fast cars. The mid-field runners, who cannot hope to keep up with the big factory teams, are already making noises about joining the Cosworth-powered cars, and Ligier for one is likely to appear soon with such a car.

Guy Ligier appeared to have pulled a coup at the start of the year, when he got the exclusive rights to a new turbocharged 4-cylinder Alfa Romeo engine. But the whole thing fell flat on its face and in a mad rush he switched to old-style upright BMW engines, prepared by Heini Mader's Swiss tuning shop and financed by Megatron (part of the American finance house which sponsors the Arrows team, which naturally uses the old-style BMW engines).

Saying that you will be switching to Cosworth DFZ (the 3½-litre version of the old DFV) is one thing, but doing it is something else, for Cosworth is very busy making money at other things, so production of engines is very limited. From all accounts, by the time these words are being read, if you have not put your money down for your 1988 supply of engines you can forget it. Even then there is no guarantee that you will get what you want, when you want it.

To return to the attrition of Hocken-



Nigel Mansell was in second place, and closing on Prost, when his engined seized.

heimring, one team which was totally attrished (!) was Ferrari. There have been some unhappy teams over the years, but this year the Ferrari team must win the unhappiness award.

Last year was bad enough, and three major changes were made for 1987. John Barnard was wooed away from McLaren to oversee the technical side of things, Gerhard Berger was wooed away from Benetton to put sparkle into the driving side of things, and the 120° V6 engine was abandoned in favour of a new 90° V6, with a whole new car around it naturally.

Nothing has improved. Barnard stood upright, proud and British, saying that if the Italians wanted to talk to him they would have to learn English, and he was not going to live in Italy; Berger has spent a lot of the season having accidents, three of them right where I happened to be standing, and the 90° engine has not been able to match the Honda or the Porsche.

It is not surprising that the Italian mechanics do not sing any more, and eye Barnard and his English mechanic with strange sideways looks of mistrust. One thing about an Italian mechanic is that you do not have to listen to what he says, it is written all over his face, and especially in his eyes.

To add to the Ferrari gloom, Berger's practice accident at Hockenheimring was not his fault. It was a structural failure in the front suspension. As he put the brakes on, approaching the corner after the pits at 170 mph, the left front suspension bent and collapsed, putting him into an enormous spin which ended against the tyre barrier. It bent the car pretty badly but allowed him to step out unscathed. The fact that he then ran across the track, risking being bowled over by an approaching car, is neither here nor there.

The Italian press, which is not on Barnard's side, really went to town in the Saturday daily papers, with great banner headlines castigating the front suspension design. If I had not seen Berger's other two accidents, at Spa-Francorchamps and at Silverstone, and been convinced that he simply let the car get away from him, I would begin to wonder if they were not attributable to mechanical failures too.

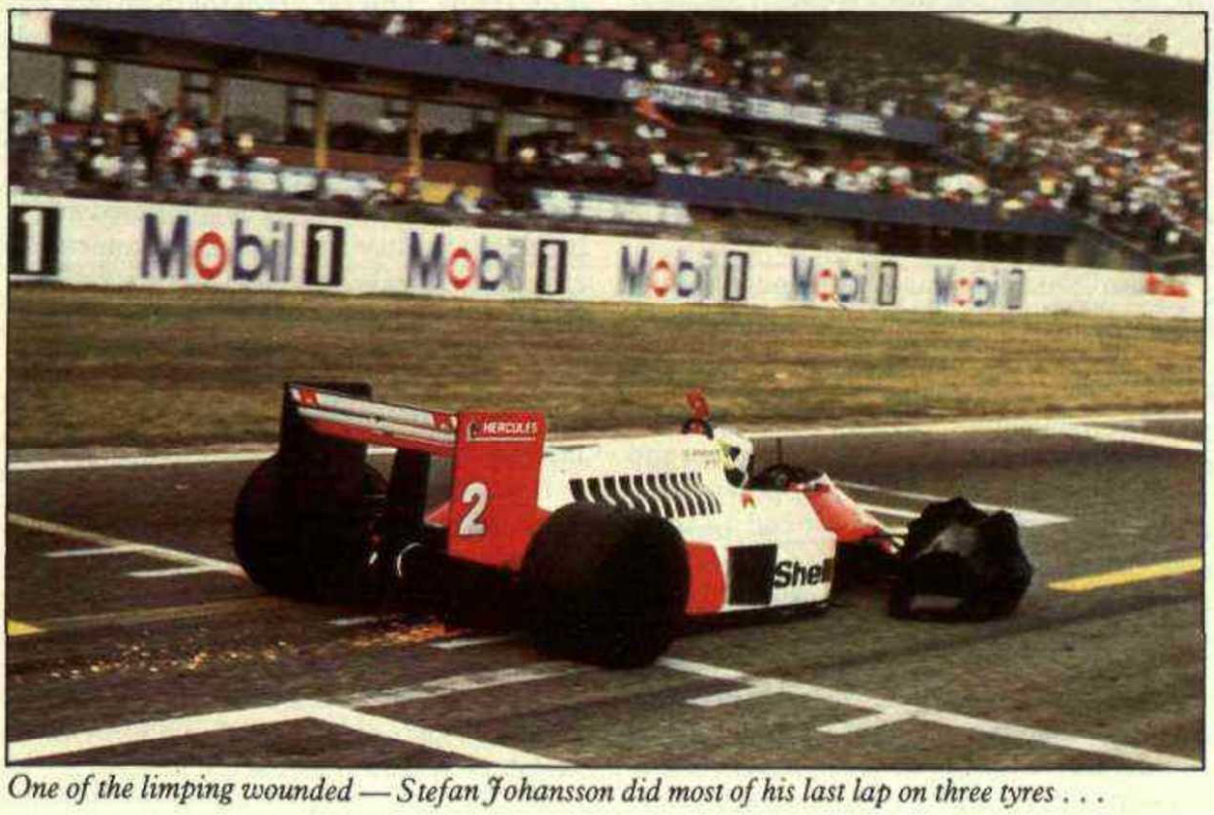
For brief moments during the Hockenheim weekend, Alboreto looked as though he might begin to get near the front runners. But it did not last, and engine component failure put him out of the race after only 11 laps.

Two other cars which went out with engine failure were the Benettons, both Ford V6 engines giving trouble. One of their problems is the fuel consumption bogey. If they run at an economy setting to finish the race they cannot keep up; if they can keep up they seem to blow up. Thierry Boutsen was holding a good fifth place in the opening stages of the German Grand Prix, but it did not last. Fabi was never in the picture.

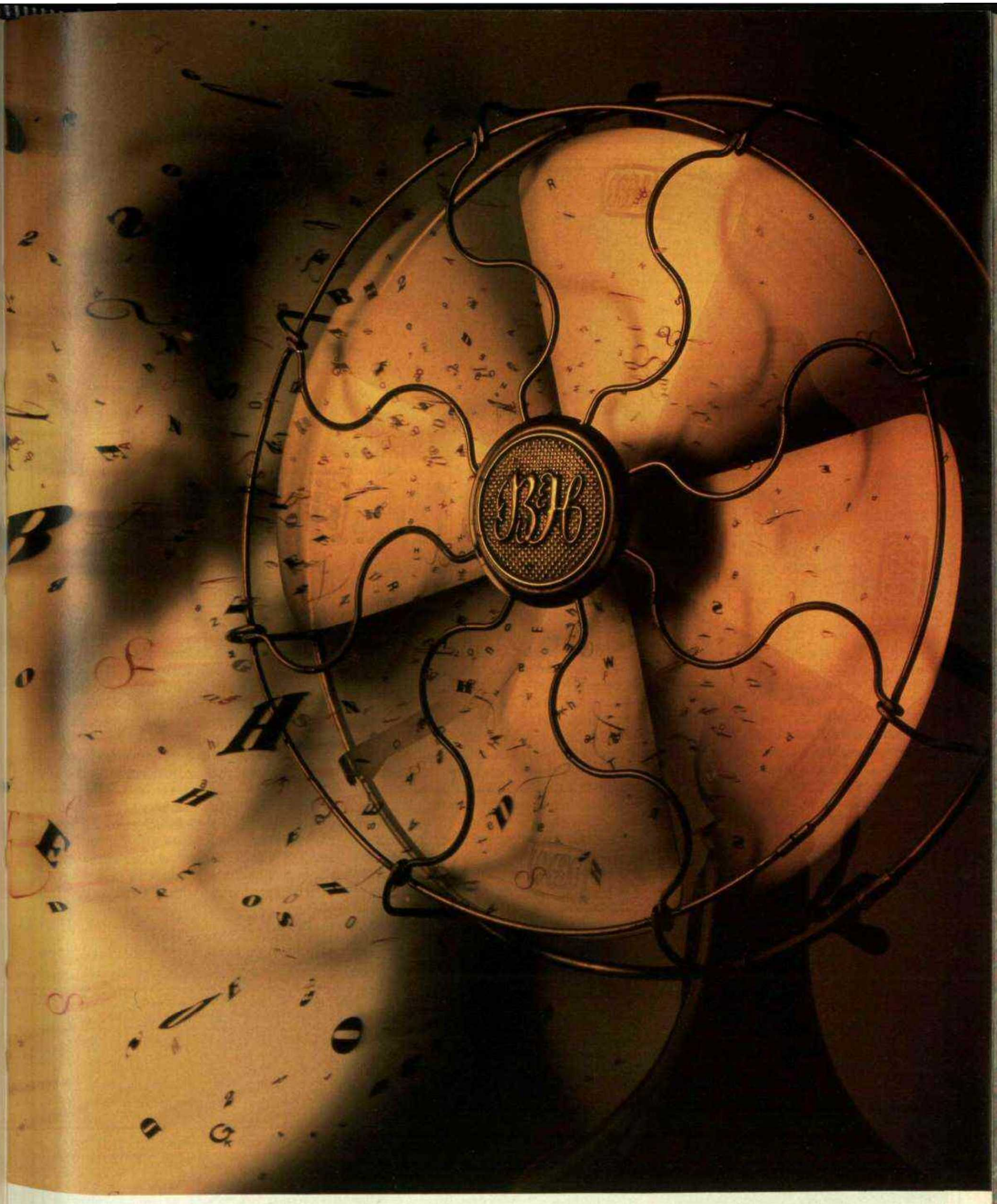
Finally, hero of the day was Stefan Johansson, and everyone gave the cheerful Swede a heartfelt ovation. He was on the tail of the fast boys more or less from the start of the race, and worked his way up to a very sound third place, not close enough to worry Piquet in second place, but third nonetheless. With Prost retiring it meant he was in second place, and the only one on the same lap as the leader.

As he started his last lap, going down the fast section (213 mph in qualifying for the fast boys!) to the first chicane, his right front tyre deflated. He kept control and then nursed the car along slowly, trying to get the finish. When asked what "slowly" was, he grinned and said "about 150 mph".

The McLaren came carefully into the last few corners in the stadium, with little left of the tyre, and with the suspension and steering damaged by the flailing rubber. With only one wheel steering, Johansson crossed the line in second place. This was truly hero time, and everyone was pleased for him. **DSJ**



One of the limping wounded — Stefan Johansson did most of his last lap on three tyres . . .

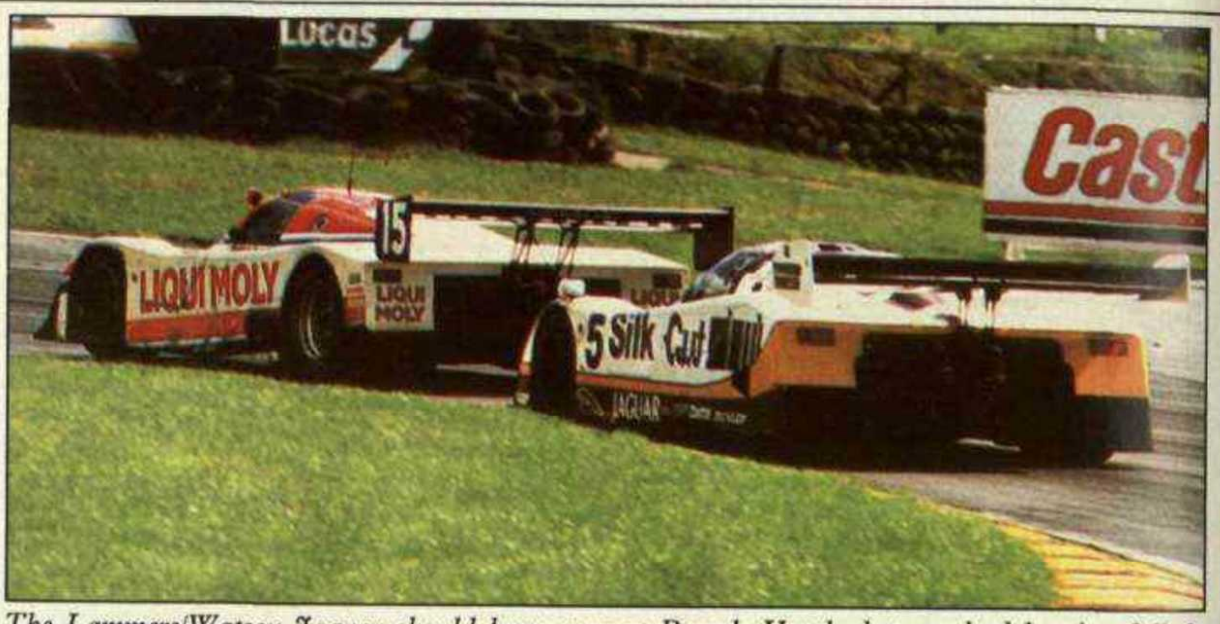


MIDDLE TAR As defined by H.M. Government

Warning: SMOKING CAN CAUSE LUNG CANCER, BRONCHITIS AND OTHER CHEST DISEASES

Health Departments' Chief Medical Officers

WORLD SPORTSCAR CHAMPIONSHIP



The Lammers/Watson Jaguar should have won at Brands Hatch, but a wheel bearing failed.

Almost in the Bag

Victory in the Shell Gemini Brands Hatch 1000km race has taken the Silk Cut Jaguar team to within one step of securing the World Sportscar Championship teams' title.

The two Jaguars were clearly the fastest cars on the track, challenged only by the Britten Lloyd Racing Liqui Moly Porsche which finished between them. Raul Boesel and John Nielsen beat Johnny Dumfries and Mauro Baldi by 73 seconds after five-and-a-half hours of hard racing, with John Watson and Jan Lammers well back in third place after having a failed rear wheel bearing changed.

Switching to a Joest Racing Porsche 962 has done World Champion Derek Bell little good, he and Hans Stuck soundly beaten into fourth place. Although they are now second to Raul Boesel in the drivers' championship, Bell's chances of keeping the title have virtually disappeared, and he and Stuck are strongly critical of the Porsche factory.

In Group C2 the Swiftair Ecurie Ecosse team, which will move up into C1 with Aston Martin next year, turned the tables on Spice Engineering. Had they won the class, Gordon Spice and Fermin Velez would already have collected the drivers' championship, but Ray Mallock and David Leslie drove harder than ever before to defeat them, with Mike Wilds and Marc Duez in third place.

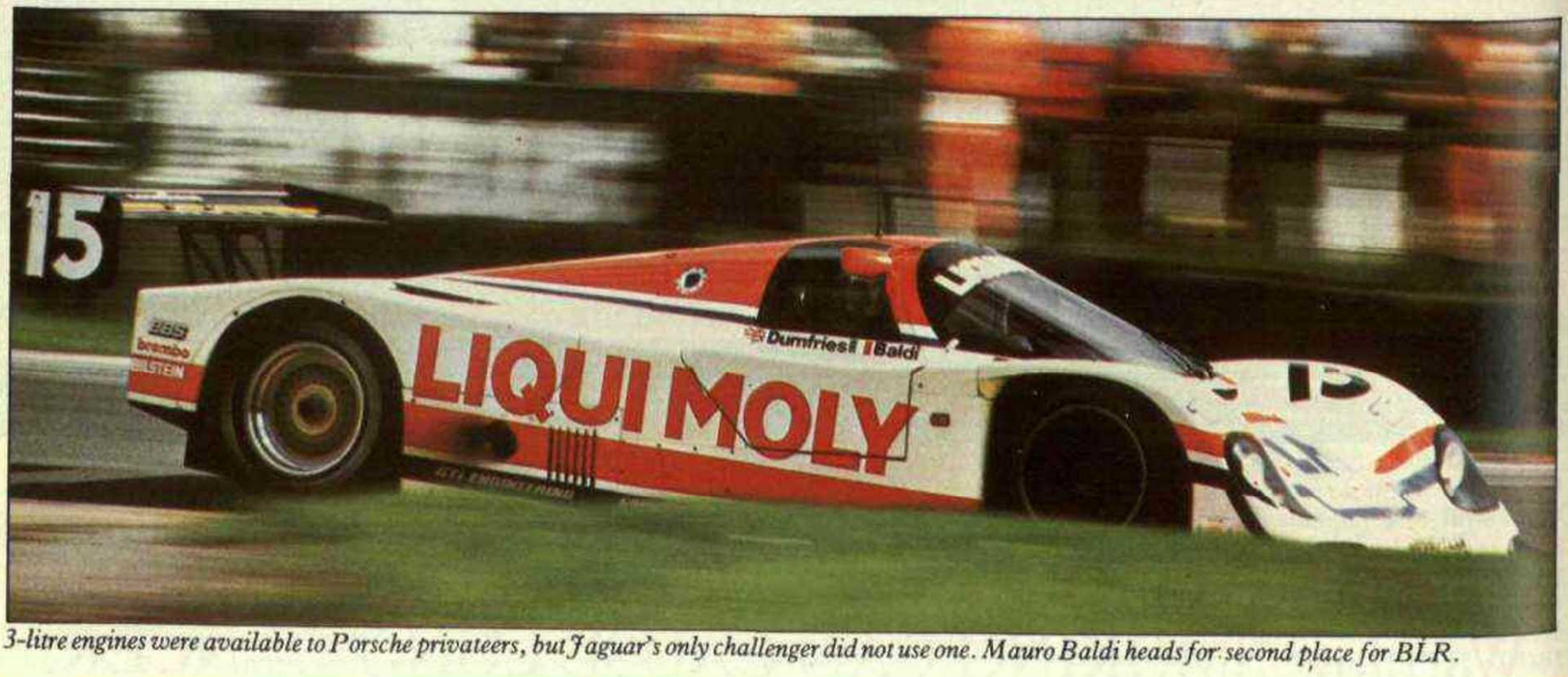
So with five wins and two second places, Spice and Velez lead the C2 championship from Mallock and Leslie with two wins and five second places. Clearly the other teams are hopelessly outclassed, both on speed and reliability, but there are signs of improvement from down below.

Martin Schanche and Will Hoy ended their run of poor outings with fourth place in the Lucky Strike Argo Zakspeed JM19B (delayed because the engine refused to run at less than 3000 rpm, which made the pit stops hazardous) and the ADA team made a splendid return with its new car, the ADA/2 which replaces the Gebhardt, and in this car Tiff Needell led the class handsomely for the first hour. New-car problems led to eventual retirement, but ADA Engineering, which won its class at Le Mans last year, is back in business.

The Spice and Ecosse teams have been highly impressive throughout 1986 and 1987, embarrassing the privateer Porsches on occasions, and it is amazing what they can still get out of the 20-year-old Cosworth V8. They regularly run more than 90% of the full distance on merely 60% of the fuel allocation (310 litres, instead of 510 litres) and mechanical failures are virtually unknown. Spice also hopes to move up into C1 in 1988 and is talking to several manufacturers about the supply of engines, but of course they would need a minimum of 700 bhp to be competitive.

Ecurie Ecosse patron Hugh McCaig is not disclosing what sort of Aston Martin engine he will use next year. It will develop 700 bhp and is therefore likely to be turbocharged, and it may be the forerunner of the power-unit intended for AML's new "downsize" grand touring car, which is due to debut at the end of 1988.

Tom Walkinshaw had every reason to be pleased with the Brands Hatch result because the main championship which Jaguar Cars and TWR so desperately want is virtually in the bag. The Porsche customer teams have their backs to the wall with cars that are clearly outdated, and the only team which can give the Jaguars a good race, Liqui Moly Equipe, is



3-litre engines were available to Porsche privateers, but Jaguar's only challenger did not use one. Mauro Baldi heads for second place for BLR.

Brands Hatch 1000km

too far behind to stand even a mathematical chance of winning the teams' championship.

Silk Cut Jaguar has only to finish in front of Brun Motorsport at the Nürburgring to secure the title, and it would be nice if Coventry could arrange a civic reception like that which greeted the team on its return from Le Mans in 1951.

Bell and Stuck are angry, not so much because the Porsche factory has withdrawn from the series, which can be understood, but because they are now getting no support from Weissach. Stuck, still under contract, complained bitterly that "the factory's support is absolutely zero," adding "we are the only Porsche drivers who could win the championship, and I would expect them to give us all the help they could."

The Porsche factory has, in fact, made available its 3-litre, fully water-cooled racing engines, one for each leading team, and it was supposed that four Porsches would give the two Jaguars a hard time. At Brands Hatch, only one of them did, the Liqui Moly car, and Richard Lloyd decided to run that with the usual, trusted 2.8-litre engine! His cars had won in 1984 and 1986 and clearly work well at Brands Hatch; the team had been testing there, and had won the Norisring race. "Why change to an engine we don't know?" asked Lloyd. Good question.

Porsche had played safe with the pukka engines, supplying them with microchips which would give them excellent fuel economy. Stuck, always quotable, said that his engine felt "like chewing gum", and when he had been lapped several times by the BLR Liqui Moly Porsche he commented gloomily that the factory engine "has no advantages at all." What the customers most wanted, and desperately needed, was *power*.

They also needed car development, and weight-saving. The Nigel Stroud-designed BLR Porsche has been progressively developed, an example to Joest, Brun and Kremer of what they should have been doing for the past two years, and had lots of the downforce which is so necessary at Brands Hatch. It was also the lightest of a meagre seven cars in C1 at 859kg on the official scales. The two Jaguars, and the spare all weighed between 870 and 876kg, the Brun Motorsport 962C driven by Jochen Mass and Oscar Larrauri 893kg, and the Bell/Stuck Joest Porsche 907kg. "That's an awful lot of weight to carry round this circuit," Bell remarked.

As it happened, the C1 class cars were reliable. All reached the finish, and the lap times told the whole story of the race. The Jaguars could run easily in the 1min 16sec bracket on race compound tyres, Johnny Dumfries edged down to 1min 16.99 sec in the Liqui Moly Porsche (which he had never driven before), Stuck's best lap was 1min 19.05sec and Mass' best 1min 19.50sec. Multiply the times by 238 laps, and it is easy to see why Stuck and Mass, two of sportscar racing's legends, finished 10 laps behind.

It was a race John Watson and Jan Lammers should have won, but for the wheel bearing failure. The Dutchman had claimed pole position at 1min 14.44sec, a fifth of a second quicker than Riccardo Patrese went in the 1985 turbocharged Lancia LC2 which reputedly developed over 800 bhp on race boost. The pole position time which Stuck set last year, 1min 16.27sec in the Joest Porsche 956, was reached on race tyres; Lammers' new lap record stands at 1min 16.44sec, so the Jaguars are clearly competitive in qualifying on handling circuits.



Surprise of the C2 field was the debut performance of Tiff Needell's ADA, which led for an hour.


Kris Nissen's Kremer Porsche bloodied its nose in an off-road excursion . . .

Lammers pulled out an increasing lead at the start of the race; 8.5 seconds on Baldi in 10 laps, 15 seconds in 20 laps and nearly 40 seconds at the end of the first hour, by which time Stuck, third, was well lapped.

Boesel had made a daring challenge to Baldi at Paddock Bend early in the race, diving for the inside line, but the Italian predictably shut the door on the Brazilian and had the Jaguar spinning across the infield. Boesel went 1½ laps down after having the tail cover changed, but his stops were merely out of sequence, and with a bit of help from the pace car at half distance he was not handicapped. Call it luck if you like — the sort of luck that the works Porsches used to enjoy.

Watson and Lammers went nine laps down, in sixth place, after having the left-rear upright changed, but ahead of them the Kremer, Brun and Joest Porsches were sitting ducks, and the Jaguar moved up into third place half-an-hour from the end.

Ahead of them Boesel and Nielsen were able to control the race quite easily, finishing nearly a lap ahead of Baldi and Dumfries, who had driven their hearts out. Nielsen claimed the second-fastest lap of the race at 1min 16.73sec — not bad for a driver who had never been to Brands Hatch before.

Silk Cut Jaguar is now a happy team, united by success, and at Brands Hatch it had the aura of a *winning* combination. Walkinshaw confirmed that everyone will rally round Raul Boesel for the rest of the season; there may be nothing Derek Bell can do about that. **MLC**

1987 WORLD CHAMPIONSHIP

Teams

Silk Cut Jaguar	118
Porsche AG	74
Brun Motorsport	57
Kremer Porsche	41
Britten Lloyd Racing	38
Spice Engineering (C2)	35
Joest Racing	32
Ecurie Ecosse (C2)	28

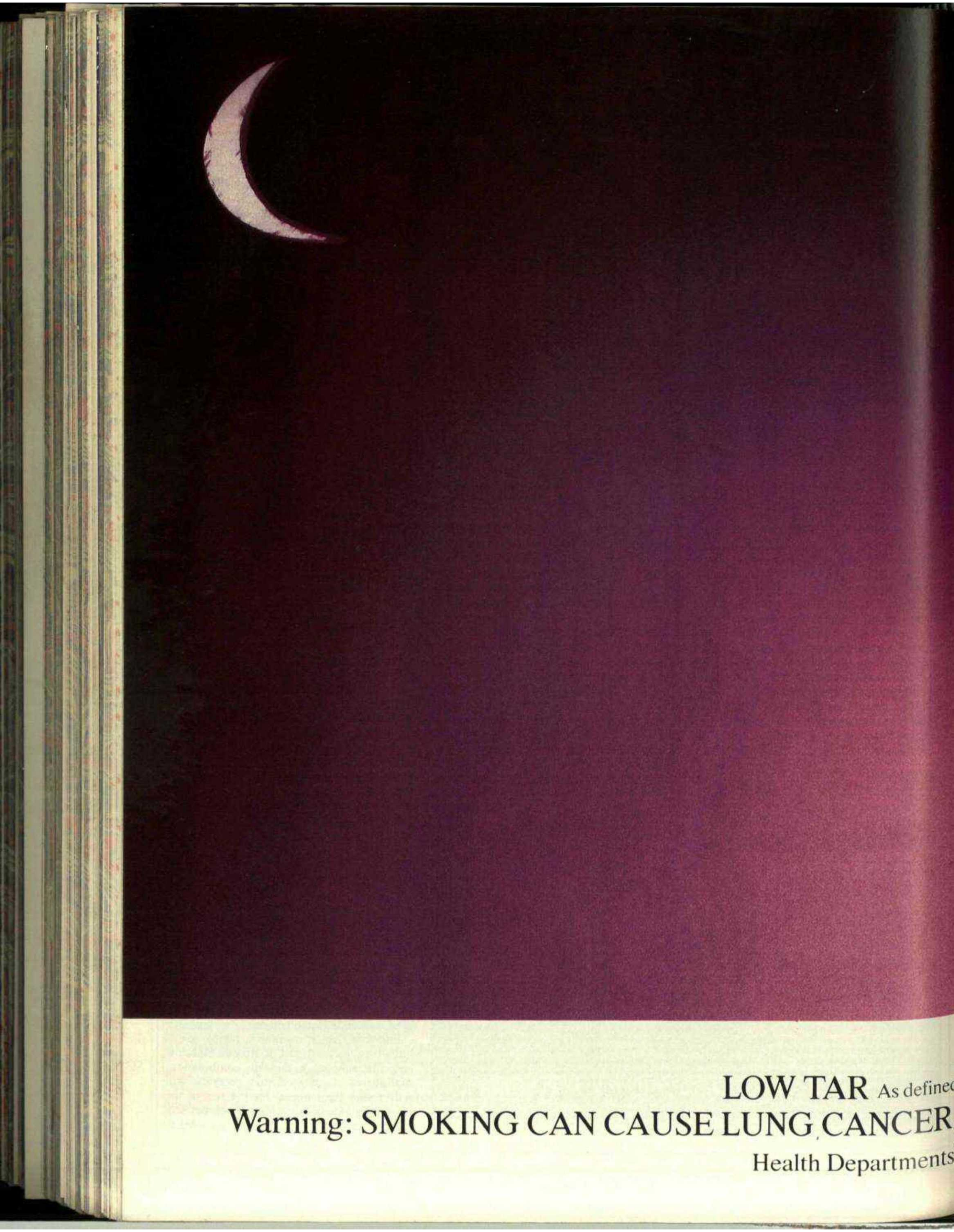
Drivers

Raul Boesel	90
Derek Bell/Hans Stuck	84
Eddie Cheever	70
John Watson/Jan Lammers	67
Gordon Spice/Fermin Velez	49
Ray Mallock/David Leslie	40

RESULTS

Shell Gemini 1000km, Brands Hatch, July 26

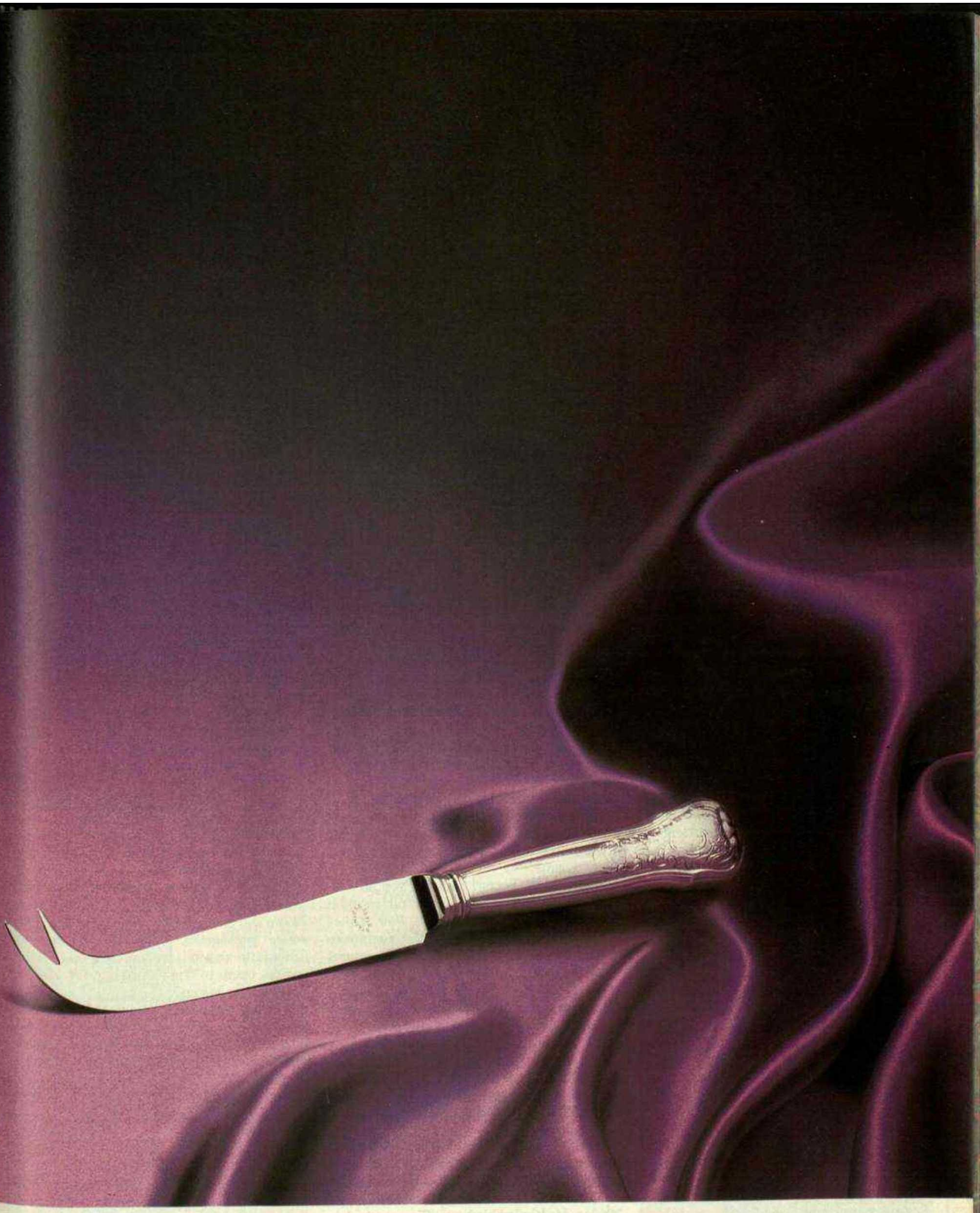
1st:	Raul Boesel/John Nielsen	7.0 Silk Cut Jaguar XJR-8	5h 33m 48.51s
2nd:	Johnny Dumfries/Mauro Baldi	2.8 t/c BLR Liqui Moly Porsche 962	5h 35m 01.51s
3rd:	Jan Lammers/John Watson	7.0 Silk Cut Jaguar XJR-8	229 laps
4th:	Derek Bell/Hans Stuck	3.0 t/c Joest Porsche 962C	228 laps
5th:	Jochen Mass/Oscar Larrauri	3.0 t/c Brun Porsche 962C	228 laps
6th:	Kris Nissen/Volker Weidler	3.0 t/c Kremer Porsche 962C	225 laps
7th:	Ray Mallock/David Leslie	3.3 Swiftair Ecosse DFL C2	221 laps
8th:	Gordon Spice/Fermin Velez	3.3 Spice Pontiac DFL C2	220 laps
9th:	Walter Brun/Jesus Pareja	2.8 t/c Brun Porsche 962C	219 laps
10th:	Mike Wilds/Marc Duez	3.3 Swiftair Ecosse DFL C2	219 laps



LOW TAR As defined

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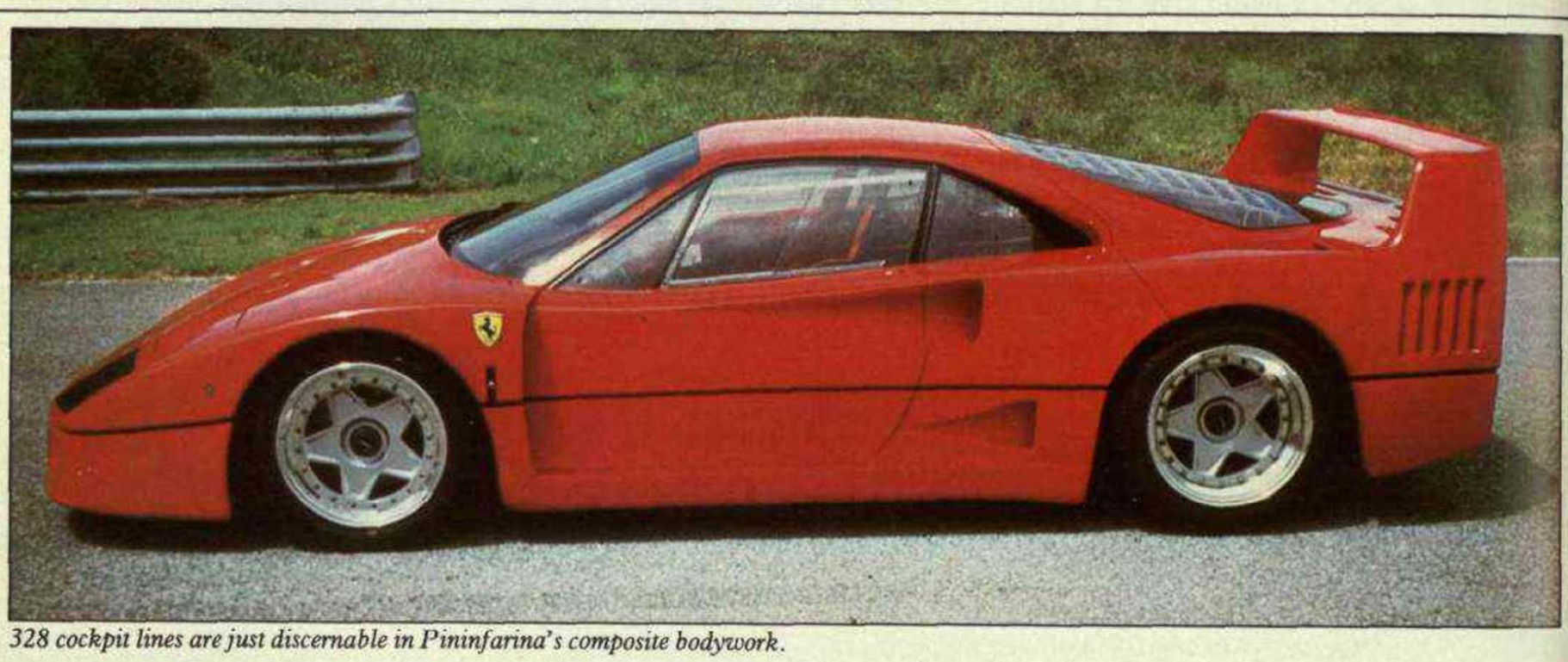
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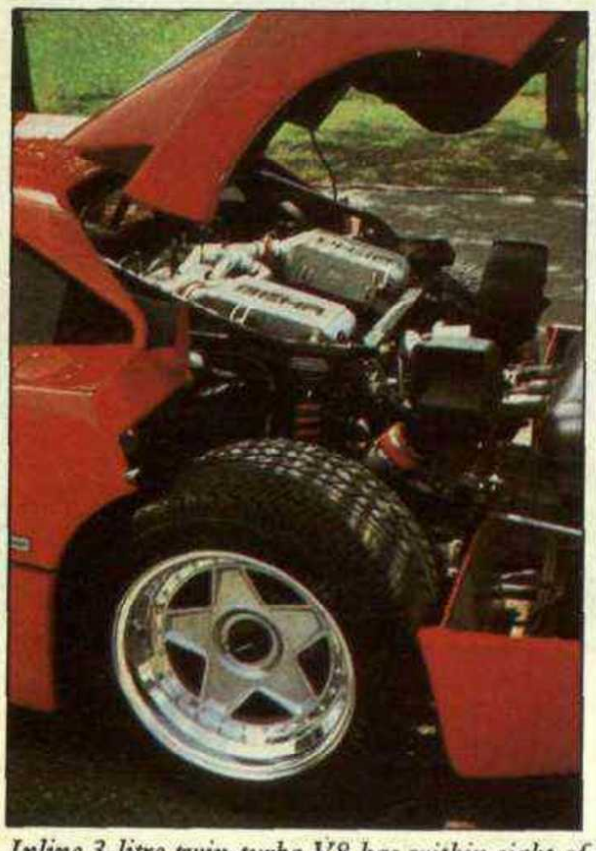


328 cockpit lines are just discernable in Pininfarina's composite bodywork.

A Celebration

The real proof of a new thoroughbred's pedigree has been amply demonstrated at Ferrari's test track, Fiorano. Handled by one of the company's test drivers, the F40 — manufactured to celebrate 40 glorious years of Ferrari car making — has lapped the cramped little track faster than Gilles Villeneuve ever could in the 3-litre flat-engined 1980 Ferrari 312T5.

The fact that the T5 was one of the worst Ferrari Formula One cars in living memory is irrelevant. The point is that Ferrari's stunning new "street legal" F40 epitomises the technical progress made by the 1980s generation of supercar and makes one wonder whether, in ten years time, the Ferrari "F50" (or whatever) will be quicker than the F187 Grand Prix car with which Gerhard Berger challenged Nigel Mansell so effectively in the opening stages of the Hungarian Grand Prix.



Inline 3-litre twin-turbo V8 has within sight of 500 bhp.

It is probably already too late to get your hands on this latest Maranello confection, even if you are in a position to stump up the £160,000 tax-paid price which Maranello Concessionaires, the English importer, anticipates the cars will cost in the UK when they become available next year. But the F40 — effectively a Group B racer in roadgoing clothes — represents as much a technical exercise for Ferrari's engineering capability as a "celebration" of the company's 40-year history since it first fielded racing cars under its own name.

A total of 450 Ferrari F40s will be built over the next two-and-a-half years. Built round a conventional steel frame, the F40 makes extensive use of carbon-fibre composite panels joined to the frame by a structural adhesive, leading Ferrari to claim that it is using, for the first time in series production, techniques previously applied only to competition cars or experimental prototypes.

In fact, in designing the F40, Ferrari's design team has drawn from the experience gleaned from a number of prototypes including the 408, a four-wheel-drive machine which also incorporated active suspension into its design.

Heart of the F40 is a light-alloy V8 block identical to that used on the GTO (another recent Maranello classic) but with a revised 82 × 69.5mm bore/stroke for a total capacity of 2963cc. Multiplied by the coefficient which is expected to be applied for these engines in Group C in the future, it comes out at just beneath the magical 5-litre maximum permissible in this category. As potential rival to the 4WD Porsche 959, the F40 is a worthy challenger, with a 0-124 mph acceleration figure quoted as 12.0 seconds and a top speed of 201.3 mph.

Using twin IHI turbos and Weber/Marelli electronic injection and ignition, similar to the system employed on the current F1 cars, the F40 develops 478 bhp at 7000 rpm, and it evoked strong memories of the sleek 250LM of 20 years ago when the wraps were taken off it at a recent Maranello press conference.

Wheels are 17in diameter and 13in wide at the rear, and shod with Pirelli P700 rubber. The car has foam-filled, anti-impact bag tanks with a total capacity of 26 gallons, and the wishbones/coilspring suspension has a speed-sensitive adjustment which lowers the shock absorbers by 20mm to impart more aerodynamic efficiency. They can also be raised by 20mm for manoeuvring at low speeds. The whole package is topped off by a neat full-width aerofoil on the rear deck, the engine open to view through the slatted perspex rear screen.

The two prototypes yowled round Fiorano for a few laps, delightful to the ear, but we were not offered rides in them, far less given a stint behind the wheel. Go back to the first sentence of this article and, on reflection, you will probably understand why! **AH**



F40's least elegant but most imposing aspect recalls Sixties Le Mans sports-prototypes.

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Tickford's Time Trial

Although robotic mass production, preferably measured in millions, is seen as the only profitable avenue for multi-national car makers, Great Britain plc has found alternative ways to make money from the car business.

Selling circuit expertise is exemplified by March Group plc becoming the first racing car manufacturer to go public on a capitalisation exceeding £14 million. Lola, Reynard, Van Diemen and many more sell significant chassis quantities overseas.

Grand Prix expertise tends to be sold on an individual basis for truly enormous sponsorship sums which back the efforts of Williams, McLaren, Tyrrell *et al*. Some transfer of speedy technology to the motor industry is typified by Lotus, whose work on active suspension and 16-valve engines extends to many clients beyond their GM masters.

This country's creative, but above all *winning* competition technology does not cease at the borders of single seater racing. TWR at Kidlington does not just run the strictly "not for sale" winning Jaguars. Tom Walkinshaw's empire also has a contract with General Motors Holden in Australia to develop high-performance road cars, currently racing them intermittently.

The United Kingdom sporting sale continues when exchanging Armco barriers for twisting mountain tarmac. Silverstone-based Prodrive prepares BMW's M3 for national and international rallying and has already won the Corsican World Championship event.

In view of all this successful diversification it is surprising that few British manufacturers have followed Lotus in the creation of an independent R&D department which is prepared to accommodate outsiders. Yet there is a loophole in the Lotus strategy which another prestige British name has quickly exploited: a lack of production facilities for the ideas created.

Imagine yourself as a Jaguar executive charged with responsibility to make just several hundred Cabriolets. Or a Freight Rover man looking for a small run of V8 Sherpa vans, such as fit the bill for police, ambulance and rallying servicing needs.

Or perhaps you are from Ford. Where do you arrange the road civilisation and legislation of an outright rally car? Road development of the RS200 was impossible when Ford's engineers were overloaded either with immediate competition or the design and development of million-sellers.

To meet these restricted-run production needs Aston Martin Tickford has utilised its historic Midlands site at Bedworth to implement the work of 130 engineers and administrators based at Milton Keynes.

Independent of the (Victor Gauntlett 25%, Livanos 75%) family-owned Aston Martin since 1984, Aston Martin Tickford is one of 15 companies owned by CH Industrials today . . . And CHI, 100% owners of a company generally simply referred to as Tickford, started on the trail to annual £100-million conglomerate turnover status from the old Coventry Hood base at Bedworth, which I inspected recently.



Ford's RS 500 customers may choose any colour . . . as long as most of them choose black.

My purpose was to see another example of what Tickford managing director John Thurston terms his company's "unique design, development, test, homologation and small-run production facilities."

In a contract worth "more than half-a-million pounds to Tickford", Ford of Britain entrusted that company with the task of bringing 500 Sierra Cosworth RS500s to reality. The competition and public sales debut dates were set at August 1 from the unglamorous Bedworthian premises, which had been allowed twice as much time to convert the RS200, which went on to production at Reliant.

Taking the Sierra RS Cosworth as the basic vehicle of their Group A racing and rallying ambitions, Ford had set aside 500 of the last 1986 vehicles from their Genk, Belgium, plant. These completed cars were shipped to Britain and stored in an outside compound in the Essex flatlands.

Ford created the car under the Evolution ruling which allows a further 10% production of the 5000 annual minimum imposed in Group A internatinal competition regulations (though the Evolution process is no longer recognised for international rallying). Thus every change made emphasises the Cosworth RS model's racing speed, enhanced air cooling and stability — the latter achieved through aerodynamics and relocation holes to remount the trailing-arm rear suspension.

For the road customer £19,950 buys approximately 10% extra power (224 bhp at 6000 rpm), no perceptible torque bonus and massive stability improvements through downforce created via a secondary rear wing and revised front end.

The penalty is that the five enlargements of engine and braking air supplies at the front end have increased the drag factor, and the enlarged turbocharger and intercooler raised the rpm needed to obtain maximum torque.

The assembly process started with Ford transporting complete cars to Tickford in Bedworth. The vast majority of the 500 were in black: just 52 white and the same number of moonstone blue were built.

The first cars completed were four white prototypes registered in Essex and delivered in December 1986 with Ford and Tickford prophecies of the production car. However those prototypes were not built on the five-line, four work-station production system, one which made the RHD-only cars for the public.

John Thurston recalls how the development responsibilities were assigned. "Before production commenced we made ten cars, prior to the official Ford sign-off on July 7,

Ford Sierra Cosworth RS500

and these were completed in June.

"Cosworth at Wellingborough started delivering production engines in April, but we had already been asked to package the new motor and its bigger turbocharger, re-positioned and larger intercooler, new plenium chamber and extensive inlet-tract revisions, plus complicated electronics to serve the secondary fuel injectors.

"All drawings were our responsibility and our tasks also included engineering the car to meet EEC 1504 emission requirements" The secondary injection system is *not* activated on the public sale cars: a new microchip "brain" will be used in competition, or for those determined to extract the 400 bhp potential.

Mr Thurston continues: "All type approval requirements, some basic body engineering to make sure the extra aerodynamic features remained in position at 150 mph (calculating their weight and checking proper fixture to the body), plus a number of proving-ground tests were also assigned to Tickford.

"Initially we did not complete the full Ford mainstream test distances, but in separate chunks it has amounted to much the same thing. We logged over 30,000 high-speed durability miles, plus thousands over rough pavé.

"Naturally, a prime concern was that the tightly-packed engine bay should remain cool with that bigger turbo installed. I'm glad to say the car passed all cooling tests with flying colours," he concludes.

Maximum production was reached during July and the company was on schedule to show FISA representatives (actually drawn from RACMSA following an earlier routine check from a BMW Motorsport senior engineer) the allotted 500 on July 30.

I called three days prior to that inspection and followed the progress of five parallel production lines and 44 men. Most were recruited in time to build those June "training cars" which consequently served a number of purposes, five requisitioned for Ford's Press fleet.

Feeding into the plant from an outside compound, the process of turning an RS Cosworth Sierra into one of the RS500 breed was tackled in four primary stages. These followed the difficult de-waxing of vehicles which had stood for months in open air storage.

The first mechanical stage amounted to stripping out all that would not be required in the later incarnation, bar the engine. At that first work-station, the rear spoilers grew with the secondary RS-parts-sourced lower item and the "Gurney flap" 30mm extension to the upper wing (which contributes to downforce of more than 200 lbs at 100 mph).

Minor work includes a cut-out to clear the lower spoiler from fouling the upper wing pylon. Which made me wonder how Fokker ever built those effective triplanes nearly 70 years ago? Also Bedworth-fitted was an electrical over-ride to ensure that the radio aerial retracted when the boot opened, otherwise it would tangle amongst the lower wing extensions.

The second move saw the Sierras hoisted and the engines removed to a side assembly area which also built up the considerably altered front spoilers/bumper units. The original engines donated some ancilliaries, such as alternators and clutches, but many friction plates were damaged owing to transporter driver abuse. Front spoilers lost their standard spot lights in favour of wire-grilled ducting apertures. All the standard components, incidentally, including the basic 204 bhp Cosworth motors, were returned to Ford for spares/resale use.

For future authenticity, it is worth mentioning that a serial number unique to this



Tickford tailpiece.

Sierra series is applied low on the engine block, behind the dropped alternator mounting plate.

A third work station saw the 16-valve dohc motor wearing its TO31/TO4 oversize turbocharger bolted back in place, surrounded by a maze of new componentry and replacement heat-shielding of Tickford origin.

Under-bonnet details also included careful clipping of all cables and pipes away from chafing or heat damage, and the nearly full-width intercooler replacing the small standard item, attached behind the main water radiator, instead of on top.

The final stages were devoted to applying RS500 badges on both sides, plus the tail badge. The "splitter" extension to the front spoiler was stowed in the boot because it could so easily be damaged in loading to a transporter . . . Early RS500 drivers reported a vulnerability to parking damage anyway!

There were two stages of quality control, neither staffed by Ford: first a static inspection, then an eight-mile road test followed by another inspection. As Tickford manufacturing manager Brian Tennant explained: "We are responsible for all quality control, so any defect has to be caught at these stages. If there is a problem cars can go into a rectification bay, before sweeping back to us for a final, final inspection."

A last look at the gathered double-decker tailplanes of 500 Sierras, and I climbed into a loaned 204 bhp Tickford Capri for a thoughtful ride home, piloting a 140 mph reminder of an era which has now drawn to a close for Tickford as well as Ford. Just 100 of the radically converted Capris were completed at the close of production.

Now Tickford is clearing the decks for "another limited production special we cannot discuss." One more facet of Great Britain plc's thriving small-scale, high-performance renaissance. **JW**



Much of the running gear is stripped out prior to reassembly.

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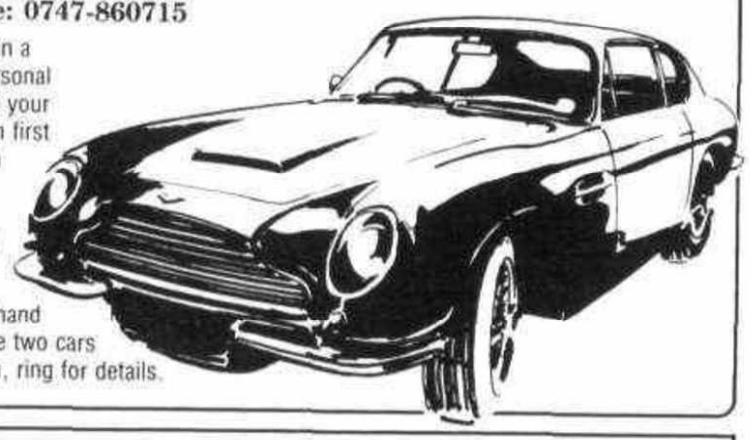
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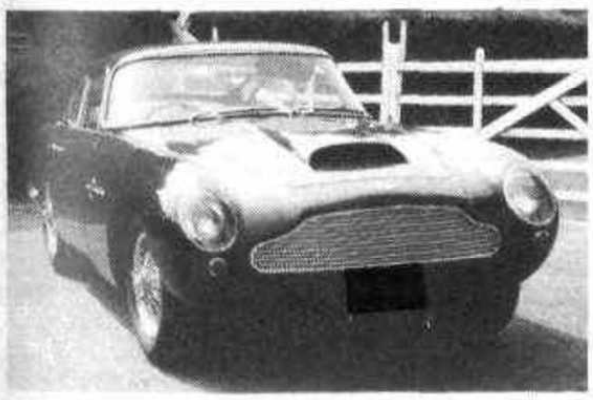
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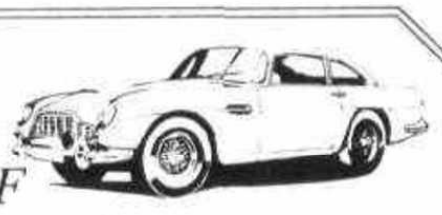
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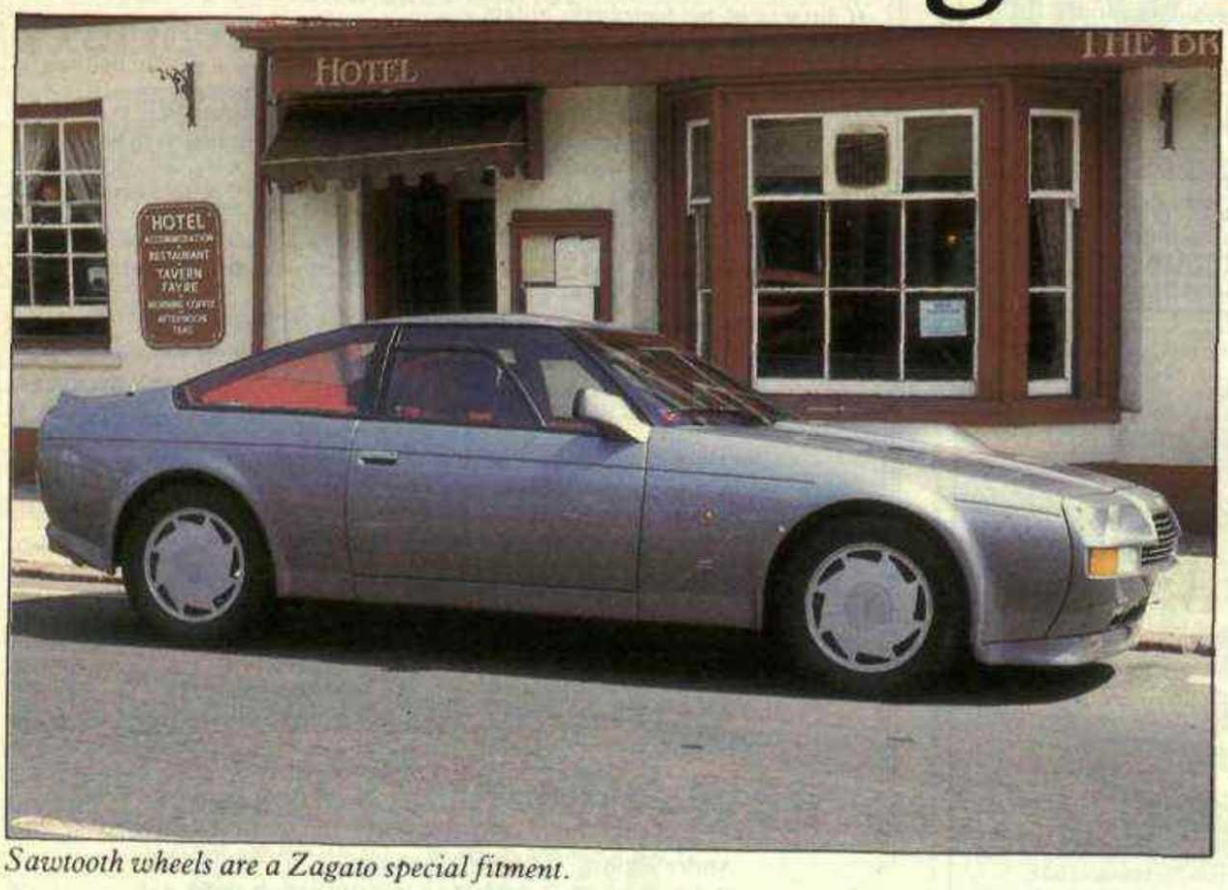
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Hardly elegant, but the picture of power; roof humps proclaim Zagato origin.

Non-Homologation Special



Sawtooth wheels are a Zagato special fitment.

Italy has always been fruitful ground both for dedicated manufacturers of sportscars and for inventive coachbuilders. A healthy interest in competition meant that there was always a new lightweight model to be bodied and while coachwork was handbuilt on separate chassis, individual variations were simple — indeed inevitable. But beginning in the Sixties the almost universal adoption of monocoque construction has altered the role of the coachbuilder, in most cases to that of a specialist small-scale development facility charged with such limited runs as convertible and homologation specials.

While such work as this fills an essential niche in the motor manufacturing world, offering a flexibility the production line cannot, it lacks the glamour of an era when designers vied to put their creative mark on a car, and on sportscars in particular. As in most things, favourites come and go, and it has been a long time since the "lightning Z" for Zagato graced an entirely fresh production body. Yet such a project has come to fruition only recently, as if to prove that its instigator,

Aston Martin Zagato

Aston Martin Lagonda Ltd, has put its troubles behind and is again ready to compete on equal terms with the Grand Tourers of Italy and Germany.

In its near seven decades existence, Carrozzeria Zagato has been closely tied with the racing successes of several firms, particularly Fiat, Lancia, Abarth, and most gloriously, Alfa Romeo, with whom a continued and intimate connection both pre-war and post-war brought about some of the very greatest automobiles.

Always distinctive, the house style has not been static. The slender lines exemplified by Zagato's designs for that most desirable of Alfas, the 6C 1750 of 1929, gave way over the years to the consistently more aggressive and muscular style pursued by Ercole Spada, chief designer between 1960 and 1970.

In between were the years of racing glory: Zagato cars dominated Italian racing and won class and overall victories again and again in international events. In the early Fifties these were usually Fiats, a collaboration which brought about one of Zagato's greatest cars, the Fiat 8V, whose simple, powerful proportions hinted at the slender tail and massive bonnet which characterised the company's work in later years.

In 1956 both Lancia and Abarth turned to Zagato for special bodies, and the series of tiny Abarths which followed taught Elio Zagato (son of founder Ugo and himself a successful driver) a great deal about minimising aerodynamic drag. Zagato-bodied Lancias had less impact on the racetrack (with some notable exceptions), but culminated in the highest production run of any Zagato: over 7000 Fulvia Sports were to be manufactured between 1965 and 1972.

Of the many Zagato Alfas of this time, the 159 with which Fangio won the 1951 World Championship and the TZ sports racer of 1963 are perhaps the most glamorous. But not all of Zagato's work was for Italian companies: Jaguar, Renault, MG and Bristol chassis all received prototype bodies, and one more went into extremely limited production — the Aston Martin DB4GTZ.

Although a mere 19 AM Zagatos were built, and its racing successes limited, the model remains one of the high points of the histories of both companies, and it was this memorable



Side-windows wrap over onto flush rear screen, disguising C-post.



Lagonda lights and minimal detailing on the Aston's stern.

association which the idea of a new Zagato sought to invoke.

With its long-running V8 Saloon and Vantage models still a long way from replacement, and the big Lagonda appealing to a necessarily restricted group of buyers, the company could not expect to grab headlines at the important shows. But that was exactly what Ferrari did when it announced the 288 GTO at Geneva 1984; and Victor Gauntlett and his co-chairman Peter Livanos immediately decided that Aston Martin not only could but should build such a car. Zagato was the obvious coachbuilder, and at the Geneva show the following year, the Aston Martin stand had something to show — a styling sketch. No full-size mock-up or prototype photographs, not even a model; yet that was enough to bring forward the 50 buyers that the company envisaged. Each committed himself to a cost of £87,000, giving Aston Martin the promise of over £4m to run the project. It was a clever plan in which the very exclusivity of the product guaranteed that it would be economically viable.

But the Zagato was to be more than an exclusive luxury coupé: it had to be able to claim position as one of the fastest road cars available, if not the fastest. It would be based on the phenomenally fast and powerful Vantage, already possessed of some 400 bhp; it would be shorter, lighter and lower, and would sport even more power, together with a claimed maximum speed of 186 mph.

At the 1986 Geneva show, three finished cars were shown, and at the Le Mans 24-Hour race that year a bold attempt was made to prove the company's speed claims along the Mulsanne straight before the race. It did not quite come off — minor engine difficulties held the car back to some 175 mph — but this failed to quell enthusiasm from customers and car fans alike, and the fact that soon afterwards a Zagato did indeed achieve its target speed seemed of minimal significance.

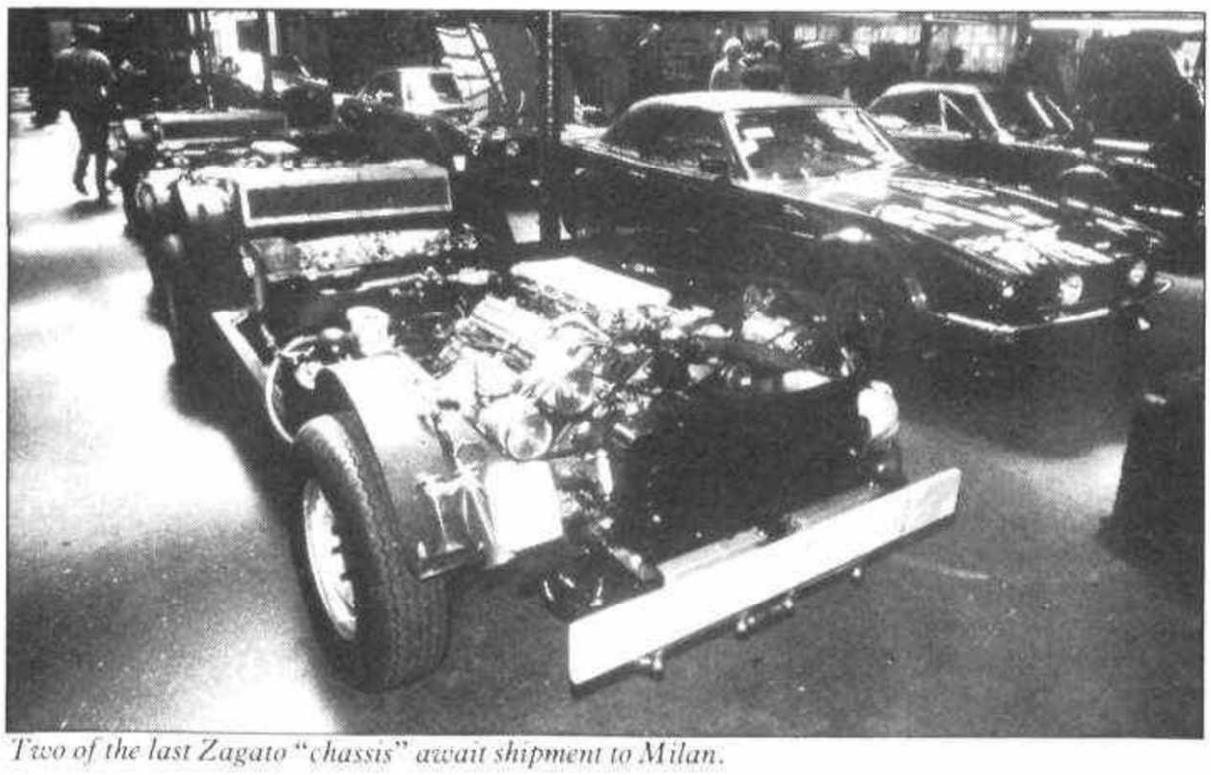
Aesthetically the new Zagato is very distant from the old; its forms are linear, extruded rather than plastic; its headlamps rather intrude on a flattened but still recognisable



A Vantage heads towards completion in the Newport Pagnell plant.



Separate panels are welded into a complete nose or tail.



Two of the last Zagato "chassis" await shipment to Milan.

grille, and the front-heavy bunched-tail profile has been supplanted by a shallow Eighties wedge with a separate glass area added.

Aston Martin will keep strictly to the intended figure of 50 Vantage Zagato coupés, but at Geneva this year, a variant was shown: a convertible version fitted with the standard injection engine. This means the disappearance of the huge bonnet hump needed to clear the downdraught Weber carburetters of the Vantage spec unit. Twenty-five of these cars will be built when the coupé orders are fulfilled.

When we visited the company's Newport Pagnell premises, a pair of the last few Zagato "chassis" were just ready to go off to Italy. The folded steel floorpan is assembled with all the running gear over here, and is then dispatched to Zagato in Milan where the body is hand-built, trimmed and painted, before coming back to Aston Martin ready for its final inspection.

This arrangement is one of the few processes which occur out of the factory, which is proud of sub-contracting very little indeed. Quality is central to the products of Aston Martin, and it is a fascinating sight to watch the separate alloy pieces (wings are shaped outside, bonnets and valances in-house) being welded into a complete V8 front end which is checked over a solid steel master former. The three main subsections — nose, tail and roof — are then riveted onto the steel floorpan and welded together.

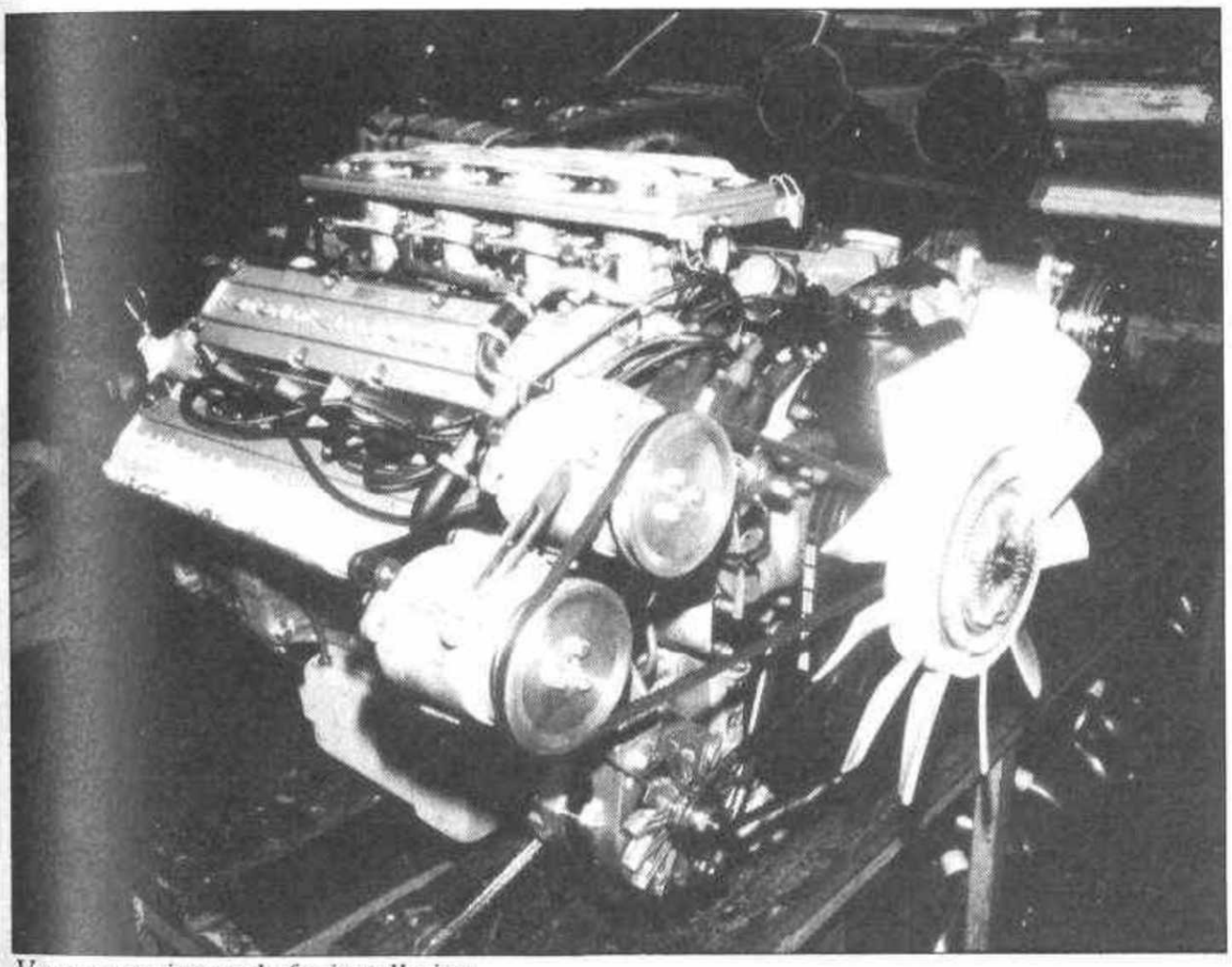
Once doors, boot and bonnet are mounted and the shut-lines painstakingly adjusted, all shells (saloon, Vantage, Volante and Lagonda) pass through the paint-shop, receiving all except the last colour coat, which will not be applied until after the first of two road-tests. From here the cars converge on one hand-assembly line. Each sub-assembly receives careful attention: for example, the rear discs are fitted to the Salisbury differential and then dynamically balanced before being bolted to the chassis. Wiring, hoses and ancillaries follow, before the enormous engine is hoisted into the engine bay. It takes one man one week to build each engine, the alloy castings all being machined at Aston Martin, and each unit is bench-tested prior to fitting either a ZF manual or Chrysler Torqueflite auto box.

Trimming and upholstering is the end of the line for fixed-heads, though the Volante hood, recently revised to include a glass rear window, is completed in the inspection hall. Only a second road-test, minus carpets, separates the car from its waiting purchaser.

After looking over the assembly process it was time to sample the product — the Zagato itself.

Opening the door with its Zagato-inscribed handle and sliding inside reveals that this is a low car, and a compact one: gear-lever and centre console are close to the wheel, only a few inches remains behind the seats, and there is little headroom to spare. Instruments are

Aston Martin Zagato



Vantage engine ready for installation.

grouped tightly behind the thick wheel; leather abounds, and air conditioning is a welcome fitment — only a small portion of the flush side-window slides open. Wheel, pedals and gearstick are well placed, and the seat is nearly comfortable — nothing wrong with its shape, but it seems to slope forwards instead of back.

Every control reinforces the message of power: the hard clutch, the firm throttle, the click-clack of the narrow ZF gearchange, but most of all the burst of sound when the 5.3-litre V8 lights up. The car quivers even at idle, and blipping the accelerator twitches the body to the right in reaction to the immense torque. MOTOR SPORT's bill of automotive fare can heavily deplete one's stock of superlatives from time to time, but Aston Martin's Zagato deserves most of them.

Sensational, yes, but also composed; brutish but obedient, razor sharp without being difficult to control. Effort is needed to change gear, but of an entirely pleasurable sort; it is electrifying to listen to the revs surging and dying away as you snick down from fourth to third to second, the huge discs rumbling as the speed plummets to the chosen turn-in point where you release the brakes, shift the right foot to the vital pedal and gently feed in more power than a 32-ton truck.

Huge Goodyears respond instantly to mild movements of the wheel and propel the Aston through bends which might as well not exist, except for the relentless lateral tug, while seemingly from all directions comes the all-pervasive noise, building up to a glorious vibrant crescendo which is felt as much as heard, before snapping back in tune with the next closely-spaced gear. Improved breathing allows this Vantage-plus unit to peak at 432 bhp; yet its apparently limitless torque means that the higher gears are superbly flexible, pushing the big vehicle away from relaxed town speeds with complete ease. But it was a pity our outing did not take us to safe territory to explore the upper sixty per cent of the performance curve, because it is a hard thing to hear this engine at full stretch in three gears and not to dare let it have its head in the next two.

Such potential has to be capably contained, of course, and everything else about this Anglo-Italian thoroughbred matches its magnificent engine. The dampers are quite stiff enough to show up any flaws in its construction, but the alloy carcase feels absolutely solid over ramps and ruts, the suspension yielding just enough to even the surface out while tying the car flat to the road. Steering wheel weight is satisfyingly heavy and informative and the staggeringly powerful brakes require a good push, which is just as it ought to be. The degree of concentration this vehicle invites needs a bare minimum of power assistance.

Handling? Superb as far as I dared experiment on the road, probably far short of any limits of grip. De Dion traction anchors the rear, while the front tyres give no signs of working hard through demanding corners. Like any well-balanced chassis, it is more secure under power in a bend, but only marginally so — a question of fine trimming. It seems equally stable at 30 and 110 mph, and there is remarkably little extra noise at the latter pace — perhaps engine noise is traded for tyre and wind noise in equal proportion.

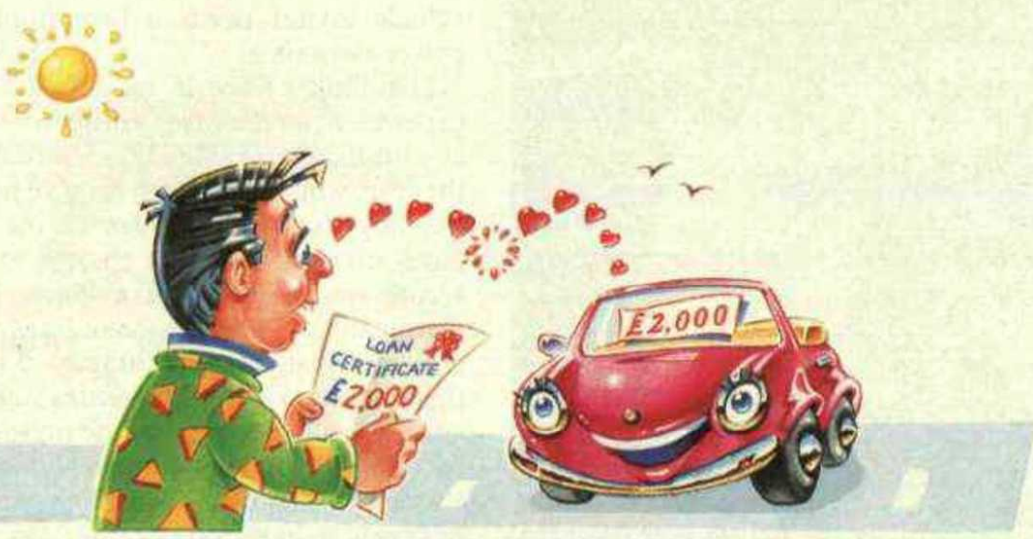
It is easy — no, more than that, it is part of a motoring writer's job — to run down a list of prices and criticise one car for offering poor value compared to another. But there are times, and this is one of them, when something AH wrote years ago in MOTOR SPORT comes back to me. He had been driving a Porsche 911 at the then huge price of £19,000, and commented in effect that it excelled in so many ways that it would be a bargain at any price. A car with the brio of the Aston Martin Zagato cannot in fairness be assessed on "value", because it would be valueless to anyone who was unable to appreciate what it can do. It is, after all, merely a car with only two seats. But to a devotee of the very finest sporting motorcars, its desirability is without question. If you can afford it, you buy it. If not, you read some lucky journalist's road test.

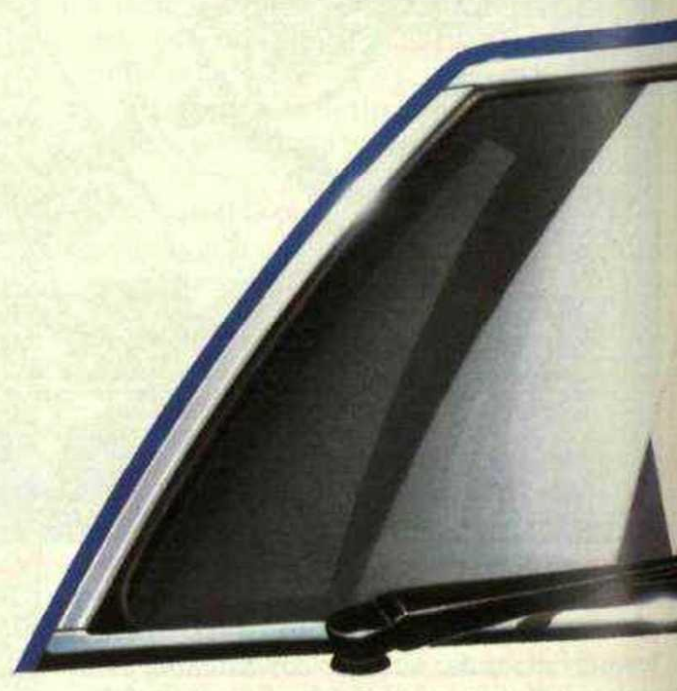
With the Zagato, Aston Martin has more than achieved its aim. After some worrying years during which a new car has been postponed again and again, this cost-efficient project has put the company back on centre-stage. With cabriolet Zagatos to show off this year, a twin-supercharged Lagonda under development (probably as a final version), and the promise of the new coupé at the Motor Show in 1988, Aston fanciers have much to look forward to. **GC**



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(The offer is only available on any car loan taken out on or before 18 September 1987.) ©Midland Bank plc 1987

C A R L O A N S



Broad grille and matching bonnet are rear-view mirror clues to V12.

Seven Heaven

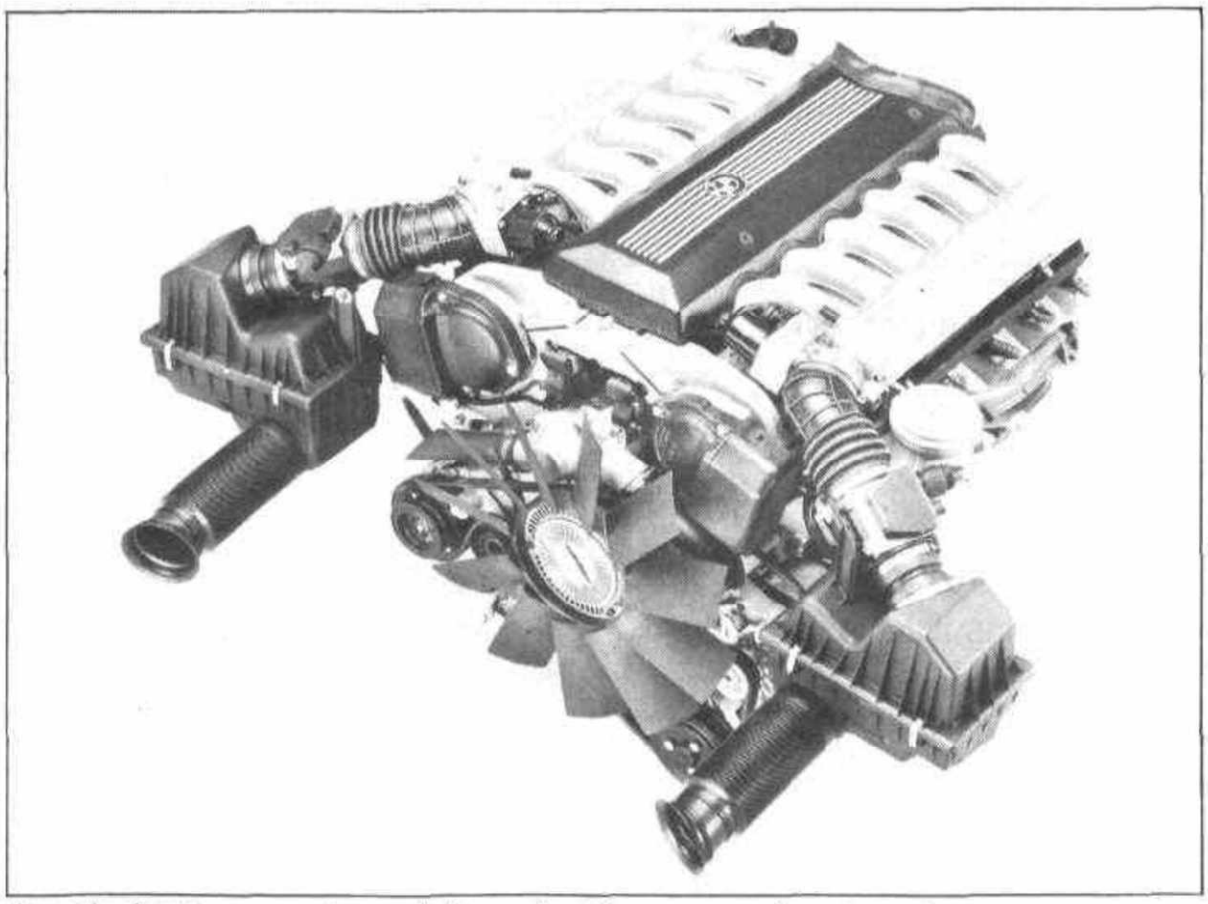
BMW's newest product heralds the end of an era for one of its greatest rivals. For many years now, Jaguar's 5.3-litre engine has been the only mass-produced V12 available (the only other contender, Lamborghini, assembles its version in tiny quantities). The unique prestige that this attribute gave to the British car is now gone with the arrival of the V12-engined BMW 750i.

Inevitably there have been enormous strides in technology since the Coventry unit was sketched out, and the new Munich saloon is packed with innovation throughout. Based on the recently-launched 7-series, the V12 package will be supplied with absolutely every possible luxury that BMW can manage, and in the meantime the company is working on an even more lavish version. It is as if there is no limit to what people will pay for a car, because the "basic" 750i will come to Britain at something like £53,500.

A long-wheelbase version will be available which will come equipped with air conditioning, self-levelling suspension, ABS, leather upholstery, electric seats front *and* rear, rear headrests which retract when not in use, remote locking which closes the sunroof and windows, lamp washers, heated mirrors, computer, reading lights, and a rear blind, plus all the extras which more ordinary cars have. There are options to be specified, though: Electronic Damper Control for one, and Automatic Stability Control (ASC), which prevents the wheels spinning under power, or under deceleration.

The lightweight alloy 60°4988cc unit has a single chain-driven cam per bank operating two valves per cylinder by hydraulically-adjusted followers. Noise has been reduced by a special quiet oil-pump, insulating sump and rocker covers, and a one-piece cover in the centre of the vee. Interlaced individual intake trunks cross over within the vee to be fed by two separate manifolds, each with its own throttle butterfly.

These are linked to a purely electronic throttle control: there is no mechanical connection between pedal and engine at all — the intake butterflies are driven by electric motors which respond to pedal movement. Separate Bosch Motronic engine management systems for each bank are tied in to the four-speed automatic transmission, the ASC, and even to sensors for wear, as well as having self-diagnosis and emergency programmes.


Acoustic damping cover in vee helps make this an extremely quiet engine.

The result is 300 bhp at 5200 rpm, with torque reaching 332 lb ft at 4100 rpm, with or without catalytic converters.

Other mechanical specifications are essentially the same as for the 735i, bar a larger fuel tank, more cooling, uprated brakes, a more sophisticated air-conditioning system, and Servotronic power steering, which responds to road speed rather than engine speed. External differences are confined to a wider "kidney" grille and square exhaust pipes like those on BMW's K100 motorcycle.

On the road the new engine feels exceptionally smooth and quiet, although induction noise is apparent under firm acceleration, and the gearshifts are very gentle. The steering is pleasant without being exceptional, while ride quality, as might be expected, is very good indeed, whether on the Sport or Comfort setting.

This is a taut car which handles like something far smaller, and it is quicker than any big saloon has a right to be: 0-62 mph takes just 7.4 sec, while a speed limiter cuts in at 155 mph. BMW is evasive about why, but this does translate to 250 kph, a politically sensitive figure in Germany where the ecology parties are successfully fostering an anti-speed stance which is already affecting car advertising in Britain.

BMW describes the 750i as being in a class of its own, and it is difficult to specify just which manufacturer is going to lose sales to it: Jaguar perhaps, although all the Coventry products are far, far cheaper and the new XJ6 is arguably equal or better in chassis terms; Bentley, possibly: the Eight is a similar price; or Mercedes, although customer loyalty to both German *marques* is of a particularly high order. This may in itself indicate that current 6- and 7-series BMW drivers are the most likely to trade up to the company's most impressive car yet. **GC**

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Zender bodystyling makes the Veloce "as recognisable as Daley Thompson at a village sports day."

Turning Heads

Alfa Romeo was absorbed into the Fiat Group on January 1, and it soon became clear that the marque would concentrate on high-performing family models, while Fiat concentrated on volume and Lancia on luxury.

As it happens, Alfa Romeo's previous management had already decided to move away from the volume market, where the 33 and 75 models did not rest easily, and new 1.5 and 1.7-litre versions of the 33 had already been launched at the autumn shows. They are anything but dull, and the 33 1.7 Veloce proved an extremely good choice for our annual pilgrimage to Le Mans in June.

A quarter of a million 33s have been sold in Europe since the model's introduction in 1983, but any customers who looked for the Sud's sportiness and character were disappointed. Now it is time for them to look again at the range which is powered by 105bhp 1.5-litre, or 118bhp 1.7-litre 'boxer' engines, and seems to offer particularly good value at prices ranging from £7599 to £8999.

The 1.7 Veloce has, as standard equipment, £400-worth of Zender plastic body kit including a well-styled air dam and rear skirt, sill attachments, a rear spoiler, and clear wind-deflectors around the front door windows. Everything is in body colour (scarlet on the test car) and there is no risk at all of the Veloce merging with the mass of near identical, wind tunnel-honed shapes currently produced.

Concern — alarm might be a better word — set in when our photographer mentioned he had left the Veloce "in the 'green' car park, behind the village" after taking pictures. It was near dusk, and the thought of stumbling round a packed car park in darkness did not have immediate appeal. But there was no need to worry . . . the Alfa was as recognisable as Daley Thompson at a village sports day.

The interior and fascia have been heavily revised and are most pleasant, the seats being well cushioned for sporty driving yet extremely comfortable. Even now, though, drivers of average height will wish the seat could go back another two or three notches.

The height-adjustable steering wheel needs to be on its highest setting to clear the thighs, and the pedal angles are awkward, even tiring for long journeys. They are rather close together, too: there is little space between the clutch pedal and the footrest, and the right ankle is only comfortable when the accelerator is fully depressed. That must be how the designers meant the car to be driven!

The flat-four engine is the heart of the 33 1.7, and it is more appealing than ever. Made entirely of aluminium, and nestling low-down between the front wheels, it has a larger bore and stroke at 87.0 × 72.2mm and develops 118bhp at 6000rpm, with 250rpm still to go on the tachometer. The torque figure is good, at 109lb ft at 3500rpm, but the new gearing feels high and it pays to use the gearbox freely.

A pair of twin-choke carburettors provide the mixture, but the ignition system is electronic. There is a manual choke (which is increasingly unusual) and the engine has a really distinctive flat-four "beat" which is addictive and encourages full use of performance.

The gearbox still has the annoying habit of crunching when first gear is selected, overcome by leaning the lever against second beforehand, but otherwise it has a fast and positive shift quality.

We did not check the performance accurately, but 8.7sec sounds a fair claim for acceleration from rest to 60mph, while the claimed top speed might be a little optimistic at 122mph. Every car has a usable top speed some way short of its terminal speed and, in the case of the 1.7 Veloce, 110mph comes up fairly easily, and an indicated 120mph only with gradient and tailwind.

The ride quality was surprisingly good, thoroughly impressive in fact on the straight but bumpy French D-routes. These are cambered and uneven, but usually free of heavy traffic, and the 33 ran true and comfortably at speeds which are only relaxing when you have the mandatory 900 francs tucked away in the glove-box. The brake pedal is spongy though, and ventilated discs at the front combined with drums at the rear felt only just adequate for serious use at very high speeds.

Nor was the steering particularly sharp. The rack-and-pinion system tends to be low-geared for ease of parking (when the drag of the 185-section Michelin MXV tyres requires some muscle power), and requires significant arm movement to place the car into bends. Handling is very good, in fact, but the 33 still feels as though it understeers more than it actually does, and a higher steering ratio combined with a good servo system would further transform the character of this Alfa.

In case the steering system is on Alfa Romeo's engineering agenda, the steering lock is poor, with a circle of 32.8ft, and fares badly in manoeuvring situations.

Fuel consumption reflects driving style markedly, our full-to-full tank checks ranging from 29.1mpg when driving quietly to 24.6mpg when driving fast. The overall figure of 26.5mpg was a little disappointing.

There is little wind noise at speed, 100mph being a comfortable pace to maintain in Germany for instance, and the 33 has a "big car" feel. The wind deflectors around the side windows are fairly useless, and producing distracting reflections, and the exhaust pipe stops short of the rear skirt, causing a black stain. In short, the Zender kit makes the 33 Veloce look very distinctive, but those who do not want to turn heads can have exactly the same performance from the Cloverleaf, at £8599.

Accommodation is really generous, the boot also being a large and useful shape, and Alfa Romeo's rust-proofing processes are now taken to extreme lengths. At the price of a pervading smell of wax, Alfa Romeo (GB) Ltd offers a six-year anti-corrosion warranty and a three-year mechanical warranty, which ought to dispel any lingering doubts about the 33's longevity.

Alfa Romeo itself refers to the new 33 as being "second generation", which seems completely justified. It has character, distinctive style and excellent performance, attributes which are much sought-after in the 1980s.

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SOUND

ROAD IMPRESSIONS Daihatsu Charade



The aerodynamic efficiency of the new Charade belies its "rather breadvan" appearance.

A Practical Fun-Car

I have been bemoaning lately that modern cars are all the same. But the GTti model in Daihatsu's Charade range is different.

Under the bonnet you have a transverse three-cylinder, fuel injection, four-valve-per-cylinder, turbocharged, just over-square (76 × 73 mm) 993cc power unit, developing just under 100 bhp at 6500 rpm, and able to run to 7100 rpm. There is an intercooler, and the valves are operated on the classic twin-cam principle. It has the lot, in fact!

The larger body of the new Charade has a rather "breadvan" appearance, yet the claimed drag co-efficient is as low as 0.32. There is ample glass area in the flush-sided three-door GTti, which has all-round independent suspension by coil-sprung struts. This top performance model has disc brakes all round, ventilated at the front.

The outcome is a jolly little car (but not so little as you might expect, there being plenty of space for the front occupants on comfortable seats) and one of very notable performance. For this twin-cam turbocharged Charade will leave behind, from the customary but academic 0-60 mph bracket, cars such as the bigger VW Golf GTi, the celebrated Peugeot 205 GTi and the Ford XR3i, with a time of 7.7 sec, as a police-pulling sticker across its windscreen proclaimed.

Couple this to a maximum speed of some 115 mph and you have a car which is great fun, yet docile in the modern idiom. It has a good five-speed gearbox (at a time when the art of making an acceptable gear-change is diminishing), and slight understeer which is not troublesome in ordinary motoring. The thick-rimmed steering wheel is parking-heavy but otherwise equally acceptable. In the dry, in spite of all that power, torque-steer was no problem; in the wet I imagine you would kill it by changing up a cog or two.

So here is a car one can enjoy driving, its highly-impressive acceleration (which makes a car that much safer) just going on and on as engine revs build up. The ultra-modern power-unit is not noisy for its output, though the body sound-damping is, to a small degree.



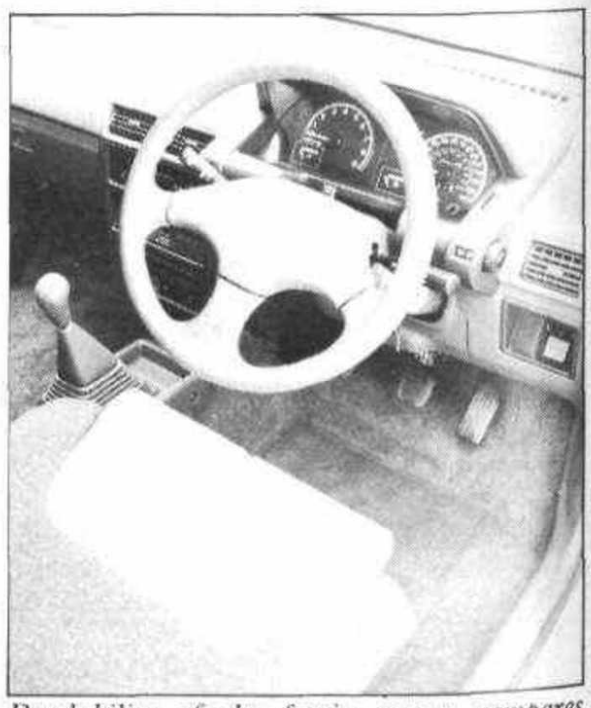
The GTti can out-accelerate its immediate rivals from Volkswagen, Peugeot and Ford . . .

The luggage area of the hatchback body is small but enhanced by folding back seats, the self-lifting back panel openable with the single key.

The clearly-calibrated speedometer and tachometer might be on the fascia of a German car, so easily read are they, and the only other dials are heat and fuel gauges. The digital clock is set rather too low, and needs ignition-on for reading, and the generous-sized cubby-hole could do with a lock to its lid. A rest is provided for one's clutch foot.

In spite of all that performance, the Charade GTti is a tractable little outfit, with 96 lb ft torque at 3500 rpm, but having less "road character" than I had anticipated, and it depends on your personality whether or not you will mind the inscription "TWIN CAM 12 Valve TURBO" along the body sides! The rear-hinged bonnet opens easily to reveal accessible service items, the long dipstick having a clip support. Electric window-operation, central-locking, alloy wheels, metallic paint and a sun roof bring the total price to £8849, from £7699.

The switches and interior fittings are well contrived, with substantial control stalks, turn-indicators and lamps from the right one, washers from the left one. A knob brings in the rear wipe-wash. The fast Charade's sporting look is enhanced by front and rear spoilers, the 8.8-gallon fuel tank had a lockable lid, and the hatchback and this flap are openable by little

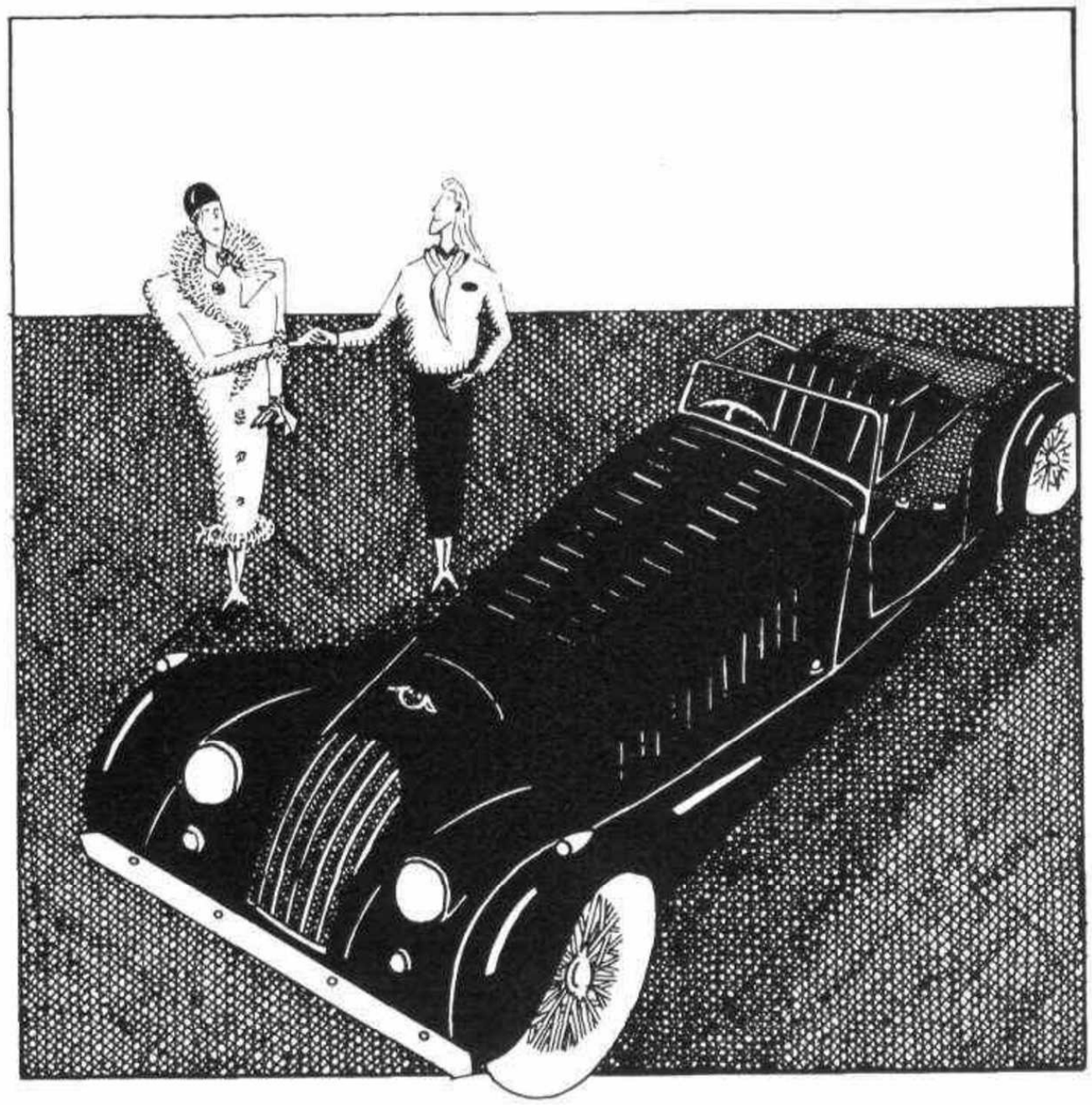


Readability of the fascia gauges compares favourably even with German makes.

driver-accessible levers. There are internally-adjustable external mirrors, and the test car had 175 × 60 R14 Dunlop Sport 78H Radial tyres and a Sharp Guard System stereo-player.

How nice it is to come upon a car of such technical merit which can out-perform its opposition! Driving as hard as I dared on congested summer roads, fuel consumption averaged 36.2 mpg.

WB



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A very real Alfa Romeo Tipo B monoposto, *erroneously referred to as a P3 by the media — Bill Clark's car in New Zealand.*

Quiet Sunday

Dear AH,

People often say "Whatever happened to the Nürburgring?" And well they might, for as far as Grand Prix racing is concerned it seems to be dead and buried.

After Jackie Stewart and Niki Lauda succeeded in convincing everyone that it was no longer viable for today's Formula One cars and drivers, the Germans built a New Nürburgring, just to one side of the old mountainous 14-mile circuit. Very sensibly, they kept the old one in good condition and encouraged its use by the public and tourists as a "leisure drive". German industry continued to support the old circuit as a test-track, for there is nothing better anywhere, if you are interested in making a half-decent car with good handling, steering and suspension.

The New Nürburgring was hailed as the "millenium" and before it was used well-known names were saying it was the best "racing facility" in Europe, if not in the world. What they seemed to overlook was that the drivers did not really want a "facility", they wanted a racing circuit.

When the Grand Prix circus went there it did not seem to enjoy it, and was happy to return to Hockenheim. Now Hockenheim just has to be one of the dullest Grand Prix circuits in use, yet it was deemed preferable to the wonderful new Nürburgring!

The Old Nürburgring, the real one, still stands proud and foreboding amid the Eifel forests and a challenge to anyone who thinks of himself as a driver. One lap in a fast car is more exciting than a whole season of racing on the Silverstone Club Circuit, even if you are just going round in your road-going Porsche as a tourist.

Earlier this season the Germans held a national saloon car event, a 24-hour marathon rather like the Willhire 24-Hour race which is held at Snetterton each year. By all accounts the entry was so large it had to be started in batches of 100! And there were 50,000 spectators around the 14-mile circuit, most of them camping for the weekend and enjoying all those things people do when out for a holiday weekend in the country. The actual racing was secondary, and though there was a huge entry they were all amateurs, virtually all unknown.

Similar large crowds of campers have gathered at the Old Nürburgring for motor-cycle rally events and pop concerts, so the majestic circuit has not been abandoned by the Nürburgring enthusiasts. If the current crop of Formula One drivers were allowed to pit their skills against the 14-mile circuit I am sure 150,000 people would turn up for the weekend. As it is, the German Grand Prix at Hockenheim saw many of the grandstands virtually empty, especially the expensive ones on the major corners.

Following the three Grand Prix races in July I decided to return home for a quiet weekend, toying with the idea of going to the Vintage Sports Car Club hillclimb at Prescott, or to a local Vintage Motorcycle Club event. In the end I decided to stay at home and have a day in the workshop fettling-up a new motorcycle "toy" I have just acquired.

The day had barely begun when a phone call got me over to the local inn at lunch-time to meet Bill Clark and his wife, from New Zealand, and it wasn't long before we were joined by Eoin Young and Doug Nye, who were also in the middle of a "quiet Sunday".

Among many cars he owns, Bill Clark's pride-and-joy is the best of all Tipo B Alfa Romeos. When the Scuderia Ferrari sold it to Austin Dobson in 1936, he was told it was the car with which Nuvolari had won the 1935 German Grand Prix at the Nürburgring (that fantastic circuit again!) and nobody had cause to doubt it.

It was the last development of the Tipo B Alfa Romeo, with Dubonnet independent front suspension, hydraulic brakes and reversed quarter-elliptic rear suspension, with a twin-blown 2.9-litre straight-eight

LETTER FROM GERMANY

engine. Dobson raced it regularly, and in 1937 sold it to Kenneth Evans who raced it up to the war, and in the early post-war years Roy Salvadori raced it. It then went to New Zealand and has been there ever since, Bill Clark acquiring it in 1960.

It is so original that it would be silly to try to race it in today's Historic (Hysterical) racing. The wheels would have to be rebuilt, the tyres renewed, the brakes re-lined, the drums replaced, all the internals of the engine would have to be re-made if you didn't want to risk a monumental blow-up when you pushed it to its maximum. And if you didn't push it to its maximum then it would seem a bit pointless joining in VSCC racing.

Bill Clark is quite happy to use the car for demonstration runs and gentle parades, handling it with due consideration for all its original bits and pieces. Last year he let Sir Jack Brabham drive it in a demonstration, for, as he said, "Old Jack knows about mechanical things and I knew he'd drive it with sympathy." This outlook on an old historic Grand Prix car means letting it run up to 90-100 mph, not thrashing it flat-out at 140 mph.

It runs on methanol fuel and from cold it needs a tow-start, but once warm it starts easily on the handle, so Bill often takes it down to the village store to buy his beer. He lives outside Christchurch in New Zealand and says, with a chuckle, "I'm tempted to go into work in it one day, and park it in the car park alongside the boss's Holden."

Pre-war racing cars in New Zealand are few and far between so there is little incentive to race it "at home" — and anyway Bill Clark and his sons are into racing Cooper-Bristols and Cooper-Climaxes, which give them a lot of fun. With Doug Nye joining us the talk naturally turned to Cooper history and Cooper stories, and they can go on for ever.

At the British Grand Prix I met John Cooper and his son having a look round today's Formula One machinery, and John was loving every minute of the mechanical (and electronic) scene, but what really made his day was that Michele Alboreto greeted him in the Ferrari pit with such warmth. Alboreto had never met John Cooper, but knew all about the days of Cooper-Climax and Jack Brabham's two World Championships, and said how pleased he was to meet the man who really got the mid-engined Formula One revolution going.

It was 5pm before I got back to the workshop. By evening I had got my new "toy" running, and then a friend arrived on his 1939 Velocette to see how I was getting on, so even though darkness had arrived I just had to fire-up the Triumph 650 Trophy so he could listen to it. So much for a quiet Sunday.

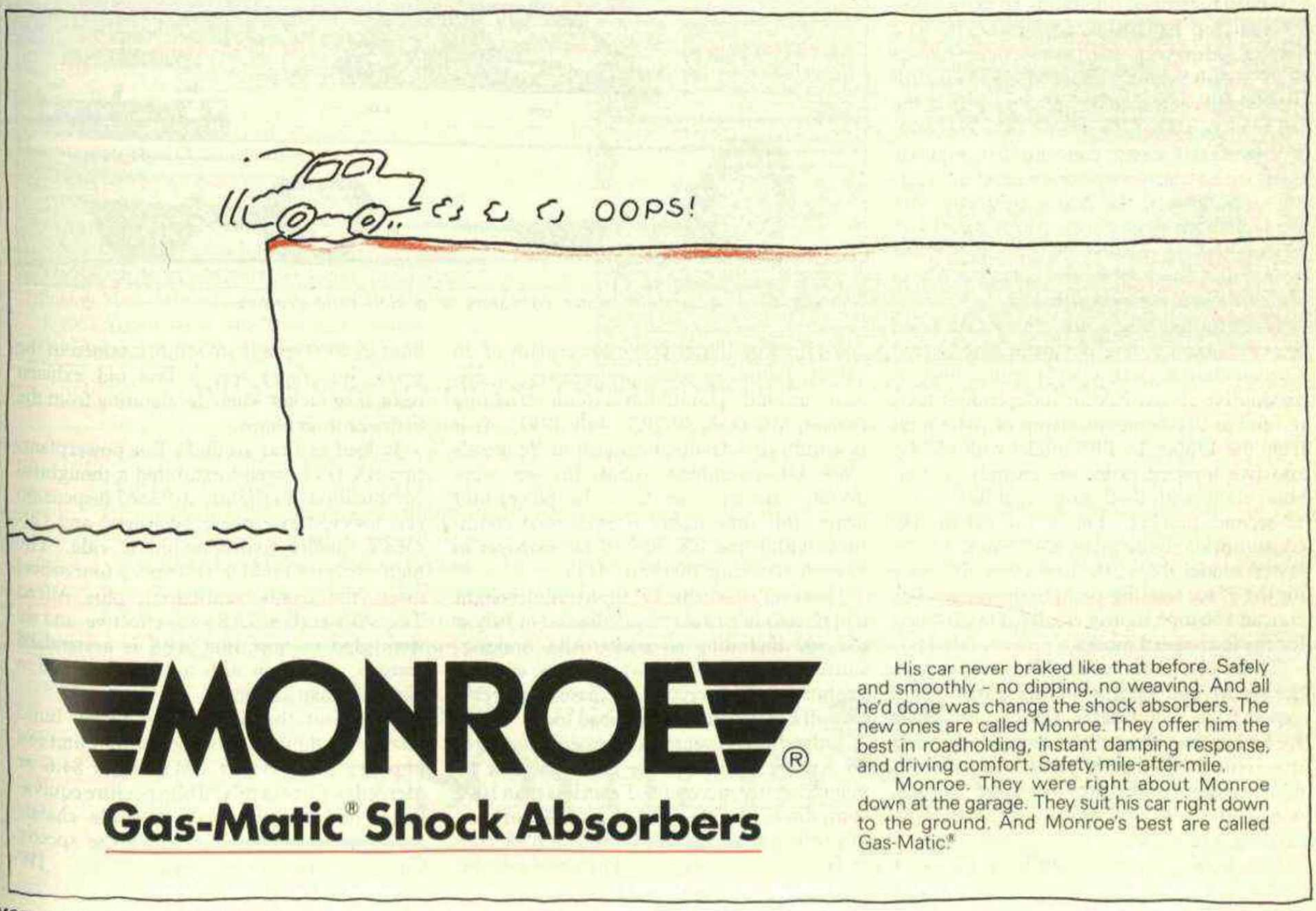
As I mentioned last month, I gave Hungary a miss as I wanted to ride my racing bike at the Shelsley Walsh hillclimb — a splendid weekend racing up the most satisfying of all the British speed hillclimbs, making STD and winning the OAP Trophy.

In Formula One terms, hillclimbing is like qualifying used to be; one-shot sudden-death, with no time for second thoughts or re-appraisals and certainly no question of "playing yourself in". It's full song off the line and get on with it. If you equate our little band of motorcycle hillclimbers to Formula One, and reckon the fast lads are like Piquet, Mansell, Senna *et al*, then I am not as good as Pascal Fabre; but at least I enjoy myself, and as we run one at a time there is no fear of getting in the way of anyone.

Hillclimbing, and sprinting for that matter, is a funny pastime, for the more successful you are the less time you spend on the bike. I get more seconds of enjoyment at my slow time, than the chap who makes best time for the hill, but his seconds are more concentrated which makes up for it.

It is a funny old game, but I couldn't give it up, at least while I can still run-and-bumpstart the racer. I suppose eventually I will have to get an electric starter or something.

Yours, DSJ



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Ambitious AX

As part of the French Peugeot Talbot Grouping, one now enjoying a massive sales resurgence via the Peugeot 205/309 and Citroën's popular mid range BX saloons, Citroën is ambitious for mass sales. Such aspirations are completely at odds with its previous role, purveying ingenious and advanced technical features to a midly eccentric, and mainly Francophile, customer.

The AX is Citroën's challenger to the band of lightweight "superminis" represented by VW's Polo, Renault's R5, Ford's long-running Fiesta and Rover Group's Metro. The flyweight AX (from 1408lb) has an unusually low aerodynamic drag factor in the 0.31-0.32Cd range, and has succeeded in outselling some key home market rivals since its launch at last autumn's Paris Motor Show.

For Britain, Citroën sees the AX contributing over 18,000 cars a year in 1988, by which time it expects to sell us 50,000 vehicles annually, rather than the 1986 total of 36,908. Can the AX fulfil such expectations?

We drove three examples of the seven models now offered in Britain, at prices ranging from £4399.04 to £5900.27.

It is important to say that these prices are usually lower than obvious rivals, including stablemates at Peugeot. I shall not quote their references to the Renault 5 as that line has only just been revamped (including an extra 5 bhp for that top hatchback performer, the GT Turbo). However, it is worth pointing out that Renault 5s now start at £4590 and many of these small cars, even before you aspire to the performance XR-GTI school, exceed £6000.

Engineered along conventional Eighties lines, with a transverse four-cylinder motivating front wheels, the AX is currently only available with three doors. As for diesel and sports versions outside the present limited production Sport, one can expect the AX to sprout these alternatives "shortly".

Given the low weight and obvious attention to aerodynamics, it is not surprising to find Citroën claiming extra performance over its diminutive rivals. Recent independent tests remind us that company claims of 104.4 mph from the 1360cc 14 TRS model with 65 bhp and five forward ratios are entirely reasonable, along with 0-60 mph capability in the 12-second bracket. The worst urban fuel consumption figure given is 40.9 mpg for the fastest model above, the best a fine 50.4 mpg for the 954cc starting-point to the range. The constant 56 mph figures escalated to 72.4mpg for the four-speed model.

The road manners of the AX are very much the secure and sprightly fashion one would expect from such figures. Cabin noise-levels are higher than generally accepted today, and there is no doubt that the practical interior (its door pocket providing for large bottles, non-alcoholic in outline . . .) belongs to an extremely light car.

We have previously outlined Citroën's 160 bhp aluminium dohc powerplant of 16 valves, following some preliminary experience around Donington circuit (*Industry Insight*, MOTOR SPORT, July 1987). As it is a unit also destined for use in Peugeot's 1988 UK-assembled 405Mi-16, we were doubly interested to drive the power-unit again, this time under French road conditions within the BX 16V (S for *soupapes* to French-speaking markets) GTI.

However, since this 135 mph middleweight will be sold in Britain "from the end of July at £12,300 including all taxes, ABS braking, sunroof, central locking and electric window operation, plus stereo radio/cassette player", we will not pre-empt a full road test.

Judged as a power train, Citroën's mating of 16 valves and a close-ratio gearbox is magnificently successful. From less than 1000 rpm, this GTI will snuffle peacefully forward in a fifth gear which will allow over 6500 rpm in favourable conditions. The absolute rpm limit of 7000 rpm is smoothly attained in the gears, but there was a fine old exhaust resonance racket when decelerating from the fifth gear maximum.

Judged as a car around a fine powerplant, this BX GTI variant exhibited a thoughtful combination of a slightly stiffened suspension (via lowered gas sphere pressures) and Citroën's quality hydropneumatic ride. The high-pressure braking system via four-wheel discs (the fronts ventilated), plus Alfred Teves Generation 3 ABS was effective, and we were glad to note that ABS is a standard feature, as it often adds more than £1000 to West German saloons.

In all but the occasionally flimsy build quality we thought this high-output unit (84 bhp per litre, versus BMW M3's 84.6 or Mercedes-Cosworth's 80 bhp per litre equivalents) had found equally capable chassis accommodation. In our hands the speedy Citroën returned 25 to 28 mpg. **JW**

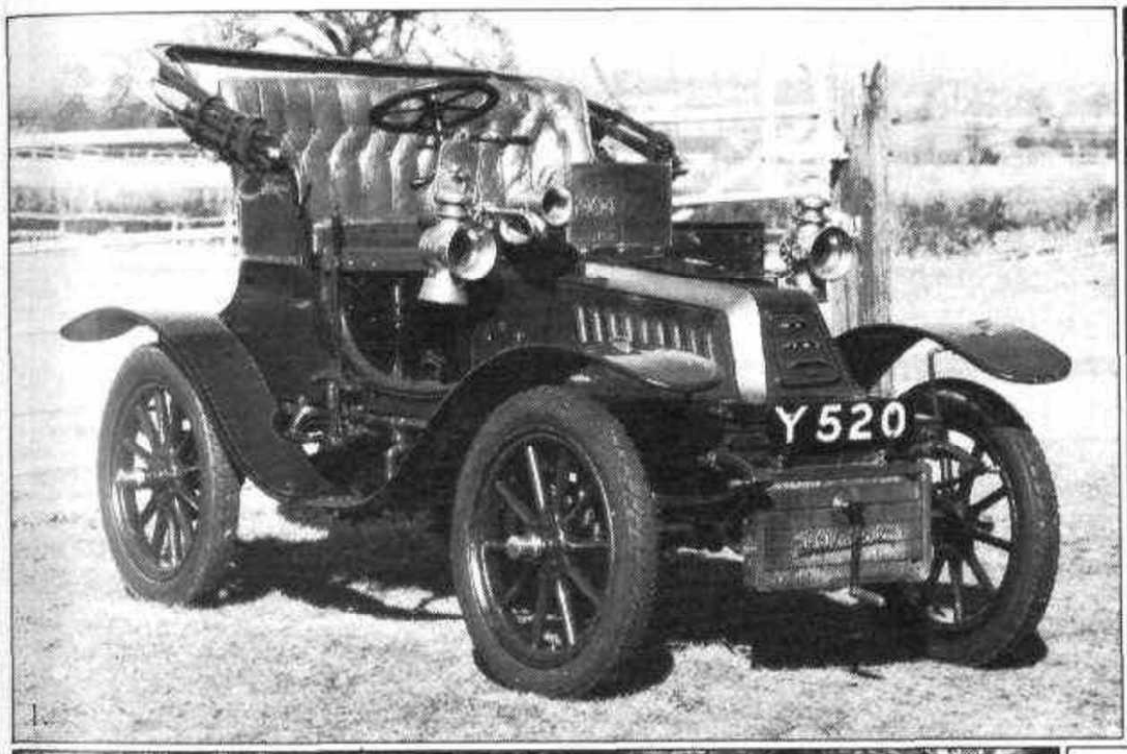


Citroën's AX boasts unusually low aerodynamic drag and unusually high fuel-efficiency.

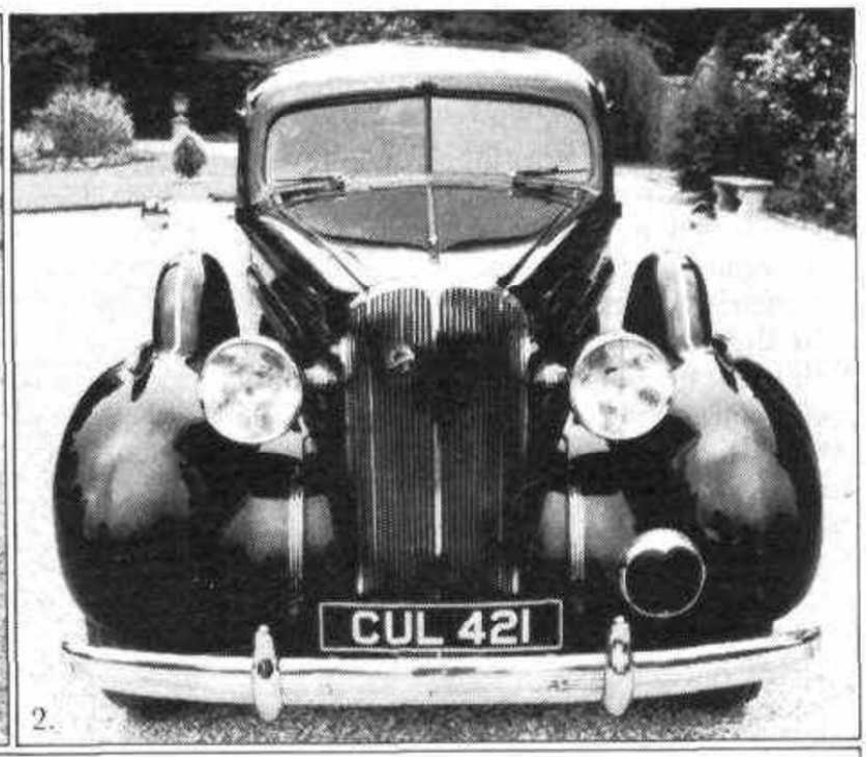


The BX GTI successfully mates 16 valves to a close-ratio gearbox.

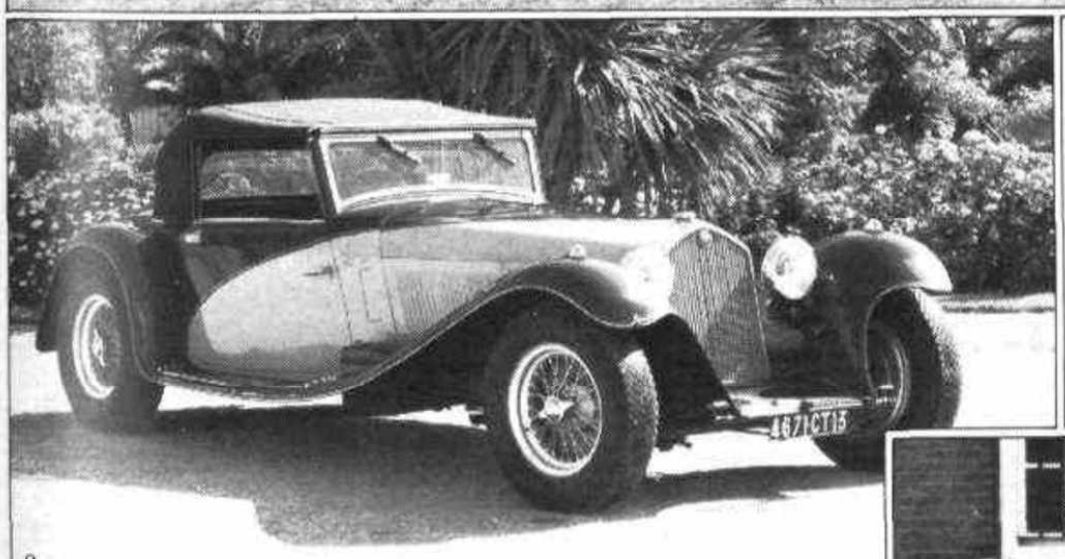
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Privateer Plunder

When Bernard Béguin won the Tour of Corsica in a Rothmans BMW, the achievement was acclaimed as one of the rare victories by a private team against the might of the factories. All credit to him and his team. It was not the triumph of a privateer, however, for the Silverstone-based Rothmans outfit is quite substantial, and Béguin had the backing of a comprehensive service support organisation.

In the New Zealand Rally the winners again came from outside the ranks of factory professionals, but the situation there was rather different.

Firstly, Austrian driver Franz Wittmann can be considered a real privateer, gathering together whatever sponsorship he can and competing in World Championship events with limited resources and often with strained budgets.

Secondly, there were hardly any factory entries at all, which meant that Wittmann did not have the opposition he could expect on something like the Safari, the RAC or the Sanremo Rally. He fully deserved his victory, of course, using the 4WD of his Lancia Delta to full effect on some of the sandier roads and, with Jorg Pattermann, finishing just 47 seconds ahead of the works Volkswagen Golf GTi of Kenneth Eriksson and Peter Diekmann.

The only other regular Europeans among the front runners were Stig Blomqvist and Björn Cederberg in a Ford Sierra XR4x4 built by Gordon Spooner in England and backed by Motogard (the New Zealand component and accessory company which used to sponsor the rally itself until it was taken over a few years ago by the Australian Repco organisation). Wittmann's Lancia, sponsored by Funkberater, had been built at the factory but is looked after entirely by Austrian mechanics, whilst Eriksson's Olivetti-backed Golf had the benefit of factory support.



Lancia's factory squad did not go to Auckland, but a Delta still won in Austrian hands.



A restless native — New Zealander Tony Teesdale finished fourth in a Mazda 323 Turbo.

One reason for the few visitors is New Zealand's distance from the European concentrate of rally teams, and the expense of sending a works entourage to the other side of the world. Auckland is just about the end of the line and, as they freely admit down there, you don't visit the place on your way to somewhere else; there just isn't anywhere else to go!

The other reason is the event's replacement this year by the USA's Olympus Rally as a qualifier in the World Championship for Makes. It remains in the Drivers' Championship, which in our opinion is by far the more important, but that view is not shared by some works teams, notable Lancia, which has craved and collected manufacturers' pots as long as we can remember.

Naturally, Lancia would do all possible to secure the title for one of its own drivers, but since one of them is pretty certain to become Champion this year anyway, there was little point in expending considerable time, money and energy adding to a lead which was already substantial. The main Turin effort is for the make, not the man, and the workshop and other resources are at full stretch preparing for the four remaining manufacturers' rounds of the series.

With the exception perhaps of those who have tried in the past to ride roughshod over organisers whom they thought, wrongly as it happened, too inexperienced to offer much resistance, the New Zealand Rally has always been popular with visitors, from the

New Zealand Rally

days of the old Heatway right up to the present. The rhythm of the forest roads, (not unlike many in Europe), the enthusiasm of the people and the friendliness of the organisers all add up to something which has never been anything but enjoyable. However, popularity of that kind does not influence manufacturers, and drivers can only go where their teams direct them.

Among the local drivers there was a great deal of talent at the head of the field, and some well-prepared machinery into the bargain. Paddy Davidson drove an ex-works Nissan 200ZX, Possum Bourne a Subaru RX Turbo from which the works team might pick up some ideas, and Brian Stokes a Sierra 4x4. Three 4WD Mazda 323 Turbos were driven by Neil Allport, Ray Wilson and Tony Teesdale.

The 1275-mile route was contained in the North Island, for the days of shuttling year by year between the North and South Islands ended long ago, and the rally is now based at Auckland, with a secondary centre at Rotorua for two night stops. A few of the 36 special stages were on tarmac, but the majority used forest roads.

Against Blomqvist, Wittmann did not think much of his chances, even though the Sierra was much heavier than the Delta. But on just the third stage Blomqvist's rear differential broke and the best part of twenty minutes was lost having it replaced. Later, the centre differential stopped working and, although he pressed on which such determination that he was even fastest on one stage, a half-shaft eventually broke and he was out.

On the faster, straighter stages, Eriksson certainly had the edge over Wittmann, but the Austrian had the advantage when the going became twisty or slippery; and both were being harrassed very closely indeed by New Zealanders Bourne, Allport, Wilson and Teesdale. A misfire slowed the Volkswagen, the Lancia bent a strut in a hole, and Allport's Mazda needed a new wheel, half-shaft and caliper, after a stone lodged behind the latter and did considerable damage.

At Rotorua, Whittmann led by 26 seconds from Eriksson, whilst Bourne was only 19 more seconds behind. Eriksson lost some more time when his fifth gear packed up, and when the other ratios began to stiffen the chance had to be taken to replace the box between stages, an operation which was completed in a little over ten minutes. Imagine that in a High Street garage!

After that, Eriksson drove like a man possessed, delighting the crowds and shortening Whittmann's lead. Wittmann claimed to have met a lorry on one stage, but no-one else seemed to have seen it, although he did pass a course car which had been stuck for a while in a ford and had to be towed out by a lorry.

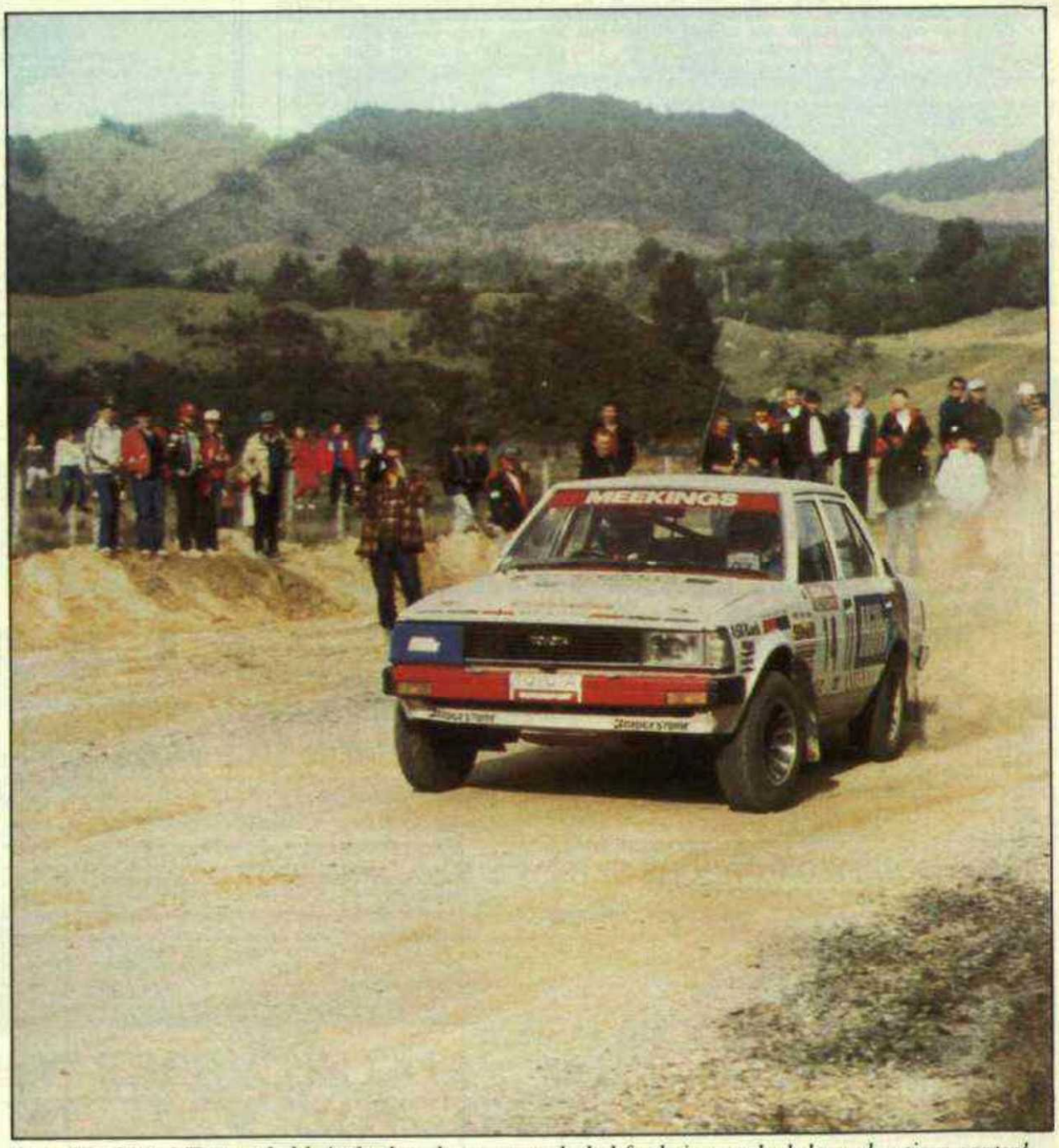
When a hydraulic pipe broke, leaving him without brakes for a while, the situation looked bleak for Wittmann, for he was feeling the strain of constant 100% effort to stay ahead of Eriksson. But stay ahead he did, even though Eriksson, after losing another 40 seconds or so when a half-shaft broke, put all he had into catching him.

There was a moment of drama in the Austrian camp towards the end when an oil cooler pipe was broken by a stone. The replacement and top-up were somewhat hasty, and oil inevitably spilled onto the turbocharger, causing an instant fire. It was soon put out, but the engine looked a mess, blackened by smoke and swimming in oil.

The ever-hopeful Eriksson wondered whether the Lancia would last, and even made best time by 20 seconds on the final stage; but last it did, and the woodcutter from Austria could hardly believe the good fortune which led to his winning a World Championship event.

It is all very well to say that the situation was engendered by a lack of stern professional opposition, but the fact remains that the fight was close, the competition fierce and Wittmann emerged an estimable winner. To theorise on the possible result had more works teams been present is merely academic and quite pointless.

Little is changed in the World Championship, save for Ericksson moving up to fifth place and Wittmann coming in at equal ninth. **GP**



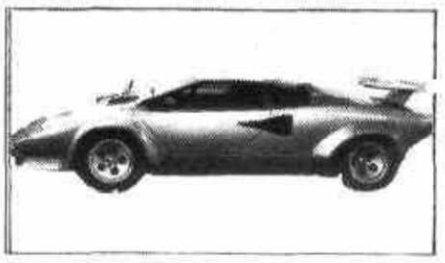
Ross Meekings' Toyota held sixth place but was excluded for being pushed through a time-control.

RESULTS
New Zealand Rally, July 11-14

1st:	Franz Wittmann (A)/Jorg Pattermann (A)	Lancia Delta HF 4wd, Gp A	6h56m00s
2nd:	Kenneth Eriksson (S)/Peter Diekmann (D)	Volkswagen Golf GTi, Gp A	6h56m57s
3rd:	Possum Bourne (NZ)/Michael Eggleton (NZ)	Subaru RX Turbo, Gp A	7h04m25s
4th:	Tony Teesdale (NZ)/Greg Horne (NZ)	Mazda 323 Turbo 4wd, Gp A	7h18m31s
5th:	David Officer (AUS)/Kate Officer (AUS)	Mitsubishi Starion Turbo, Gp A	7h35m12s
6th:	Ken Adamson (NZ)/Greg Adamson (NZ)	Toyota Corolla GT, Gp A	7h40m17s
7th:	Stuart Weeber (NZ)/John Kennard (NZ)	Toyota Starlet, Gp A	8h00m50s
8th:	Simon Davies (NZ)/Simon Curry (NZ)	Subaru RX Turbo, Gp A	8h05m41s
9th:	Kouichi Hazu (J)/Hakaru Ichino (J)	Isuzu Gemini, Gp A	8h09m58s
10th:	Grant Goile (NZ)/Tony Morrison (NZ)	Toyota Starlet, Gp A	8h12m41s



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BMW 325i (C) reg. 4 door, blue, manual, ABS, s/roof, cent. locking, 19,000 miles, service history £13,450



1986 D reg Range Rover EFi. Caspian blue, auto, 19,000 miles, as new £18,500
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1988 MODIFIED PORSCHE SERIES



September and October seem traditionally to be the busiest part of the season, with all the Championship Finals, plus the Relay Race Series. Its also the time when conversation turns to next year, what competition series will be run and what are likely to be the competitive cars.

To enable the forward looking among you to plan ahead as far as possible, we hope that by the time you read this, the Porsche Club will have approved our proposed regulations for next year's modified series.

Hopefully, it will be an 8 round series at a good selection of circuits, and also — and much more importantly! — will hopefully again be Autofarm Performance sponsored.

Provisional technical regulations available on application. Ask for/write to Karen Ruggles.

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Round 3 at Donington, and pouring rain certainly made handling 300+ bhp more entertaining. The Normally Aspirated v. Turbo contest went firmly to the former, with Piper's old endurance wets and Bell's road tyres not mixing at all with Turbo power and the wet! Class leaders are now:

CLASS C (Monsters) Norman McRoberts, after his excellent win, clear of Mike Holland.
CLASS B (Hairy Road) Richard Chilton with 21 points, well clear in his class but not far ahead of Norman's 18 overall.
CLASS A (Production) Nigel Spink, with 16, currently comfortably in control of the class.

Next round: Sunday September 13th, Mallory Park.

PROJECT DEPT

In the turmoil of this summer, our Project Department has been obliged to slow down on its throughput (yours truly hasn't got a car, even!), due to shifting and insecure facilities.

It has therefore turned its talents to improving the performance of the inanimate object above!



However, our facilities are fast getting back to normal, to ensure that we can offer our usual renovation/conversion/uprating service over this Winter.

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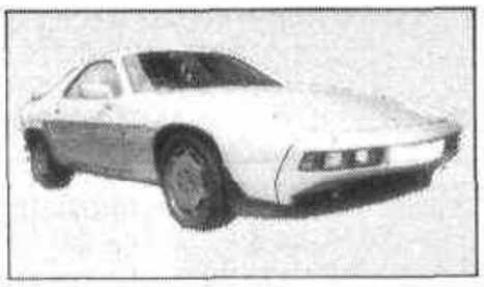
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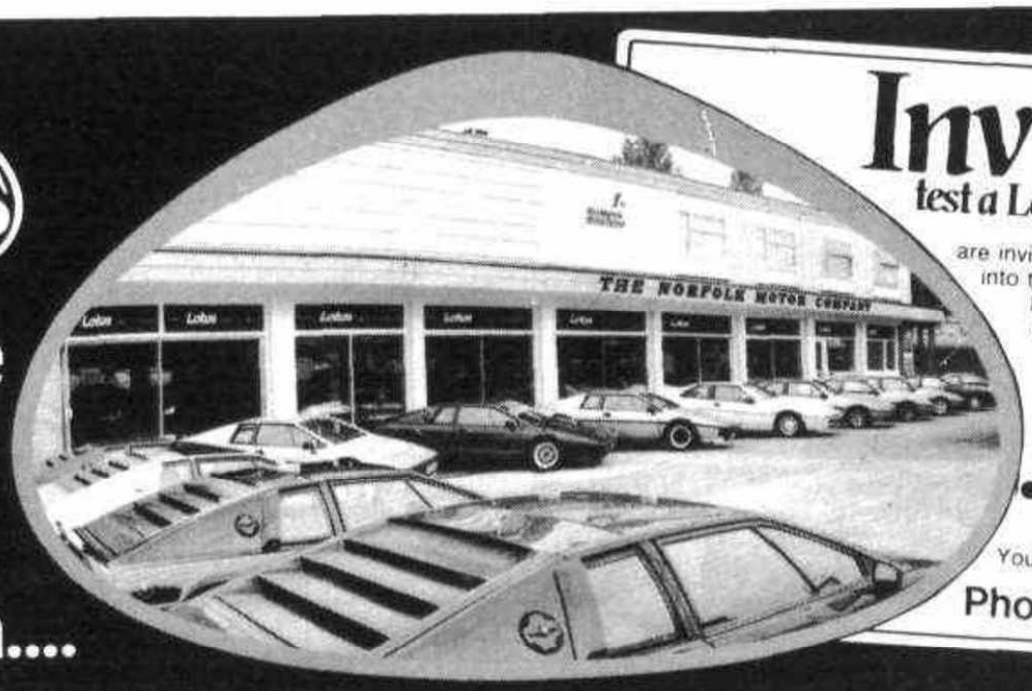
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Lancia recruited local man Jorge Recalde to back up Biasion's efforts. He duly finished second.

Lancia Fully in Control

So many of the World Rally Championship's formerly active teams have called a halt to their rallying in the past eighteen months, some as a result of unacceptable changes of FISA's rules and subsequent differing interpretations, some simply due to a marked lack of success, that Lancia's unopposed gallop to the top of the Championship table this year has hardly been surprising.

The Italian team really has not had a challenger at all, and the old sparkle of close, intense competition has been markedly and sadly absent from a number of recent rallies. Not only has Lancia been able to pile up points in the Makes Championship; it has been able to keep other teams' scores down by getting two, sometimes three of its cars into the leading places. Furthermore, the team's management has been able to manipulate results by deciding which of its drivers should win.

That, no matter what might be said in mitigation, has had a patently harmful effect on the sport, although if Lancia's opposition had not become sufficiently disenchanted to leave the fray, the situation would almost certainly not have arisen.

Each of the Lancia's three drivers has been contracted to appear in seven events this year, on the face of it providing each with a fair crack at becoming World Champion.

The Argentina Rally was one of Massimo Biasion's outings, and his win there moved the Italian from third to first place in the series. But Juha Kankkunen is just two points behind, Markku Alén another eighteen, and these two are certainly among the favourites in their homeland's Rally of the Thousand Lakes at the end of August.

The World Championship for Makes has now been settled in Lancia's favour by a massive 72-point lead over Audi, although in fairness it should be said that the German team has not been actively campaigning the series as a whole this year.

The Drivers' Championship is another matter, and it remains to be seen whether the situation will still be open when the Lombard RAC Rally takes place as the final round in November. Biasion only has one of his contracted seven events left, the Sanremo Rally in October, but we wouldn't rule out the possibility of an "extra" appearance for him in the RAC Rally.

Another Lancia came second in Argentina — a works Delta provided for Argentinian driver Jorge Recalde — whilst behind them came a pair of 16-valve Volkswagen Golfs driven by Erwin Weber and Kenneth Eriksson.

Recalde's second place puts him on the list of First Seeds from now on, and his championship points, added to those which he gained in Portugal, the Acropolis and the Olympus, elevate him to eighth place in the series.

Eriksson's performance was quite remarkable, for a broken half-shaft on the very first stage out of Buenos Aires produced a substantial penalty which put him down to last place. It is to his immense credit that he recovered to finish fourth even after later losing a wheel and breaking his gearbox!

The Swedish driver is now fourth in the championship, behind the three Lancia men, the result of tenacious and consistently good performance throughout the year.

The rally started at Buenos Aires on Tuesday, August 4, and finished at Cordoba

1987 WORLD CHAMPIONSHIP
Drivers (after 9 of 13 rounds)

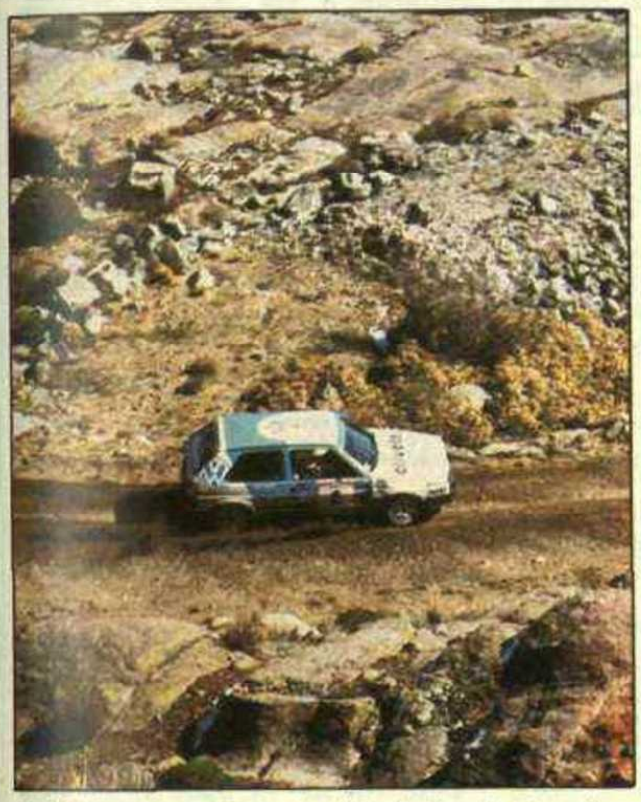
Massimo Biasion (I)	74
Juha Kankkunen (SF)	72
Markku Alén (SF)	60
Kenneth Eriksson (S)	46
Jean Ragnotti (F)	37
Hannu Mikkola (SF)	32
Erwin Weber (D)	31
Jorge Recalde (RA)	30
Walter Röhrl (D)	27
François Chatriot	21
Timo Salonen (SF)	20
Bernard Béguin (F)	20
Franz Wittmann (A)	20

Makes (after 8 of 11 rounds)

Lancia	134
Audi	62
Volkswagen	61
Renault	55
Mazda	42
Ford	28
Toyota	22
BMW	20
Subaru	10
Nissan	9
Fiat	5
Opel	2
Alfa Romeo	1

RESULTS
Argentina Rally, August 5-8

1st:	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta HF 4wd, Gp A	7h 10m 27s
2nd:	Jorge Recalde (RA)/Jorge del Buono (RA)	Lancia Delta HF 4wd, GP A	7h 11m 28s
3rd:	Erwin Weber (D)/Matthias Feltz (D)	Volkswagen Golf GTi 16v, Gp A	7h 27m 11s
4th:	Kenneth Eriksson (S)/Peter Diekmann (D)	Volkswagen Golf GTi 16v, Gp A	7h 59m 16s
5th:	Gabriele Raies (RA)/Raul Campana (RA)	Renault 18 GTX, Gp A	8h 02m 43s
6th:	Paulo Lemos (BR)/Arthur Cezar (BR)	Volkswagen Golf GTi 1.8, Gp A	8h 08m 42s
7th:	Jorge Fleck (BR)/Silvio Clein (BR)	Volkswagen Golf GTi 1.6, Gp A	8h 13m 12s
8th:	Jorge Bescham (RA)/Jose Garcia (RA)	Fiat Regata, GP A	8h 31m 28s
9th:	Ernesto Soto (RA)/Martin Christie (RA)	Renault 18 GTX, Gp A	8h 34m 48s
10th:	Alfredo Schmauk (RCH)/Fernando Horta (RCH)	Alfa Romeo 33, Gp A	8h 39m 12s



Adding some colour to a bleak South American landscape, Erwin Weber was third for VW.

Thirty Total Years

Many competitors, past and present, from Europe and other continents, will recall with nostalgic affection that great old event which vanished from the calendar some years ago, the Total Rally.

Sometimes beset by puzzling navigation methods, and certainly with a roadbook which was unique in both style and philosophy, the Total was nevertheless one of the most enjoyable rallies of the year, and he would be crusty indeed who would not enthuse at the memory of the formidable forests of Sabie and Loews Creek, the vast Usutu of Swaziland and the wild sprints along the thronged streets of Lourenço Marques.

Total's generous backing, the support of South African Airways and the eagerness of local manufacturers and distributors to have the services of overseas drivers and co-drivers gave the event a strong cosmopolitan ingredient, and the hospitality extended to the visitors was something which they will never forget.

Sadly, the rally was discontinued some years ago when Total ended its sponsorship for commercial reasons and, although other backers have since come forward, none has given the former Total Rally quite the same international flavour and atmosphere.

However, friendly links have been maintained between the company and the Pretoria Motor Club, and on September 4-5 the club is running the Total Memorial Rally to celebrate thirty years of Total's close involvement with South African motor sport.

The first event to be backed by Total was the Pretoria-Lourenço Marques Rally of 1957, after which came a variety of others, including the Blind Navigators Rally, in which PMC drivers each took a blind navigator who was given route instructions prepared in braille, and that great event in Botswana the Kalahari Desert Race.

We well recall the celebrations of a couple of farmers who, to their own surprise, won the Kalahari Race some years ago in a Ford F100 truck. One said to his partner: "Now that we've won, we must take it more seriously next year and not stop at all the pubs. We must carry the beer with us in the truck!"

The route of the Anniversary Rally will be largely that of one of the old Total Rallies, and its Clerk of the Course is John Bell, who laid out many of the routes of past years. **GP**

on the Saturday afternoon. Its 1380-mile route was divided into four legs, the first beginning with a long overnight trek to Cordoba where it was subsequently based. The remaining three legs took place by day, and all 27 special stages, totalling 385 miles, were held in the daytime. **GP**



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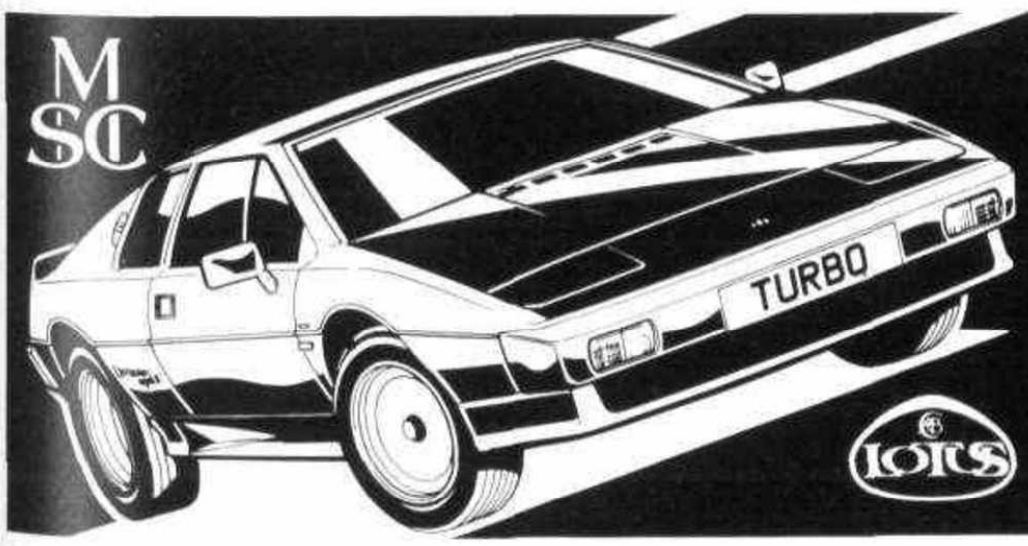
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Opulently finished, but note steering wheel at knee-level.

Trident Tested

Maserati — it is impossible even to say the name without relishing the promise of Latin excitement. After a lean time in this country, not because there were no customers, but because there were no cars, the trident badge is slowly reappearing on British roads, mounted on a small, restrained-looking sports coupé called Biturbo. Most are two-door, some four-door, but the most striking to look upon is the Spyder which we recently put to some rapid use.

This new generation of Maseratis represents a profound change of emphasis for a company founded on a racing heritage. Before the Biturbo there was a series of increasingly refined but nevertheless brutish sportscars culminating in the mid-engined Bora and the sensational Khamsin. An equally massive saloon, the prosaically-named and unattractive Quattroporte, and the pleasant Kyalami coupé completed the range of cars when Citroen's share in the company was taken over in the late 1970s by Alessandro de Tomaso, the avid collector of Italy's smaller sportscar, motorcycle and coachbuilding concerns.

With or without fuel crises, these handbuilt and expensive vehicles were obviously unlikely to generate enough return to keep the company afloat in the Eighties, and so a smaller, mass-produced, car was conceived, aimed at the expanding market in compact but rapid saloons such as BMW's 3-series. The Biturbo made its appearance in Italy at the beginning of 1982, boasting the attribute which Jaguar has always prided itself on — it was much cheaper than expected.

But a right-hand drive version has taken a long, long time to mature, during which time the hopeful importers got bored with waiting and gave up the concession. Now, however, a freshly-formed company, Maserati (UK) Ltd, aims to top 300 sales in the first 12 months, and subsequently reach over 500 per year, although the time and costs of RHD development now pitch the cars against very different opposition.

Because of the importance in the Italian market of the 2-litre tax-break, it made sense to develop an engine of this size, but with forced induction to endow it with the sort of performance the name required. While the capacity has since grown to 2491cc, the result is made plain in the car's name: two water-cooled turbos, each spun by the exhaust from one bank of a light alloy 90° V6, whose single cam per bank operates three valves in each cylinder. Both blowers feed through intercoolers to a common plenum chamber atop a Weber twin-choke carburetter mounted in the centre of the vee, whence the mixture flows to the two unequally-sized intake valves intended to benefit both low and high speed gas flow.

Electronic monitoring of pressure and detonation allows the system to boost at up to 11.6 psi, despite the relatively high cr of 7.4:1, yielding torque of 220 lb ft at a healthy 3000 rpm, with power topping out at 192 bhp at 5000 rpm. This more than passes my personal yardstick that a sporting engine should have more lb ft than bhp (which sadly collapses in metric units), and the end product is a delightful, urgent, and responsive engine with the most spine-tingling rasp I have listened to since I last drove behind the Alfa Romeo V6 — a lightweight but hard-edged wail which turns to an exciting spitting and crackling when slowing down. That alone makes it essential to have the top down all the time on this Spyder.

Transmission layout is what used to be known as conventional, the rear wheels being driven by a longitudinal engine. ZF provides the five-speed manual box, which has the dog-leg first pattern, while the differential is unusual in that it is of the Torsen type which provides a variable locking effect rather than the fixed maximum slip of other types.

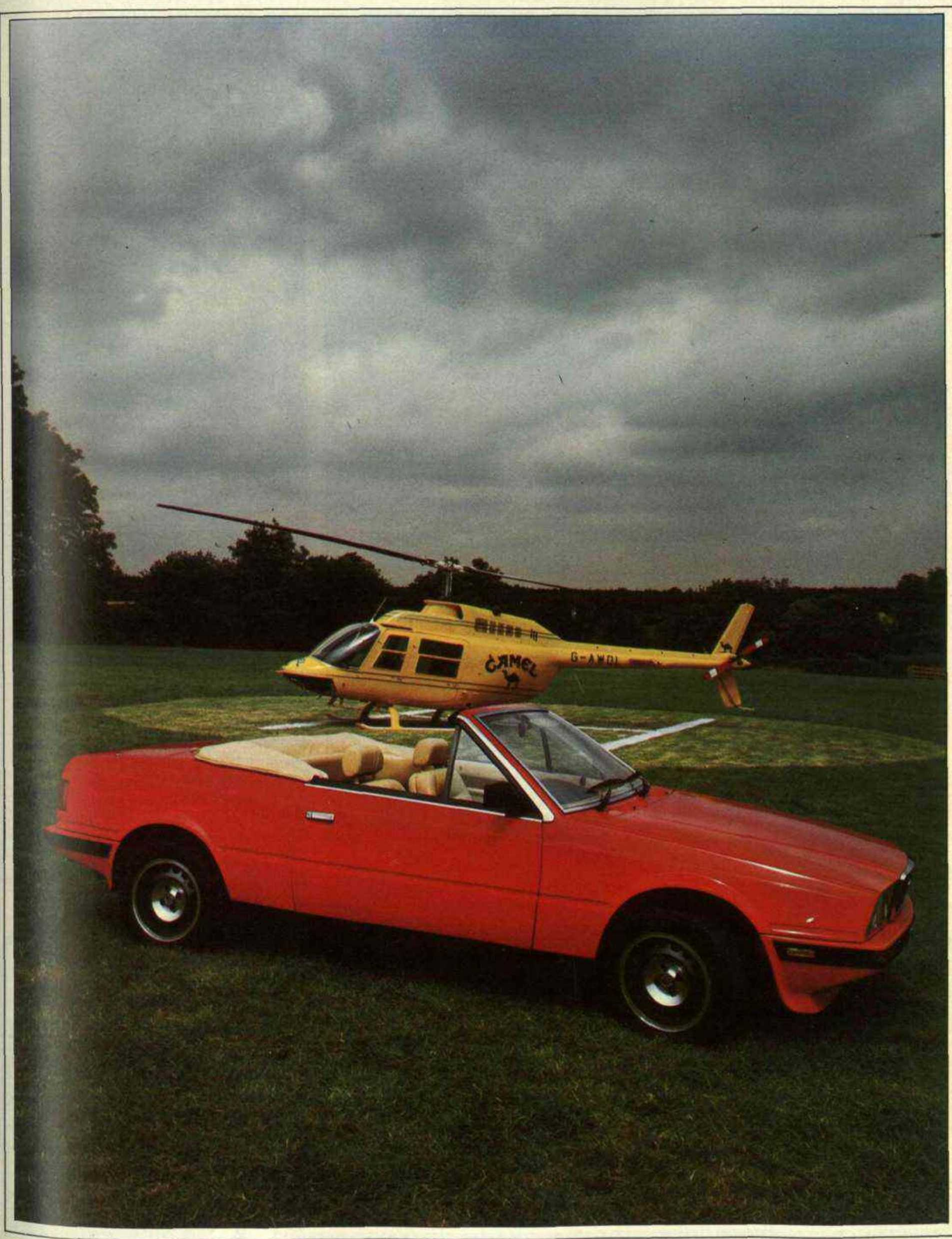
Supporting the Maserati's front end is a pair of MacPherson struts, balanced at the rear by semi-trailing arms with coil springs. Power assistance for the rack and pinion steering is standard for UK cars, as is air-conditioning. Four disc brakes plus servo look after deceleration, augmented by rear parking drums which provide a rather weak handbrake.

Unusually for a low-volume monocoque car, there are three wheelbases in production: the four-door 425 is naturally longest at 102 in, with the two-door coupé some four inches less. In creating the Spyder, yet another four inches has been removed, and the effect spoils the Biturbo's unexceptional but pleasant lines, the soft-top looking rather upright and dumpy. In fact the car already looks somewhat dated, especially around the bright metal grille, although updated styling is in the pipeline.

Zagato builds the Spyder, and assembly quality appears to be high, especially inside, which is just as well as the price of just under £29,000 puts the car indisputably into serious luxury territory, alongside such heavyweights as the Mercedes SL and the Jaguar XJ-S V12. It compares well when seated inside: almost everything which is not veneered in walnut is covered in leather as standard in the Spyder, and the hood is lined with a suede-cloth material. Even the little gold clock, while in dubious taste, repeats the message of luxury.

A mysterious selection of equipment is included: electric windows but only one electric lock, electric backrest adjustment but not fore-and-aft travel, remote fuel-flap and boot releases with no locking at all, and air-conditioning but no radio. Comfortable seats are offset by the inevitably poor driving position: despite being adjustable in two planes, the wheel is much too close to the

Maserati Biturbo Spyder





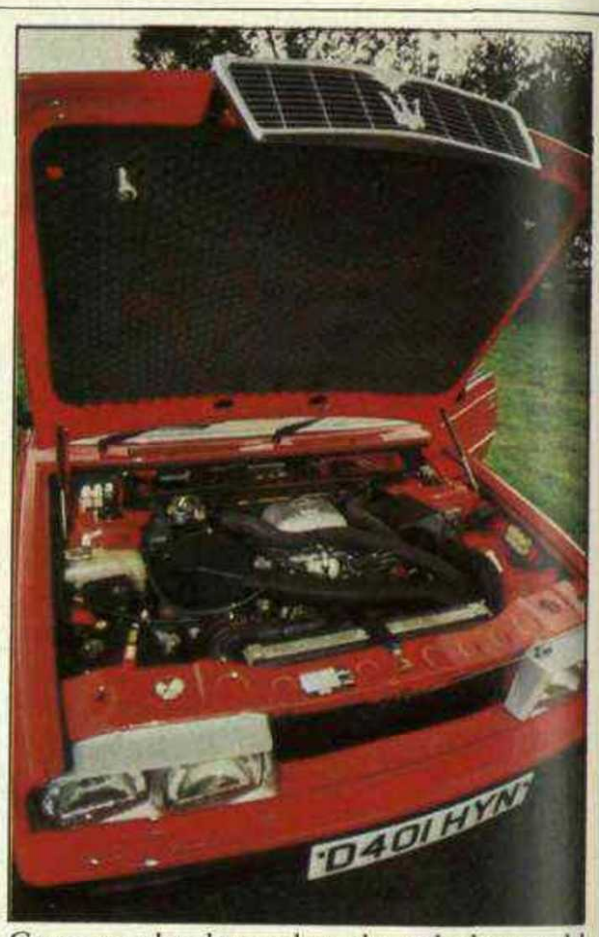
Transport alternatives: Maserati is easier to park than Jonathan Palmer's JetRanger.

pedals, which in turn are far too high-set for the average foot.

A neat little housing contains the two major and four minor dials, plus a boost gauge in the centre. As usual for Italy, a stalk on the right controls the wipers — indicators and lights being on two others on the left. The dials are easy to see, although the row of warning lights at the top is obscured by the wheelrim.

Below the oval clock are buttons controlling a number of ancillaries, plus the air conditioning controls and a blanking plate where the customer's own radio/cassette will go (the necessary wiring is already installed). This is strictly a two-seater, which leaves plenty of stowage space behind the seats to add to the roomy boot.

Zagato's hood mechanism is very efficient: two handles release the front rail, whereupon the lid retracts in one smooth movement, taking the glass rear quarter-lights with it. A shaped cover pops in place over it, giving a



Gone are the days when the onlooker could appreciate the engine layout

particularly tidy appearance. When raised, visibility remains good, and the wind-sealing is effective. (This, incidentally, is the hood which will be used on the forthcoming Aston Martin Zagato Spyder — see page 880.)

Underway, it becomes clear that the car has been shortened in the search for rigidity, the perennial problem for a convertible, and that there is still room for improvement. The car shudders over bumps, an effect compounded by the unhappy combination of springs and damping: the springing has been softened to smooth out body movements, but the stiff damping makes for a crashy ride.

With its all-independent suspension and wide 205/55 tyres, the Maserati has the potential for good road-holding, but it is not fully exploited: profound understeer dominates, and while the power will level the car out, any bumps or holes cause the tail to skip out of line, the tyres chirping as the diff tries to compensate. Low-geared steering also impairs the Spyder's ability to change direction quickly.

There cannot be anything radically wrong with the layout, as the factory race cars contesting the World Touring Car Championship prove; the chassis simply needs a bit of careful development, starting, I would guess, with some negative camber and reduced front roll stiffness.

Nevertheless, that lovely engine makes the Biturbo a pleasure to drive: the low inertia of two small turbos makes for quick response to the throttle, and the gearbox could hardly be slicker. It clicks effortlessly back and forth in its close gate, even through the dogleg first-to-second shift. Overall gearing is quite tall, so the intermediate ratios are in frequent

Maserati Biturbo Spyder

Model: Biturbo Spyder.
Maker: Off. A. Maserati Spa.
Importer: Maserati (UK) Ltd.
Type: Front-engined two-seater convertible.
Engine: Alloy V6, 2491cc (91.6 × 63mm). Three valves per cylinder, two water-cooled turbochargers, one twin-choke carburetter. Electronic ignition and boost control. Power: 192 bhp at 5500 rpm. Torque: 220 lb ft at 3000 rpm.
Transmission: Rear-wheel drive, ZF 5-speed manual gearbox, Torsen LSD.
Suspension: (Front): MacPherson strut, anti-roll bar. (Rear): semi-trailing arms, coil springs, telescopic dampers, anti-roll bar.
Steering: Power-assisted rack and pinion.
Brakes: Servo-assisted (Front): 11.1in discs. (Rear): 10.7in discs.
Wheels and tyres: Light alloy rims, 6½in J 14in, 205/55 VR 14 tyres.
Performance: 0-60 mph: 7.6sec; 30-50 mph: 2.7sec; 50-70 mph: 4.2sec; 70-90 mph: 6.6sec. Max speed: 122 mph.
Price: £28,795.
Summary: Offers the mechanical delights which the name suggests: lovely responsive engine, excellent gearchange. But rigidity, handling and ride all disappointing. Nicely built and trimmed, good hood and interior.



High marks for hood engineering and fit.

demand.

This is certainly a rapid car: it was still accelerating at 122 mph at my braking point on our test straight, and I imagine that more brutal treatment would knock further fractions off the 7.6 sec which 60 mph required. But overtaking ability is impressive, and the brakes well able to cope, though they felt rather soggy. At cruising speeds the ride becomes more acceptable, and directional stability and steering feel are good. Fixed quarter-lights make even 80-90 mph quite comfortable with the top down; there is plenty of noise, but it is an exciting racket.

One serious problem afflicts the Maserati's broad and complex-looking engine, and that is hot-starting. As usual on cars with Weber carburetters, a couple of prods on the throttle is enough to prime it when cold, but switch off for a few minutes and it is very reluctant to fire up again. Worse, once coaxed into life, it has the habit of suddenly dying with no warning until after several minutes of gentle use.

As well as the Spyder, I took the opportunity of driving the two-door coupé. With no shaking and shuddering, this also boasts a better blend of ride comfort, though with the same handling characteristics. It feels surprisingly different in character overall: its understated looks contrast strongly with the opulence of the interior, in which the cloth seat-covering actually looks more sumptuous than the leather which is standard on the open version. Priced at £24,795, it is way above the most expensive 3-series BMW, and even an M535i undercuts it, but neither of these comes close in conspicuous interior lavishness.

Similarly, the far more extrovert Spyder is almost £9000 more than a 325 Cabrio, a considerably more thoroughly developed machine of an efficient but unexciting mien, but buyers in this area of the market are seemingly more aware of prestige and image than outright value.

There are very few twin-turbo cars on sale, and although its electronics and carburation may not be state-of-the-art, the three-valve tag and Torsen diff endow the Biturbo with a certain technical interest.

Yet the Maserati trident surely has more glamour than even a three-pointed star or leaping jaguar, and the sheer rarity of the cars must be tempting for the driver who enjoys attention. As for the overall qualities of the Maserati, it must be said that many a family saloon will out-handle it, but it has real spirit under its stubby bonnet which for anyone who loves engines makes it much more desirable than paper specifications might suggest. **GC**



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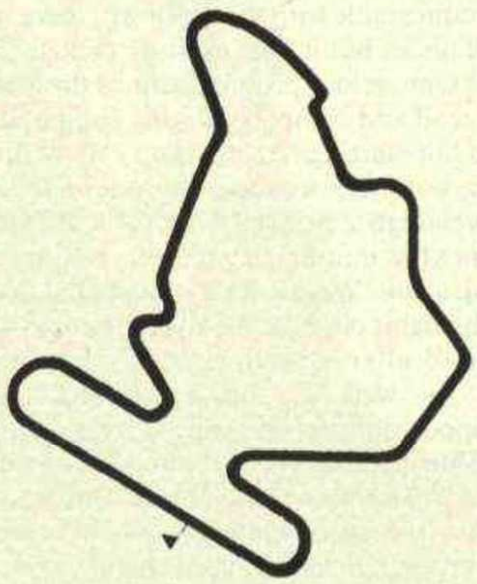
RACE DETAILS

		Fastest Lap
1 **Prost**	6th lap 1; passed Boutsen lap 3; engine misfire; passed by Johansson lap 4; spun lap 15 avoiding Johansson; **finished 3rd**	1.31.602 (57)
2 **Johansson**	8th lap 1; passed Prost lap 4; transmission seized lap 15; **retired**	1.34.843 (14)
3 **Palmer**	19th lap 1; conserved tyres in early stages; put the pressure on to lead non-turbo class lap 49; won class and **finished** 7th overall	1.34.824 (61)
4 **Streiff**	15th lap 1; raced too hard in early stages against Capelli; tyres deteriorated, could not hold off attack by Palmer; **finished** 9th	1.35.069 (62)
5 **Mansell**	Led from pole position; traded fastest laps with Piquet; had victory in sight; **retired** lap 71, right rear wheel nut failure	1.30.298 (65)
6 **Piquet**	4th lap 1; stuck behind Alboreto until lap 29; traded fastest laps with Mansell laps 29-71; inherited lead and **won**	1.30.149 (63)
7 **Patrese**	9th lap 1; moved to 7th lap 15; ran trouble-free and non-stop; **finished** 5th	1.34.387 (42)
8 **de Cesaris**	12th lap 1; ran mid-field; blistered tyre lap 26, slow return to pits; lapped lap 29, **retired** lap 44, third gear seized	1.34.039 (34)
9 **Brundle**	20th lap 1; not running well; circulated near back of field; **retired** at pits, turbo trouble on lap 46	1.36.195 (41)
10 **Danner**	22nd lap 1; **retired** lap 4, electrical trouble	1.39.650 (3)
11 **Nakajima**	Last lap 1; **retired** lap 2 at pits, driveshaft failure	2.30.651 (1)
12 **Senna**	5th lap 1; unable to match pace of Williams; **finished** an inherited and unimpressive 2nd	1.32.426 (43)
14 **Fabre**	25th lap 1; ran quietly and consistently at back of field trying not to get in the way; **finished** 13th	1.36.043 (61)
16 **Capelli**	13th lap 1; led non-turbo class until lap 43; passed by Streiff and Palmer; hampered by tyre wear; **finished** 10th	1.34.926 (70)
17 **Warwick**	10th lap 1; moved up to 8th lap 15, staying ahead of team-mate; hit by Cheever and spun lap 44; pits for tyres; **finished** 6th	1.34.163 (53)
18 **Cheever**	11th lap 1; ran into Warwick and spun lap 44; pits for tyres; second stop for new nose cone; resumed 12th; **finished** 8th	1.32.603 (68)
19 **Fabi**	14th lap 1; passed Capelli lap 2; not on the pace; **retired** lap 15, gearbox trouble	1.35.210 (14)
20 **Boutsen**	7th lap 1; passed Prost lap 3; 5th by lap 14; 4th lap 44; passed by Prost lap 59 when boost dropped; nursed car and **finished** 4th	1.32.524 (39)
21 **Caffi**	17th lap 1; moved to 13th; led the also-rans; spun lap 34; ran hard with tail-end group; **retired** lap 65, out of fuel	1.37.046 (18)
23 **Campos**	23rd lap 1; spun off and **retired** lap 15	1.39.486 (13)
24 **Nannini**	21st lap 1; ran amongst the tail-enders; 20 laps from finish when troubled with jumping out of third gear; **finished** 11th	1.34.519 (70)
25 **Arnoux**	18th lap 1; never in the picture; car hopelessly slow; running behind normally-aspirated cars; **retired** lap 58, electrical misfire	1.37.169 (17)
26 **Ghinzani**	24th lap 1; car hopelessly outclassed; ran through non-stop near back of field; **finished** 12th	1.36.045 (53)
27 **Alboreto**	3rd lap 1; kept ahead of Piquet; inherited 2nd lap 13; passed by Piquet lap 29; **retired** lap 44, engine failure	1.32.679 (39)
28 **Berger**	2nd lap 1; chased Mansell hard until transmission failed, lap 14; **retired**	1.33.826 (12)
30 **Alliot**	16th lap 1; spun lap 4, dropped to 24th and last; re-gained some places; **retired** lap 49, spin possibly due to suspension breakage	1.35.210 (47)

QUALIFYING TIMES

		Friday	*Saturday*	*Pos*
Prost	McLaren	1.30.156	1.30.327	4
Johansson	McLaren	1.31.228	1.31.940	8
Palmer	Tyrrell	1.34.398	1.33.895	16
Streiff	Tyrrell	1.33.644	1.34.383	14
Mansell	Williams	*1.28.047*	1.28.682	Pole
Piquet	Williams	1.30.842	1.29.724	3
Patrese	Brabham	1.31.586	1.32.422	10
de Cesaris	Brabham	1.32.628	1.43.913	13
Brundle	Zakspeed	1.35.754	1.35.818	22
Danner	Zakspeed	1.35.930	1.36.371	23
Nakajima	Lotus	1.34.297	1.34.476	17
Senna	Lotus	1.31.387	1.30.387	6
Fabre	AGS	1.38.803	1.37.730	26
Capelli	March	1.34.950	1.34.426	18
Warwick	Arrows	1.31.416	1.34.386	9
Cheever	Arrows	1.32.336	1.33.700	11
Fabi	Benetton	1.32.452	1.32.639	12
Boutsen	Benetton	1.30.748	1.30.810	7
Caffi	Osella	1.36.693	1.35.594	21
Campos	Minardi	1.36.067	1.37.948	24
Nannini	Minardi	1.34.796	1.34.770	20
Arnoux	Ligier	1.35.346	1.34.518	19
Ghinzani	Ligier	1.36.411	1.36.109	25
Alboreto	Ferrari	1.30.472	1.30.310	5
Berger	Ferrari	1.31.080	*1.28.549*	2
Alliot	Lola	1.33.777	1.34.014	15

HUNGARORING
Budapest
4.014 km



STARTING GRID

28
G. Berger
(Ferrari V6)
1 min 28.549 secs

1
A. Prost
(McLaren-Porsche V6)
1 min 30.156 secs

12
A. Senna
(Lotus-Honda V6)
1 min 30.387 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 31.228 secs

7
R. Patrese
(Brabham-BMW 4cyl)
1 min 31.586 secs

19
T. Fabi
(Benetton-Ford V6)
1 min 32.452 secs

4
P. Streiff
(Tyrrell-Cosworth V8)
1 min 33.644 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 33.895 secs

16
I. Capelli
(March-Cosworth V6)
1 min 34.426 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 34.770 secs

9
M. Brundle
(Zakspeed 4cyl) (T)
1 min 35.754 secs

23
A. Campos
(Minardi-Moderni V6)
1 min 36.067 secs

14
P. Fabre
(AGS-Cosworth V8)
1 min 37.730 secs

5
N. Mansell
(Williams-Honda V6)
1 min 28.047 secs

6
N. Piquet
(Williams-Honda V6)
1 min 29.724 secs

27
M. Alboreto
(Ferrari V6)
1 min 30.310 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 30.748 secs

17
D. Warwick
(Arrows-BMW 4cyl)
1 min 31.416 secs

18
E. Cheever
(Arrows-BMW 4cyl)
1 min 32.336 secs

8
A. de Cesaris
(Brabham-BMW 4cyl)
1 min 32.628 secs

30
P. Alliot
(Lola-Cosworth V8)
1 min 33.777 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 34.297 secs

25
R. Arnoux
(Ligier-BMW 4cyl)
1 min 34.518 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
1 min 35.594 secs

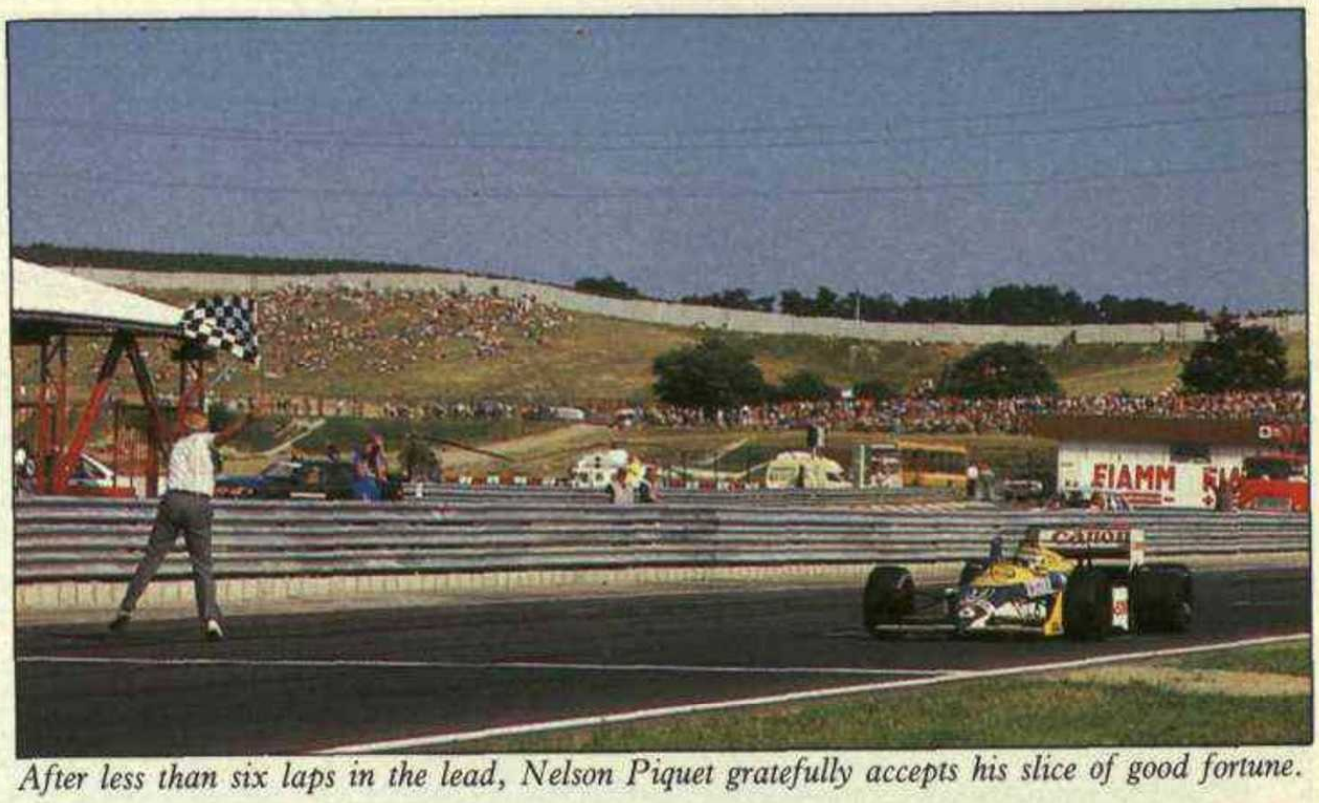
10
C. Danner
(Zakspeed 4cyl)
1 min 35.930 secs

26
P. Ghinzani
(Ligier-BMW 4cyl)
1 min 36.109 secs

RESULTS
Hungarian Grand Prix, Hungaroring, August 9
76 laps of 4.014km circuit (305.064km/189.557 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Nelson Piquet	Williams FW11B-Honda V6 t/c	1 h 59 m 26.793 s
2nd	Ayrton Senna	Lotus 99T-Honda V6 t/c	2 h 00 m 04.520 s
3rd	Alain Prost	McLaren MP4/3-Porsche V6 t/c	2 h 00 m 54.249 s
4th	Thierry Boutsen	Benetton B187-Ford V6 t/c	1 lap behind
5th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	1 lap behind
6th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	2 laps behind
7th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	2 laps behind
8th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	2 laps behind
9th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	2 laps behind
10th	Ivan Capelli	March 871-Cosworth V8-DFZ	2 laps behind
11th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	3 laps behind
12th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	3 laps behind
13th	Pascal Fabre	AGS JH22-Cosworth V8-DFZ	5 laps behind
14th	Nigel Mansell	Williams FW11B-Honda V6 t/c	retired on lap 71
15th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 65
16th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	retired on lap 58
17th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	retired on lap 49
18th	Martin Brundle	Zakspeed ZAK 871-Zakspeed 4 cyl t/c (T)	retired on lap 46
19th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 44
20th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 44
21st	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	retired on lap 15
22nd	Teo Fabi	Benetton B187-Ford V6 t/c	retired on lap 15
23rd	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 15
24th	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	retired on lap 14
25th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	retired on lap 4
26th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	retired on lap 2

Fastest Lap: Nelson Piquet, 1 min 30.149 secs on lap 63 (160.295 kph). New Record.
Winner's Average Speed: 153.239 kph. **Conditions:** Sunny and dry.



After less than six laps in the lead, Nelson Piquet gratefully accepts his slice of good fortune.

Favours of Fortune

Within a period of two weeks Nelson Piquet led less than 30 miles of Grand Prix motoring — but bagged 18 points in the 1987 World Drivers Championship as a result.

What made his second lucky win so ironic was that it came two days after he told the Williams team he would be leaving it at the end of the season to join Lotus. Moreover, his stated reason for leaving Williams is that they will not adhere to his contract as number one driver and force Nigel Mansell to play second fiddle to his World Championship aspirations. After his win in Hungary it is possible that he will win the world championship anyway, without Mansell's acquiescence!

One of the idiosyncracies of MOTOR SPORT is that DSJ and I share the burden of writing Grand Prix reports; consequently you will find different prejudices reflected in different reports, depending on which of us is behind the keyboard. This year's Hungarian Grand Prix report is a classic example of that divergence of opinion. Whilst we agree on most fundamentals about Grand Prix motor racing, equally we are poles apart on some of the details.

As you will have gathered from DSJ's British Grand Prix report, he is an avid Piquet fan. I make no such claim, and therefore believe that the Brazilian driver's wins at Hockenheim and, more particularly, at the new Hungaroring, a few kilometres outside Budapest, amounted to two of the biggest slices of luck he will ever receive. The drivers who handed him these wins were Prost (at Hockenheim) and Piquet's team-mate Nigel Mansell in Hungary.

As I strode off the plane at Heathrow the day following Nelson's second win, Jenks was there to meet me. He greeted me with the words, "Mansell is a born loser, you see?" I think I told him to get stuffed, or something like that, in the heat of the moment; but on reflection Nigel's loss of a wheel retaining nut with only five of the race's 76 laps left to go, whilst nursing a commanding lead, ranks as one of the most remarkable retirements of recent years.

He had started from a commanding pole position, held off a fleeting challenge from Gerhard Berger in the Ferrari F187 which faded after 13 laps when the Austrian retired with transmission failure, then dominated the race, until his retirement.

Piquet qualified third, ran fourth almost from the start, moved up to third on Berger's retirement and finally wrestled his way past Michele Alboreto's sister car on lap 29. Thereafter he settled down into second place, snipping the odd few fractions off Mansell's advantage as they threaded their way through slower traffic on this tight little circuit on which overtaking is quite difficult, until, by his own admission, settling for second place in the closing stages. "My car had developed such a tyre vibration and I thought it was going to shake itself to pieces," he said, "so I figured that I would be satisfied with second place."



Gerhard Berger hauled a Ferrari onto the front row of the grid for the first time in two years.

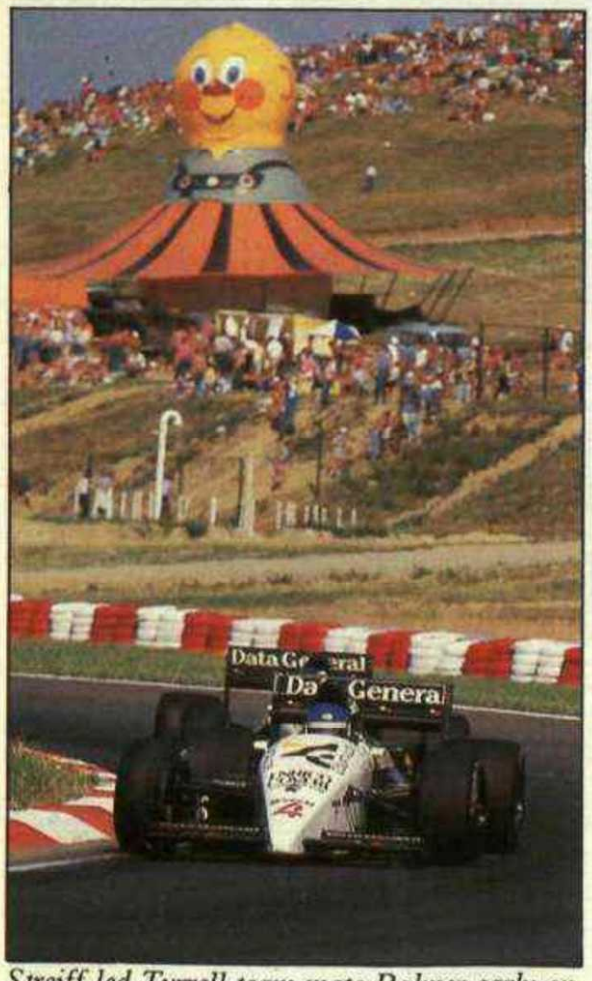
Mansell set his pole position time in first qualifying on Friday, the session starting with a wet track after an earlier shower. He swapped quickest times with Alain Prost's McLaren-TAG, but clinched the matter beyond all doubt a few minutes from the end with what stood as pole position time throughout Saturday's timed session, which took place in the dry.

Mansell wasn't quickest on the second day, a locking brake pitching him into a quick spin which spoiled one of his fast runs, so Gerhard Berger topped the time sheets, although his best was not good enough to dislodge the Englishman from pole.

It was the first time that a Ferrari had been on the front row of a Grand Prix starting grid since Johansson qualified



Mansell's Williams asserts itself in an early lead, pursued in vain by the Ferraris of Berger and Alboreto, Piquet, Senna, Prost and Boutsen.



Streiff led Tyrrell team-mate Palmer early on, but blistered his tyres in the process . . .

second for the 1985 German Grand Prix at the new Nurburgring. The Italian team was under the technical control of Harvey Postlethwaite in Hungary, John Barnard staying home at his technical studio near Guildford where he is designing the new normally-aspirated 3.5-litre V12 Ferrari F188 which will almost certainly be raced by the team in 1988.

However, much of the current car's improved performance stems from a number of detailed improvements effected under Barnard's direction and fed into the racing team's production system over the past few months. Although Alboreto eventually joined Berger in retirement, the Italian's car suffering engine failure, there was certainly a fresh sense of optimism in the Ferrari garage which has been missing for some time.

Although his lawyers had formally advised Team Lotus that he was taking advantage of the "unconditional release clause" in his contract and, consequently, would not be driving for the team in 1988, Ayrton Senna's committed sense of professionalism never wavered all weekend. Saddled with a car incapable of racing the Williams-Hondas on equal terms, you might have expected both Senna and Lotus to have gone slightly off the boil in the wake of the decision to part company. Not so.

Lotus had produced revised bodywork for the 99T, the engine cover and side pods slightly lowered, the cockpit lip cut away in more pronounced style, and Senna confessed that, yes, it was definitely an improvement. "But it's not aerodynamics that are the problem here on this surface," he explained, "it's mechanical grip — and we haven't got much of that!"

Senna also had problems with the FISA boost-control valve blowing off prematurely, so under the circumstances he did well to qualify sixth behind Prost and Alboreto. In the race he spent many laps fending off a firm challenge from Thierry Boutsen's Benetton-Ford B187, the Belgian never quite managing to get close enough to make a decisive overtaking manoeuvre.

Towards the end of the race Boutsen dropped away with loss of turbo boost pressure, allowing Senna to finish second, the Brazilian troubled by a such a severe tyre vibration that his back was badly bruised when he climbed out of the car.

World Champion Alain Prost was in trouble from the start. The alternator belt breakage which had caused his retirement at Hockenheim was a frustrating mechanical

failure — the frustration heightened when the same car was taken to Silverstone a couple of days after the German race and, with nothing more than a new belt fitted, ran perfectly in the hands of Stefan Johansson. Redesigned pulleys and double 'vee' belts were fitted to the TAG-engined cars in time for Austria, but Prost's car was misfiring as early as the warm-up lap.

A new control box for the Bosch Motronic engine-management system was fitted on the grid, but that did not cure the trouble and, when Johansson overtook his team leader early in the race, it was clear that Prost's car was still not running properly.

On lap 15 Johansson's McLaren suddenly spun when its transmission seized, forcing Prost into lurid avoiding action which lost him 10 seconds by the time he had regained his momentum. For much of the race he languished in fifth place, but he slipped past Boutsen as the Benetton began to slow, at least earning a place on the rostrum for third at the finish. At no time did the McLaren-TAG combination look as impressive as it had done in Germany a fortnight earlier.

This extremely processional race provided Riccardo Patrese with his first top-six finish of the season, his Brabham-BMW BT56 ending a steady fifth after a hearteningly trouble-free run, although team-mate Andrea de Cesaris retired with gearbox trouble after an earlier pit stop to change a blistered tyre.

Derek Warwick, feeling like death warmed-up owing to a nasty bout of flu and conjunctivitis, managed to grasp the final championship point for sixth, separated from his eighth-place team-mate Eddie Cheever by Jonathan Palmer's Tyrrell, which won the naturally-aspirated class.

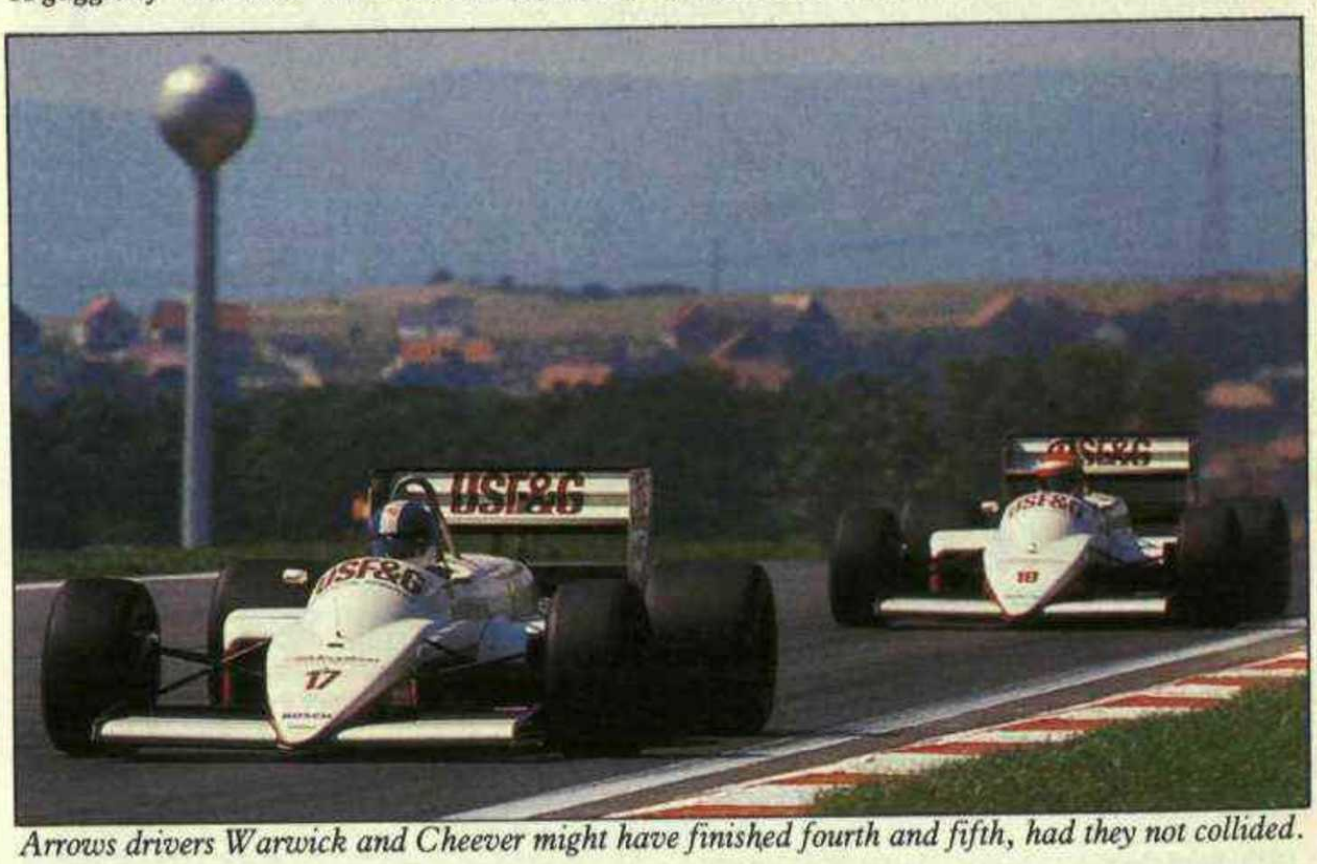
For the Arrows team the Hungarian Grand Prix must have seemed like a bad dream, for on this rare occasion when its two cars displayed perfect mechanical reliability, Cheever managed to drive into the back of Warwick when they were running eighth and ninth. Warwick radioed he was coming in for tyres after recovering from the resultant spin, but Cheever (whose radio was not working) beat him to it. Then Warwick arrived a few seconds later and Eddie was waved back into the race before his damaged nose cone was replaced.

The American thus had to stop again a couple of laps later for further surgery, dropping him out of the top ten. He sped back to eighth place and Warwick got on with the job of salvaging his sixth-place finish without any further assaults from behind. "Without that, I reckon we could have been fourth and fifth," said their despairing team manager Alan Rees.

In the non-turbo category Philippe Streiff did a good job, qualifying fourteenth overall on this twisty circuit, but it was Ivan Capelli's March 871 which took command at the start, chased hard by the Frenchman.



A gaggle of "also-rans" is headed on the first lap by Andrea de Cesaris' Brabham-BMW.



Arrows drivers Warwick and Cheever might have finished fourth and fifth, had they not collided.

Goodyear had advised the non-turbo runners that there would be no problems at all with tyre wear at this track and, indeed, the biggest problem for these lightly-loaded cars was working the rubber up to its correct operating temperature. Capelli and Streiff unfortunately went too hard, too soon, and blistered their left front tyres as a result. That allowed Palmer, who had run a more prudent pace in the early stages, to move through and win the class easily, once he had forced his way past his team-mate in determined style.

Capelli finished tenth behind Streiff, whose Tyrrell was further hampered by a fractured exhaust in the closing stages, while Alessandro Nannini's Minardi M186 was eleventh ahead of Piercarlo Ghinzani's Ligier and the AGS of Pascal Fabre.

It was Nelson Piquet's second successive Hungarian Grand Prix victory, but this was far less convincing than his 1986 triumph, when he slogged it out with Senna in a straight fight for the lead. More interestingly for those who love statistics, it was his 19th Grand Prix victory in 134 races. **AH**

FORMULA ONE

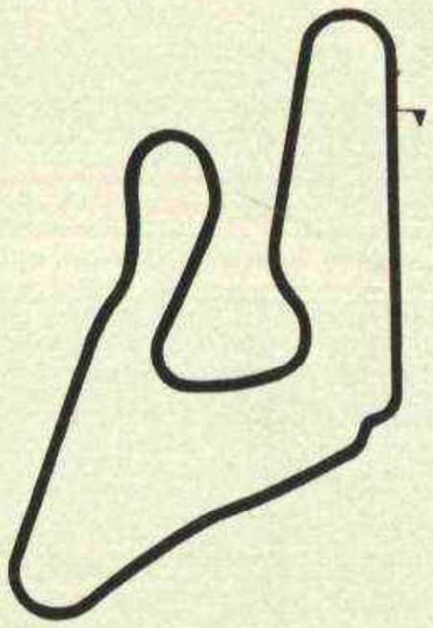
RACE DETAILS

		Fastest Lap
1 **Prost**	Engine flat at start of parade lap; pushed to pit lane for start; 17th lap 1; 10th by lap 7; 3rd by lap 31; engine went sick; **finished** 6th	1.29.291 (32)
2 **Johansson**	9th lap 1; puncture right rear lap 2; pit-stop chaos; lost right-front wheel lap 3; rejoined last; tyre stop lap 28; **finished** 7th	1.29.238 (50)
3 **Palmer**	Accident at first start in T-car; took own car for restart; 16th lap 1; ran at back of field; engine fault; limited to 9000rpm; **finished** 15th	1.38.245 (17)
4 **Streiff**	Hit spinning car of Palmer in first start; car repaired; involved in accident at second start; **non-starter**, accident damage	—
5 **Mansell**	Muffed second start and provoked accident; poor start third time; 4th lap 1; took lead lap 21; tyre stop lap 25; kept lead and **won**	1.29.318 (31)
6 **Piquet**	Led for 20 laps; tyre stop end lap 21; never regained lead; **finished** 2nd	1.28.358 (63)
7 **Patrese**	6th lap 1; 5th lap 6; maintained position; tyre stop lap 27; very slow lap 43; **retired** lap 44 at pits, engine trouble	1.30.629 (30)
8 **de Cesaris**	Accident at second start; 8th lap 1; ran mid-field, racing with Warwick; **retired** lap 36, gearbox and engine trouble	1.31.960 (31)
9 **Brundle**	Accident at first start; spare car for second start; another accident; third start from pit lane; handling impossible; **finished** 14th	1.35.615 (3)
10 **Danner**	Accident at second start; car repaired as well as possible; good consistent race, with tyre stop lap 27; **finished** 9th	1.32.817 (28)
11 **Nakajima**	10th lap 1; 8th lap 6; left rear tyre deflated lap 7; slow lap to pits; rejoined last; **finished** 13th; hampered by radio unit loose in cockpit	1.31.685 (40)
12 **Senna**	Broke CV joint in second start; stalled T-car at third start; push started; climbed to 3rd; tyre stop lap 27; hit Alboreto; **finished** 5th	1.28.559 (48)
14 **Fabre**	Accident at second start; took spare car from pit lane; last lap 1; ran right through at back of field; finished 16th; **not classified**	1.42.844 (26)
16 **Capelli**	Accident at second start; changed cars; 12th lap 1; very smooth race to lead non-turbo class throughout; **finished** 11th	1.35.616 (42)
17 **Warwick**	7th lap 1; moved to 6th; passed by Senna and Alboreto; then by Prost; diced with de Cesaris until engine trouble; **retired** lap 36	1.31.783 (31)
18 **Cheever**	Accident at second start in spare car; reverted to own car; started from pit lane; climbed to 9th; **retired** tyre failure, lap 32	1.31.814 (30)
19 **Fabi**	5th lap 1; climbed to 3rd; tyre stop lap 22; overshot pit and went round again; rejoined 6th; drove cool race; **finished** 13th	1.29.559 (41)
20 **Boutsen**	Challenged the Williams in early stages; gearchange linkage came loose; pit stop lap 16; lost nearly a lap; loss of boost; **finished** 4th	1.29.111 (18)
21 **Caffi**	Involved in second-start accident; took spare car for restart, but engine expired on warm-up lap; **non-starter**	—
23 **Campos**	Survived all the start-line dramas; **retired** lap 4, engine failure	1.37.854 (3)
24 **Nannini**	Survived all the start-line dramas; **retired** lap 2, engine failure	2.06.843 (1)
25 **Arnoux**	Pushed into pit wall at third start; bent steering arm; soldiered on with very odd handling; ran reliably; **finished** 10th, three laps behind	1.34.785 (9)
26 **Ghinzani**	Accident at first start; accident at second start in T-car; third start in repaired first car; 14th lap 1; **finished** 8th; two laps behind	1.34.372 (14)
27 **Alboreto**	Returned to pits from parade lap; started from pit lane; 19th lap 1; 3rd by lap 23; tyre stop lap 26; 4th when engine failed; **retired**	1.30.148 (29)
28 **Berger**	3rd lap 1; passed by Mansell lap 4; **retired** lap 6, engine trouble	1.30.343 (5)
30 **Alliot**	Accident second start; changed cars; 15th lap 1; ran consistently and reliably; **finished** 12th	1.36.027 (41)

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.26.170	1.43.132	9
Johansson	McLaren	1.29.003	1.41.711	14
Palmer	Tyrrell	1.34.619	1.49.308	24
Streiff	Tyrrell	1.35.338	1.51.624	25
Mansell	Williams	1.23.459	*1.33.779*	2
Piquet	Williams	*1.23.357*	1.49.991	Pole
Patrese	Brabham	1.25.766	1.53.119	8
de Cesaris	Brabham	1.27.672	no practice	10
Brundle	Zakspeed	1.29.893	1.42.383	17
Danner	Zakspeed	1.31.015	1.48.880	20
Nakajima	Lotus	1.28.786	1.43.002	13
Senna	Lotus	1.25.492	1.39.647	7
Fabre	AGS	1.40.633	1.57.236	26
Capelli	March	1.34.199	1.54.807	23
Warwick	Arrows	1.27.762	no practice	11
Cheever	Arrows	1.28.370	1.37.908	12
Fabi	Benetton	1.25.054	no practice	5
Boutsen	Benetton	1.24.348	1.48.124	4
Caffi	Osella	1.32.313	1.50.273	21
Campos	Minardi	1.30.797	1.47.128	19
Nannini	Minardi	1.29.435	1.49.566	15
Arnoux	Ligier	1.29.733	no practice	16
Ghinzani	Ligier	1.30.682	no practice	18
Alboreto	Ferrari	1.25.077	1.45.518	6
Berger	Ferrari	1.24.213	1.38.388	3
Alliot	Lola	1.33.741	1.48.595	22

ÖSTERREICHRING
5.942 km



STARTING GRID

6 **N. Piquet** (Williams-Honda V6) 1 min 23.357 secs

28 **G. Berger** (Ferrari V6) 1 min 24.213 secs

19 **T. Fabi** (Benetton-Ford V6) 1 min 25.054 secs

12 **A. Senna** (Lotus-Honda V6) 1 min 25.492 secs

1* **A. Prost** (McLaren-Porsche V6) 1 min 26.170 secs

17 **D. Warwick** (Arrows-BMW 4 cyl) 1 min 27.762 secs

11 **S. Nakajima** (Lotus-Honda V6) 1 min 28.786 secs

24 **A. Nannini** (Minardi-Moderni V6) 1 min 29.435 secs

9* **M. Brundle** (Zakspeed 4 cyl) (T) 1 min 29.893 secs

23 **A. Campos** (Minardi-Moderni V6) 1 min 30.797 secs

21‡ **A Caffi** (Osella-Alfa Romeo V8) (T) 1 min 32.313 secs

16 **I. Capelli** (March-Cosworth V8) 1 min 34.199 secs

4‡ **P. Streiff** (Tyrrell-Cosworth V8) 1 min 35.338 secs

5 **N. Mansell** (Williams-Honda V6) 1 min 23.459 secs

20 **T. Boutsen** (Benetton-Ford V6) 1 min 24.348 secs

27* **M. Alboreto** (Ferrari V6) 1 min 25.077 secs

7 **R. Patrese** (Brabham-BMW 4 cyl) 1 min 25.776 secs

8 **A. de Cesaris** (Brabham BT56-BMW 4cyl) 1 min 27.672 secs

18* **E. Cheever** (Arrows-BMW 4 cyl) 1 min 28.370 secs

2 **S. Johansson** (McLaren-Porsche V6) (T) 1 min 29.003 secs

25 **R. Arnoux** (Ligier-BMW 4 cyl) 1 min 29.733 secs

26 **P. Ghinzani** (Ligier-BMW 4 cyl) 1 min 30.682 secs

10* **C. Danner** (Zakspeed 4 cyl) 1 min 31.015 secs

30 **P. Alliot** (Lola-Cosworth V8) (T) 1 min 33.741 secs

3 **J. Palmer** (Tyrrell-Cosworth V8) 1 min 34.619 secs

14* **P. Fabre** (AGS-Cosworth V8) (T) 1 min 40.633 secs

* Started from pit-lane
‡ Did not start
(T) Spare car used for race

RESULTS
Austrian Grand Prix, Österreichring, August 16
52 laps of 5.942km circuit (308.984km/191.993 miles). Third start

Pos	Driver	Car/Engine	Time
1st	Nigel Mansell	Williams FW11B-Honda V6 t/c	1 h 18 m 44.898 s
2nd	Nelson Piquet	Williams FW11B-Honda V6 t/c	1 h 19 m 40.602 s
3rd	Teo Fabi	Benetton B187-Ford V6 t/c	1 lap behind
4th	Thierry Boutsen	Benetton B187-Ford V6 t/c	1 lap behind
5th	Ayrton Senna	Lotus 99T-Honda V6 t/c	2 laps behind
6th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	2 laps behind
7th	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c (T)	2 laps behind
8th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	2 laps behind
9th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	3 laps behind
10th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	3 laps behind
11th	Ivan Capelli	March 871-Cosworth V8-DFZ	3 laps behind
12th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ (T)	3 laps behind
13th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	3 laps behind
14th	Martin Brundle	Zakspeed ZAK 871-Zakspeed 4 cyl t/c (T)	4 laps behind
15th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	5 laps behind
16th	Pascal Fabre	AGS JH22-Cosworth V8-DFZ (T)	7 laps behind
17th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	retired on lap 44
18th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 43
19th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 36
20th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 36
21st	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 32
22nd	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	retired on lap 6
23rd	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 4
24th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 2
25th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c (T)	failed on warm-up lap for third start
26th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	eliminated at second start

Fastest Lap: Nigel Mansell, 1 min 28.318 secs on lap 31 (242.207 kph). New Record.
Winner's Average Speed: 235.421 kph. **Conditions:** Warm and dry.

Third Time Lucky



After disappointments in Germany and Hungary, Nigel Mansell's comeback in Austria was emphatic.

You would expect August 16 to be blazing hot almost anywhere in Europe, but Austria is not like that. On the Thursday before practice began the clouds were down on the deck and the rain was pouring on the northern side of the mountains, yet by evening on the plateau between Knittelfeld and Judenberg, where the majestic Österreichring is situated, the skies were blue and the sun was warm.

The Formula One "circus" had journeyed the relatively short distance from Budapest to Vienna and then south over the famous Semmering Pass to set up camp for the Austrian Grand Prix, just one week after the Hungarian Grand Prix. As people stood in the paddock and surveyed the green hillside over which the Österreichring has been built, many of them breathed a sigh of relief and said how satisfying it was to be back "on a real Grand Prix circuit" after the artificiality of the Hockenheimring in Germany, and the "micky mouse" character of the Hungaroring near Budapest.

You don't have to start much of a conversation going before opinions are expressed that in today's list of Grand Prix circuits the ones which really impress people are Spa-Francorchamps, the Österreichring, and our own Silverstone circuit. These are people, like myself, to whom Grand Prix racing is all about high-speed cornering — where absolute skills can be seen, and where lap records almost defy our imagination.

During a paddock conversation an ex-Grand Prix driver, who used to revel in high-speed circuits, was describing the handling of his new road car, a high-performance 4WD estate, and was giving a graphic description on its handling on a 100 mph curve. One of the group owned a similar car, and the look of bewilderment on his face was lovely; you could see he had hardly ever had his car at 100 mph on a motorway, let alone round a long open corner on a normal road at that speed.

As his description progressed, this fellow's mouth was slowly opening wider and wider. Grand Prix drivers are a race apart, and though one or two may be a little apprehensive of the speeds reached on the Austrian circuit, none would willingly forego the Austrian Grand Prix and give his car to someone else.

But, to the serious business of practice, testing and qualifying on Friday. It was warm and dry, if a bit cloudy, and all seemed to be going well in the morning, with the two Williams-Hondas setting the pace as usual, when there was a loud jangling noise as Piquet's car skated to rest along the pit wall.

He had come up on Pascal Fabre out of the very fast Rindt curve and clipped the AGS, tearing the left rear corner of the Williams quite badly. When you realise that the front-running turbocharged 1½-litre cars are passing the pits at 195 mph, and the best of the non-turbocharged 3½-litre cars were only doing 167 mph, you wonder why there are not more such collisions. Such is the constructional safety designed into Formula One cars today, that no-one was hurt and the mechanical damage could be repaired.

However, before the end of the morning there was another collision, and this time repair was out of the question. Just as Stefan Johansson came over the flat-out blind brow leading into the fast, dropping-away Rindt curve, a deer came out of the woods, jumped the safety fence and galloped across the track. The McLaren hit it fair and square, the left front corner of the car was ripped off, and Johansson curled himself up as the wreckage spun off into the guard rails and demolished itself. Bruised and shaken, the Swede climbed out of a totally written-off car.

By the end of practice, when the wreckage was retrieved, many valuable bits had been pilfered by spectators, and McLaren International boss Ron Dennis read the riot-act to the organisers, expecially when he discovered that the deer had been seen in the woods some time before the accident.

In the afternoon qualifying session, both Johansson and Piquet had to use their teams' spare cars, and the battle for pole position on the grid began in earnest. Nelson Piquet may



Johansson climbs gingerly out of his McLaren after striking a deer during Friday's practice.

have announced his departure from the Williams team at the Hungarian Grand Prix, with effect from the end of the season, but it had no effect on his driving and he and Mansell were alone in vying for FTD.

On his home circuit, Gerhard Berger was rising to the occasion, and with Dr Harvey Postlethwaite back in charge of the team at the circuit, the Ferraris were looking good. Alboreto was not far behind, but between the two Ferraris were the Benetton-Fords of Boutsen and Fabi. No surprise this, because Rory Byrne's cars were quick last year on this super-fast circuit, and their progress this year with Ford power has been improving steadily. Ayrton Senna with the Lotus "wonder-car" was simply not on the pace, and nor was Prost with the number one McLaren, his Porsche engine refusing to run cleanly.

The overall picture was very much like Silverstone, with the slowest car, Fabre's AGS-Cosworth DFZ, clocking a *maximum* figure through the speed-trap at the start/finish line, virtually equal to the *average* speed for the whole lap for the fastest man.

For a long time Mansell held the honour of being fastest, and as it looked settled he had his fuel tank filled right up with the idea of doing a lap or two to get the feel of the car at maximum weight. Piquet was still circulating in qualifying trim, and just as Mansell set off fully-laden Piquet snatched pole position from him.

The team told Nigel over his on-board radio and he came straight back into the pits, had all but a gallon or two pumped out, and screamed off down the pit lane to try to redress the situation. But time had run out, and the qualifying hour was over. A comedy like that makes you wonder about the management of the Williams team! The Williams part is self-explanatory, it is the definition of the word "team" which is in question.

When everyone woke up on Saturday morning they knew it was all over, for the clouds were back down on the deck and the rain was pouring, which it continued to do until after mid-morning. Although the afternoon was dry and the sun came out just as the qualifying hour ended at 2pm, it was all too late and the starting grid was settled on Friday's times.

Not everyone went out on the wet track, some drivers preferring to stay in the pits; the Ligier team was forced to stay in due to a lack of Megatron-BMW upright 4-cylinder engines. There was a shortage at Heini Mader's Swiss factory, with the Arrows team naturally having priority as it was its money from the Megatron finance firm which funded the whole engine enterprise.

For what it was worth, Mansell was fastest on the wet-and-dry track, but his time was ten seconds slower than he was capable of under perfect conditions. Piquet's pole-position time from Friday was 1 min 23.357 sec, an average speed of 256.621 kph (159.457 mph), which was just a fraction faster than pole-position at Silverstone a month ago. If Saturday had been dry, there was every chance of the average speed passing the 160 mph mark — impressive, as the Österreichring is as undulating as Silverstone is flat.

Race-day started off much better, and as the day progressed the weather improved, which was just as well for there were problems approaching which would not have been helped by more rain. The start was due at 2.30pm and after the morning warm-up period, in which there were one or two dramas demanding engine changes, Daimler-Benz AG put on a nice little demonstration recalling the "good old days".

Hans Herrman drove a 1937 Mercedes-Benz GP car and Stirling Moss a 1955 GP car, which was nice to see as they were team-mates in the all-conquering Mercedes-Benz team of 1955. They made a fine sight as they passed the pits side-by-side, nothing like as fast as today's Formula One cars, but characteristically quick.

When the pit-lane opened at 2pm all was more or less under control in readiness for the 52 lap race, apart from the Leyton House March team which had been forced into a quick engine change and was delayed by a broken throttle control, which meant Ivan Capelli was late onto the dummy-grid. The previous night a spare McLaren monocoque "tub" had arrived by Ford Transit van, driven flat-out, non-stop, Woking to Zeltweg in 24 hours, and now a complete spare car stood ready in the pit-lane garages, to replace the one written-off on Friday.

Piquet led the field round on the parade-lap, arriving back at the starting grid very slowly. The green light came on, and all twenty-six cars took off in a great rush at the steep hill which leads up to the first corner. As the tail-enders were half-way up the hill, Brundle's Zakspeed suddenly turned sharp left and charged the barriers; while the leaders were on their way through the fast swerves to the far corner of the circuit, there were cars scattered all over the hill, and the race was aborted by the red flag at the start-line.



Martin Brundle's Zakspeed was heavily involved in both startline accidents.

Austrian Grand Prix



Both Alboreto and Senna had to fight their way up from the back. The Lotus was further delayed when the Ferrari defended its place vigorously . . .

Those who had missed the melée on the hill stopped by the pits, and those who had wrecked their cars returned on foot to prepare the spare cars. Amazingly no-one was even bruised, but Brundle's Zakspeed, Palmer's Tyrrell and Ghinzani's Ligier were *hors de combat*. Streiff's Tyrrell was knocked about, but repairable, but Palmer had to take the T-car, as did Brundle and Ghinzani. Fuel tanks were topped up, tyres re-heated and everyone prepared to start all over again, after a suitable pause to get everything in order.

Once again Piquet led them slowly round on a parade-lap and once again the green light came on and everyone took off in another violent rush past the pits. This time Mansell cocked-up his start, like he had done in Germany, and the leading group roared away as Williams No 5 almost came to rest, with cars dodging by with mere millimetres to spare.

Inevitably it happened, just as the Williams-Honda gathered itself up and roared away. Nobody in the mid-field hit Mansell, but they all hit each other. The tail-enders had another melée, and once again the red flag came out. There wasn't a bruise or a scratch, but there was mechanical carnage. Johansson's McLaren, Cheever's Arrows, Streiff's Tyrrell, Caffi's Osella and Ghinzani's Ligier were all beyond repair; both Zakspeeds were bent but repairable, Alliot and Capelli changed to spare cars, and once more order was regained from chaos.

Ghinzani's original Ligier was repaired, Cheever changed Arrows, Johansson took the brand new McLaren, Caffi set off in the spare Osella (but it expired soon after leaving the pits), Senna took the spare Lotus as his car had shattered a drive-shaft joint (nothing to do with the accident), and remarkably Streiff was the only one to have no further machinery available — along with Caffi's expired Osella, this reduced the starters to 24.

Time was getting on, with television schedules and media deadlines in chaos, but regardless of this everyone formed up ready for another parade lap and a third attempt to start the Austrian GP. It wasn't going to be easy. There were cars still being worked on in the pit lane and, as Piquet led the depleted grid away, Alain Prost was seen going slowly, his Porsche engine refusing to pick up properly. He crept across to the right and pulled into the pit-lane exit while the engine cleared itself, resigned to starting from the pit lane after everyone had gone by.

On the parade-lap Alboreto was seen to slow and then rush forward and pass cars, totally against the rules (remember John Watson being disqualified for doing this in South Africa?). As Piquet led the way slowly to the grid positions, Alboreto dived into the pits to have his steering wheel re-positioned on its splines; it had been put on "on the bonk" which he found most disconcerting. This meant he had to join the queue waiting at the pit-lane exit, which included Prost, Cheever, Brundle, Fabre and Danner!

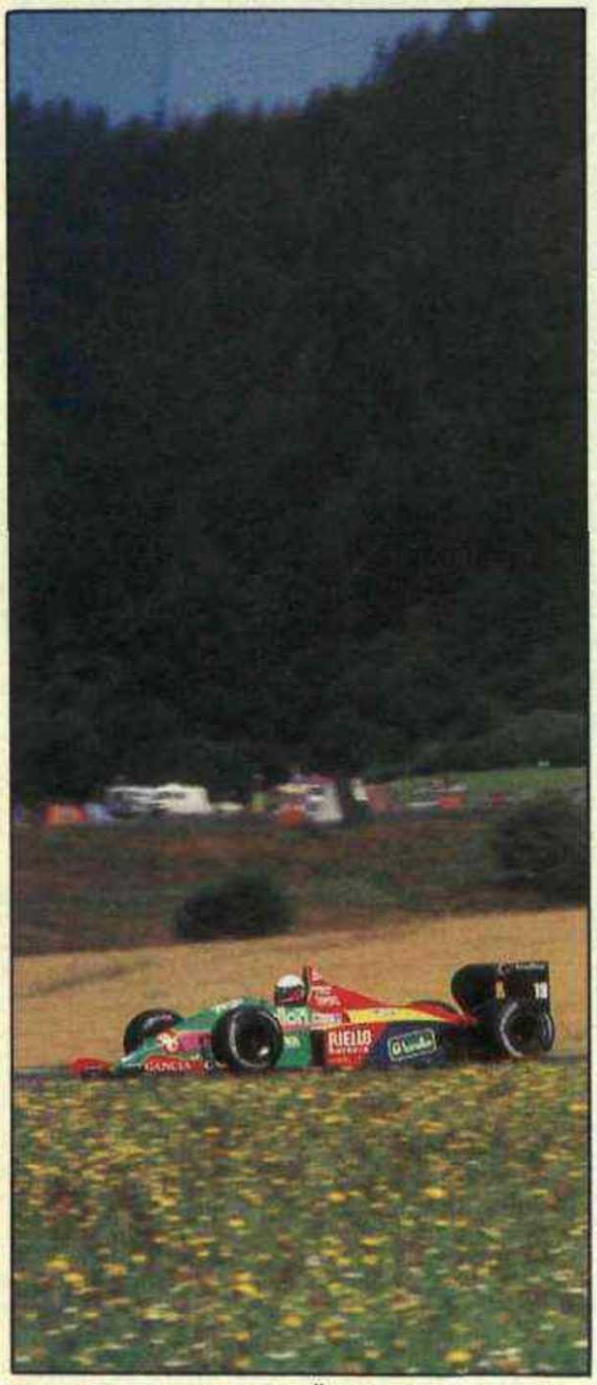
There were only eighteen cars on the grid this time, and there was a heart-stopping moment when the green light came on, as Senna stalled his Honda engine and remained stationary. Everyone missed him and when they had all gone the marshals push-started the Lotus. It took off in pursuit, with the Honda engine bouncing off the rev-limiter, as the pit-lane was given the all-clear to release the late-comers, led by Prost.

With a great sigh of relief everyone realized that at last the 1987 Austrian GP was under way. Piquet was leading, Boutsen a fine second in his Benetton, a fighting Berger third and a cautious Mansell fourth, followed by Fabi, Patrese, Warwick, de Cesaris, Johansson and Nakajima. Coming through from the back in no mean fashion were Prost, Senna and Alboreto, their progress being "purposeful" to say the least!

Now the 52-lap race was really underway, it resolved itself in five groups: the bunch at the front which had kept out of trouble; the mid-field runners who were fairly healthy; the "walking-wounded" tail-enders; the non-turbocharged 3½-litre group; and the "hard-chargers" who started with a handicap.

Up at the front Piquet was being harried impressively by Thierry Boutsen's Benetton-Ford V6, Berger's Ferrari had expired after only a handful of laps, and Mansell was weighing up the situation after his cautious start. Fabi, in the second Benetton was keeping pace with them.

In the mid-field group Nakajima suffered a puncture and had to make a slow lap to the pits, but Patrese, Warwick and de Cesaris were going well. Capelli was leading the 3½-litre group in the turquoise March-Cosworth, not far behind Ghinzani who was



Benetton impressed at Österreichring like last year, Teo Fabi finishing third.



In the 3½-litre category, Alliot's Lola is overhauled by Capelli's March. Fabre's AGS follows.

going well in his hastily-repaired Ligier.

From the back Prost, Senna and Alboreto were treating us to some ace driving as they climbed up the lap-chart.

Just before half-distance Senna had reached third place, Alboreto fourth, and Prost would have been sixth had he not stopped for new tyres on lap 24.

At the front the Williams team was dominant, Boutsen's challenge fading when his gear linkage came loose and he had to make a pit stop. It was interesting that when he rejoined the race just ahead of the Williams on the road, but nearly a lap behind, he could comfortably match their lap speeds.

Piquet led until half-way round lap 21, when he was preparing to make a tyre stop; as he came up on some back markers he hesitated, and Mansell nipped by into the lead, a lead he would have taken anyway at the end of the lap. Piquet did not get back on the pace as quickly as he normally does, but when Mansell stopped for tyres on lap 25, his stop was two seconds quicker than his team-mate and he came back with a near-record lap. The outcome was that he maintained his lead during the stop and was never challenged from then on — Piquet settling for a safe second place, rather than fighting for the lead; a very uncharacteristic performance by the Brazilian.

As is becoming a habit, the two Williams-Honda cars had it all their own way, eventually lapping third-place man Fabi, who had been ousted from the position by Alboreto, by Senna and then by Prost. When Fabi came in for tyres he overshot the pit and had to go round for another lap and try again. Senna had been passed by Alboreto on lap 15, and though he got by when the Ferrari stopped for tyres, he made his own tyre stop a lap later, which put him behind again. Senna then began to have a go at the Ferrari, but came off second best when he rammed the red car up the backside, necessitating a slow lap and a pit stop for repairs.

Prost meanwhile had got the better of both of them and was comfortably in third place, only to have his Porsche engine go on the blink with only ten laps to go. Although the World Champion was able to nurse the car along to the finish, he was lapped by the Williams pair and passed by Fabi, Boutsen and Senna, to finish sixth. It was a bad weekend for McLaren International, for Johansson's practice crash had destroyed the car, the newly-built car was badly damaged in the second start accident, and Prost lost a secure third place.

To cap the lot, Johansson got an unexpected puncture early in the race and limped to the pits for new tyres, whereupon Ron Dennis gave him the signal to go before the mechanic on the right front wheel had finished. The result was the mechanic was knocked over and injured and Johansson went off with the wheel-nut loose.

The wheel flew off and he completed the lap on three wheels, returning to the pits to try again. After that he drove a good race to finish seventh, but Ron Dennis was not too popular, even though he is the boss-man! Stefan Johansson must have been glad when the weekend was over.

Probably as a result of Senna's "nudge", Alboreto's Ferrari suffered a broken exhaust system which affected the engine power, and he was forced out after an enterprising run and a Ferrari performance more like we expect. Senna finished a rather unsatisfactory fifth, behind the two Benettons, which had menaced "the establishment" all weekend.

The race finished very late, as can be imagined, but it was a beautiful Austrian evening and as the sizeable crowd made its way home it was probably a bit bewildered by it all. It had certainly had its fair share of excitement, though much of it we could have done without.

Some of the officials and the international media tended to blame both accidents on the narrowness of the starting area, which was quite unjustified. The first accident was well beyond the start-line area, and could just as easily have happened on the second or third lap. The second accident was indeed a product of the lack of escape areas past the pits, and was provoked by a cocked-up start by a driver who did not get involved.

One top FISA official was heard to blame all the drivers out of hand, for not using their brains. I would suggest that Frank Williams let him have a go in an FW11B, and we'll watch him make a racing start at the Österreichring, or anywhere else, and see how he gets on *without* any other cars on the track. Then try and imagine what it must be like to be in amongst a crowd of twenty-six racing drivers, all of them tensed up and raring to go.

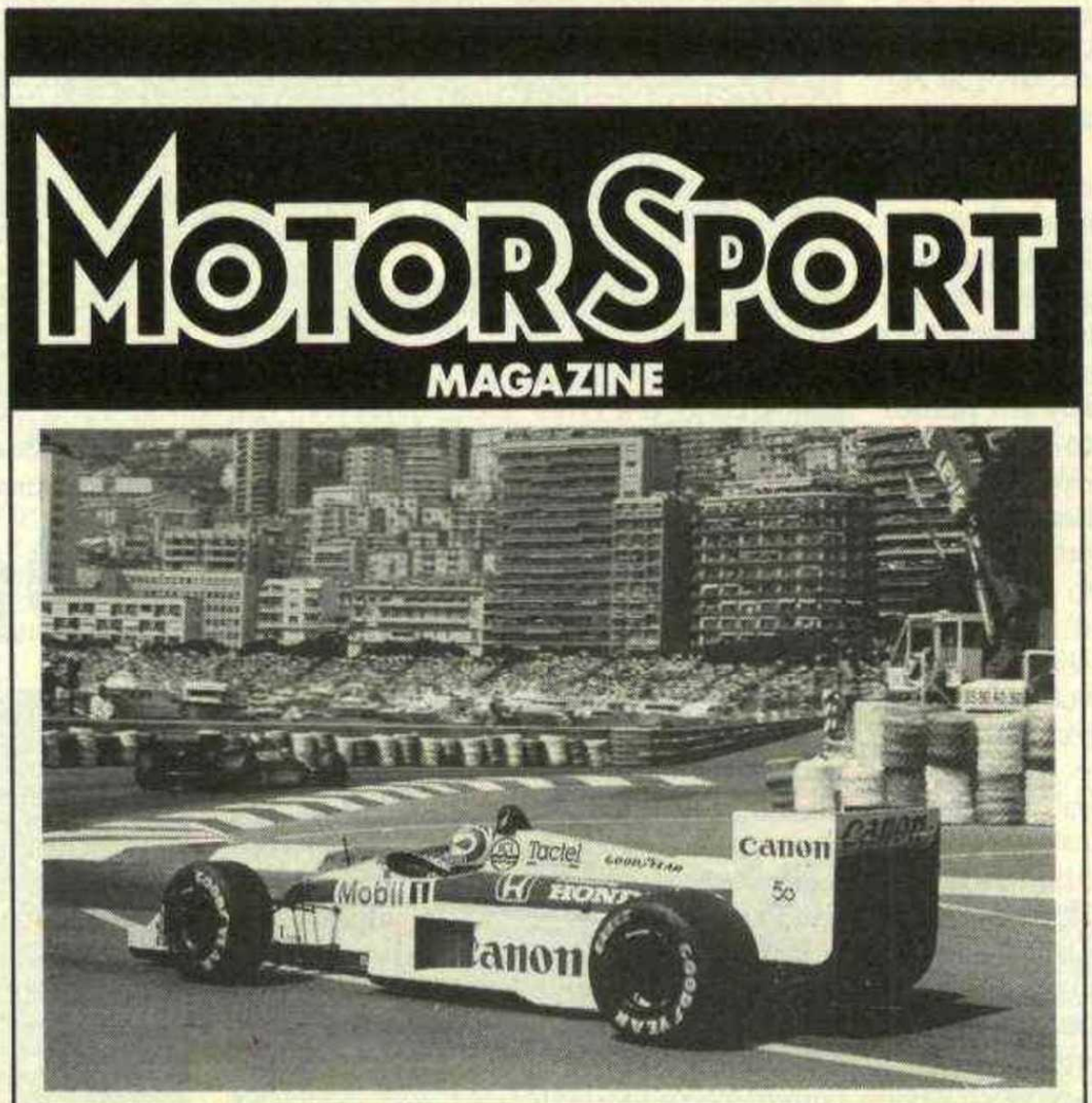
My friend Paddy Machonogee says he has the answer to first-lap accidents. He tells me that in Eire they start races on lap two, because first laps are too dangerous! **DSJ**

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Speed Orgy



J A D Painter's 940cc blown MG lines up alongside Parkinson's wire-wheeled T37 Bugatti.

The Vintage Sports Car Club again ran a two-day "speed orgy" at Oulton Park road-circuit this year, on the last weekend in July, over the extended (2.769-mile) course, with a chicane to slow the cars before Hill Top approaching Knicker Brook. The entry of 227 contested 14 races, supplemented by bicycle frolics, an 89-car *concours d'elegance*, a big autojumble, and even a fun-fair—which the JCC had at Brooklands in 1929 to reduce monotony during the "Double-Twelve"!

Saturday

Racing on the first day began with a four-lap Handicap, won so easily by Waistell's rare L-type MG Magna that the handicappers were clearly caught napping by the new circuit. A long way behind ran Hill's AC Ace and MacKinnon's Riley 9, with Drewett's 1½-litre Riley a "photo-finish" fourth. Another rare runner was Butler's stripped A7 Speedy. Wickham was racing the 12/50 Alvis beetle-back he uses for shopping, and Kniveton showed racing contempt by running his MG PA with its screen up.

Nutter's impressive 8-litre Bentley tourer then cleared the course for the first four-lap scratch race. Summerfield's Avon-Bentley was again in fine form here, winning by 3.6 sec from Fletcher-Jones' shortened Lagonda Rapier. The bigger car was raising dust out of Red Gate corner although its best lap was fractionally slower than the Lagonda's 73.95 mph. Dunham's truly historic Alvis was third, but Threlfall in the dirt-Ford spun at Cascades. The GN-Ford was fourth, Caroline's Morgan three-wheeler next, ahead of Stewart's 3/4½ Bentley which has a new wooden body.

Next came an eight-lap scratch-race for standard and modified vintage cars which Cardy's ex-Ian Preston 35B Bugatti won very easily and smoothly. Howell's incredible blown twin-cam 3-litre Sunbeam, having apparently had its brakes relined in the paddock, was second, Horton in the red 35B coming up to finish third after an incident which had dropped him from second to fourth behind Farquhar's Dixon Riley 9 on lap four.

Freddie Giles was fifth in the road-equipped single-seater AC Six-powered GN, and Boswell's Super Sports Frazer Nash made the meat in a Shoosmith sandwich, Ann beaten in her 3/4½ HM Bentley slab-tank by the family's ex-McCosh 3/4½, both basically 1926 Bentleys. Stretton retired after doing fastest lap at 73.79 mph in his Meadows Frazer Nash, lacking a second-speed chain. Non-starters included Trisha Pilkington's 1750 Alfa, with water in unwanted places.

After Seber's effective Wolseley Hornet had won another scratch four-lap race from the Fletcher-Jones' Rapier and Smith's 4.3 Alvis, one of the more important events came up, namely the Richard Seaman Trophy for pre-war racers, over 10 laps. Rodney Felton's 3.2-litre *monoposto* Alfa Romeo had this one nicely buttoned-up, leading all the way from Mayman's ERA R4D to cross the line 1.7 sec ahead. Both drivers lapped at 86.31 mph, a pre-war class record for the extended course.

Martin Morris was third in ERA R11B when it ran out of fuel on lap nine. This let in Ludovic Lindsay in "Remus", R5B having had a splendid battle with Sir J Venables-Llewellyn's ERA R4A until Brian Classic in R2A separated them on lap nine to come



Ludovic Lindsay displayed his skill in the rain, winning Sunday's Allcomers' race.

fourth. Black's P3 Alfa faded early and finished behind Sweet's twin-cam MG KN/KB, and Ricketts, who must now be in danger of turning his back on mere Rileys, got Sally Marsh's R1B into eighth place. Ten laps had proved punishing, eleven cars retiring.

There was a bit of a breather for onlookers during another four-lap scratch race. Barbet's 1½-litre Riley Special displaced Upston's similar car after a lap, and third place went to Warne in the Rowley Vauxhall, ahead of Merriot's 12/70 Alvis.

So to the next big race, the 12-lap Cheshire Building Society Allcomers. No practice

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VSCC Oulton Park



Harper prepares to relieve Cardy of the Vintage Seaman Trophy.

times were issued to the Press, but rumour said Tony Mayman's Bruce Halford Lotus 16 had been quicker than Neil Corner's Tasman-race V12 3-litre Ferrari Dino. At flag-fall Mayman certainly out-accelerated the Ferrari, to lead on the first lap, but by lap two Corner was ahead. There he stayed until — drama! — he spun on the fast run down to the difficult Island bend, no doubt aware that Mayman was closing on him. He recovered quickly, but was now some 7½ seconds in arrears, and that is how these two crossed the line, Corner having lapped 0.32 mph quicker, at 89.56 mph.

Harper in the P25 BRM, who made a forging start, was third, 3.2 seconds faster than the Hon A Rothschild in the other P25, with which Felton's Alfa (first pre-war car home) couldn't quite cope. Crabbe spun his Talbot Lago early and retired, and Lindsay made a brief pit-call in "Remus" before he also stopped on lap ten. It had been stirring stuff, Corner using noticeably more of the track out of Deer Leap curve than Mayman.

Saturday's sport ended with a four-lap Handicap, in which the handicappers were again caught out, Tony Armstrong's stripped Le Mans Aston Martin taking a galloping victory from Baddiley's Speed-25 Alvis and Bentall's 4¼ Derby Bentley. **WB**

Sunday

While soggy spectators might have moaned about Sunday's change of weather, the extra spice it lent to the racing was almost compensation enough. Things were dry for the morning's bicycle races and for a 4-lap handicap won by Drewitt's Riley Special, but almost everyone took a turn on the grass in the next 4-lap scratch race. A terrific struggle between Smith's Alvis 4.3 and the Railton LST in Fry's hands fell to the latter on the last lap, but one more tour might have put Watney (KN MG) on top.

It looked as though Terry Cardy (Bugatti 35B) would take the Seaman Memorial Trophy, but by five laps, Harper's tiny Morgan Aero had edged past and gradually pulled out a healthy and final lead, while Jonathan Giles, out for the first time in Ron Footit's AC/GN Cognac Special succumbed to Hine's 3/4½-litre Bentley briefly, before re-inheriting third when the latter retired on lap 9. Tom Threlfall had a disappointing race: his McDowell Dirt Racer blew its head gasket in the morning, and although he substituted another, that lasted only one lap of the paddock, so Di Threlfall sportingly gave up her Lancia Lambda to him for the race, and that too played up.

The slippery surface led to a complete reversal of the leaders (and of many cars) in the 12-lap Allcomers race: Anthony Mayman in Halford's Lotus 16 started from pole and settled into his accustomed place at the front, with Felton (Alfa Romeo) and Ludovic Lindsay (ERA R5B) in pursuit, and Venables-Llewellyn (ERA R4A) lying fourth. But Lindsay was flying, squeezing the Alfa hard until on lap 10 Felton got out of shape and both ERAs went past.

Suddenly Mayman lost it at Old Hall, and Lindsay and Venables-Llewellyn got to the front with Felton close behind. The Lotus rejoined quickly, but fearing a cracked exhaust, Mayman toured to the finish. So Lindsay achieved a dramatic but deserved victory.

Enticknap's Morgan collected the final handicap award, and Barry Summerfield took the last short scratch event to increase the Avon-Bentley's lead in the MOTOR SPORT Brooklands table.

Uncomfortable as it was, the rain had provided some memorable sights: Rod Jolley wrestling amid plumes of spray with the Giron Alvis which was determined to go straight on at Old Hall, and Colin Crabbe's equally lengthy Talbot-Lago executing a pirouette-and-a-half at the same point.

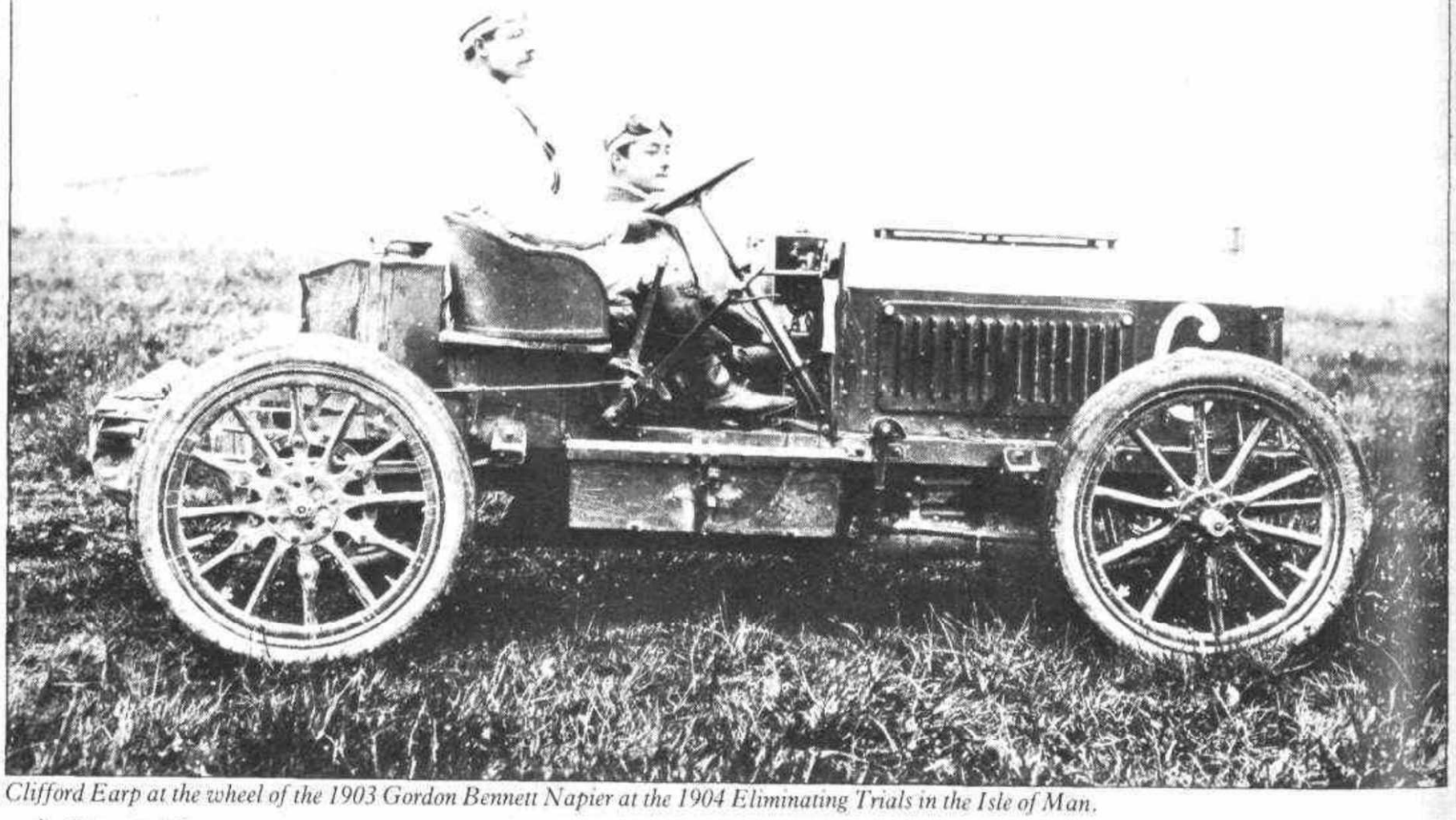
On the whole the now-established two-day format works well, offering multiple racing for those whose machinery is up to it. But there were voices at Oulton criticising the club for basing Sunday's grids entirely on practice, with no adjustment for Saturday's race results, leading to some fast entries starting near the back. On the other hand, the VSCC has acted promptly in response to a recent practice accident: next year, sessions will be divided into faster and slower cars, with drivers separating themselves voluntarily. **GC**



The well-known 4½-litre Talbot-Lago of Colin Crabbe.

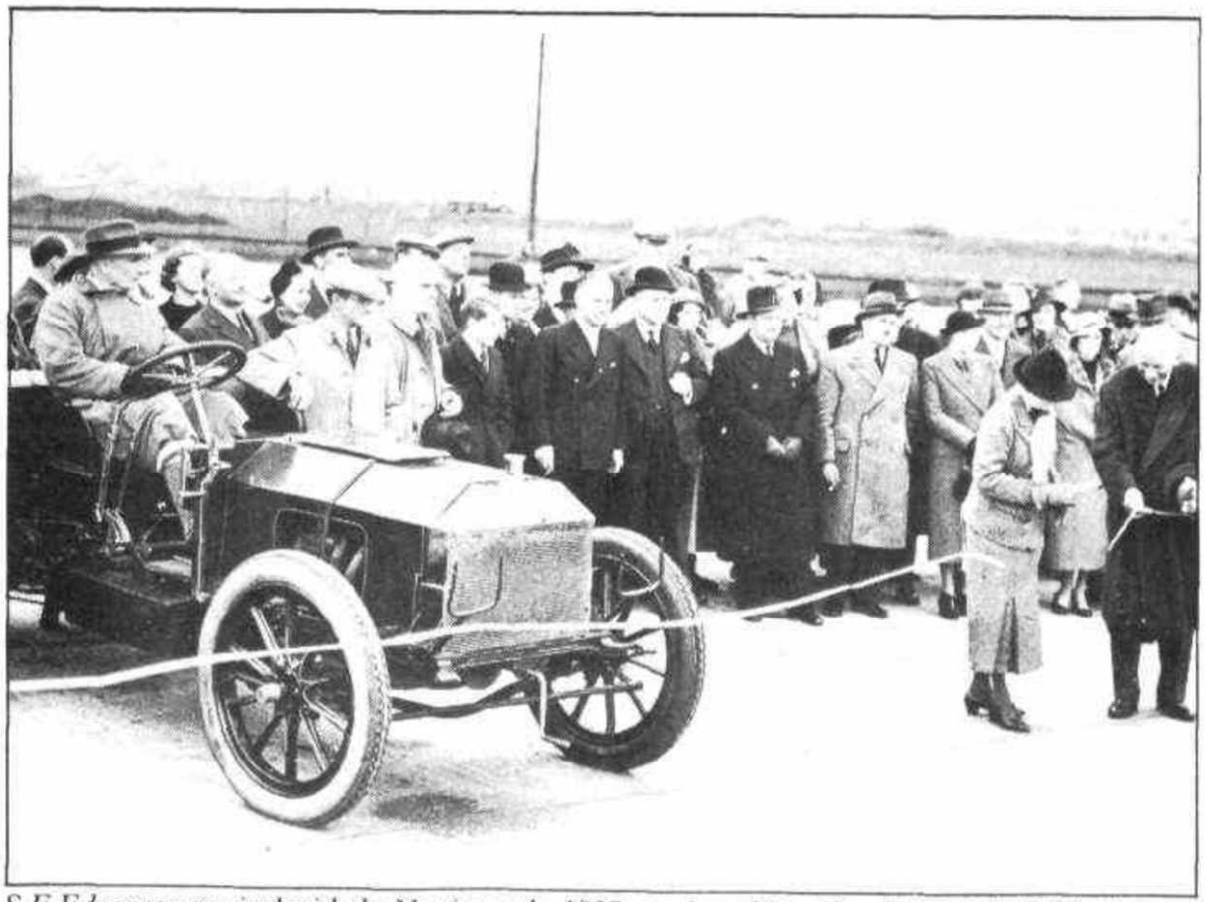
RESULTS

Seaman Historic Trophy Race: 1, Felton (Alfa Romeo), 83.35 mph; 2, Mayman (ERA); 3, Lindsay (ERA).
1st Allcomers Race: 1, Mayman (Lotus), 87.89 mph; 2, Corner (Ferrari); 3, Harper (BRM).
Seaman Vintage Trophy Race: 1, Harper (Morgan), 73.67 mph; 2, Cardy (Bugatti); 3, Giles (AC-GN).
2nd Allcomers Race: 1, Lindsay (ERA), 70.58 mph; 2, Venables-Llewellyn (ERA); 3, Felton (Alfa Romeo).
Eight-lap Scratch Race: Cardy (Bugatti), 71.62 mph.
First Four-lap Scratch Race: Summerfield (Avon-Bentley), 72.94 mph.
Second Four-lap Scratch Race: Seber (Wolseley Hornet), 70.00 mph.
Third Four-lap Scratch Race: Barbet (Riley), 68.00 mph.
Fourth Four-lap Scratch Race: Fry (Railton), 62.15 mph.
Fifth Four-lap Scratch Race: Summerfield (Avon-Bentley), 72.27 mph.
First Four-lap Handicap: Waistell (MG), 65.50 mph.
Second Four-lap Handicap: Armstrong (Aston Martin), 67.87 mph.
Third Four-lap Handicap: Drewitt (Riley), 62.66 mph.
Fourth Four-lap Handicap: Enticknap (Morgan), 59.94 mph.
Fastest Lap of the Meeting: Corner (Ferrari), 89.56 mph (new class record).
MOTOR SPORT Brooklands Memorial Trophy for pre-war Brooklands or Brooklands-type cars:
Summerfield (Avon-Bentley) 72 pts, Sparrowhawk (Alvis) and Mayman (ERA) 62 pts.
Next round: Cadwell Park, August 30.



Clifford Earp at the wheel of the 1903 Gordon Bennett Napier at the 1904 Eliminating Trials in the Isle of Man.

"First to Wear the Green"



S F Edge was reunited with the Napier at the 1937 opening of Brooklands' Campbell Circuit.

Last month we heard the good news that, after persevering since 1979, Lord Montagu of Beaulieu has been able to arrange for the return to this country of Britain's oldest surviving racing car, which had been in the United States for 37 years.

The National Heritage Memorial Fund has contributed £150,000 to the total cost (approaching £300,000), and it is hoped that the balance, or part of it, will be recoverable through a recently-opened public appeal. The venerable 45hp Napier was demonstrated by Jackie Stewart at Silverstone during British Grand Prix weekend, and by Napier expert Ron "Steady" Barker at VSCC Prescott. Many more people will go to see the old car when it resides permanently in the National Motor Museum at Beaulieu.

Why is this veteran racing Napier worth so much money, and why is its return so important? It never won any races. It is not a particularly good example of contemporary design.

The reasons must be that, apart from being the oldest surviving British car of its kind, it was made by the first company in this country (before Sunbeam) to build cars for important

The 1903 Gordon Bennett Napier

international races, and which won the 1902 Gordon Bennett race, which was then akin to a Formula One Grand Prix today.

There is also the historical link that, after Count Eliot Zborowski and Claude Johnson had been to Ireland to find a suitable course for the 1903 GB race, the Count asked that Napier paint its cars green as a gesture to the Irish — and it has been Britain's national racing colour ever since.

That being the case, the history of this particular Napier bears further investigation. S F Edge in the 6.4-litre Napier had been the only finisher in the 1902 GB race, averaging 31.8mph from Paris to Innsbruck and completing the 351½ miles in just over eleven hours (this GB was run as part of the Paris-Vienna race, which was won by Henry Farman's Panhard, at 38.4mph for the 615 miles). As a result, the 1903 GB contest had to be run on British soil.

The Lambeth firm of Napier had apparently gained much benefit from Edge's rather lucky victory, and had opened a new factory at Acton, increasing output from 100 to 250 cars a year. It built new 7.7-litre 45hp cars for the 1903 Irish race, augmented by a 30hp, of the kind used in 1902, and the K5 13.7-litre 80hp should Edge want more power.

Eliminating trials were held at Dashwood Hill near Oxford, and at Welbeck, over a course MOTOR SPORT has described in recent times. At Welbeck the 45hp Napiers were driven by J W Stocks and the Hon C S Rolls, the 30hp by Mark Mayhew. Stocks did better than Rolls, who had valve trouble, but at Dashwood he stalled his engine. Mayhew's 30hp Napier was naturally slower, but managed an uphill kilometre at 52.9mph, and apparently the 45hp cars could ascend Handcross Hill on top speed; their maximum speed is quoted now as over 75mph. Edge, Jarrott and Stocks were the race drivers for the GB race itself, the latter on the 7.7-litre cars, Edge on his monster.

Edge left the start of the 1903 GB race first (his cousin Cecil beside him) despatched with a pistol-shot by Lindsay Lloyd, who was later to be a very-effective Brooklands Clerk-of-the-Course. Stocks retired early after colliding with a barricade at Ballymoon.

Jarrott also crashed, his Napier rolling over after running up a roadside bank between Maryborough and Stradbally when the steering failed. Bianchi, his mechanic, was pinned beneath the car with the hot exhaust-pipe resting on his chest but Jarrott managed to release him before both men collapsed. This has given rise to the classic story of them both being covered with sheets and left for dead, which says little for the intelligence of the soldiers on the spot, but is, I suppose, just possible if they had no knowledge of first aid and were told to await the doctor — it certainly shows how far we have progressed since, to today's ambulance helicopters!

Edge was probably by now wishing he had driven one of the 45hp Napiers, because his giant car was held back by tyre failures (he changed them seven times) and overheating, though only 2mph slower than Jenatzy's winning Sixty Mercedes and one mph slower than the Panhard-Levassors through the grandstand speed-trap. Buckets of water had to be chucked over the tyres, which still left the wheel-rims; Edge finished last, and was then disqualified for receiving outside assistance. He had averaged 35.2mph to Jenatzy's 49.2mph.

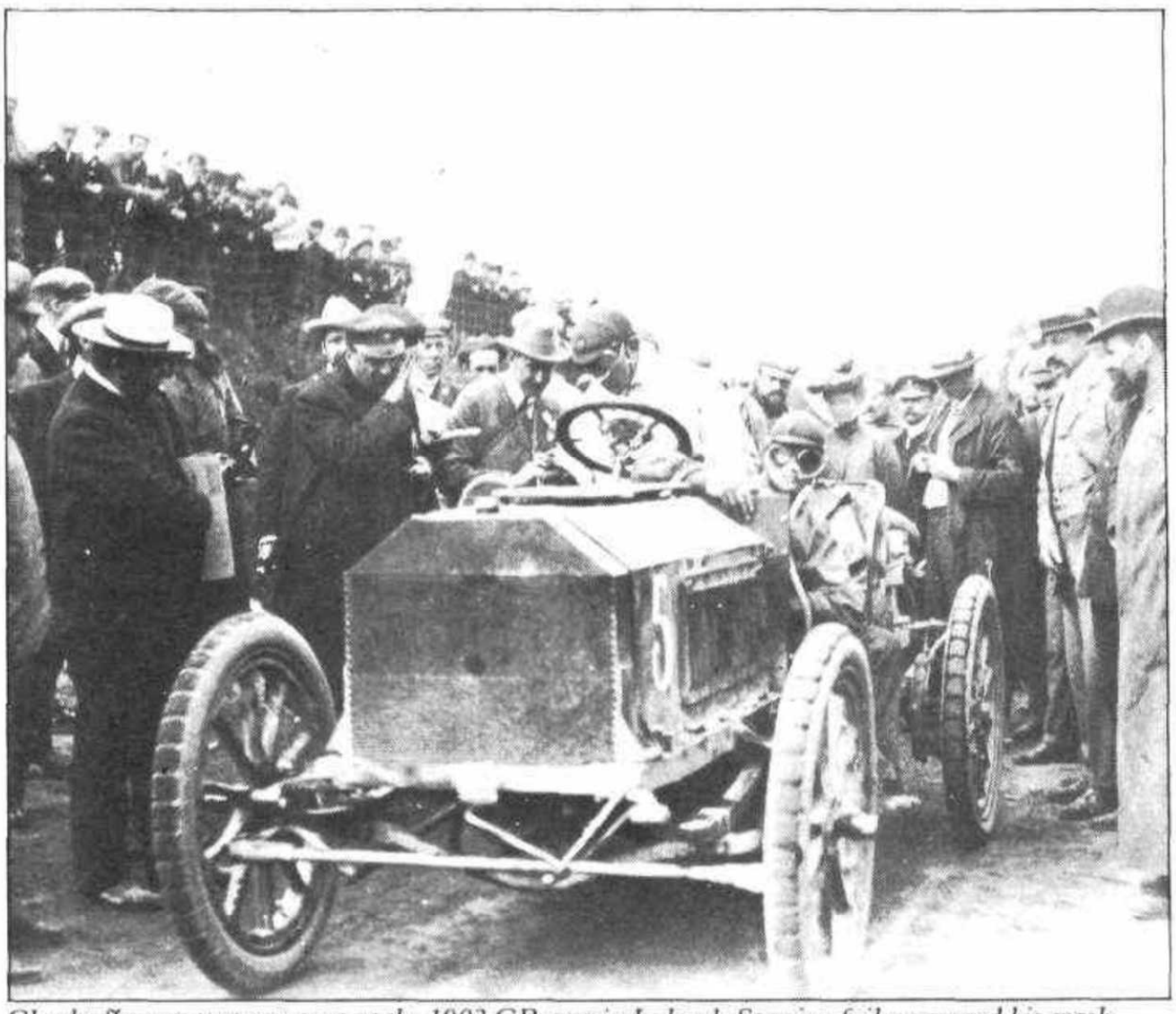
So the 1903 GB Napiers hardly covered themselves with glory! Nor was their design revolutionary. The 45hp cars, of which the remaining one has just returned from America (flown back free of charge by British Caledonian — a nice gesture), had four-cylinder engines of 139.7 × 127mm (7708cc), of which the inlet valves (four per cylinder) were automatic at a time when others were using mechanically-operated valves. Likewise, the Napier chassis-frames were of reinforced-wood construction and were thus becoming obsolete.

Lubrication was by drip-feed, and petrol-feed was by gravity, ignition by coil. The drive went *via* a metal-to-metal clutch and a three-forward-speeds gearbox to a shaft-driven back axle. Wheelbase was 7ft 10in, track 4ft 6½in, and half-elliptic springs were used all round. The Mulliner racing bodies weighed 70lb each, and the total weight was 17½ cwt.

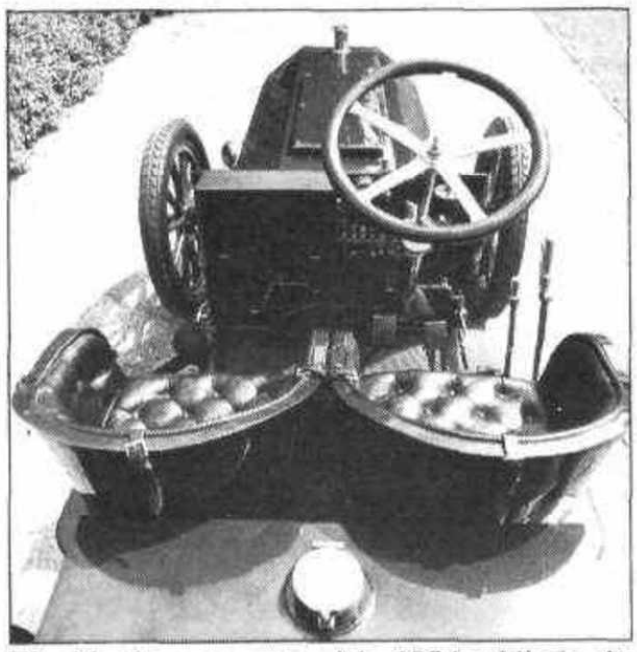
These cars were used again for the IoM Eliminating Trials for the 1904 GB race. Jarrott's car, with which we are here concerned and which had crashed in the 1903 race, again crashed badly (injuring its works driver Clifford Earp and his mechanic) due to a hand-brake design fault (which I believe Bob Chamberlain discovered and rectified when rebuilding the 90hp Napier *L48* "Samson").

That was the last time these 45hp Napiers raced. So what happened to this ill-fated ex-Earp 1903 GB car? After it had been fitted with a two-seater touring body, it was bought in December 1904 by a Mr Shaw of Addlestone, who had an accident with it and sold it to a Mr Douglas Wilson of Hove.

In 1905 it seems to have passed into the possession of a Mr Crew, who had thought of taking it to India. The idea was abandoned,



Charles Jarrott prepares to start the 1903 GB race in Ireland. Steering failure caused his crash.



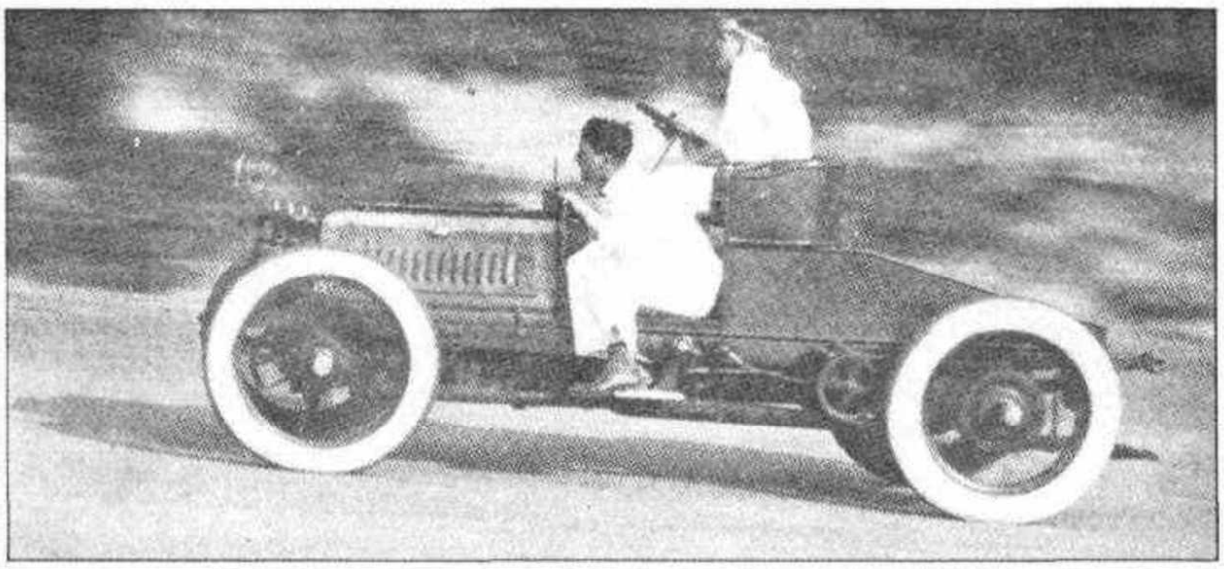
The Napier was restored in 1974 while in the Harrah Collection in Reno, Nevada.

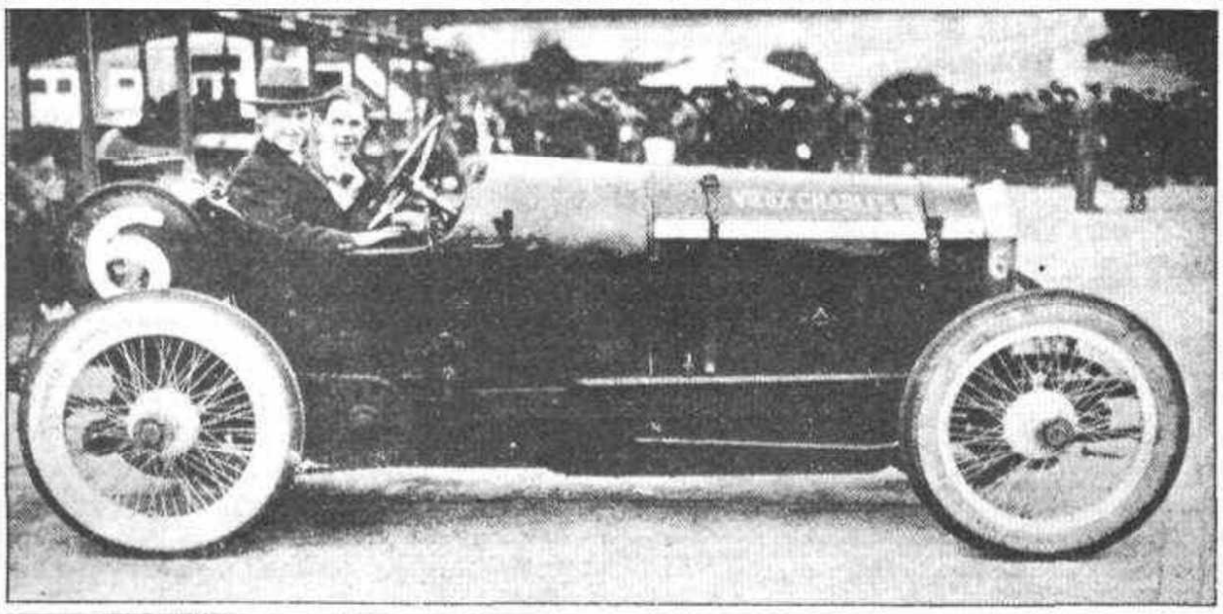
but the owner paid garage rent on the Napier, which was stored in a Kensington mews until the outbreak of war in 1914. The engine was turned over regularly, although no-one ever saw the owner!

There this old Napier remained until interest in veteran cars was aroused by the formation of the VCC. The Blake brothers, RC and WHC, saw a note about the car in *The Autocar* in 1932 and were able to acquire it that summer. They put on a light racing body and took it to Brooklands, where it lapped at around 62mph, doing perhaps 65-70 off the bankings, until the aged tyres said "enough"!

The old racer was repainted green (instead of grey as when discovered) and used in many events including the Brighton Run. At the Tilburstow (public road) VCC hill-climb it clocked 81.6sec in 1934 and 79.6sec in 1935, misfiring on the latter occasion but beating a 60hp Mercedes. The Blakes had hoped to have a Brooklands outer-circuit match race with it, against Shuttleworth's 1903 de Dietrich and Mitchell-Thompson's Sixty Mercedes, but the Track officials said a very definite "no"!

The Napier never ran in the BARC veteran car Mountain Handicaps, but when I had the idea of a small exhibition of old racing cars to be held during the 1934 Brooklands Easter races, the Blakes brought the car along. Captain (later Wing Commander) O V Holmes, who owned *Brooklands — Track & Air*, whose motoring pages I then wrote, approved of my suggestion and got a local sign-writer to describe the exhibits.







The cars which joined the 1903 Gordon Bennett Napier in an exhibition at the Brooklands 1934 Easter Meeting were (top to bottom): Shuttleworth's 1903 "Paris-Madrid" 4-litre De Dietrich, Nash's 1912 15-litre GP Lorraine-Dietrich "Vieux Charles III" and the Conan Doyles' 1920 23-litre Mercedes-Maybach "Chitty-Bang-Bang I".

The Napier was supplemented by the Richard Shuttleworth 1903 de Dietrich with replica "Paris-Madrid" body and aluminium pistons, Dick Nash's 1912 GP Lorraine-Dietrich "Vieux Charles Trois", and "Chitty I". For my pains, I got a ride round the Track in true Gordon Bennett style, sitting on the Napier's step.

The problem of where to put the cars was solved when Clerk-of-the-Course Percy Bradley remembered a narrow enclosure along one fence of the paddock, and found the key to its wire-mesh door. I had been going to the Track for seven years but had never noticed this bay — it had apparently been used in olden times for auctioning cars in "Selling Plate" races.

What happened to the 1934 exhibits afterwards? The de Dietrich and Lorraine were simply taken back to the aerodrome, and the Blakes collected their Napier; but Chitty (which had been towed from London behind R G J Nash's Ford V8) languished on, waiting for someone to offer the Conan Doyles £50 for it, until it finally went to some northern builder's yard where its gearbox was removed as a replacement for that in the 200hp Benz.

In 1937, S F Edge used the Napier to open the new Campbell Circuit, and it continued to enliven VCC events. "Steady" Barker drove it in an old-car demonstration during the 1950 International Trophy meeting at Silverstone.

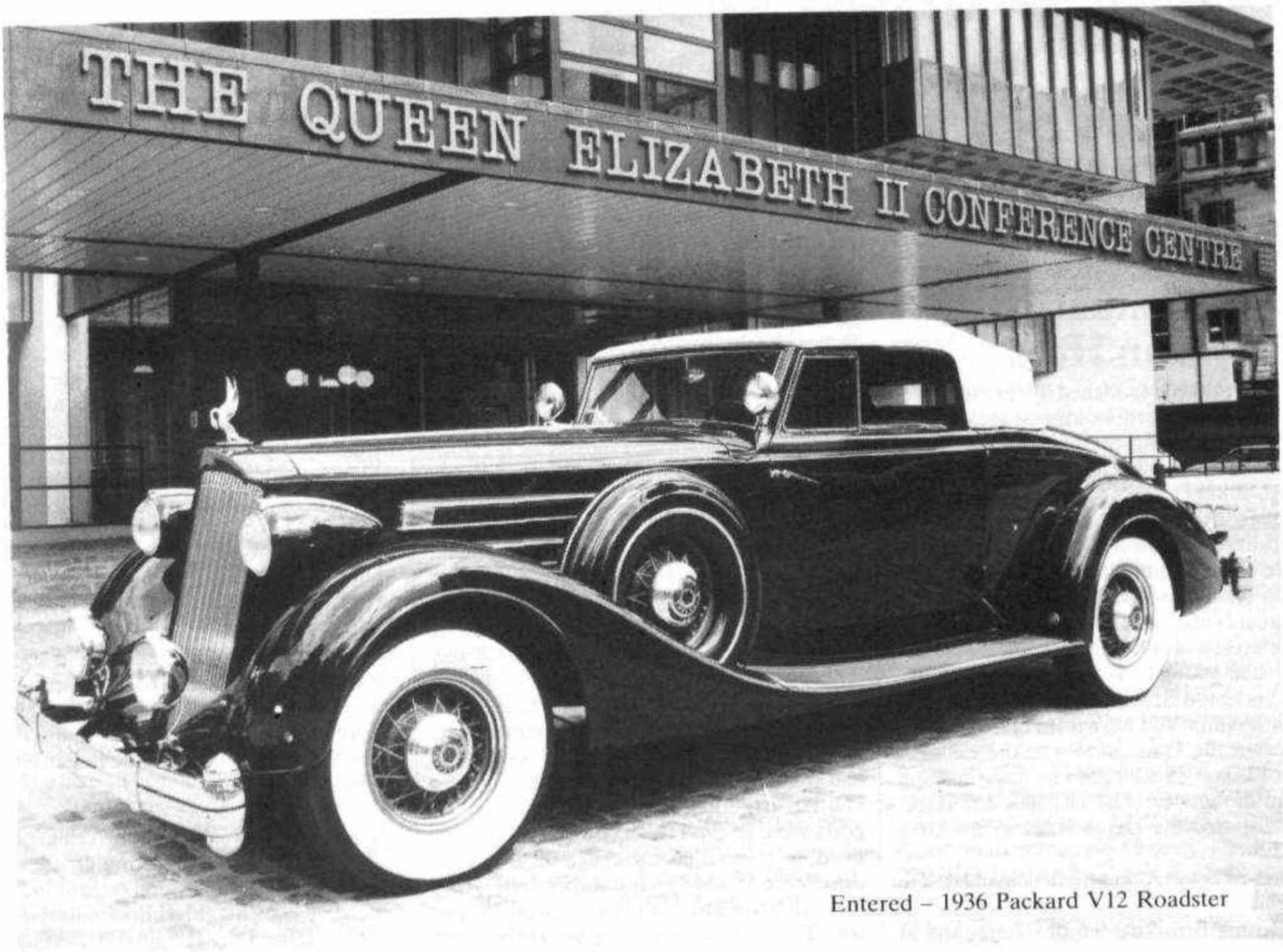
By now, however, it was becoming a bit long-in-the-tooth, and a front wheel collapsed on one run (fortunately on a private road) when the Blakes were playing with it. So in 1951 WHC Blake sold the car to his friend George Waterman in the USA, thereby bringing down on his head the acrimonious wrath of the VCC and others.

What was not generally known at the time was that in 1947 he had offered this historic racing car to the Science Museum, as a memorial to his brother who had been killed in the war, but it had been of no interest to anyone. Besides, as he said, the Gordon Bennett Cup, for which the machine had been built, was an American institution!

The Napier later went into the Bill Harrah Collection, and was restored. When Harrah died in 1978 it was bought, along with 81 other old vehicles, by General William Lyon, despite Harrah's apparent wish that it should not be sold. Lord Montagu kept a close eye on all this, and is delighted to have been able to bring the car back to Britain, albeit at considerable expense.

We have been fortunate in respect of historic Napiers recently. Lord Montagu was also able to have the 1904 100hp GB car at Beaulieu for a time, while it was in transit between America and a Continental museum, and in 1983 we saw Bob Chamberlain's 1904 15-litre "Samson" (a replica, if you will) in action at the Brooklands Reunion. **WB**

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Chaperoned Bentley

Last month's story about taking Richard Shaw's delectable 1937 4½-litre Vanden Plas Bentley to the RREC Courteenhall Rally recalls memories of my first encounter with a Derby-built Bentley. This came at a time when the "Silent Sports Car" was still a sensational innovation among high-performance cars.

Early in 1934 the paper I wrote for road- and track-tested a Bentley demonstrator, which was delivered to our office on the Byfleet side of Brooklands by a uniformed chauffeur. We suggested he should be entertained at the Aero Club while we tested the car, only to be informed that, while he would not try to influence our opinions in any way, he was not allowed to leave the Bentley. So he sat in the back of this 3½-litre silver-grey open tourer, holding his peaked cap as we sped round the Byfleet Banking at over 90 mph . . .

The test-car (Reg ALU 321) had already run 21,000 miles and was about to be pensioned off and relegated to the R-R Chauffeurs' School. The figures we obtained are interesting, though they may not be as accurate as those measured more recently by GC. They were, for 10-30 mph in top gear, 7.0 sec; in third gear, 5.0 sec; and in second gear, 4.2 sec. From standing starts, 0-50 mph in 10.2 sec; 0-60 mph in 14.6 sec; 0-70 mph in 20.8 sec; and 0-80 mph in 28.2 sec. A ¼-mile from rest was achieved in 21.8 sec, and a ½-mile in 34.4 sec.

These were averages of two runs, by a driver scarcely used to the Bentley (the delivery driver refused to do them as he felt he had an unfair advantage) and we had but five minutes' experience of the car. Speeds in the gears were 59 mph in second and 80 mph in third — at peak engine speed of 4500 rpm these were 55 and 75 mph respectively.

A full lap of Brooklands was not possible as the Track was being repaired, but the maximum speed was 97 mph, in near-silence. Water temperature was never over 75°C, and we got approximately 16 mpg. The steering wheel asked 2.1 turns lock-to-lock, turning circle being measured at 39ft 3in left, 42ft 4in right.

I have happy recollections of this Bentley and, at the age of 21, was pleased that my write-up was reprinted by Bentley Motors Ltd. **WB**

Obituary: Alan Hess

We are deeply saddened by the passing of Alan Hess, that knowledgeable all-round motor-racing personality and Brooklands Society Vice-President, who has died at the age of 87.

His first experience of Brooklands was being driven round it in 1907 in a Daimler which just about reached 60 mph. That started Hess on a life closely associated with Brooklands and motor-racing. He developed this interest as a journalist, became Secretary of the then-young MGCC, survived overturning a borrowed Brescia Bugatti at a Dancer's End hill-climb, and ran a team of L-type MG Magnas at the Track; they won the 1933 LC Relay Race at 88.62 mph, one also finishing second in that year's BRDC 500-Mile Race. Hess also drove a Dixon Riley in the 1935 "500".

His close association with Brooklands led to him commentating on races there, including the exciting Broadcast Trophy Race, and in 1937 he covered 104.4 miles in an hour, under RAC observation, in one of Arthur Fox's 4¼-litre TT Lagondas. Some years before WW2 Hess had started *Speed*, a monthly magazine devoted not only to speed on land, sea, and in the air (as was MOTOR SPORT) but also to speed on rails and in the oceans. Shortly before war broke out it was taken over by MOTOR SPORT.

After the war Hess became Publicity Manager for the Austin Motor Company. Though his idea of a VCC rally to Europe almost before the aftermath of battle had been cleared up stemmed more from his intense enthusiasm than practicality, he was soon to organise those very effective record-bids at Indianapolis and elsewhere, the tough European runs and a fantastic Round-the-World journey with production Austins, as recorded in fascinating detail in his several books.

He had married the attractive girl who had so ably dealt with the complicated paperwork the Austin record bids entailed, and they were a very devoted couple. Mrs Hess, to whom we address our heartfelt commiseration, was a great help to her husband when his sight began to fail; though this did not prevent him painting, writing, and attending events at the Track almost to the end. **WB**

Shooting-Brake Bentley!

A 3-litre Bentley, which was originally a tourer but which at some time had a "woodie" shooting-brake replacement body, has been found in a barn in Leicestershire, and is now in the Donington Racing Car Museum. An interesting point is that the original engine seems to have been changed for that used by John Duff to take many class-records at Brooklands in 1922 (including the "Double-Twelve-Hour" record depicted in the painting which formed the cover of the first issue of *The Brooklands Gazette*, which became MOTOR SPORT, in 1925), and at Le Mans, San Sebastian and Boulogne in 1923. **WB**

V to C Miscellany

The Brooklands Society souvenir book we recommended last month, which commemorates the eightieth anniversary of the Track, is available for £1.50 from the Society administrator at 48 Fortescue Road, Weybridge, Surrey KT13 9SB.

Although the caption for our General Strike picture (MOTOR SPORT, July 1987) identified the car in the foreground as a 12/50 Alvis, we have since had doubts. In the old days we would have satisfied our curiosity by sending a fee of one shilling (5p) with the registration number (XT 2709) to the appropriate car-tax office, and they would have told us the make, and the name and address of the last-known owner. Since the advent of Swansea this is alas no longer possible, but if any reader has any ideas about this particular car we would be interested.

The Ford Model T Register has a three-day rally based on Llanwrtyd, Mid-Wales, from September 4-6.

We were disappointed to find 29 non-Bugatti cars pictured at Prescott in the current issue of *Bugantics*, the journal of the Bugatti Owners Club. But perhaps this is preferable to having to endure Bugattis made in the late 1980s?

A recent Pre-war A7 Club *Newsletter* included a most interesting article about the Southport 100-mile sand races of 1927-37, events of considerable importanced whose winners were Dan Higgins' TT Vauxhall, Mays' Vauxhall-Villiers, Thistlethwayte's Mercedes, Selby's Bugatti, Bartlett's Salmson (twice), Simister's MG, Stephenson's A7, Goodacre's Ulster A7, Tong's MG and Billy Cotton's MG. The article identifies all competing A7s, which is most impressive, the copyright belonging to M H Flower.

An ambitious run from Reading to Bognor is being organised as the "Autumn Amble" by area-sections of the A7 OC, for September 27th, starting at 9am and getting to Bognor around 2pm. The idea originated as an outing for disabled children, and it is hoped that this aspect can be revived. Spectators can see the cavalcade, between Bognor and Littlehampton, where prize-giving takes place. Details are available from: B Hughes, 2 Close End, Roberts Road, Hedgerely, Slough, Buckinghamshire.

Vintage Alvis cars attracted to the traditional turn-out at The Phoenix at Hartley Wintney (one-time home of the VSCC) this year numbered 32. They were supported by an HE.

The new President of the Bugatti OC is Jack Lemon Burton. **WB**



A welcome newcomer — Walker's 1912 Alfonso Hispano Suiza.

VSCC Prescott

The Vintage Sports Car Club scored again at its Prescott hill-climb. In spite of running nearly 200 entries for the first time, with perhaps the biggest-ever spectator attendance, the meeting ran expeditiously — a tribute to Brian Harcourt-Smith, Ted Smith, John Warboys and all the marshals.

And where else could you see such a variety of interesting cars of all ages, not only competing but in the car-parks, with an Ansaldo saloon and the ex-Kent Karslake yellow 37.2 Hispano Suiza tourer (driven by his son) among the homeward cavalcade?

Morning drizzle gave way to a perfect afternoon and incidents were few, although the 1912 GP Lorraine ran a big-end (the Zust being substituted), Valentine Lindsay's 1914 GP Opel was denied its second run as it was dripping oil, and Bristow's S-type 4½-litre Invicta seized solid before it could compete. There was a momentary hold-up after Black's 1750cc Alfa Romeo had taken the timing-cable with him, "putting up a black", you might say!

Pre-WW1 cars are a special Prescott attraction. They were out in force, led by the £300,000 1903 GB Napier, brought from Beaulieu on a Ford transporter and demonstrated by Ron Barker. This gave uphill lifts to various lucky people, myself included; the run took 101.88 seconds, the old warrior too high-geared for Pardon Hairpin.

Clutton in the 1908 GP Itala made the best Edwardian run (56.28 sec), 0.44 seconds better than the 1908 GP Panhard. Pipkin's Calthorpe won on handicap, however. Collings, driving a Mercedes of the kind that *won* the 1903 GB race, did 61.21 sec, compared with the Napier's 98 sec on its best *demonstration*. That progress has been made is shown by Harrison's 1907 Renault doing 73.34 sec, and Barker's enormous 1922 Renault 45 tourer 68.97 sec!

Guy Smith's Alvis-powered Frazer Nash made FTD in 42.82 sec, while the best vintage climb was by Cardy's 35B Bugatti (44.77 sec), which is going very well these days and vanquished the AC/GN and the Caesar Special, and the quickest unblown sports-car was Dunn's Riley Falcon (47.82 sec).



Blake's 1928 Montlhéry BNC.

Nice's original Ulster A7 took its class (58.92 sec) from a J2 MG, Dunn's Riley won the 1½ litre sports-car class, Spollon's Riley the 3-litre class (48.2 sec), and Summerfield's very effective blown Avon-Bentley the big sports-car class (47.40 sec). The respective vintage winners were Nice, Selwyn-Smith's Interceptor Frazer Nash, Rogers' Frazer Nash and Craig Collings in the hairy 4½-litre Bentley, which recorded a time of 50.16 seconds.

Brian Grey in the Hardy Special won the small-racers class (43.83 sec), and Bill Morris was best 1½-litre, in ERA R12B (43.75 sec). Bill Summers, after much preliminary stalling, took the 3000cc class in the 8CM Maserati, in 44.45 sec, Smith the over-3000cc category. The vintage winners of these categories were the Allt'cok (50.19 sec), J Giles in Salome (46.89 sec), Cardy, and Threlfall in the McDowell in 48.40 sec, the latter beating the fully overhead-valved Lovell Elkhart by 1.83 sec.

STD was established by J Harrison at 88.97 seconds — justifiable as his 1911 De Dion has but one cylinder, of 955cc. **WB**



Another unusual climber — N R H Boyd's 1909 17hp Maudslay.

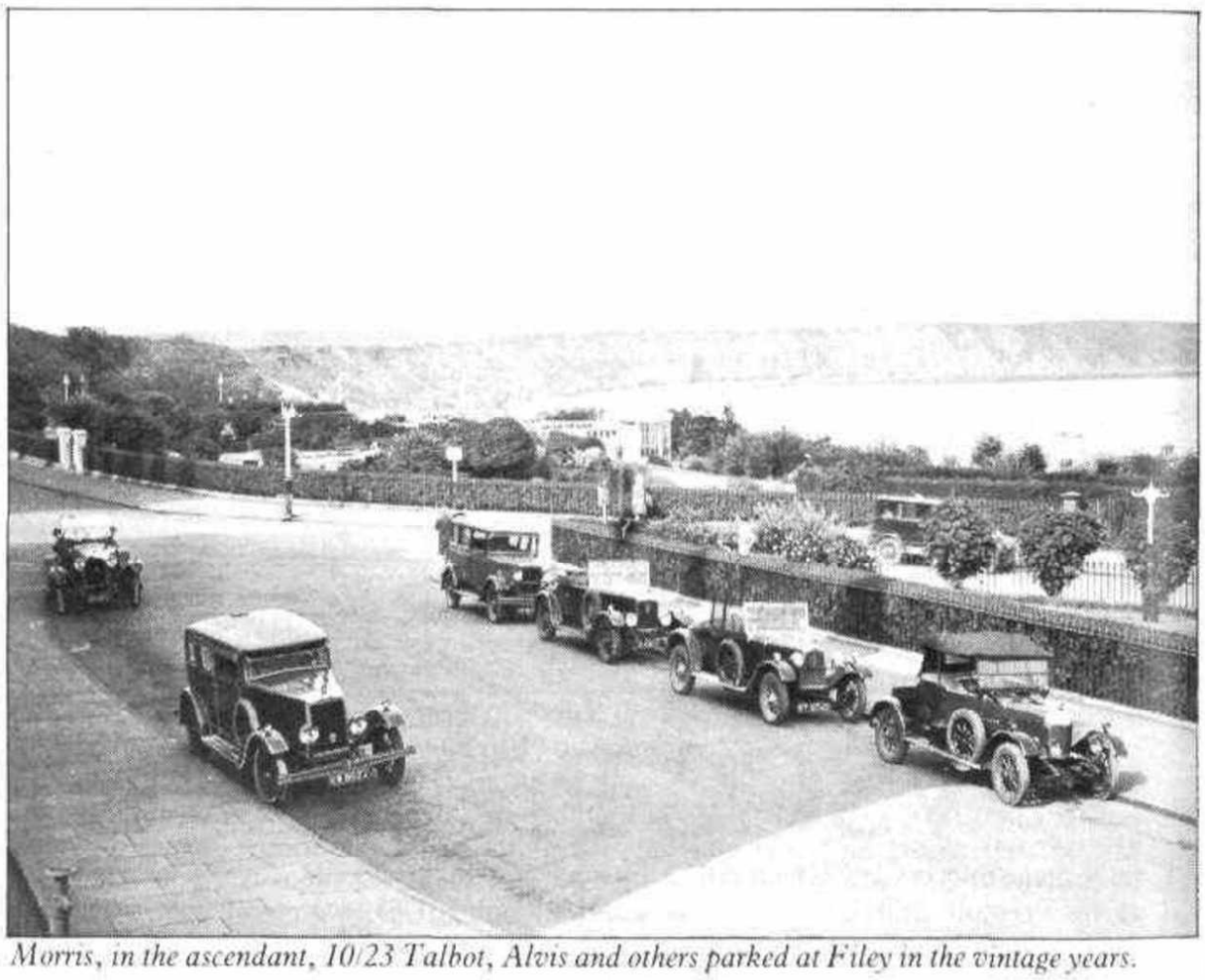
Our Oldest Clubs

Britain's two oldest motoring clubs are the Motor Cycling Club and the Midland Automobile Club. The MCC, which was founded on November 10, 1901 and which caters as much for cars as motorcycles as it has done for very many years, claims to be "Britain's Oldest Sporting Club for Motorcycles and Cars", while the Midland AC, which was formed at a meeting in the Grand Hotel in Birmingham on January 11, 1901, organised early speed hill-climbs at Gorcott and Sunrising hills — the latter reflected in the motif of the Club's badge.

MAC activities at Shelsley Walsh began in 1905, and though it was more of a car club than the MCC, motorcycles competed there in 1911, an entry of 44 having been obtained via the Birmingham MCC (it was a two-wheeler which made FTD, the 7hp Indian of A J Moorhouse clocking 55 seconds and beating the quickest car). Motorcycles were to have been admitted to the famous hill again in 1939, but war intervened and this did not happen until 1946, when one of their number again beat the cars (Ernie Lyons' Triumph was 0.13 seconds faster than Raymond Mays' ERA). Thereafter motorcycles competed against the cars until 1964.

It is of academic interest which of these great Clubs is the older. What is more to the point is that Shelsley Walsh continues to thrive. The MCC will be holding its 65th Edinburgh Trial on October 3 (entries close August 29) and a new Sporting Trial at Mere, off the A303, on September 13. **WB**

VETERAN TO CLASSIC



Morris, in the ascendant, 10/23 Talbot, Alvis and others parked at Filey in the vintage years.

The Roads of the 1920s

Owen John went off alone on his summer tour of 1926 in his 16/65hp Rover saloon, complaining that without a companion he tended to drive too quickly, and that he would have liked some weight in the back of the car to improve the ride. But he had ceased to pick up roadside "thumbers" for legal reasons. Today there are many other good reasons not to stop for them, be their legs ever more attractive, alas.

Going west for a family wedding, OJ remarked on the enormous number of cars on the Exeter road, as many as might be encountered on the Great West Road out of London on a fine Sunday morning.

Well, not all that long after this Exeter became a notorious bottleneck until the by-pass was built. And as for Sunday motoring in vintage days, I remember just after World War One that neighbours in South London whose Service gratituties had enabled them to purchase motor vehicles (mostly family motorcycles and sidecars) would vanish on summer Sunday mornings to return in the evenings, their destination almost inevitably Brighton or Eastbourne. Some of them ventured home late into the night, causing great (and, for a watching teenager, exciting) snarl-ups at the tram-infested junction where the hill levelled out into Streatham High Road.

I recall one family who graduated from their big motorcycle combination to a car, a four-seater Fiat 509, which was ideal as they had numerous children. Except that a car is controlled differently from a motorcycle, and the father made a ripe hash of it one Sabbath morning, ploughing down yards of his garden fence before he could get the Fiat to stop.

People really did do these regular seaside runs from London in those days; perhaps they still do. After the war I was offered a 1927 Aero Morgan three-wheeler, and was told the person selling it used to sit in the back beside his sister on journeys from Croydon to the coast. Noticing that the Morgan had no lamps, although possessed of lamp brackets and an ammeter on the dash, I was sceptical of this memory, and queried it. "Ah", I was told, "if it got overcast we packed up early for the return run, so we didn't need lamps". I have often wondered about the ammeter — did Morgan find it less expensive to fit this in the factory at Malvern than to do so later, when an agent might be presented with an order for a lighting-set?

Anyway, there was OJ and his 600-mile-old Rover setting off on a more ambitious journey through Hampshire. He enjoyed the high downs about Kingsclere (which I thought was in Berkshire), winding along the banks of the Avon, and sliding through the heather or the bracken (not literally, one hopes!) of the New Forest, but found Bournemouth hotels expensive; breakfast cost 4/6d (22½p).

I have remarked before that today's roads, even if overdue for repair, do not cause much comment unless taken in hard-sprung vintage cars. But back in 1926 OJ was very cross about the rough if empty stretch between Whitchurch and Andover, and found Trow Hill so poorly surfaced as to constitute a death-trap.

The other part of OJ's tour had been to the Potteries, where there were roadside cafés in Trentham and where the North Stafford Hotel at Stoke served our traveller with too many courses, when he would have liked half as much but a little better cooked. It was much the same when he stopped over in Birmingham, where eight or nine (!) courses were served.

Stoke made OJ enthuse over Arnold Bennett, although he thought the Black Country a Garden of Eden compared to the place itself, which extended for 14 miles by five miles. It was "a more miserable, poor, uninteresting, hodge-podge, ugly, endless human warren" than existed anywhere — in 1926, of course . . .

OJ went to a play by Oscar Asche (*who?*), and noted that as the coal strike persisted people were taking coal home in soap-boxes, prams, carts, sacks, on bicycles and even in Fords (the inevitable good old Model T of

Whose Alfa Romeo?

A Middlesex reader has acquired from Ulster the 1929 1750 Alfa Romeo (Reg UU 9125) which was entered by the then Alfa concessionaire F W Stiles for such races as the Six-Hours and Double-Twelve-Hours at Brooklands. The car still has such racing items as its scuttle-cowl, aero-screens, radiator stoneguard and blind.

This historic Alfa Romeo was thought to have been the car driven by Headlam or by Dr Benjafield, and Stiles said it was used by Nuvolari as the practice car for the 1930 Ulster TT, borrowed from a private owner. Contemporary advertisements claim it to be Headlam's car, but race photographs suggest that it was driven by Benjafield in the Brooklands' races, and another advertisement refers to it as the Ivanowski car.

If anyone can shed any light on the confusion, the lucky owner would be very grateful. He has a theory that his car might have been used by Stiles as the "ringer" for scrutineering at the 1930 TT, so that he could get the faster and more reliable fixed-head team-cars (with which Nuvolari, Campari and Varzi finished 1-2-3) past the scrutineers. **WB**

course), although why this was so urgent in hot weather was not explained.

Mention of Model Ts reminds me that just before WW2 we had a Ford Enthusiasts Club, of which Sydney Allard was President. The club badge (does anyone remember it?) was a vee with the letters FEC in what represented the two cylinder-banks and the crankcase of a Ford V8 engine (you could buy used Ford V8s then for around a "fiver", as petrol looked like being in short supply, and what fun they were!). I suggested that the Ford EC should have as its mascot a Model T, and we discovered a brass-radiator landaulette languishing in an orchard at Heath and Reach in Buckinghamshire, where it had been the village taxi. A small sum of money would purchase it, so expeditions were mounted to repair and blow up its flat tyres. Eventually we took it away on Adlard Motors' Armstrong Siddeley ambulance, the old man who had owned it shedding a tear or two as it departed Londonwards — he had never driven anything else and couldn't use a sliding-pinion gearbox, he said.

Lack of trembler-coils prevented us from getting this taxi-like Tin Lizzie running before Hitler intervened. It was put into storage "for the duration" at Dee's, the Croydon Ford Dealer, alongside the proprietor's Fronty Ford-type sporting Model T. I went to retrieve it when peace had broken out, but there was no sign of it.

On his West Country drive of 1926, OJ thought the scenery much improved after getting into the Mendips, but traffic congestion still troubled him, motor coaches particularly (note that they were no longer called *char-a-bancs*). From Bristol to Bath and Trowbridge the traffic vanished, presumably because everyone else was at the seaside, but from Tetbury to Stroud the Rover was held back by big motor wagons (not traction engines) carrying the impedimenta of a fair — fat women, Russian dwarves, bearded ladies, acrobats, jugglers and the rest smiling on a crawling OJ, but not the clowns, who were walking . . .

It was not long before OJ was off to the New Forest again, this time in a 9/20hp Rover borrowed from his family. He found this little car would go amazingly well if it was allowed to rev, and the faster it was driven, the better it seemed to go. There were very few small machines of the kind known as sports cars (which OJ thought was an extraordinarily silly name) that could even live with it; presumably the OJ family had not succumbed to a sports-bodied 9/20.

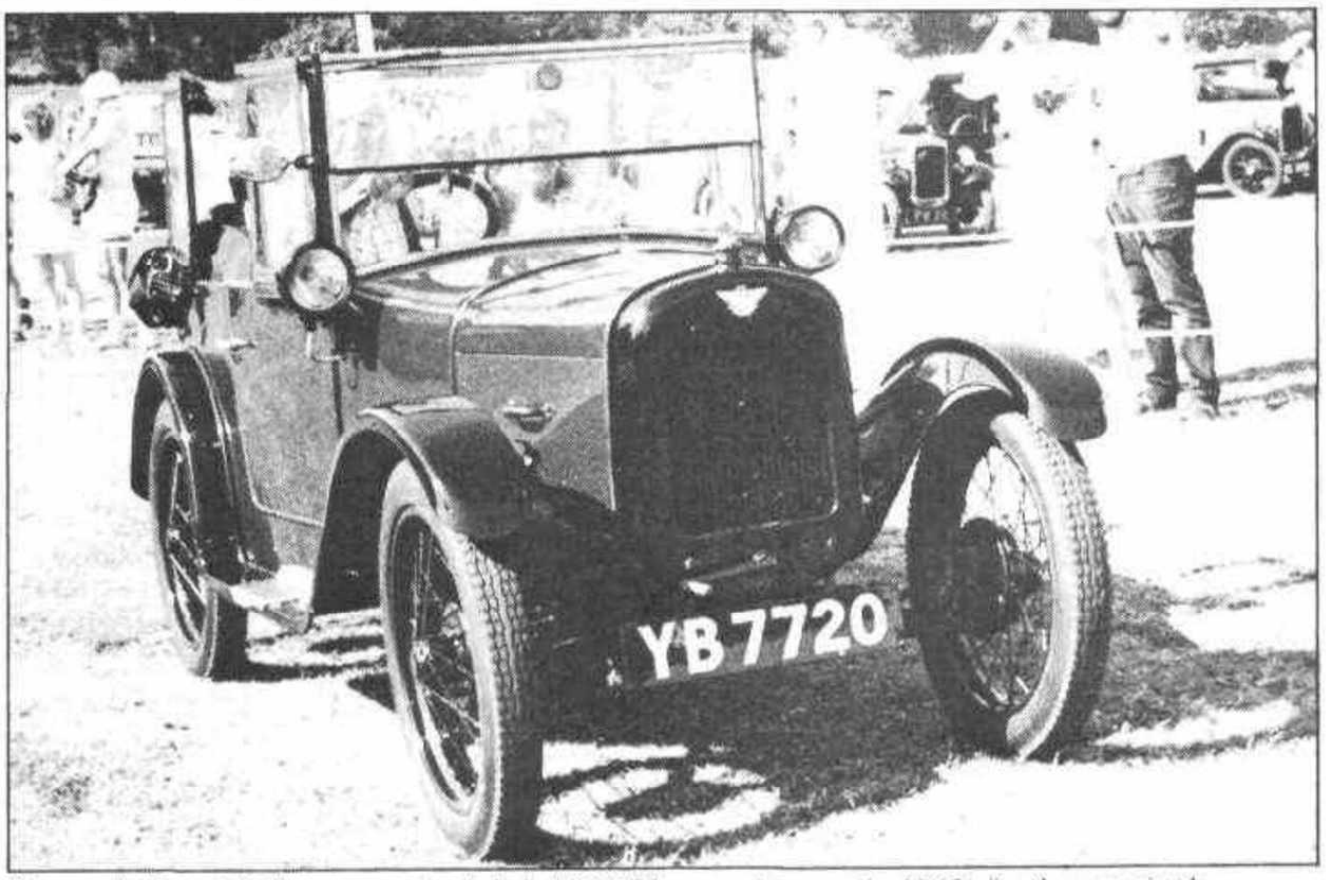
This made OJ think about how too many people hung too long onto top gear in traffic and up hills, though he confessed to sometimes doing this himself and even wishing that someone had invented a gear lever with only two positions. He would have liked very much Ford's new CTX arrangement, with which I have had further experience while my reliable Sierra XR4x4 was being serviced. **WB**

A7s at Attingham Park . . .

One-make rallies are legion these days, and not all are for large motorcars. The "Severn Sevens" Group of the A7CA had an entry of 43 A7s for its annual Attingham Park Rally near Shrewsbury on June 14, supported by other makes.

We counted eight Rubys, five "top-hat" saloons, and M Dorsett's immaculate "Grasshopper". Oldest A7 was Bamford's 1924 Chummy and examples of most other models were present, including specials such as a long-wheelbase home-made car with wooden dash, and Moreton's highly-polished 1929 two-seater with bulbous tail. Mitchell's 1931 saloon and Davies' 1933 saloon were in showroom condition, as was Francis' 1934 tourer, and President Stanley Edge was there to present the prizes. One noted, too, Tedham's 1933 tourer which does 5000 miles a year, and the big Pyrene fire-extinguisher beneath the bonnet of Dr Sharp's 1934 saloon. The only Ulster present was the Editorial one, and that is a replica; nevertheless, it notched up another 138 miles that day.

Other makes represented ranged from a blue 12/40 Alvis tourer, a very smart Model A Ford Tudor saloon, an immaculate two-tone Crossley Ten saloon, an equally smart Light 12/4 Austin saloon, a BSA saloon, a PA MG and a well-used but noticeably quiet early Austin 12/4 tourer, down to a "classic" 1972 Vauxhall Viva. **WB**



Ray and Mary Walker re-acquired their 1927 Chummy (present in 1962) for the occasion!

. . . and A7s at Beaulieu

The 750 Austin 7s which were hoped for did not quite materialise at the twenty-fifth National A7 Rally at Beaulieu. But there were 393 entries, and with the late addition of about 60 more the previous best of some 300 was handsomely beaten.

The Sevens ranged from two 1923 Chummies to many Ruby saloons and Big Sevens up to 1939. The mass of Chummies was overwhelming, and enthusiasm prevailed to the extent that Ray and Mary Walker bought back the 1927 version they used at the first of these rallies (organised for the 750 MC by Michael Ware in 1962) to be present once again.

Among the more unusual A7s was a milk-float, and there were vans and even A7 tractors! The prizes were presented by 1920s A7 racing driver George Caldicutt. **WB**



1920s Austin road-tester and racer George Caldicutt presents the prizes at Beaulieu.

BOOK REVIEWS

Directory Of Historic Racing Cars
by Denis Jenkinson. 190 pp. 9" × 5¾". (Aston Publications Ltd, Bourne End House, Harvest Hill, Bourne End, Buckinghamshire SL8 5JJ. £11.95)

In this nicely-illustrated soft-cover book Jenks sorts out the genuine, authentic and facsimile among surviving historic racing cars. He further sorts them into such categories as original, resurrection, re-construction, special, duplication, destroyed, scrapped and broken-up, avoiding (note) the term "fake". This has to be useful and entertaining and it is said that at VSCC Silverstone all copies on Chater & Scott's stall were sold very quickly, to owners and dealers wanting to see what DSJ had written about their cars!

So far as it goes this is worthwhile information and entertainment, but as a directory it falls a little short because the present owner of each car described as surviving is not always quoted. Jenks explains that such cars change hands too frequently to make this practical in every case, so he prefers to say "owned by a well-known VSCC member".

Generally, however, the book tells a lot about such cars, and the categories into which they are fitted are fully described in a glossary of terms, while fakes are discussed in the Introduction. Sixty-nine different makes (including many Specials) are covered, from AC to Veritas. These are very nicely illustrated, but with pictures of the cars mostly as they were, not as they look today — and one error has crept in, where a Geoff Goddard photograph purporting to be of a 1923 200-Mile Race Alvis is, in fact, of a Janvier-engined Warwick which did not run in that race until 1924. **WB**

A Record Of Grand Prix And Voiturette Racing, Volume One, 1900-1925
by Paul Sheldon. 335pp. 11¾" × 8". (St Leonards Press, 4 Station Road, Esholt, Shipley, West Yorkshire BD17 7QR. £36 + p&p £2.10 UK, £3.10 Europe)

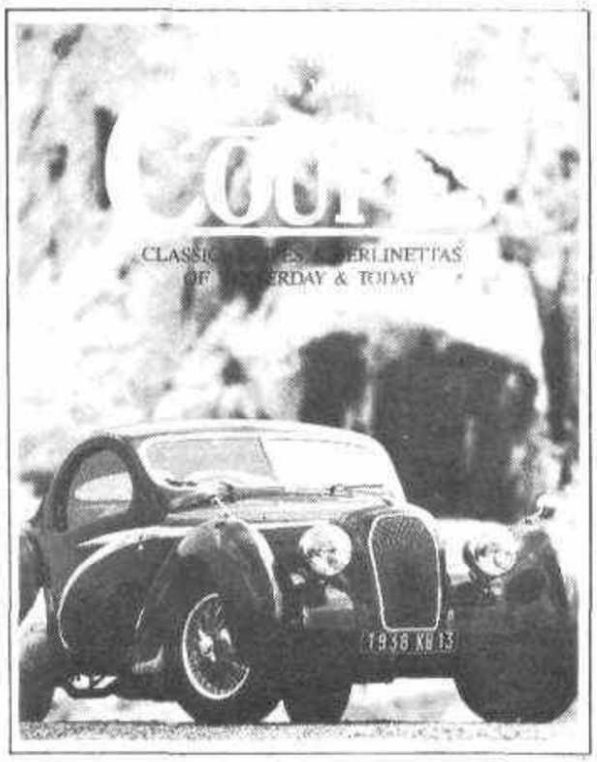
We have considerable respect for the Formula One Register, which since 1961 has been collecting an enormous amount of motor racing data, mainly associated with single-seater formulae. It has now issued some of this information (extending beyond these formulae) in 1000 copies covering important races from 1900-1925, available by post from the above address.

The result is a volume packed with reports and results of almost every race that matters in those years, including track events, and is excellent, with reservations.

For instance, complete accuracy has to be expected, so I was surprised to find Halford given as the winner of the 1923 JCC 200-Mile Race when this driver was not even entered; what was intended was C M Harvey, who was correctly shown, however, in the list of finishers. The incorrect version of Bugatti's disqualification from Le Mans in 1920 is adhered to, and another error is that Eldridge's Fiat is quoted as being 18 litres in 1924 — by then it had a 21.7-litre engine.

There are no pictures and few lap-graphs. It is irritating that the race results tables quote drivers but not cars (as all too often with modern Formula One results), although cars and engines, without engine sizes, are given in the entry lists.

There are copious indices of both drivers and cars, though they are not always complete. This is, however, a good attempt to unravel much motor racing history. **WB**



Occasionally one comes across a stylish book with a title of no apparent significance, such as **Coupés**, first published in 1987 and now available from Foulis of Yeovil. This is a study, so the subtitle says, of "Classic coupés and Berlinettas of yesterday and today", with a foreword by Sergio Pininfarina. An extravagant offering for those still with space on their elegant coffee-tables among the cups and sugar-bowls, it costs £24.95, and embraces 224 12in × 8½in pages — even the smell is expensive . . . **WB**

The Himalayan Minor
by Philip Young. 81pp. 10¾" × 8". (Speedwell Books, The Studio, Wadhurst, East Sussex TN5 6SW. £6.95)

An unusual, very readable and compellingly illustrated book about how a chance conversation on a train between the Archdeacon of Daventry and the author resulted in the Archbishop of Canterbury's Morris Minor being driven in the tough 1980 Himalayan Rally. Lord Montagu bought UYU 741F for exhibition at Beaulieu after the car finished 15th out of 26 starters, crewed by Young and the Rev Rupert Jones (seen in one picture in "dog collar" and crash helmet!).

The Archbishop's Morris Minor was, in fact, a 1967 model given a larger, souped-up engine. It completed the Rally on one set of Avon tyres, the only competitor not to suffer a puncture. There is also a lot about Jones' rallying career, but the book ends on a sad note of museum philosophy — after buying the Himalayan Minor, the NMM quickly sold it, and it is now in a New Zealand museum.

This unusual book is impossible not to read from cover to cover, and is such a bargain that casual proof-reading can be excused. **WB**

Ultralights — The Early British Classics
by Richard Riding. 255 pp. 9½" 7½". (Patrick Stephens Ltd, Wellingborough, Northampton. £19.95)

To staunch MOTOR SPORT readers interested in older aeroplanes and their historic background, this book by Richard Riding, Editor of *Aeroplane Monthly*, will be irresistible. It deals with some 90 types of light, low-powered aeroplanes built in Britain between the wars — those "motorcycles of the air", if you like, sparked off by the 1923 Lympne up to 750cc single-seater motor-glider contests, and the 1924 two-seater light aeroplane meeting.

Riding has confined himself to machines weighing no more than 1,000lb all-up weight, which excludes, for instance, the best of all the more powerful light aeroplanes, namely the DH 60 "Moth".

The result is completely fascinating, apart from being an important addition to aviation history. The aeroplanes described run from Austin Whippet to Luton Major in chronological order, nice for browsing but no less useful for serious study. Ultralight engines are also described and illustrated, and the book is packed with good pictures.

It became essential for my bookshelf after I spotted the shots of an HFSII Gadfly being flown under the Byfleet bridge at Brooklands, Stan Cockerell dropping the Vickers Viget low over the Byfleet banking when making a landing, and the RAE Hurricane being towed behind a two-seater Morris-Cowley . . . There are numerous other pictures which effectively capture that period of private and competitive flying, together with three-view plans and tabulated data.

The regulations and outcome of the Lympne Competitions are well covered, and the entire book is not only indispensable to historians but delightful to read, the only previous book to cover such ground being Terence Broughton's *The Story Of The British Light Aeroplane* (Murray, 1963), which was primarily concerned with the more powerful types. **WB**

The two latest motoring titles in Shire Publications' little Album series are No 197 **Motoring Costume** by Andrew Lane, and No 198 **Rolls-Royce** by Jonathan Wood, excellent value at £1.25 each. **WB**

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LETTERS

The Things They Say

Sir,

I find it incredible that we are invited (MOTOR SPORT, August 1987) to treat "with the contempt it deserves" Mr Paul Sheldon's comment that "In retrospect it may be concluded that the building of the Track (Brooklands) was not in the long term interests of British motor racing".

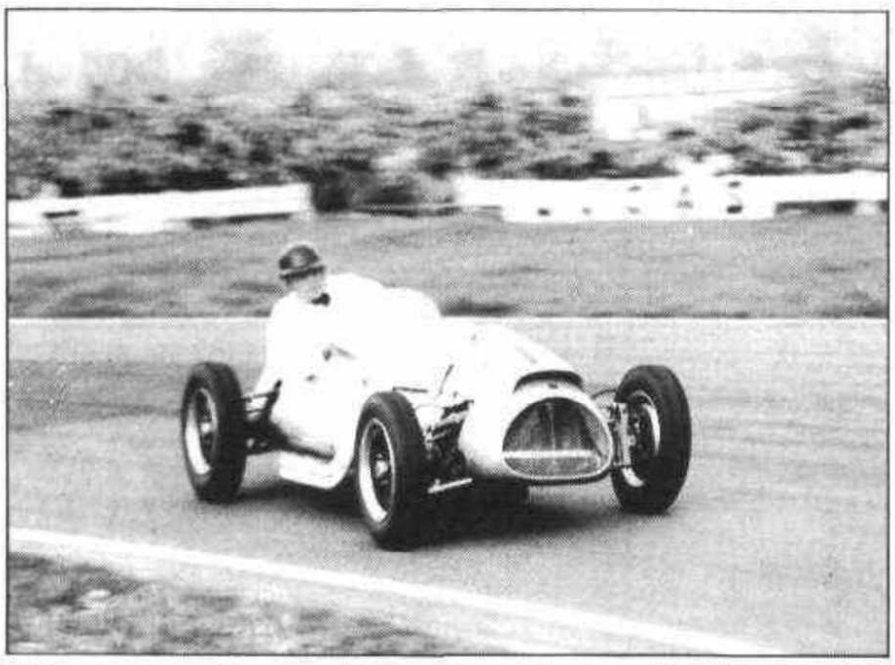
By his contribution to historical research through the Formula One Register, of which he is a co-founder, Mr Sheldon deserves, at the very least, a degree of respect, and he is not alone in his view of Brooklands.

Many contemporary historians share the view and it was widely held by the truly knowledgeable (ie those who had experience of racing abroad) in the late Twenties and early Thirties. Sir Henry Birkin in particular was outspoken in his condemnation of the track, and that a time when there was no alternative venue on mainland Britain. Those who dismiss the view "with contempt" merely demonstrate their narrow-mindedness and, worse, ignorance of motor racing in an international context.

While Brooklands existed, there was a ready-made excuse not to permit road racing. While it remained the only racing venue in Great Britain, it put a skew into the development of the sport, taking us away from the European tradition and leading only to the construction of specials which might beat the handicapper but which were useless anywhere else.

Far from encouraging the popular spread of the sport, it channelled what interest there was into a narrow format. If we refer to William Boddy's history of the track, we find that fields were pathetically small and the racing, since it mainly consisted of handicaps, was incomprehensible to all but the most dedicated fans. Nobody cares who wins a handicap.

Consider Brooklands' slogan, "The Right Crowd And No Crowding". Why was there no crowding? The answer is simple, the crowds were small. Why were the crowds small? People did not go. And when you read accounts of what was on offer, you understand why.



Mike Hawthorn burst into the limelight at Goodwood in 1952. Could it happen today?

In Europe, the annual road race in a town was the centre of a weekend's festival. It may only have happened once a year but it led to a broad-based popular support of motor racing. Such support only occurred in Britain after WW2, when airfield circuits allowed the sport to be taken to every corner of the kingdom. Only when that happened did the great British motor racing tradition begin, even though the term "airfield circuit" became almost a term of abuse in blimpish circles.

Brooklands contributed nothing to motor racing after WW1, by which time it was out of date. All it did was to encourage insularity. It is utter nonsense to suggest that without Brooklands there would have been no racing on mainland Britain until Donington opened in 1933.

Had the concrete white elephant not existed, the arguments for real road racing would have been irresistible, and that would have been to the advantage of both the sport and the British motor car industry. Brooklands served only to thwart the growth of motor racing as a popular sport in Britain.

Since Brooklands represents the whole of British motor racing history from 1907 to 1933, it is right it should be commemorated with a museum, but to suggest that its influence was other than disastrous is to demonstrate a peculiar reading of history. William Boddy's history does detail all the facts, and the facts fully support Mr Sheldon's comment.

MARK L WHEELER
Chichester, Sussex

Mr Sheldon's Formula One research may be commendable, but he has no right to denigrate Brooklands. Birkin was critical chiefly of the heavy handicaps imposed on him; he had to withdraw other remarks about the Track as they were libellous.

It is nonsense to say that if Brooklands had not been built we should have had road racing on mainland Britain. This requires the passing of an Act of Parliament, which is why the TT, Phoenix Park GP, and IOM Mannin Beg and Mannin Moar races were run elsewhere. Many of the cars raced at Brooklands were usable on the road or were modern GP cars, and the Mountain and Campbell circuits perhaps tested roadholding and braking as effectively as road circuits, as to a lesser degree did other special courses devised at the Track.

Short handicap races were certainly not incomprehensible to the spectators, because first past the post was the winner, and the expanse of the place was as much responsible for the "no crowding" slogan as its attendances. Photographs show the Fork Stand and the railings alongside the Track overflowing with spectators at 1930s meetings. In comparison, what were the attendance figures at post-war airfield circuits?

Of course track racing is no substitute for road racing, as the 1937 and 1938 Donington GPs proved, but to say that Brooklands contributed nothing *to motor racing and car development after WW1 is, to say the least, an extreme view. It should be remembered that Brooklands was in use for 27 years, whereas road racing still does not take place on mainland Britain, Birmingham's SuperPrix apart.* **WB**

Hidden Talent?

Sir,

Just a thought, triggered by the article "Looking back with Alan Brown" (MOTOR SPORT, July 1987), and words I heard Jackie Stewart utter on TV recently. He said that motor racing today is better than it has ever been. Is it?

In some respects yes, but isn't it sad that so many vested interests have structured the sport in such a way that the path to the top is tortuous and constrictive, leaving no opportunity for sheer talent to burst upon the scene, as did John Michael Hawthorn on that long ago Easter Monday of 1952?

Alan Brown was so right in recognising Hawthorn's talent, after seeing him testing the Cooper-Bristol before that day, as were the organisers, the BARC, after the first two winning drives of the young man from Farnham. Not only did he win, against, admittedly, less than the strongest opposition, but he was also fastest in practice, thus dominating these races.

As a result the BARC added his car, entered by his father Leslie Hawthorn, to the starters in Event 8, the Richmond Trophy race for F1 cars (entry by invitation only), where using Alan Brown's allocated race number, 10, Mike finished second to Gonzales in the Thinwall Special.

This international meeting of short races gave our first World Champion the opportunity to display his brilliance, leading him rapidly into the world of Grand Prix racing. That couldn't happen so quickly today when "motor racing is so much better", could it?

D J S ROWLANDS
Newcastle Emlyn, Dyfed

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

Thank You Silverstone

Sir,

Having attended the British Grand Prix for a good number of years now, I feel I must write and congratulate Silverstone on the running of the Grand Prix this year.

On recollection the whole attitude of the staff, stewards, security guards and police is totally more relaxed and friendlier than the other place.

The car parking and traffic arrangements again seemed to go nice and smoothly, and the day was made all the more enjoyable by a great race (better than Carlos slipping by Niki in '78) won by our Nige.

D WILCOX
Bath, Avon

No Thanks Silverstone

Sir,

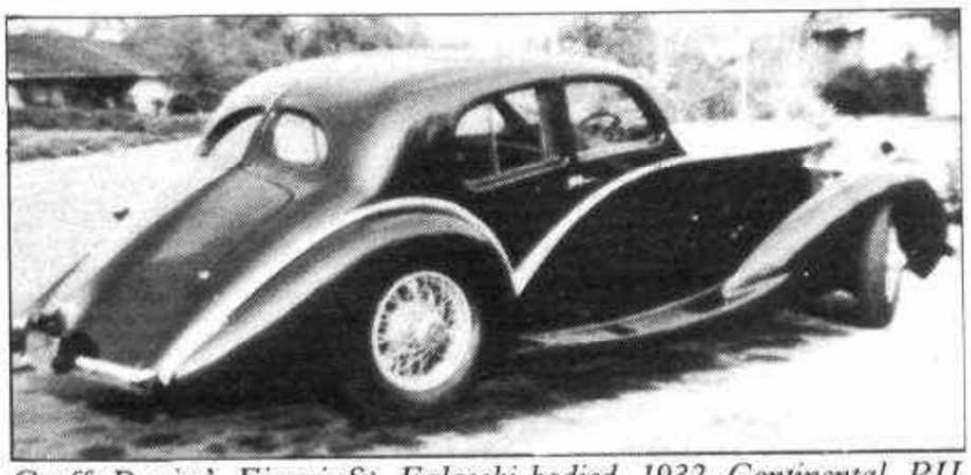
On July 12 I attended the British Grand Prix at Silverstone at tremendous expense, which I would repeat for what proved to be a successful day's racing — more so in the light of Mansell's well deserved victory which confirms his position as number one driver of the day.

My friend and I thoroughly enjoyed an excellent day out, only spoiled by the gross inefficiency of Silverstone officials, or should I say lack of officials, in organising the flow of traffic from the car parks.

I was unfortunate enough to be in the "red" car park, where the only notice of exit was a painted board at one end of the field which was indistinguishable from a distance. This led single-file traffic, would you believe, through an empty field into another car park (each with approximately 20,000 cars). You can imagine the chaos. Traffic was stationary for hours, and not an official to be seen.

This is further confirmation that Silverstone is not a suitable alternative to Brands Hatch. The Silverstone officials certainly lacked expertise in catering for a large-scale event which Brands has managed successfully for years. For my part, I would be very reluctant to return to Silverstone for an experience I could certainly do without.

A G TAYLOR
Redhill, Surrey



Geoff Davies' Figoni & Falaschi-bodied 1932 Continental PII Rolls-Royce, currently in India.

Sub-Continental!

Sir,

I hope this photograph will stir the memory of one or more of your readers. It is a 1932 Continental PII Rolls-Royce belonging to an Indian prince living in Paris, and originally wore a Windover body. In the late 1930s he had it rebodied by Figoni & Falaschi.

Jack Bond bought it in 1952 and shipped it to the States. It passed through a number of hands there going downhill at the time, and when the present owner Geoff Davies of 21 Regency, bhoiwada Road, Bandra West Bombay bought it,it was in very poor shape indeed.

He is having it completely rebuilt by Gurney Nutting in Abingdon and is desperately anxious to build up a history for it.

A key witness is Jack Bond, but he seems to have vanished without trace. Can anyone put us in touch with him?

DAVID SCOTT-MONCRIEFF
Leek, Staffordshire

My Old Morgan!

Sir,

It's always a surprise to pick up a magazine and see a photo of a car you have owned and the article "60 Years of Motoring" (MOTOR SPORT, June 1987) produced a photo of a Morgan 4/4 (CTR918) that I bought from a trader at London's Staples Corner — I knew no better then — in about 1959-60.

It was some while before I found out it had a Standard engine, but it served me well in spite of discovering two cracks in the chassis on the way home. In fact I used the car quite a lot in and around Cornwall and for returning to Sussex on leave from the Fleet Air Arm base at Culdrose.

By the time I bought it, the Morgan had the most curious water injection device fitted, and removal made not one ounce of difference to any aspect of the performance. I sold the car to a fellow Royal Navy officer who never checked the oil, as a result of which he blew it up — in Liverpool I think — and I know not what happened then. Yes, there was an oil pressure gauge fitted, but some people never look I guess.

In the July edition, whose inspiration was it to run an advert for Lorus watches — address Vanwall Road, Maidenhead — next to the article on Alan Brown, who was the first Vanwall works driver? Do we know any more of Vanwall Road? When was it so named, I wonder?

MIC COMBER
Andover, Hampshire

Registration Letters

Sir,

Is there anyone alive who remembers how county registration letters were chosen? Driving around, I am puzzled by the apparent random allocation of many of them, so much so that I feel I should like to know the background to it and should be grateful if you or any of your readers could give me a lead.

U M GOULDING
Eynsham, Oxfordshire

This is a very interesting query. Can anyone provide information? WB

Role Reversal

Sir,

I was facinated to read in the eulogistic write-up of the new 12-cylinder engined BMW in *The Times*: "BMW has restricted the 12's top speed to 155 mph to emphasise its role as a luxury grand tourer and not as a road racer."

ROBIN HOWARD
Titchfield, Hampshire

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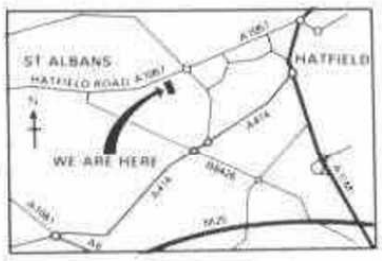
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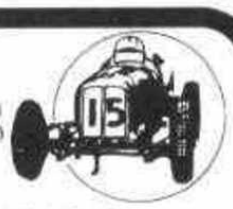
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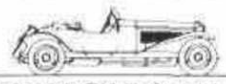
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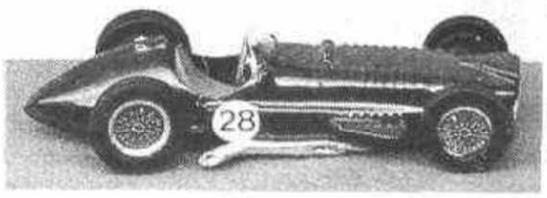
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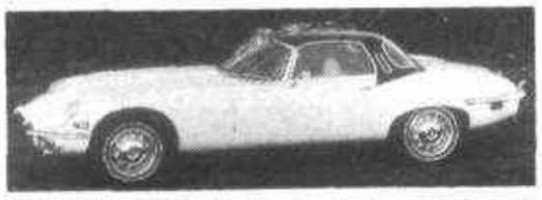


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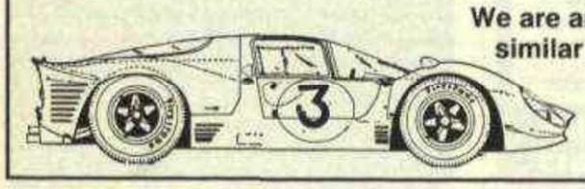
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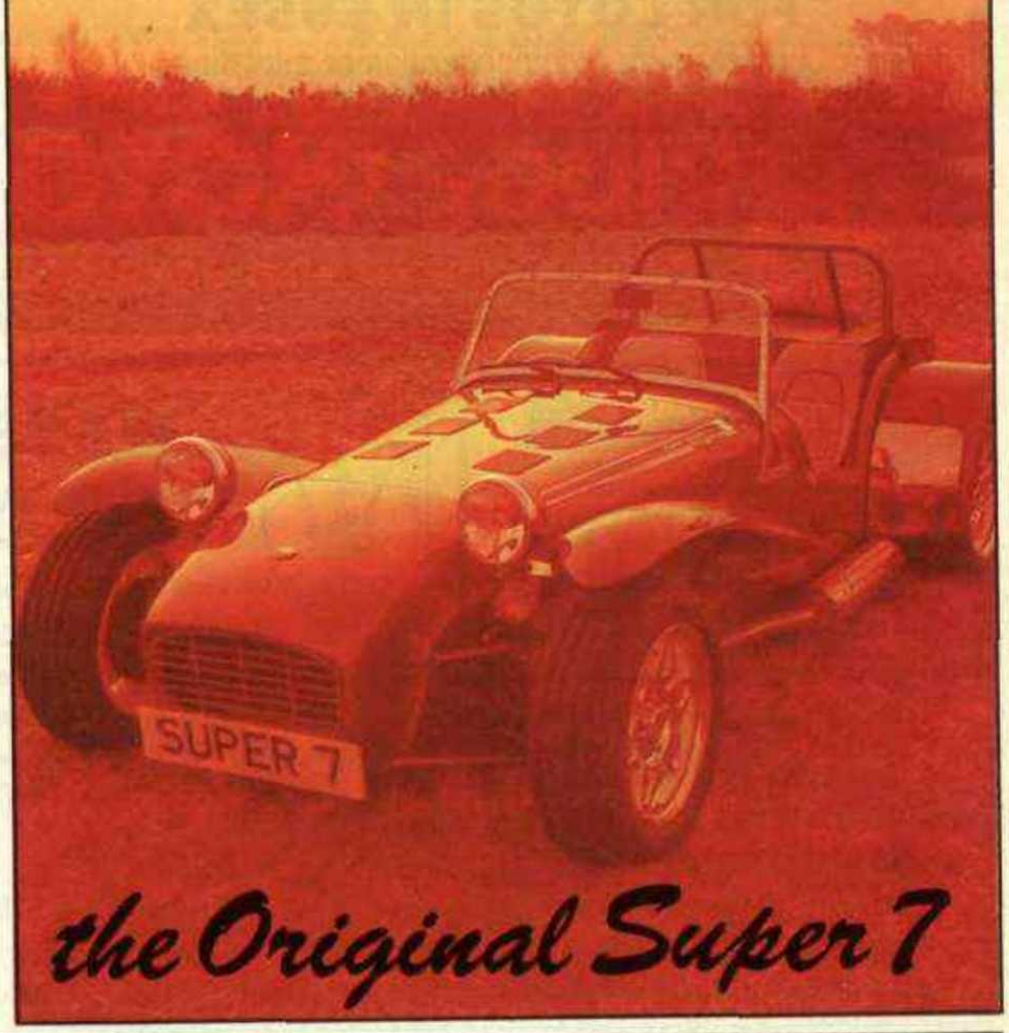
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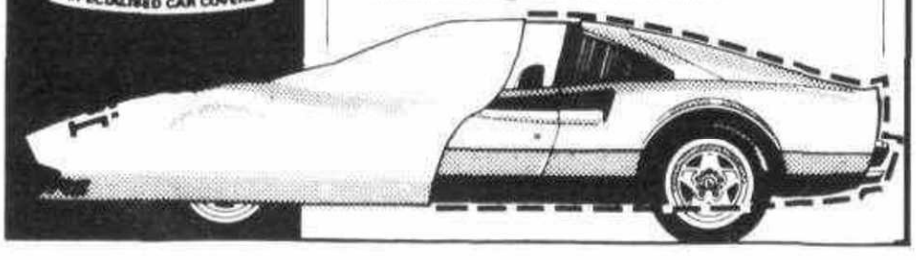
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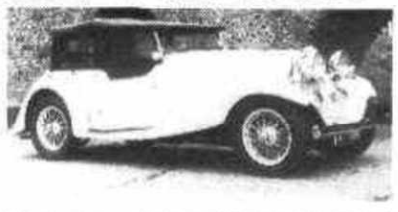
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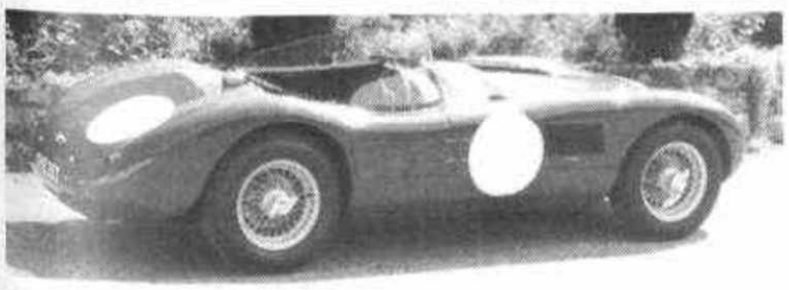
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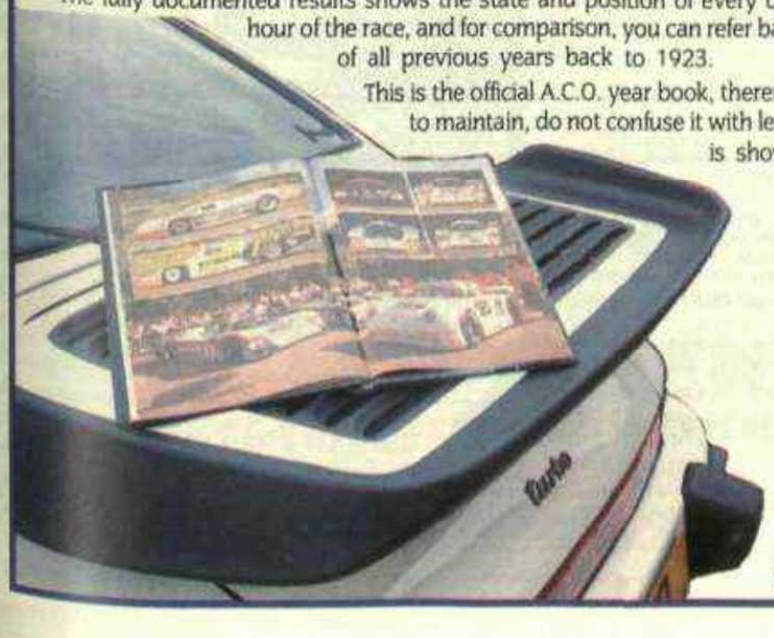
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ROLLS-ROYCE 20/25HP or Phantom 1 rolling chassis in good condition and complete with wings. Bonnet, instrument and lamps wanted. Answer with price, condition and photos to: Eric A Lindholm, 7 Rue Robert, Morin Heights. QC, JOR IHO, Canda. (C/C

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EVENTS — continued

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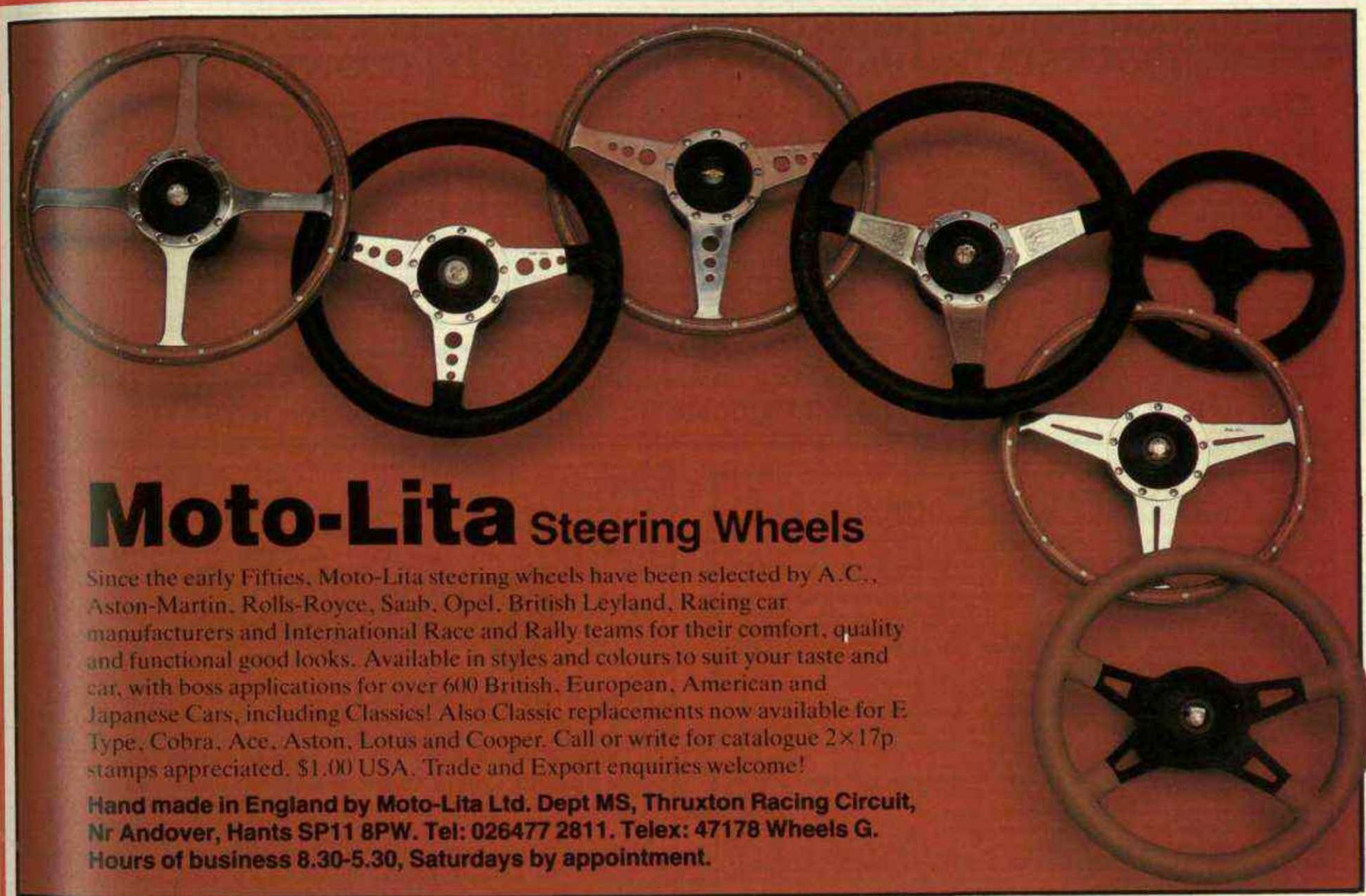
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PORSCHE 944 1985. Champagne Gold Metallic brown logo cloth, 5 sp, alloys, L/P tyres, pas, sport seats, e/tints, e/s/roof, PDM, cass holder, r/cass, 4 spk sys 25,000m, elegant **£16,495**

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PORSCHE 944 1983 Guards red/black pinstripe cloth, 5 sp, alloys, L/P tyres, s/roof, e/tints, PDM, r/cass, 4 spk syst etc. 46,000m, s/hist, immaculate cond **£13,495**

PORSCHE 944 Auto 1983 Mdl Sienna red met/brown beige Berber alloys, 215 NCT tyres, s/roof, e/tints, PDM, cass holder, r/cass, 4 spk syst. 30,000m, s/hist, lovely **£13,495**

PORSCHE 924S 1986 Choice of 2. Guards red or black, 5 sp alloys, L/P tyres, s/roof, e/tints, PDM, r/cass, 4 spk syst, etc. 7,000 & 8,000 miles, s/hist. Balance of makers warranty. From **£16,495**

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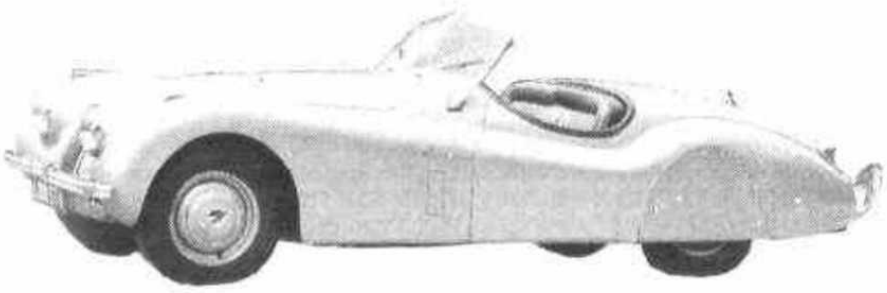
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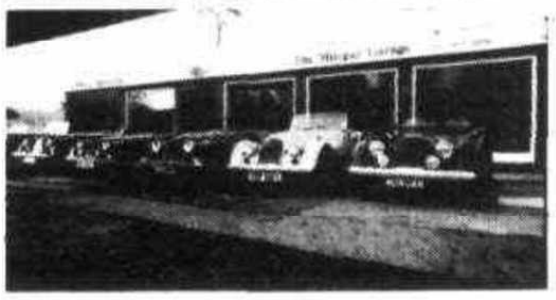
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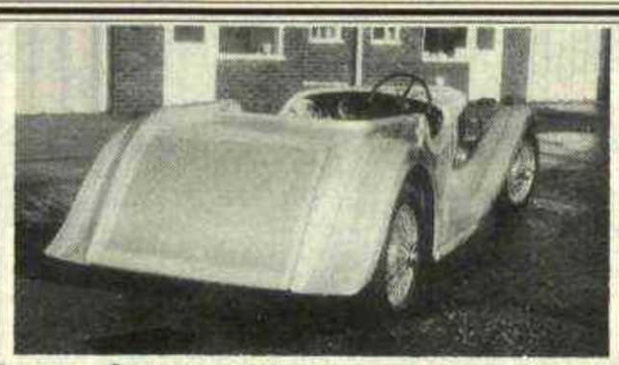


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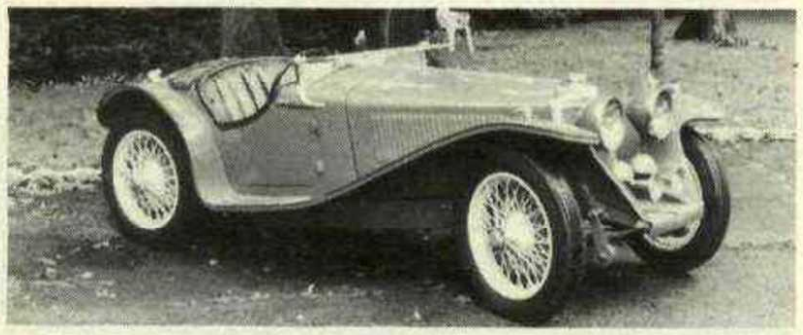
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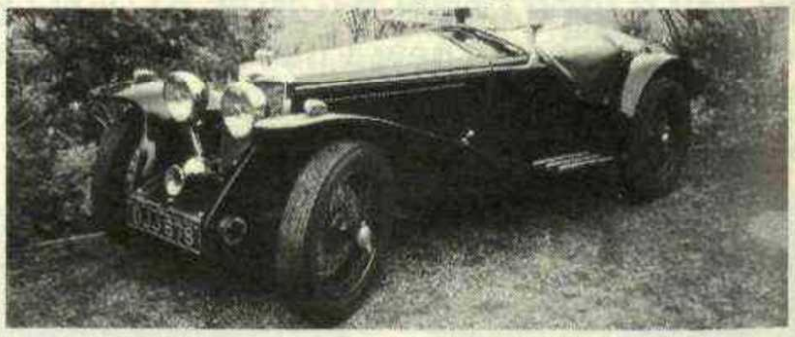
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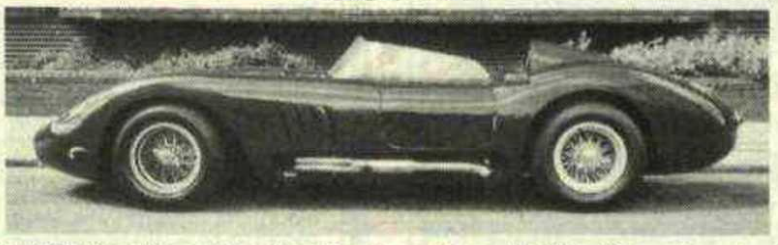


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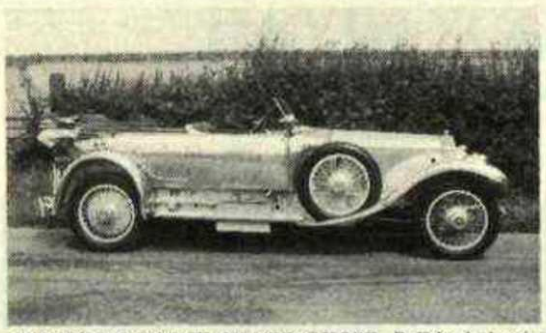
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FORD GT MK IV UPDATE

No promises, but a spectacular parade of **FORD GT's** is being planned for the **SUPERSPORTS MEETING at DONINGTON on SEPTEMBER 20th,** including my **7 litre Mk IV** (which is the only example not in the U.S.A.).

You can also hopefully see it at **MOTORFAIR** from **October 22nd - November 1st.**

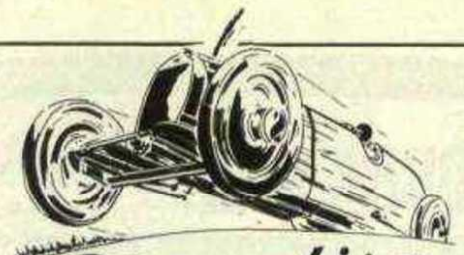
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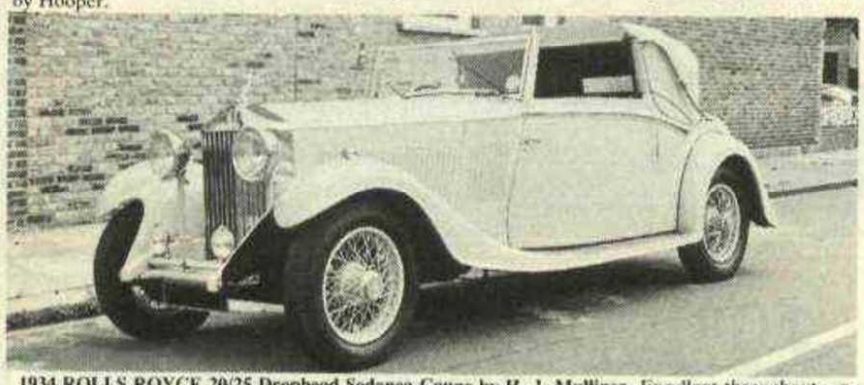
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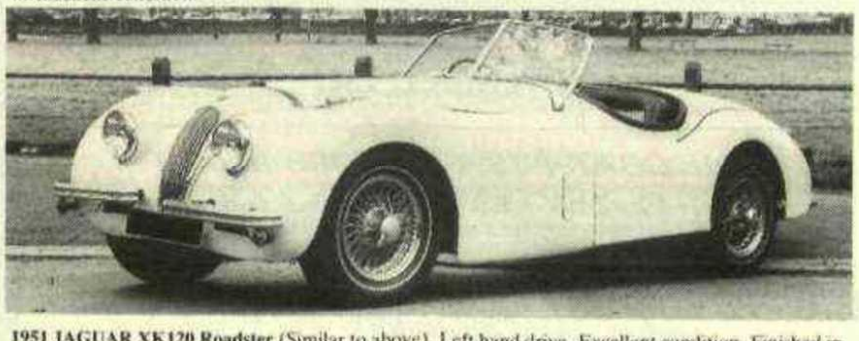
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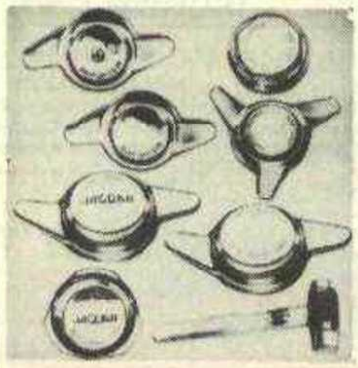
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The Grand Prix was far from spectacular this year, but the same can hardly be said of Christie's Monaco sale on May 26th.

World records were broken, making this £4.3 million* specialist car auction the most valuable ever held in Europe.



1963 Ferrari 330 GTO – £940,750.

A 1958 Ferrari 250 Testa Rossa went under the hammer for a new record price of £901,320; only to be stripped of its title a short time later by a 1963 Ferrari '330 GTO' which fetched £940,750.

While another record was set by a 1932 Bugatti Type 54 two seat Roadster, which sold for £563,325.

The next Christie's theme sales are devoted entirely to sports and competition cars and will be held at Motorfair at Earl's Court in October.



1958 Ferrari 250 Testa Rossa – £901,320.

Considerable interest has been generated amongst collectors worldwide, as there have already been a number of exceptional entries. Not least of which, is the collection of 1968 World Formula 1 Racing Champion, the late Graham Hill.

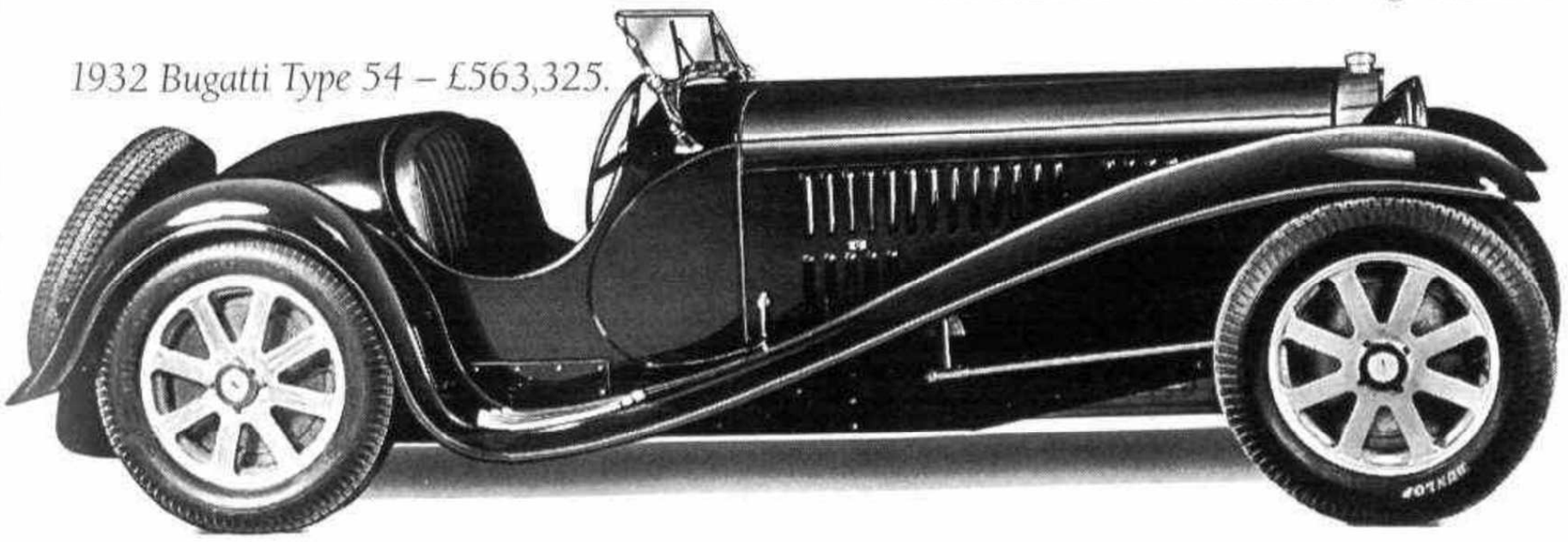
Entries for the October sale are still being accepted. For further information please contact Robert Brooks at Christie's, 8 King Street, St. James's, London SW1Y 6QT. Tel: 01-839 9060. Telex: 916429. He will be pleased to discuss the sale with you.

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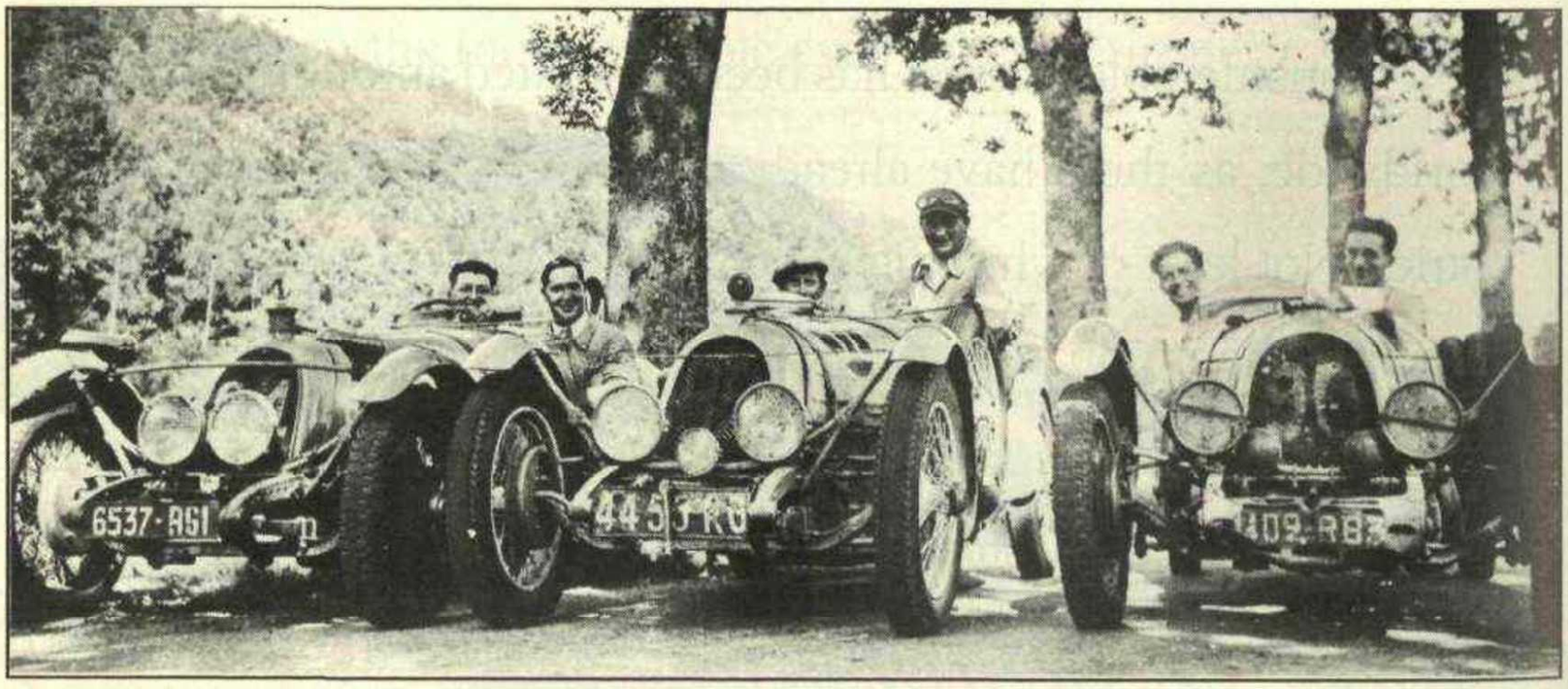
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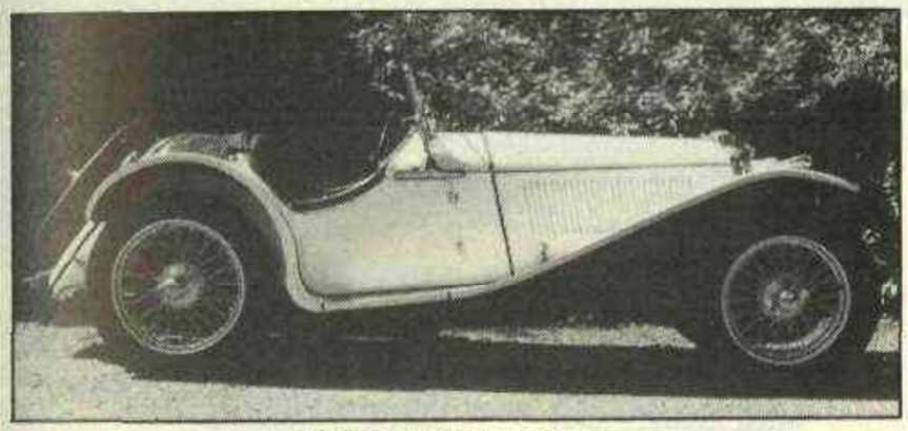
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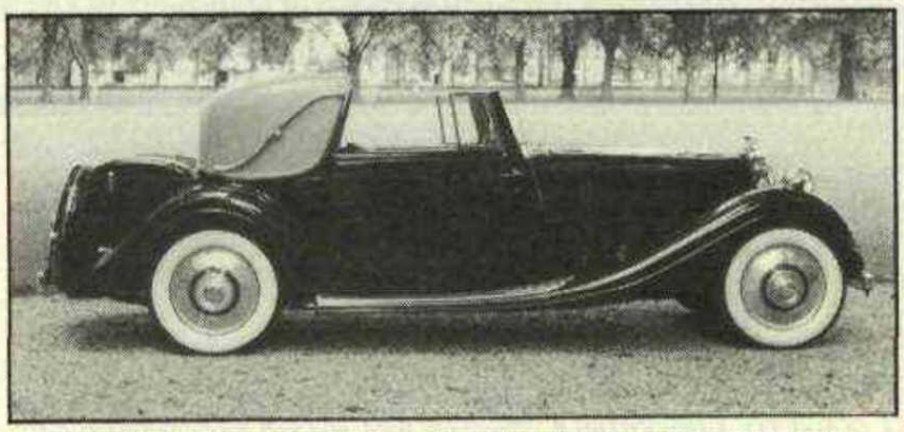
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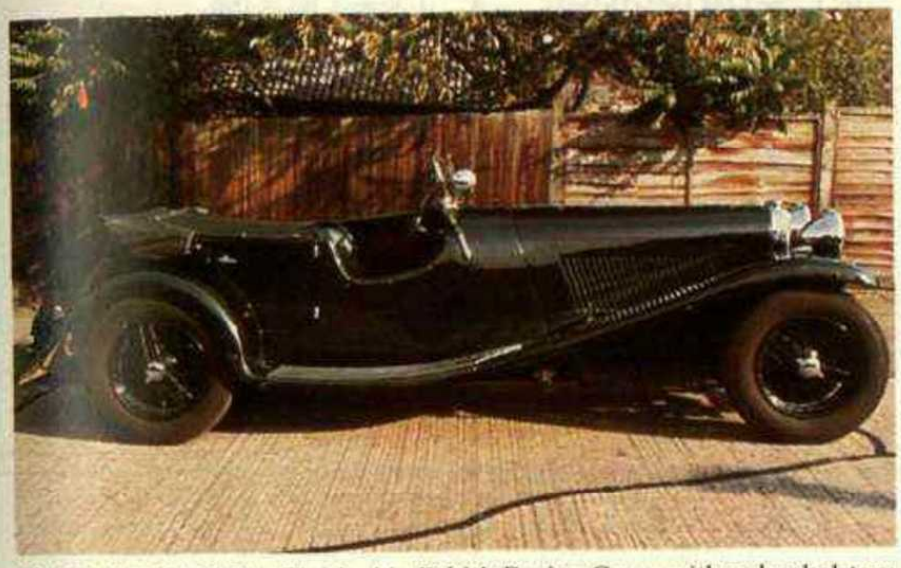
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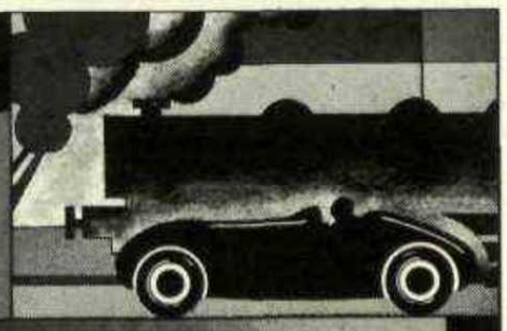
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1921 Rolls Royce Silver Ghost Pall Mall Tourer
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1934 Bentley 3½ litre DHC by Park Ward
1962 Maserati Mistral Spyder
1937 Bentley 4¼ litre 3 position DHC by Mulliner
1934 Lagonda 16/80 roadster by VDP
1925 Bentley 3 litre tourer
1962 A C Cobra
1937 Bentley 4¼ litre roadster by Vesters and Neirinck
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1935 Rolls Royce Phantom II Continental roadster by Park Ward
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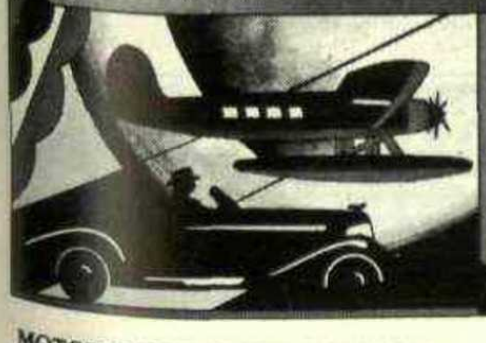
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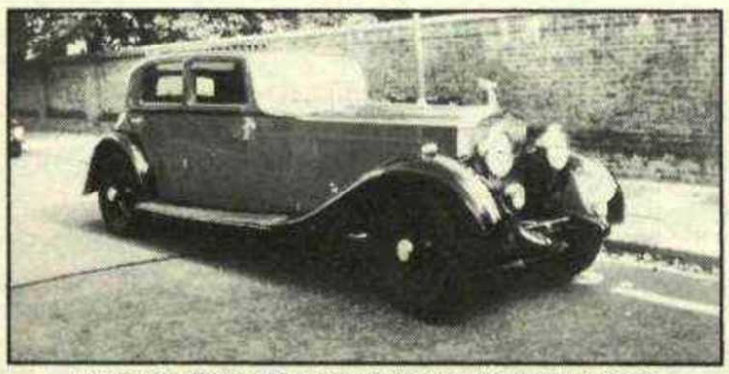
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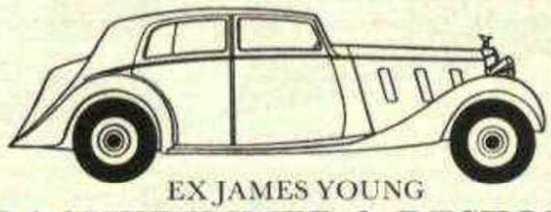
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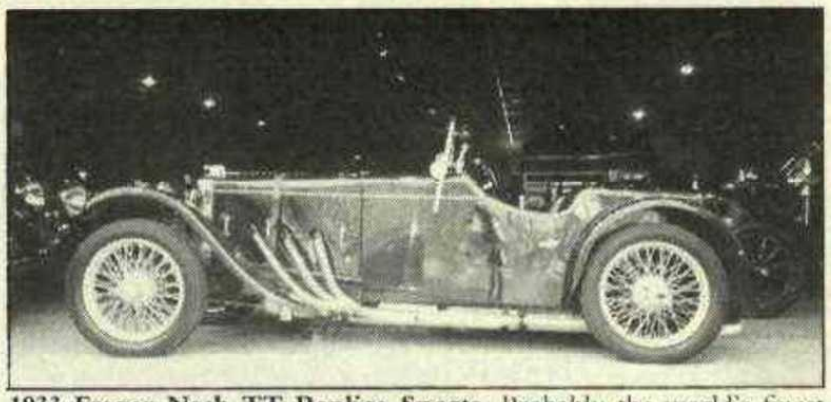
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1937 Rolls Royce Phantom III. Very attractive limousine coachwork by H. J. Mulliner finished in garnet over black with hide to the front and West of England cloth to the rear, fitted with division and occasional seats.



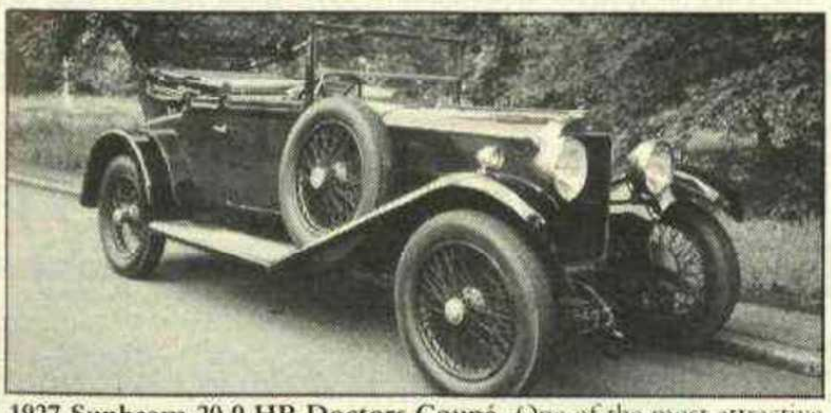
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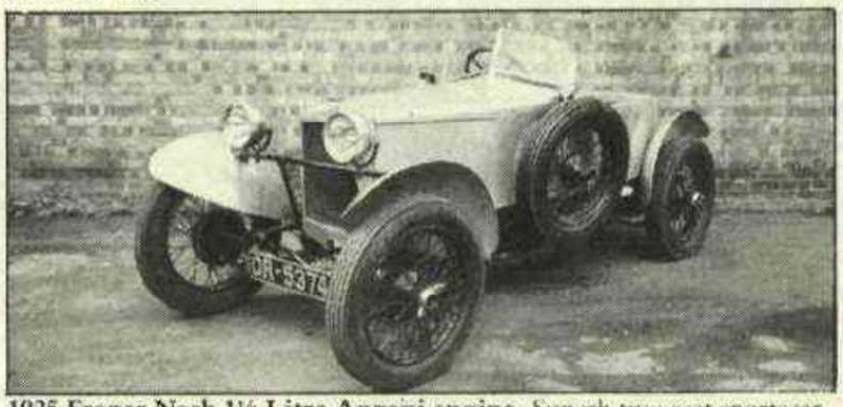
1927 Sunbeam 20.9 HP Doctors Coupé. One of the most attractive bodies of this period finished in green with contrasting black wings and upholstered in green hide.



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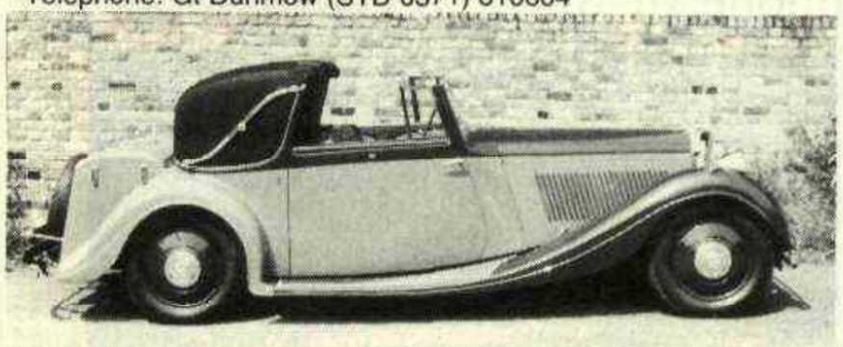
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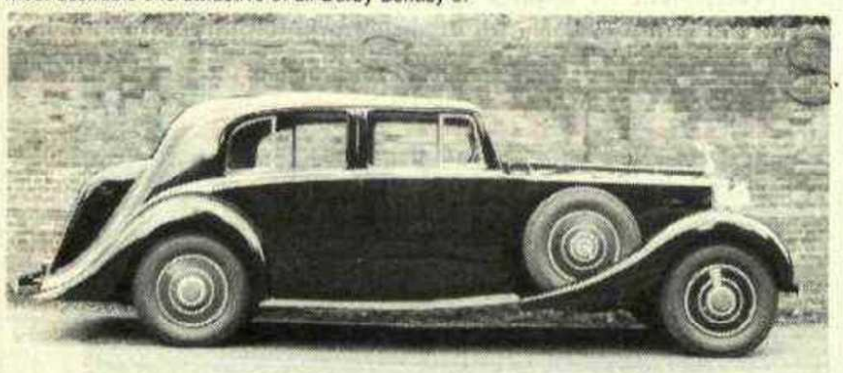
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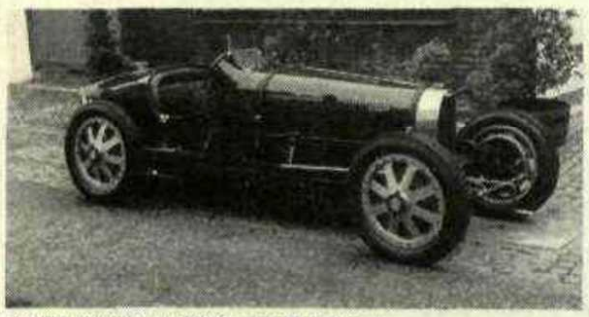
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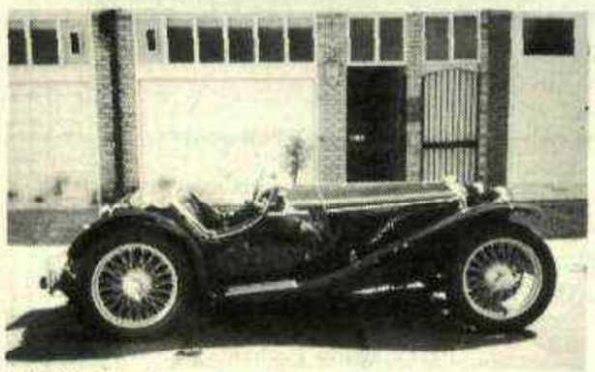
1927 Bugatti Type 37A Grand Prix 2 Seater.



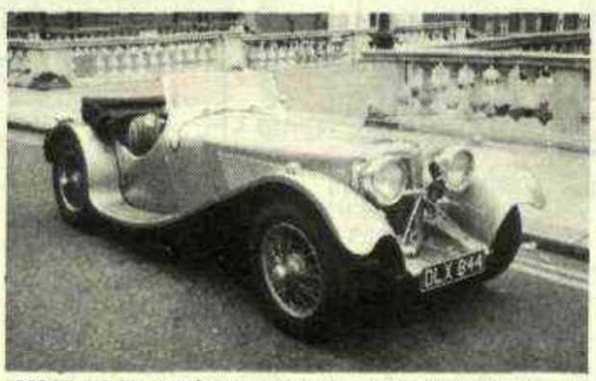
1952 Fiat V8 2 litre Zagato Competition Coupe.



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1935 Riley Imp 1100cc Sports 2 Seater.



1937 SS 100 2½ litre 2 seater. Rebuilt from SS Saloon to original specification.



1938 Bentley 4¼ litre Sedanca Coupe by Barker.

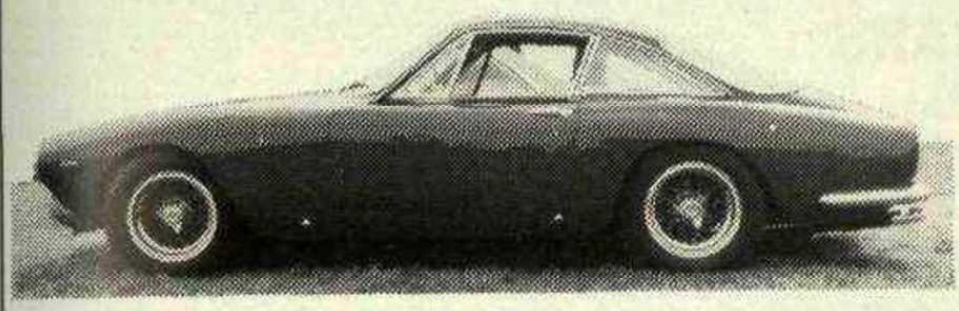
1927 Bentley 3 litre Speed Model 4 Seater Tourer.
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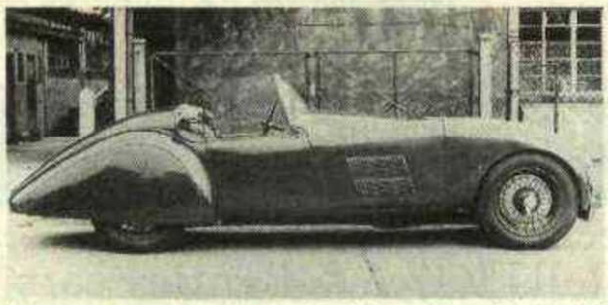
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