

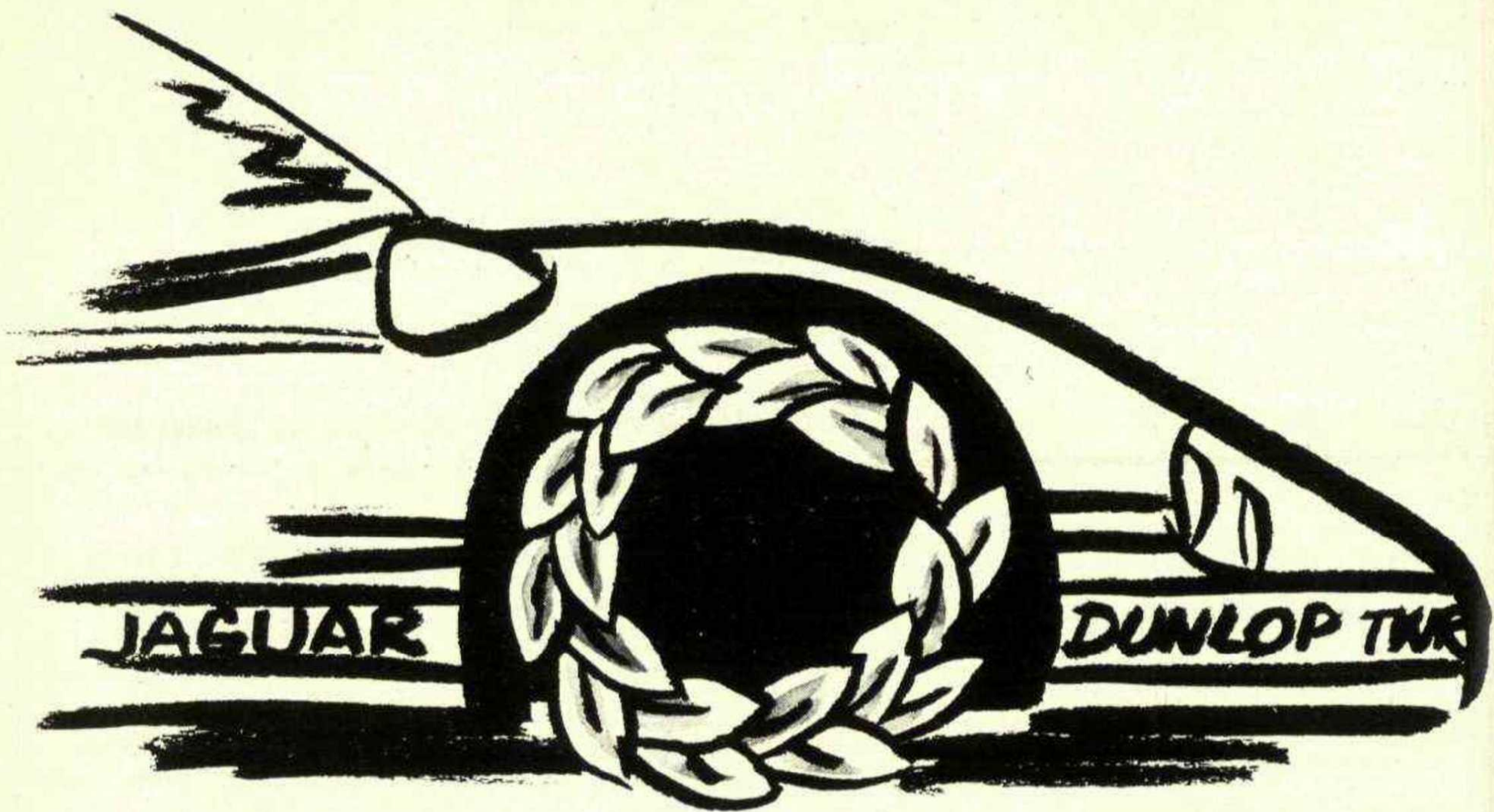
MOTORSPORT



JAGUAR: Le Mans glory

BIASION: Champion elect?

SILVERSTONE: Grand Prix guide



Congratulations to Jaguar and their drivers
on their win at Le Mans.

And, of course, to the entire TWR team
on its good sense in sticking with Dunlop.

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1889-1988

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MOTOR SPORT

65 years of promoting MOTOR SPORT

The Magazine that gave its name to The Sport

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The August issue will be published on July 22.

Incorporating Speed and The Brooklands Gazette. Editor: William Boddy. Telephone 01-6284741. Telex 888602 MONEWSG. Fax 01-638 8497.

Agent Eric Waiter, Gleneagles Drive, New Vernon, NJ 07976. Second Class postage paid, New Vernon, NJ 07976. Postmaster send address changes to Motor Sport, Box 567, New Vernon, NJ 07976.

Vol. LXIV No. 7

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MATTERS OF MOMENT



Cosworth Sierra — 150mph for under £20,000.

We commented last month on the number of production cars able to exceed 140 or more mph. In the wake of these comments comes the suggestion that Jaguar is thinking of assembling a supercar, perhaps a mid-engined four-wheel-drive six-litre coupé capable of 220 mph, beating the Porsche 959's 197 mph and the Ferrari F40's 203 mph — a prospect to elevate even our eyebrows a shade!

Speed in itself is not the menace the bureaucrats seem to regard it as, and such super-cars will be bought for their great accelerative powers, their crisp response to the controls, and their high standards of road-clinging (all of which are safety factors), with their top speed a kind of prestige bonus, scarcely useable legally on most of the world's roads. Powerful brakes and rapid pick-up are also important contributions to safety, especially acceleration in the 40-60 and 50-70 mph brackets, rather than in the oft-quoted clutch-punishing and wheel-spinning 0-60 range.

Having said that, the intended top pace of Sir John Egan's proposed new Jaguar will be only about 20 mph below that of the best Le Mans cars, whereas customers for such a car are unlikely to possess the skills of racing drivers. Even though they might never drive their cars at anything like top speed, and certainly not for 24 hours around the daunting Sarthe circuit, some safeguard may be desirable; D-type Jaguars were sold only to those holding authentic competition licences, we believe . . .

It is rather surprising that, with a prevailing

The Good and the Bad

The good news for those who favour older cars has been that the £40 tax-rebate continues, and indeed has been extended to vehicles *constructed* (rather than first taxed) prior to 1947. Peter Bottomley, Minister of Roads and Traffic at the Ministry of Transport, has also pledged that the new emission rulings will not apply to what he calls veteran cars.

The bad news is that the MoT is ignoring the long-established legislation that links a registration number with the life of the chassis

motorway speed-limit of 70 mph, cars able to exceed 140 mph sell readily. Those we have previously listed cost on average around £36,000, so all credit to Ford for marketing the 154 mph Sierra RS500 Cosworth for less than £20,000. The fact remains that, very soon, Britain's road system will be unsuitable even for cars which are much slower than these!

This was emphasised when we drove west out of London on a recent Friday, finding stop/go/stop congestion at Shepherd's Bush, at Northolt, and into and out of Oxford's ring-road, in a line of vehicles stationary in Burford extending from the A40 roundabout. These are hardly conditions for enjoyment of a good performance car; with nose-to-tail traffic, even the joy of using vivid acceleration to overtake becomes ever more rare.

It is high time crossroads were replaced by over- and under-passes, speed-limits raised, and obstructive vehicles such as overloaded trucks and untaxed caravans in some way controlled, otherwise our roads will soon be effectively useable only by two-wheelers!

In the meantime, good luck to those who buy super-fast high-performance cars; may they continue to enjoy them.

to which it was allocated, and trying to withhold such numbers from historic vehicles which were not recorded on the Swansea computer some years ago.

The Ministry seems anxious to keep such early numbers, in order to offer them for sale — a curious line for a Government Department to follow — providing instead for the deprived vehicles "appropriate" two- or three-letter numbers. This will make a travesty of motoring history, and must be strongly opposed.

Club News

Aston Martin Owners Club's offices at 11A High Street, Sutton, Ely, Cambridgeshire CB6 2RB will be open to visitors over the weekend of July 23-24, between 10am and 4pm. No appointment will be necessary, but members who would be interested in a treasure hunt or scatter rally over that same weekend should contact the registrar in advance.

Ferrari Owners Club of Great Britain's annual concours at Bocket Hall near Welwyn Garden City in Hertfordshire is once again expected to witness the largest gathering of Ferraris in Europe, with some top brass from Italy among its guests on July 17. Admission costs £10 per car. Club secretary is Ken Bradshaw, 231 Station Road, Balsall Common, Warwickshire CV7 7EG.

"A Day in the Park with the Automobile" is the title for a show of pre-1950 cars at Wellington Country Park on the Berkshire/Hampshire border on July 18. Adult admission costs £2.50, and further information is available from Greenwood Exhibitions, PO Box 230, Tring, Hertfordshire HP23 5PU.

On August 11-14, the Vintage Triumph Register will be hosting a "Texas Triumph Round-Up" in Dallas. Contact M Warren, 14 John Simpson Close, Wolston, Coventry CV8 3HX for details.

More than 30 owners' clubs will be mounting displays of about ten cars each at the Vintage & Classic Motor Fayre at Ragley Hall near Alcester on July 10. There will also be pre-war and classic paddocks, autojumble and auction. The telephone number for general enquiries is 021-745 5256.

Southern Car Club is running the third Rallye des Pas des Dittons, a foot rally based around Surrey pubs, on Saturday August 20. Anyone interested should contact Rick Smith at 1A Beddington Gardens, Wallington, Surrey SM6 0HU. Last year £10,000 was raised for charity, and the organisers claim the event is being considered for World Championship status!

Sky Channel

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

Monday June 27, 9pm

Portland CART race

Wednesday July 6, 9.30pm

Acropolis Rally

Steigenberger Sports-car series, round two (repeated at 3.30pm on Saturday July 9)

Thursday July 7, 9pm

Cleveland Indycar race

Friday July 8, 10.35pm

Le Mans 24-Hour Race

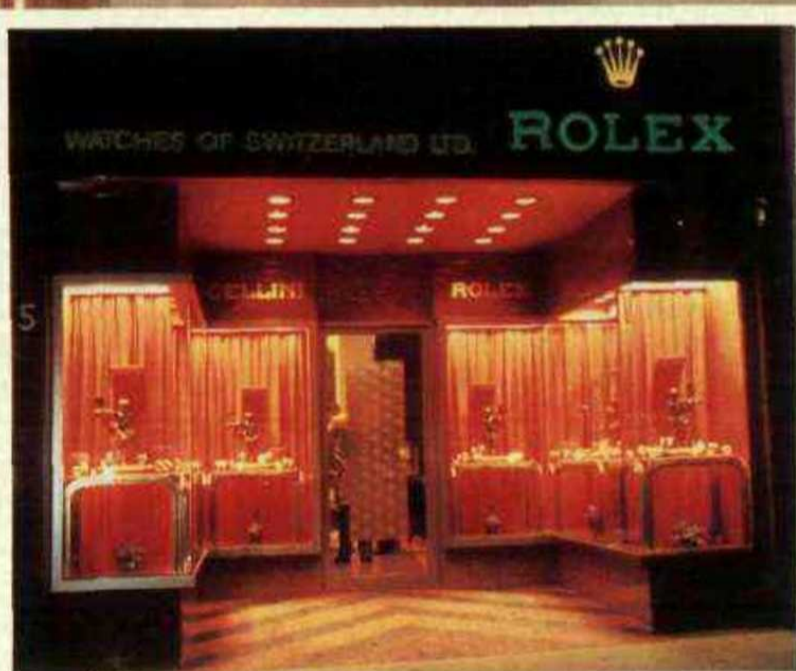

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Also in London at: The Swiss Centre, Leicester Square, W1; 16 New Bond Street, W1; 1 Old Bond Street, W1; 279 Regent Street, W1; 500 Oxford Street, W1; 69 Brompton Road, SW3; 22 Royal Exchange, Threadneedle Street, EC3; 62/63 Fenchurch Street, EC3; Brent Cross Shopping Centre, NW4;

and at: 125 New Street, BIRMINGHAM; 5/6 Westover Road, BOURNEMOUTH; 15 Market Hill, CAMBRIDGE; 23 St. David's Centre, CARDIFF; 127 Princes Street, EDINBURGH; 54 Argyll Arcade, GLASGOW; 2 Cornmarket Street, OXFORD; 17 King Street, MANCHESTER.

AROUND AND ABOUT

Bentley Blitz on British Records

Stanley Mann made an impressive attack on long-standing British class records at the Lotus-owned Millbrook Proving Ground on May 30. Using his Speed Six Bentley, reputed to be standard except for its 19in tyres, he broke Cyril Paul's six-litre Sports Delage's 1930 200-mile record by more than 3 mph, raising it to 103 mph, subject to RAC confirmation.

Mann also broke British 200km and one-hour Class A records with his 3/8.3-litre Bentley, the car we tested in the February issue of MOTOR SPORT. The hour was completed at 115 mph subject to confirmation, with the final lap at 118 mph; this better the 1929 figure set by John Cobb in the 10½-litre Delage, again by some 3 mph.



Stanley Mann with his 3/8-litre Bentley on Millbrook's banked bowl.

JULY FIXTURES

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

Date	Organiser	Venue	Event	Type
Jun 25-26	BARC	Donington Park, Castle Donington, Derby	Race Meeting	INT
Jun 25	BRSCC	Brands Hatch, Fawkham, Kent	Race Meeting	R
Jun 25	500MRC of Ireland	Kirkistown, Cloughley, Belfast	Race Meeting	R
Jun 25	VSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	C
Jun 26	BARC	Lydden Hill, Dover, Kent	Race Meeting	N
Jun 26	BHRC	Snetterton, Norwich, Norfolk	Race Meeting	N
Jun 26	AC Milano	Monza Circuit, Italy	International F3000 Championship	INT
Jun 26	BRSCC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	N
Jun 26		Lydden Hill, Dover, Kent	Race Meeting	N
Jul 2	BHRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Jul 2	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Jul 3	SA Ricard Dept	Paul Ricard Circuit, Le Castellet, France	French Grand Prix	INT
Jul 3	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Jul 3	BARC	Brands Hatch, Fawkham, Kent	Race Meeting	N
Jul 3	BARC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	N
Jul 3	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Jul 3	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Jul 3	BRDC	Donington Park, Castle Donington, Derbyshire	British Formula Three Championship	N
Jul 3	SMRCN	Knockhill, Dunfermline, Fife	Race Meeting	R
Jul 9	BARC	Oulton Park, Tarporley, Cheshire	Sprint	N
Jul 9-10	BARC	Harewood Hill, Harewood, Leeds	Hill-Climb Championship	N
Jul 9-12	Rally of New Zealand	Auckland, New Zealand	New Zealand Rally (WRC)	INT
Jul 10	RACMSA	Silverstone, Towcester, Northamptonshire	British Grand Prix	INT
Jul 10	ADAC Saarland	Nurburgring, Germany	European Touring Car Championship	INT
Jul 10	HSCC	Donington Park, Castle Donington, Derbyshire	Race Meeting	R
Jul 10	750 MC	Lydden Hill, Dover, Kent	Race Meeting	R
Jul 10	AMK BRNO	Brno, Czechoslovakia	Brno Cup (WSC)	INT
Jul 16-17	VSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	C
Jul 17	BHRC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Jul 17	AC Enna	Enna Pergusa, Italy	International F3000 Championship	INT
Jul 17	BRSCC	Brands Hatch, Fawkham, Kent	Race Meeting	R
Jul 17	SMRC	Ingliston, Edinburgh	Race Meeting	R
Jul 21-24	ADAC Zentrale	Germany	Rally Deutschland (ERC)	INT
Jul 23-24	BRSCC	Brands Hatch, Fawkham, Kent	Brands Hatch 1000km	INT
Jul 23	BARC	Lydden Hill, Dover, Kent	Sprint	R
Jul 23	500MRC	Kirkistown, Cloughley, Belfast	Race Meeting	R
Jul 23	750 MC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
Jul 24	Automobil Club von Deutschland	Hockenheim, Germany	German Grand Prix	INT
Jul 24	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	N
Jul 24	BARC	Donington Park, Castle Donington, Derby	Race Meeting	N
Jul 24	BARC	Gurston Down, Broadchalke, Wiltshire	Hill-Climb Championship	R
Jul 29-30	Northern Ireland MC	Ulster	Ulster Rally	INT
Jul 30	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Jul 30-31	BARC	Snetterton, Norwich, Norfolk	British Formula Three Championship	N
Jul 30-31	Royal Automobile Club de Belgique	Spa Francorchamps, Belgium	Spa 24 Hours (ETC)	INT
Jul 30	MCRC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
Jul 31	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Jul 31	BRSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
Jul 31	JDC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
Aug 4-7	Automobil Club Argentina	Argentina	Argentina Rally (WRC)	INT
Aug 6	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Aug 5-7	Madeira Automobile Club	Madeira	Rally Vno de Madeira (ERC)	INT
Aug 6	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Aug 6-7	RSAC	Knockhill, Dunfermline, Fife	Race Meeting	N
Aug 7	Magyar Autoklub	Budapest, Hungary	Hungarian Grand Prix	INT
Aug 7	BHLRC	Brands Hatch, Fawkham, Kent	Race Meeting	N
Aug 7	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	N

Penske Dominates Indianapolis 500

The Cosworth DFX engine's ten-year winning streak at the Indianapolis 500-Mile Race was broken on May 29 when Rick Mears brought his Chevrolet V8-engined Penske home first, for the team's fourth success in five years.

All three Penske PC17s started from the front row of the grid, after qualifying runs in excess of 215mph, and Danny Sullivan scorched into a one-lap lead, only to crash at half-distance when his front wing shifted. Al Unser Sr remained in contention throughout, in the process breaking the all-time record for laps led at Indianapolis, but pole-man Mears came through to lead most of the second half and carry off a personal third triumph in what the organisers bill the world's fastest motor race.

Despite the astonishing qualifying speeds, Mears' average speed in a race littered with yellow-flag pace-car laps was brought down to 144.809mph. Only Emerson Fittipaldi's



Mears — third Indy victory.

March-Chevrolet finished on the same lap.

Former Lotus F1 driver Jim Crawford, the only Briton in the race, was also the only interloper in Penske's domination of the leader-board. Crawford, who still walks with the aid of a stick following his accident during practice for last year's 500, led briefly in his Lola-Buick and eventually finished sixth.

This latest success for Roger Penske's team was made all the more special by the use this year of its own chassis, and was followed by a Mears/Sullivan 1-2 at Milwaukee the next weekend.

Renault Returns

Less than two years after its withdrawal from Formula One, Renault is to return next year as an engine supplier to one of its arch-enemies of old, Williams, which will have exclusive use for 1989.

A 3.5-litre 67° V10 unit, designed by Bernard Dudot, has already been tested prior to the signing of a three-year contract between the Regie and Frank Williams, who is delighted to be linked once more to a major manufacturer after problems with Judd engines.

Renault raced its 1.5-litre V6 turbo in Grands Prix from 1977 to 1985, and also supplied the Lotus, Ligier and Tyrrell teams up to the end of the following season, amassing a total of twenty victories.

In its final form, the V6 used a lightweight pneumatic system to close the valves, instead of springs, and this will be carried over to the V10.

Royal Event

Sponsored laps of Brands Hatch are the means by which an event called "Cars of the Century" aims to raise money for The Prince's Trust, which provides opportunities for young people in the inner cities. Thursday July 21 is the date, and Prince Charles will be in attendance to see some very fine cars from the VSCC, BDC, BOC and other clubs and collections on the track, as well as parachute, motorcycle and club displays. So far over £78,000 has been pledged. Sponsors or entrants should contact Ed Hubbard on 01-994-9600.

Competition Answers

The answers to our recent three-part competition in conjunction with Tomy UK Ltd, in which Mr Alan Smith of Cardiff won a VIP trip to the British Grand Prix and an Aurora slot-racing set, were as follows:

1. March, Tyrrell and Williams
2. Lotus' Formula One turbine car
3. Giancarlo Baghetti
4. Detroit and Monaco
5. Alain Prost with 28 wins (now 31!)
6. Ferguson P99 at Aintree in 1961
7. Jean-Pierre Jabouille at Dijon
8. Graham Hill
9. The Österreichring
10. The Hungaroring
11. Mexican Grand Prix 1965
12. Gordon Murray
13. Arrows
14. British Racing Motors
15. Silverstone
16. Peter Revson
17. Niki Lauda
18. Monza
19. Jim Clark
20. Detroit
21. Twelve
22. Christian Danner
23. 1976
24. Five
25. Piero Taruffi in a Ferrari
26. Geneva Show 1969
27. Timo Makinen and Paul Easter
28. Rover-BRM turbine
29. Keke Rosberg
30. The Österreichring

New Horizons for Jaguar

Jaguar Cars' marketing successes since the arrival of Sir John Egan in 1980 have funded a new £55-million engineering and research centre which was opened at Whitely in May.

Six miles from the Browns Lane factory, the impressive-looking British Racing Green-and-white complex is built on a 155-acre site which used to be a Chrysler and Peugeot-Talbot production plant.

Jaguar bought the site in 1985, but it has been working out of temporary buildings since the styling centre opened there in January 1987. In the last month, two dozen engine-test cells have been made operational in the £16-million power-train engineering facility, one of which is equipped with a four-wheel-drive rolling road. There is provision for a test-track, but only for "shakedown".

Some 900 engineers and technicians will work there, introducing computer-aided design to the development of components and new models which will include an XJ-S "facelift", the V12 version of the XJ40 saloon and Project XJ41, the forthcoming

F-type sports car which Egan hopes to have in production by "the early to mid-1990s".

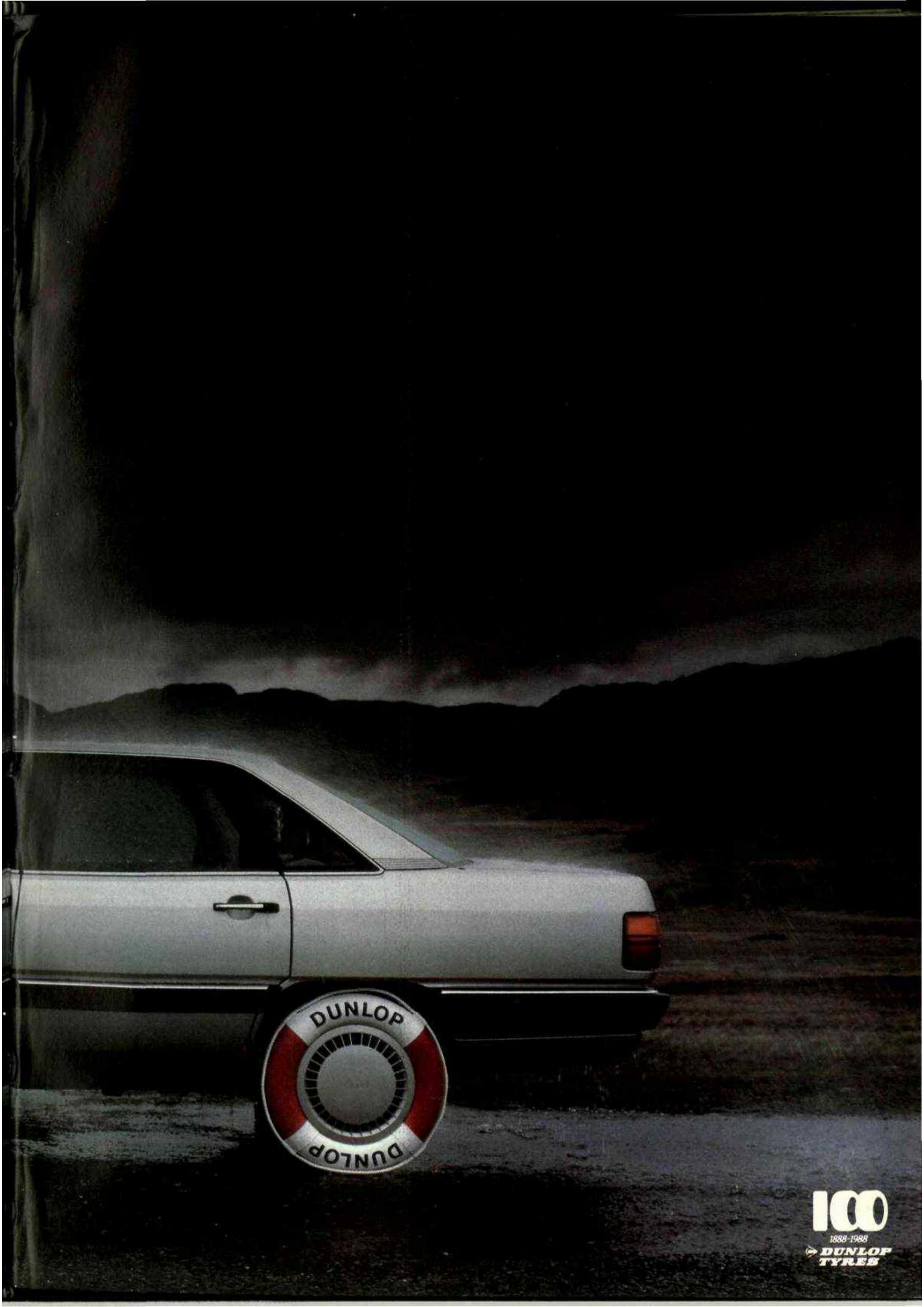
Sir John has also dropped strong hints about something in the planning stage which could rival the Porsche 959 in terms of publicity. Although a supercar to rival the Ferrari F40 might be altogether too expensive, he has suggested that "We might make a 'special' with our production components, bring it to a motor show and see whether we can get 200 orders for it. Specials are fun, and give a manufacturer a lot of prestige. Maybe we could make more than 200 . . ."

In the long term a smaller Jaguar might appear to rival BMW's 325i and Mercedes' six-cylinder 190, allowing volume production and a younger customer profile. But this is at least ten years away, and Egan stresses that the finance would have to come from earnings, not borrowings.

Jaguar would not be alone in stalling costly programmes while the Dollar remains weak. With the American market still accounting for 50% of production, the exchange rates hold the key to many of the things Jaguar would like to do in the 1990s.

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WORLD SPORTSCAR CHAMPIONSHIP



The momentum of Jan Lammers' opening stint established No 2 as the leading Jaguar, a position it was to maintain to the end of the race.

Jaguar's Finest Day



Sir John Egan (left) and Tom Walkinshaw (right) deserved the plaudits just as much as drivers Andy Wallace, Johnny Dumfries and Jan Lammers.

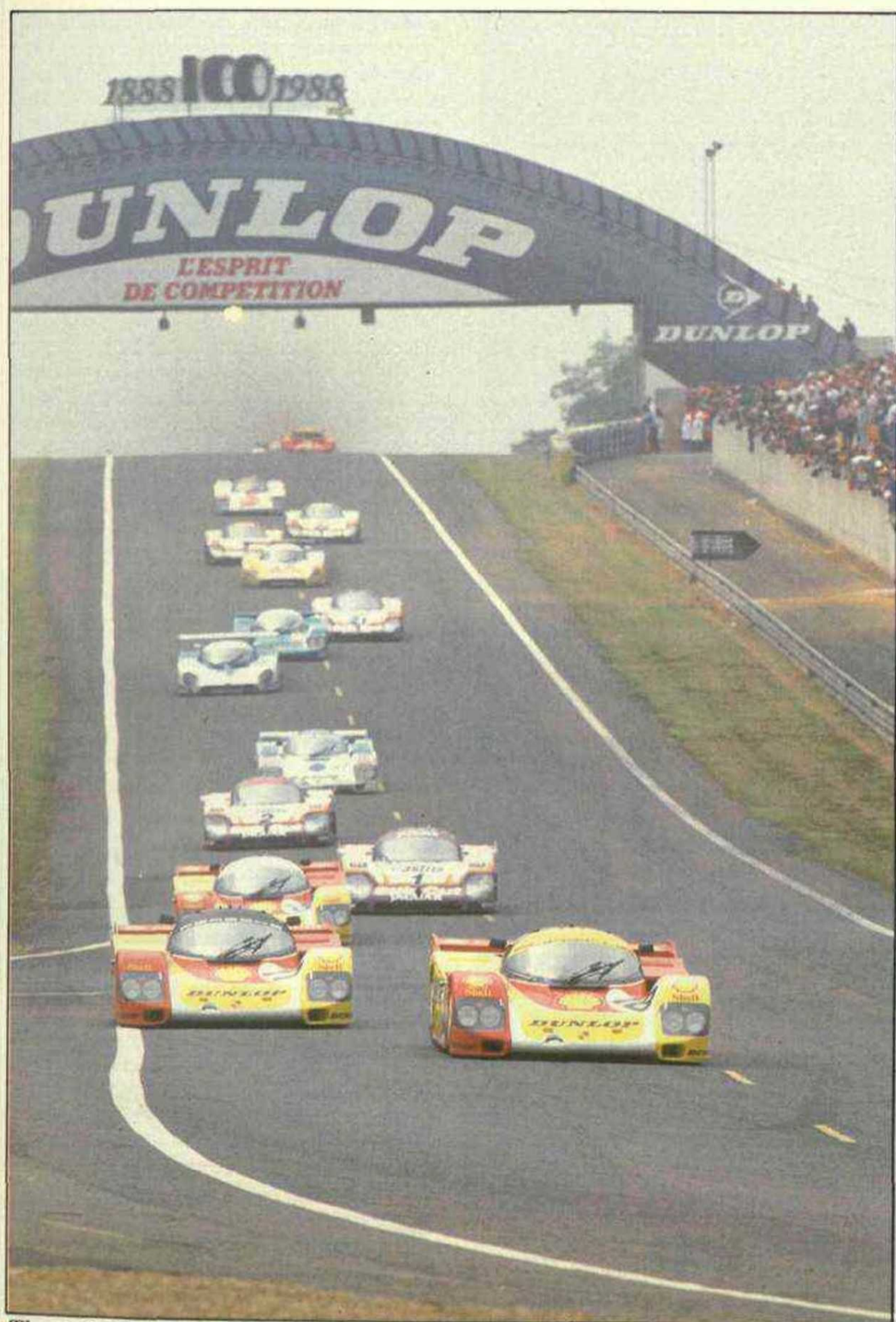
The one nightmare shared by Jaguar's board members was the possibility of defeat at Le Mans. Last year the three entries were prepared beautifully, but lasted only 16 hours effectively, and even with five improved versions this time no-one could confidently predict success.

If any Silk Cut Jaguar XJR-9LM was going to win, it was going to have to beat the Porsche 962C of Derek Bell, Hans Stuck and Klaus Ludwig, the Stuttgart firm's standard bearers, and both Stuck and John Watson, Jaguar's philosopher, predicted a particularly hard contest which would go the whole distance. They were so right!

A superb victory was achieved by Jan Lammers, the Dutchman who took the brunt of duties, by Johnny Dumfries, who easily overcame early-season disappointments, and by Andy Wallace, Tom Walkinshaw's young protégé who had never driven around the circuit until the first qualifying session, and had to screw up the courage to take the infamous Mulsanne kink "flat".

"They tell me you can overtake slower cars at the kink without lifting, but I'll practice that when the track's clear," said

Le Mans 24 Hours



The works Porsches lead the field on the opening lap before coming under pressure from Jaguar.

the likeable Oxford driver, who had been to Le Mans as a spectator some years ago, and must now be the envy of 50,000 or more Britons who made their pilgrimage to the Sarthe.

Wallace had probably never driven a racing car at 200 mph before, certainly not for longer than a few moments, and he was awed to realise that his XJR-9 was covering the Mulsanne straight at a full 240 mph, which was 10 mph faster than his elders had been going twelve months ago. The Jaguars were fearsomely fast, they handled a lot better than last year's XJR-8LM models,

and given the necessary reliability they were bound to equal, or exceed, the performance of the three works Porsches.

The gap between the winning Jaguar and the Bell/Stuck/Ludwig Porsche (those three drivers had accumulated a total of ten Le Mans wins between them, and were quite formidable) was, officially, 2min 36.85sec at the end, or 6.5 seconds for each hour of racing, but even that margin is more than it ought to be, for Lammers crossed the line into the last lap just 100 seconds ahead of Ludwig. Immediately, the jubilant crowd began to spill onto the finish-line, and when



Porsche partners: Stuck and Bell.

Jaguar No 2 reappeared Lammers barely made it to the flag. By the time Ludwig arrived the cheering throng was so dense that the Porsche was flagged into the pit-lane to complete its race there. Although Lammers' Jaguar led the first three hourly bulletins, and from 1am Sunday to the finish, the margin was rarely more than a lap, sometimes a handful of seconds.

It wasn't all about statistics, of course. The figures can be worked out later, and are interesting, but out there on the track the duel was at times very personal between the Jaguar and Porsche drivers. Both Derek Bell and Martin Brundle recall last year's battle with relish, and although Brundle and Nielsen went out on Sunday morning with a broken head-gasket, while in third place, they had kept the Porsche nicely sandwiched all night.

In darkness it was difficult to see who was doing what to whom on the Mulsanne, but at times they shook the trees as they roared past side-by-side, or weaving to break the other's slipstream advantage. Overtaking slower cars was accomplished with merely a jink, so as to give no help to the rival, and if any were concerned about the dangers of the place, they kept their feelings well under control.

In such a contest, the issue is decided almost inevitably by pit-stops, and here the winning Jaguar held a slight advantage. Lammers' car lost about two minutes having the rear body-panel supports changed after Jesus Pareja ran into the back of him, no time having a nose-panel changed, and two minutes having the windscreen changed, as it became lighter on Sunday morning, so stonechipped had the glass become.

In the Porsche, Ludwig lost five minutes in the fourth hour when the reserve fuel pump failed to work properly — the delay worth about a lap and a half and dropping number seventeen down to seventh place.

The German had not tried to eke another lap out of his tank, as some people believed, but the engine spluttered and died at Indianapolis when he switched onto reserve for his last eight litres. Number seventeen was driven slowly and jerkily to the pits, firing on three or four cylinders at best and

WORLD SPORTSCAR CHAMPIONSHIP



After the two leading makes, Toyota headed the Oriental challenge with twelfth place.



Camel yellow adorned the top Brun Porsche, but an accident knocked it out.



Although only one Spice finished, the Spice/Bellm/Thoisly car soundly beat the C2 class.

needing a push from marshals on an uphill stretch towards the Maison Blanche.

It was a nerve-wracking time for those three drivers, but it must have lowered the stress level in the neighbouring Jaguar pit. Tom Walkinshaw *knew* that Bell's car was the one to fear, even though at that stage Lammers had Wollek ahead and the Andretti family just behind.

Wollek's Porsche led throughout Saturday evening and was merely seconds behind until he lost two laps having the water-pump replaced. The Andrettis had lost time around midnight, experiencing the same problem, and both their engines suffered as a result of overheating. The water pump itself was reliable, but the pipe connecting it to the radiator fractured where it went around a corner. Porsche's technicians were not sure whether to blame this fault for the problems which came later, but minutes before halfway Sarel van der Merwe coasted to the pits with a broken engine.

The water-pump and pipe were replaced on Stuck's Porsche as a precaution, the four-minute operation being combined with a routine stop, and ensured that he and Bell could enjoy their usual quota of luck and reliability. The Andrettis slowed again at breakfast time, a fuel-rail having punctured, and the result of that was a holed piston. Porsche's usual remedy worked again, the plug lead being removed, and the Americans ran on five cylinders for seven hours, to sixth place overall.

Not all the Jaguars were perfect, though. John Watson, Raul Boesel and Henri Pescarolo were off-duty by midnight, the gearbox having failed the Frenchman, and the Americans Danny Sullivan, Davy Jones and Price Cobb needed two complete transmission rebuilds during the night, the first failing to cure a worrying vibration. They finished sixteenth, but Brundle and Nielsen were mortified to be put out of the race after 19 hours with a failure that resembled last year's, only two hours later in the race.

Derek Daly, Kevin Cogan and Larry Perkins had no particular problems, except that their car's handling was not as good as they would have liked, and they lost their race-long battle with Stanley Dickens, Frank Jelinski and "John Winter", who steered Reinhold Joest's Blaupunkt Porsche 962C to a worthy third place overall, nine laps adrift of the leaders.

Fifth were David Hobbs (celebrating his 49th birthday with an excellent drive), Didier Theys and Franz Konrad. Hobbs, incidentally, first competed at Le Mans in 1962, in a Lotus Elite, and a year later he drove Eric Broadley's Ford V8-powered, mid-engined Lola GT on its Sarthe debut. The Ford GT40 was developed from the Lola, and the 7-litre Mk2s from that, which is significant only because Mario Andretti drove the Ford in 1966 and 1967, though he finished on neither occasion. In 1966 Ford

Le Mans 24 Hours



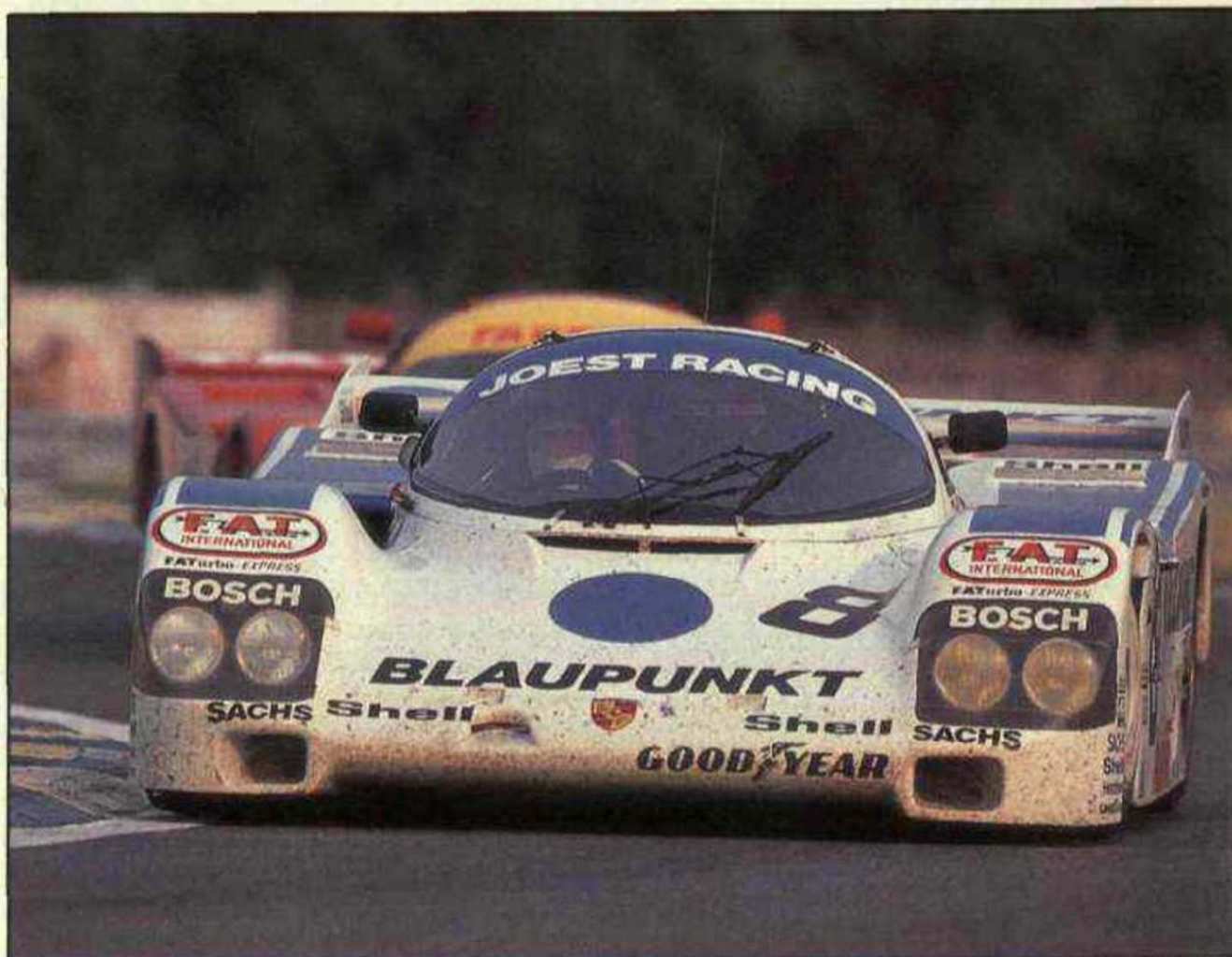
Win Percy, Allan Grice and Mike Wilds had to put up with four brake-disc changes on the Nissan R88C.



After stuttering across the start-line way behind the field, Harrower's ADA ended second in C2.

sent seven 7-litre Fords to end Ferrari's six-year dominance of the race, and the American would have appreciated Jaguar's effort this year which sent five 7-litre XJRs to sort Porsche out.

The two Sauber-Mercedes entries were sadly pulled out of the contest following an explosive tyre-failure during practice on Wednesday evening, although Klaus Niedzwiedz had been able to bring the C9/88 back to the pits under its own power. The cars were withdrawn for an accumulation of reasons, and if anything Peter Sauber and Mercedes were admired for making a sound, but very difficult decision.



Reinhold Joest's team as ever formed a strong back-up to the works Porsches: Winter/Jelinski/Dickens placed third, nine laps behind the leaders.



The Peugeot-engineered WM is the first car to have exceeded 400kph down the Mulsanne Straight.



There were the usual off-track attractions at Le Mans including the colourful and busy fair.



Mazda showed great reliability with all three cars finishing.



Hans Stuck threw the car about all weekend, but luck deserted him in the end.

Last year Mike Thackwell retired his Sauber from the race with a blown tyre. Earlier this year Mauro Baldi had the unusual experience of bursting two rear tyres simultaneously while testing at Monza. Then Jean-Louis Schlesser announced that he would not drive at Le Mans because the straight was too dangerous. Baldi needed heavy persuasion to appear in the 24 Hours, and Niedzwiedz's burst tyres was, if anything, just the last straw, the one occurrence nobody wanted to know about.

The background, inevitably, harks back to the dreadful accident at Le Mans in 1955, a disaster to which Mercedes' name is blamelessly attached forever. Since the tyre was destroyed on Niedzwiedz's car and Michelin's engineers could not provide an explanation for the failure, nor a convincing assurance that it would not happen again, Peter Sauber really had no alternative but to pull out.

In the end there were only two teams which could contest the lead throughout 24 hours, those of Porsche and Jaguar, and only two cars equipped to go the distance.

Lammers did the lion's share in the

winning car, and was warmly praised by Walkinshaw. It was the Dutchman who started and finished the race, and applied vital pressure on Sunday morning with a lap at 3min 24.13sec, practically as fast as he had qualified on Wednesday. Dumfries was quick and reassuring, and Andy Wallace delighted the team with his maturity and competitive speed.

They covered 40 laps more than last year's winners (the 1987 event was controlled by pace-cars for three hours, after Win Percy's accident), and covered 5332.79km. Only once has that distance been exceeded — in 1971, when another Dutchman, Gijs van Lennep, covered 5335.3km in a 5-litre Porsche 917 with Helmuth Marko. Lammers and Co were merely three kilometres short of the absolute record, although today's track is significantly slower with the Porsche Curves and the disliked Dunlop chicane in place.

Not once during the 1988 World Sports-Prototype Championship has a pace-car been seen, and it was a relief to everyone that the only serious accident, to Ukio Katayama at the Porsche Curves in Yves Courage's Cougar, did not cause any injury.

The Mulsanne straight has been entirely resurfaced to a high standard, and lined with triple-layer armco, making life considerably easier for the drivers. Roger Dorchy achieved his, and WM-Peugeot's, ambition in recording the fastest-ever speed along Mulsanne, being timed at 405 kph (251.66 mph) in the twin-turbo V6-powered P87. Most teams go to Le Mans to win, but there are always those with different objectives!

Gordon Spice rarely has reliable competition, to his own regret, and he strode to another C2 class championship in his Spice-Cosworth DFL with Ray Bellm and Pierre de Thoissy as co-drivers. Last year Spice, Fermin Velez and Philippe de Henning covered 320 laps and finished in sixth place overall; this year Spice and friends covered 351 laps and finished thirteenth.

Since 1970 Porsche has won the Le Mans 24-Hours twelve times, and every year since 1981 without a break. The Silk Cut Jaguar team's victory was badly needed by the sport as a whole, and the emotional scenes on the ACO's balcony allowed all the tiredness to be forgotten. Jan Lammers, Johnny Dumfries and Andy Wallace were happy as never before, Sir John Egan pledged to return in 1989, and Tom Walkinshaw led the singing of the national anthem not just once, but four times altogether.

Stuck and Bell in turn threw their arms round Walkinshaw, spontaneous gestures of congratulation to a superb team-director. One day their luck had to desert them, and it transferred to a team which thoroughly deserved to win. Perhaps now that Porsche's spell has been broken for the moment, it will be Jaguar's turn to enjoy a series of successes. **MLC**

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP Round 5, Le Mans 24 Hours, June 11-12

Leaders completed 394 laps

TOP 30 QUALIFYING TIMES

Stuck/Bell/Ludwig	Porsche	3m15.64s
Schuppan/van der Merwe/Wollek	Porsche	3m18.62s
Andretti M/Andretti M/Andretti J.	Porsche	3m21.77s
Brundle/Nielsen	Jaguar	3m21.78s
Winter/Jelinski/Dickens	Porsche	3m23.30s
Wallace/Lammers/Dumfries	Jaguar	3m23.74s
Fouche/Nissen/Grohs	Porsche	3m24.73s
Theys/Konrad/Hobbs	Porsche	3m24.95s
Lees/Sekiya/Hoshino	Toyota	3m25.39s
Sullivan/Jones/Cobb	Jaguar	3m25.42s
Ogawa/Barilla/Needell	Toyota	3m26.57s
Cogan/Daly/Perkins	Jaguar	3m26.78s
Pescarolo/Boesel/Watson	Jaguar	3m27.33s
Schaefer/Pareja/Sigala	Porsche	3m28.09s
Jarier/Elgh/Redman	Porsche	3m28.30s
Hoshino/Suzuki/Wada	Nissan	3m29.44s
Adams/Birrane/Jones	Spice	*3m30.26s
Raphanel/Ferté/Ravaglia	Cougar	3m30.37s
Acheson/Niedzwiedz	Sauber-Mercedes	†3m30.46s
Reuter/Hunkeler/Lechner	Porsche	3m30.55s
Mass/Weaver/Baldi	Sauber-Mercedes	†3m30.80s
Takahashi/Okada/Giacomelli	Porsche	3m32.48s
Pessiot/Raulet	WM	3m34.65s
Percy/Wilds/Grice	Nissan	3m34.66s
Yver/Wood/Lassig	Porsche	3m35.63s
Trollé/Suzuki/Ongais	March	3m35.86s
Spice/Bellm/Thoisy	Spice	3m37.84s
Santal/del Bello/de Dryver	Sauber-Mercedes	3m38.30s
Yorino/Regout/Hoy	Mazda	3m39.60s
Leslie/Duez/Katayama	Mazda	3m39.60s

* C2 pole
† Did not start

RACE RESULTS

1st J. Lammers/J. Dumfries/A. Wallace	7.0 Jaguar XJR9	C1	24h03m28.26s
2nd H. Stuck/D. Bell/K. Ludwig	3.0t Porsche 962C	C1	24h06m05.11s
3rd J. Winter/F. Jelinski/S. Dickens	2.8t Porsche 962C	C1	385 laps
4th D. Daly/K. Cogan/L. Perkins	7.0 Jaguar XJR9	C1	383 laps
5th D. Hobbs/D. Theys/F. Konrad	3.0t Porsche 962C	C1	380 laps
6th M. Andretti/M. Andretti/J. Andretti	3.0t Porsche 962C	C1	373 laps
7th J. Pareja/M. Sigala/U. Schaefer	2.8t Porsche 962C	C1	372 laps
8th K. Nissen/H. Grohs/G. Fouche	2.8t Porsche 962C	C1	371 laps
9th K. Takahashi/H. Okada/B. Giacomelli	3.0t Porsche 962C	C1	370 laps
10th B. Redman/E. Elgh/J-P. Jarier	3.0t Porsche 962C	C1	359 laps
11th J. Lassig/P. Yver/D. Wood	2.8t Porsche 962C	C1	356 laps
12th G. Lees/M. Sekiya/K. Hoshino	2.1t Toyota 88C	C1	351 laps
13th G. Spice/R. Bellm/P. Thoisy	3.3 Spice-Cosworth SE88	C2	351 laps
14th W. Percy/A. Grice/M. Wilds	3.0t Nissan R88C	C1	344 laps
15th Y. Terada/D. Kennedy/P. Dieudonné	3.6 Mazda 757	IMSA	337 laps
16th D. Sullivan/D. Jones/P. Cobb	7.0 Jaguar XJR9	C1	331 laps
17th Y. Katayama/D. Leslie/M. Duez	5.2 Mazda 767	IMSA	330 laps
18th I. Harrower/J. Yoneyama/H. Fukuyama	3.3 ADA-Cosworth	C2	318 laps
19th W. Hoy/T. Yorino/H. Regout	5.2 Mazda 767	IMSA	305 laps
20th T. Harvey/C. Hodgetts/J. Sheldon	2.8t Tiga-Porsche GC287	C2	301 laps
21st J. Messoudi/P-F. Rousselot/J-L. Roy	3.3 Argo-Cosworth JM19C	C2	300 laps
22nd J. Heuclin/L. Descartes/D. Lacaud	3.5 ALD-BMW	C2	294 laps
23rd M. Allison/S. Haynes/D. Andrews	3.3 Tiga-Cosworth GC287	C2	294 laps
24th P. Barilla/T. Needell/H. Ogawa	2.1t Toyota 88C	C1	283 laps
25th M. Schanche/R. Smith/R. Donovan	3.3 Argo-Cosworth JM19C	C2	278 laps
R M. Brundle/J. Nielsen	7.0 Jaguar XJR9	C1	headgasket
R K. Hoshino/T. Wada/A. Suzuki	3.0t Nissan 88C	C1	engine
R N. Adams/M. Birrane/R. Jones	1.8t Spice-Hart SE87	C2	engine
R B. Wollek/V. Schuppan/S. v. d. Merwe	3.0t Porsche 962C	C1	engine
R J. Watson/R. Boesel/H. Pescarolo	7.0 Jaguar XJR9	C1	transmission

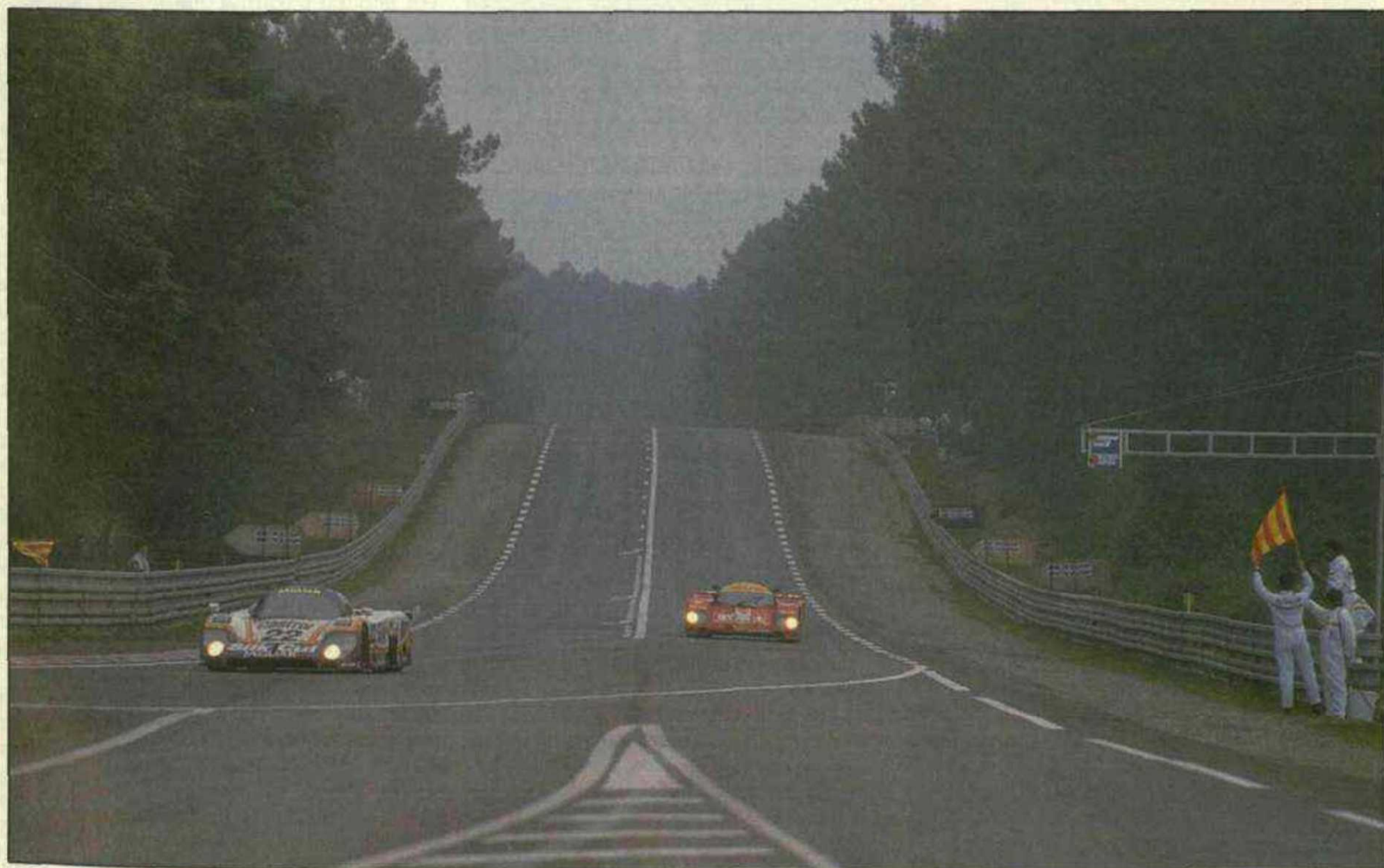
Fastest Lap: Stuck 3m22.50s 240.622kph (149.547mph) (record)
Winner's Average Speed: 221.665kph (137.765mph)
C2: 196.812kph (122.319mph) **IMSA:** 189.454kph (117.746mph)

Teams Championship: 1, Silk Cut Jaguar 130; 2, AEG Sauber 115; 3, Joest Racing 103; 4, Brun Motorsport 58; 5, Spice Engineering 30.

C2 Teams: 1, Spice Engineering 200; 2, ADA Engineering 57; 3, Charles Ivey Racing 36; 4, Lucky Strike Schanche 35.

Drivers: 1, Schlessler 115; 2, Baldi 109; 3= Cheever and Brundle 100; 5= "Winter" and Jelinski 91; 7, Ludwig 85.

C2 drivers: 1= Spice and Bellm 190; 3= Thyrring and Coppelli 82; 5= Ricci and Ballot-Lena 79.



Braking heavily over the brow, Cogan's Jaguar dives through Mulsanne ahead of the Takefuji Schuppan Porsche as the marshals warn of oil.

FORMULA ONE



Prost (No 11) and Piquet (No 1) made the key starts in Mexico. Senna (No 12) never overhauled his team-mate, and Berger couldn't catch either.

A Challenge Brewing?

Two burning questions emanated from an otherwise dull Mexican Grand Prix. Both concerned Ferrari and Gerhard Berger. Might he have got on terms with Honda Marlboro McLaren if he had made a better start? And might he have been able to exert late-race pressure on overheating winner Alain Prost if his F187 hadn't given him spurious fuel read-outs which obliged him to ease his pace after the halfway mark?

In a race most remarkable for the fact that Prost defeated team-mate Ayrton Senna in what to all intents and purposes was a straight fight, it was the what-ifs and maybes that created the real interest.

Free practice on Friday morning initially suggested that both Ferrari and Lotus had made some progress since Monaco. The former had internally revised engines with butterfly-valve protection against lift-off overboost, similar to the system which the Honda drivers have enjoyed since Imola. The latter had further revised suspension geometry and modified damping.

Berger, in particular, was right on the pace with a 1min 19.988sec effort which put him in McLaren's ballpark. Senna, predictably, was fastest on 1min 19.475sec, with Prost managing 1min 19.803sec. You wouldn't have known it, to look at the manner in which the red-and-white cars flowed over the Autodromo Hermanos Rodriguez' notorious bumps, but neither driver felt he had achieved an optimum chassis set-up, nor would for the

majority of qualifying.

The Austrian was cautious when quantifying any improvement in his Ferrari's performance. "What you have to remember is the effect of altitude here. It adds a variable to any assessment of the revised engine. I reckon we should know for sure just how much progress we've made by the Canadian Grand Prix."

Nevertheless, Ferrari insiders calculate the gap to the Hondas has been reduced to around 35 bhp, and with new pistons due to appear in Canada, there was an air of optimism permeating the team. That is despite some fearsome political infighting taking place back at Maranello, where *Il Commendatore* was threatening to exile his son Piero Lardi Ferrari from his position with the racing team, to one on the road-car side.

The remainder of qualifying, however, proved a case of the gifted Senna continually moving the goal posts whenever his best lap came under challenge. With track conditions at their best on Friday afternoon, he finally worked down to a staggering 1min 17.468sec, way below Nigel Mansell's 1987 pole time in the Williams Honda of 1min 18.383sec despite the 1988 cars' reduced power. Prost, however, was not far away, matching his every move at one stage.

When Senna's best was 1min 18.088sec, the Frenchman carved down to the 1min 18.097sec lap which would earn him his grid position, but thereafter his challenge for pole was hampered by incorrect damper settings.

With an overnight storm washing away much of the accumulated rubber on the surface, Saturday's times were marginally slower, Senna managing 1min 17.666sec and Berger a mighty impressive 1min 18.120sec as Prost struggled slightly with a faulty pop-off valve.

Thus became apparent the progress Ferrari had made even since Saturday morning's free practice, the Italian car's chassis every bit as good as the McLarens' on handling and also strong on maximum speed. Only the McLarens' excellent traction seemed to swing the balance.

In the Lotus camp, meanwhile, Gerard Ducarouge has come to the conclusion that the 100T's traction, its mechanical grip, is its Achilles Heel. Unlike McLaren, Lotus didn't have the budget to initiate a new gearbox programme to take full advantage of Honda's lower RA-168E engine. Thus, whereas McLaren has its lowline MP4/4, so reminiscent of the Brabham BT55, and its ingenious three-shaft gearbox which effectively steps down the powerline, Lotus is stuck with its angled gearbox and a less than optimal centre of gravity.

Certainly the 100T lacked nothing in maximum speed, being as competitive as the Ferraris and McLarens in that respect. While Berger closed the qualifying gap to the McLarens however, Piquet, despite attack mode on a circuit he loves, could only just squeeze beneath the 79-second barrier with 1min 18.946sec. Nevertheless, it was a sign

Mexican Grand Prix

the Hethel team is moving in the right direction.

After a practice accident that befell Philippe Alliot in the Larrousse Calmels Lola, Senna lined up on pole on the right-hand side of the grid, faced by a patch of cement-dusted oil only yards ahead. That delayed him only slightly, but a prematurely opening pop-off valve really killed his chances as Prost surged ahead and Piquet got an absolute flier to challenge for the lead on the outside down to turn one. Prost held steady — just — but Piquet slotted in second ahead of Senna, as Lotus team-mate Satoru Nakajima, sixth fastest in qualifying, pushed ahead of Berger and Michele Alboreto in the second F187.

With Piquet holding Senna back, Prost made the most of the opportunity, and that opening lap set the cast for the remaining 66. Prost's first lap took him 1min 31.240sec, Senna's 1min 33.527sec. The latter boiled past Piquet even before they turned in for the banked right-hander at the end of the lap, but already the damage was done and Prost was nursing a 2.3-second advantage.

Two years ago in the Mexican race, Pirelli-shod Berger won without a tyre stop as the Goodyear runners all made two, except the canny Prost who got by on two sets of tyres. This year, the same Goodyear-damaging understeer was a very real possibility in those early stages, so the Frenchman again played it cool, going only as fast as he dared.

Senna, meanwhile, pushed a fraction too hard in an effort to close the gap. He suffered sufficiently serious tyre-wear to consider pitting as Berger, having finally passed Nakajima and Piquet, closed to within three seconds in a charge that reaped him temporary fastest lap on lap 25.

Senna's pop-off valve was again opening unexpectedly every so often, obliging him to wind down the boost, but understeer was his main concern. As Berger homed in, he seriously considered that tyre stop "because in trying to compensate for the understeer I had also blistered my rear tyres. There was nothing I could do to stop Gerhard hauling up on me."

Just as Senna was prepared to concede second place to the Ferrari, however, Berger decided enough bravado was enough. Since the beginning of his charge his fuel read-out had been showing him a minus, and "I knew all along, I'd have to slow eventually. No fuel, no finish! It's as simple as that!" Sadly, it was even simpler. Post-race inspection revealed that the Ferrari had ample fuel left, the read-out having given faulty information . . .

Prost, consistently the fastest, cruised on, his initial worries about understeer being negated as more rubber went down as the race moved into its second half. As his tyre-wear problem thus receded, he became more comfortable, until his engine water-temperature began to edge dangerously high towards the end.

Despite that, he reeled off the final laps to

take his thirty-first career win — his twenty-second for McLaren — in a manner which answered the Monaco critics who suggested he would never beat Senna in a fair fight. He had, and he had done it with all his usual style. He had also done it earlier in the season than many had expected.

Ayrton, meanwhile, had more to worry about as he headed to the flag, as his McLaren was right on its fuel margin. Normally the Brazilian is supremely economical, and he and team engineer Steve Nichols wore worried expressions immediately afterwards. Had Berger still been in a position to push with a healthy Ferrari, we might just have had some late-race sensation . . . Heaven knows, it would have been welcome.

There were other good cars in the Mexican

GP, quite a number of them, but none looked remotely like challenging the top three.

Piquet, after his excellent start, found he could match neither the McLarens nor Berger. The Brazilian's best lap was actually faster than Berger's but, once past, the Austrian pulled away. Nelson was confident he could hold Alboreto at bay, however (even though the Italian worked close on two occasions) and was demonstrating the fact when his engine expired suddenly as he crossed the line to start his 59th lap. Nakajima, meanwhile, having fully exploited his turbo's advantage 7500ft above sea level, retired from the best race of his F1 career with turbocharger failure after 28 laps.

Alboreto thus finished fourth, a lap down, having once again been beaten by his



Michele Alboreto was beaten by Berger once again, his kerb-jumping efforts notwithstanding.



Altitude benefited the turbo runners: Nakajima, Cheever and Warwick contested top-six places.

FORMULA ONE



After qualifying an impressive fifteenth for his first Grand Prix start, Schneider raced ahead of both Williams before his ZakSpeed engine overheated.

team-mate. There are those who feel the Italian either to have lost his edge or to have met more than his match in Berger, but those who recall drives such as that at Monaco in 1985 find either hard to believe. His best lap was very little slower than Berger's and as his relationship with the Prancing Horse steadily winds down, he for one is convinced he is not receiving quite the same treatment.

In this dull encounter, principal interest came courtesy of the Arrows drivers, Derek Warwick and Eddie Cheever. The Englishman was initially the faster in qualifying until he ran into engine and fuel metering-unit troubles on Saturday, whereupon Cheever emerged to put behind him the embarrassment of a harmless spin into the gravel on Friday.

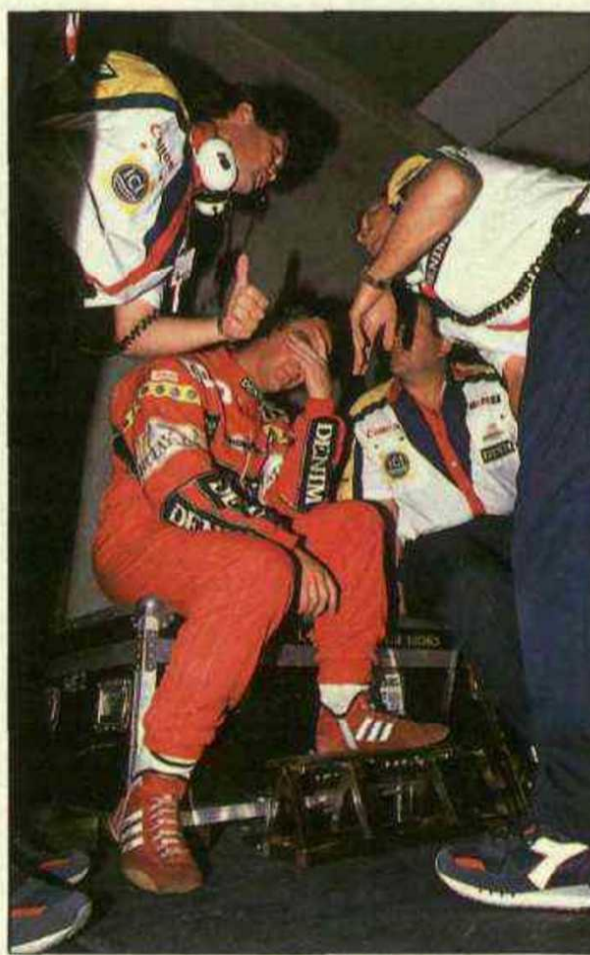
He started from seventh slot with Warwick ninth, and up to lap 26 they were at it like a couple of Formula Ford drivers, Cheever's car understeering and running less than full boost, Warwick unable to get right under his rear wing ready for the run down the main straight. Then Cheever was tripped up behind a backmarker and Warwick got a good enough run at him to snatch the place.

Thereafter, the roles were reversed, and by now Warwick too was troubled by fluctuating boost-pressure and a loosening undertray. On lap 50, running down the main straight, he was baulked by Oscar Larrauri in the EuroBrun, and Cheever got a solid enough run at him to draw alongside on the outside down to turn one. For a moment they all but touched, before the American had to slot back in behind his team-mate, and there he stayed to the flag.

On the slowing down lap he tangled with Larrauri and despatched him into the gravel

bed, later being asked to attend a stewards' meeting to explain his conduct. He also gave the Argentinian driver a fair chunk of his mind in retaliation for what he felt to have been excessive baulking as he recovered from his unsuccessful move on Warwick on lap 50.

If both drivers enjoyed their dice, Jack Oliver and Alan Rees were rubbing their hands after another reliable outing, and though the A10Bs still can't find fully



Reactive suspension failure left Nigel Mansell with a sore head, and his race was also a disaster.

competitive pace, they can at least stay the course.

Likewise the Benetton, which followed them home in eighth and ninth places in the hands of Alessandro Nannini and Thierry Boutsen. Rather like Berger with Alboreto, Nannini is emerging as the star in this team, and the chain-smoking Italian was simply brilliant in qualifying as he planted his B188 on the outside of the fourth row with 1min 20.740sec. Much further down the grid, Nigel Mansell expressed the envious view that the Cosworth DFR must be producing over 600 bhp if the Benetton's straightline-speed and acceleration were anything to judge by.

Certainly the Rory Byrne-designed chassis were coping well with the bumps, and though both drivers experienced their usual share of niggling qualifying problems, they easily outpaced their normally-aspirated opposition. Boutsen slipped ahead of Nannini for laps two and three before dropping back, troubled for the rest of the race by understeer and a braking imbalance, Nannini, meanwhile, lost his helmet support-strap early on and found life uncomfortable as a result.

Worse was to come. At Imola he had been in great pain from the nerves in his right foot, and in Mexico the problem was even more acute. "It was so bad I was crying in the car," he admitted afterwards, at least satisfied he'd made up for a *faux pas* when he stalled on the grid at what should have been the first start, and caused the race to be restarted and run a lap less than its scheduled 68.

The big story in the normally-aspirated category was the appalling performance of the Williams FW12s, which saw their reactive-ride suspension heartily condemned by both drivers. When it was working, neither was

Mexican Grand Prix

happy with its influence on the cars' behaviour, and when the electronics controlling its computer failed — once on each car — they were distinctly unamused. Indeed, Mansell's failure smashed his head into the rollhoop and hurt his arms and legs, and, as he nursed a mighty headache, he was thankful it had not happened in the banked right-hander.

They qualified 14th and 17th — Mansell and Patrese respectively — but both were retirements by lap 21, their Judd V8 engines tightening and threatening to seize. There was a shred of comfort in progress made with the overheating problem which has plagued the cars at every race this year. But, when one considers Williams' performances in the past two years, its Mexican showing was nothing short of a shambles.

Back at the track at which he made his F1 debut last year, Frenchman Yannick Dalmas put in an excellent performance to bring his Larrousse Calmels Lola LC88 from 22nd on the grid to ninth overall, his qualifying efforts hampered by electronic misfires and the massive accident which befell team-mate Philippe Alliot.

The latter lost it coming off the banked right-hander and slammed sideways into the pit-wall with enormous force, before sliding upside down to the opposite side of the track, a couple of hundred yards down the road. Incredibly, he crawled unhurt from the wreckage, while nobody timing along the pit-wall was seriously injured either, although some received attention for shrapnel wounds. Even more amazingly, the team had the same chassis rebuilt and ready to race the following day, having no access to a spare chassis after Alliot's Monaco accident. He started from the back after stalling on the parade lap, but retired after a lap with a cracked upright.

Some strong individual performances went unrewarded. Bernd Schneider finally qualified for a Grand Prix in the West Zakspeed, after mechanical troubles in Rio, Imola and Monaco — and qualified well at that. Immediately after Alliot's accident he was still not in the field, but when the track was reopened for the final six minutes he got his head down and slipped in a 1min 22.642sec which put him just behind Mansell on row eight. In the race he held a comfortable eleventh until lap 17 (having passed Mansell on lap two) but then his excellent showing was halted by overheating.

Ivan Capelli and Philippe Streiff also deserved better fortune. The Italian qualified second in the normally-aspirated class, and a solid tenth overall in the Leyton House March, made a poor start, and was pressuring Andrea de Cesaris in the Rial for twelfth place when his gearbox jammed in third gear. He lost four laps having that sorted out, before returning to the fray and consistently setting fastest non-turbo laps to wind up 16th, six laps down.

Streiff, meanwhile, had a troubled qualifying with engine and electronic troubles in



All four corners were ripped off Alliot's Lola in a horrific accident. The driver walked away!

his AGS, but like Dalmas carved his way through his class runners until he lay eleventh, just behind de Cesaris, when his electronics again played up on lap 43. A pit-stop to rectify the trouble cost him a lap and a probable ninth place.

De Cesaris, too, was robbed, the Rial calling it a day on lap 53 just when it seemed destined to claim ninth as its first finish. The clutch had gone out of business on lap ten, and finally the gearbox had had enough.

Mauricio Gugelmin was on a similar charge to the slow-starting Capelli when his March suffered an electrical short-circuit and glided to a halt on lap 11, while René Arnoux's run in the Ligier JS31 was brought to an abrupt end as Alex Caffi suffered a long brake-pedal in the Dallara BMS 188 and went straight into the back of him at turn one.

The other Ligier, driven by Stefan Johansson, created sufficient problems in qualifying for the Swede to request permission to shoot himself, but in the race he came through strongly to bang wheels several times with Arnoux before pulling away, and he finally wound up tenth, four laps adrift. The French team is still in the wilderness, all the more so after tests with last year's JS29 re-equipped with a Judd engine proved unsuccessful immediately after Monaco. However, further aerodynamic revisions to the troublesome JS31s are planned for the French Grand Prix.

Behind Johansson, Luis Sala drove strongly to bring the sole Minardi M188 to qualify home eleventh after stalling on the grid at the start. Streiff was twelfth, with Larrauri leading home Tarquini's Coloni and Ghinzani's Zakspeed.

Tarquini didn't actually pre-qualify on Friday morning due to electrical troubles, but was granted a reprieve when, for the second race running, Stefano Modena was excluded

as his EuroBrun's rear wing was found to be 5cm too wide.

Neither Adrian Campos in the second Minardi, nor Nicola Larini in the Osella made the field. Nor, for the first time since the 1984 Austrian GP, did the Tyrrell team. Jonathan Palmer and Julian Bailey tried their best throughout, the former managing 1min 24.390sec when he needed 1min 24.031sec to get in, the latter crashing twice as he tried to learn the circuit. He managed 1min 24.951sec on Saturday morning, but his shunt at the banked right-hander on Saturday afternoon finally put paid to his chances.

So could Berger have given the all-conquering McLarens a run for their pesos? Nobody could be sure, which was what made the meeting so frustrating, but in any case the matter became academic the moment he felt obliged to ease his pace.

Nevertheless, as giant Mack and Peterbilt trucks prepared for the seven-day road haul of all the cars to Montreal, it was clear that the only driver/car combination even remotely likely to beat the Woking steamroller in the immediate future, has the number 28 on its flanks.

DJT



There was an air of conviviality in the paddock at a large communal breakfast.

RESULTS

Mexican Grand Prix

STARTING GRID

<p>11 A. Prost (McLaren-Honda V6t/c) 1 min 18.097 secs</p> <p>1 N. Piquet (Lotus-Honda V6t/c) 1 min 18.946 secs</p> <p>2 S. Nakajima (Lotus-Honda V6t/c) 1 min 20.451 secs</p> <p>19 A. Nannini (Benetton-Cos DFR) 1 min 20.740 secs</p> <p>16 I. Capelli (March-Judd V8) 1 min 21.952 secs</p> <p>22 A. de Cesaris (Rial-Cos DFZ) 1 min 22.245 secs</p> <p>5 N. Mansell (Williams-Judd V8) 1 min 22.363 secs</p> <p>15 M. Gugelmin (March-Judd V8) 1 min 22.801 secs</p> <p>9 P. Ghinzani (Zakspeed 4 cyl t/c) 1 min 23.078 secs</p> <p>25 R. Arnoux (Ligier-Judd V8) 1 min 23.287 secs</p> <p>29 Y. Dalmas (Lola-Cos DFZ) 1 min 23.606 secs</p> <p>26 S. Johansson (Ligier-Judd V8) 1 min 23.721 secs</p> <p>32 O. Larrauri (EuroBrun-Cos DFZ) 1 min 24.032 secs</p>	<p>12 A. Senna (McLaren-Honda V6t/c) 1 min 17.468 secs</p> <p>28 G. Berger (Ferrari V6t/c) 1 min 18.120 secs</p> <p>27 M. Alboreto (Ferrari V6t/c) 1 min 19.626 secs</p> <p>18 E. Cheever (Arrows-BMW 4 cyl t/c) 1 min 20.451 secs</p> <p>17 D. Warwick (Arrows-BMW 4 cyl t/c) 1 min 20.775 secs</p> <p>20 T. Boutsen (Benetton-Cos DFR) 1 min 20.029 secs</p> <p>30 P. Alliot (Lola-Cos DFZ) 1 min 22.348 secs</p> <p>10 B. Schneider (Zakspeed 4 cyl t/c) 1 min 22.642 secs</p> <p>6 R. Patrese (Williams-Judd V8) 1 min 22.972 secs</p> <p>14 P. Streiff (AGS-Cos DFZ) 1 min 23.191 secs</p> <p>31 P. Tarquini (Coloni-Cos DFZ) 1 min 23.603 secs</p> <p>36 A. Caffi (Dallara-Cos DFZ) 1 min 23.716 secs</p> <p>24 L. Perez Sala (Minardi-Cos DFZ) 1 min 23.857 secs</p>
--	---

Did not qualify:

- 3 J. Palmer (Tyrrell), 1 min 24.390 secs
- 21 N. Larini (Osella), 1 min 24.405 secs
- 4 J. Bailey (Tyrrell), 1 min 25.231 secs
- 23 A. Campos (Minardi), 1 min 26.058 secs

Disqualified for rule infringement:

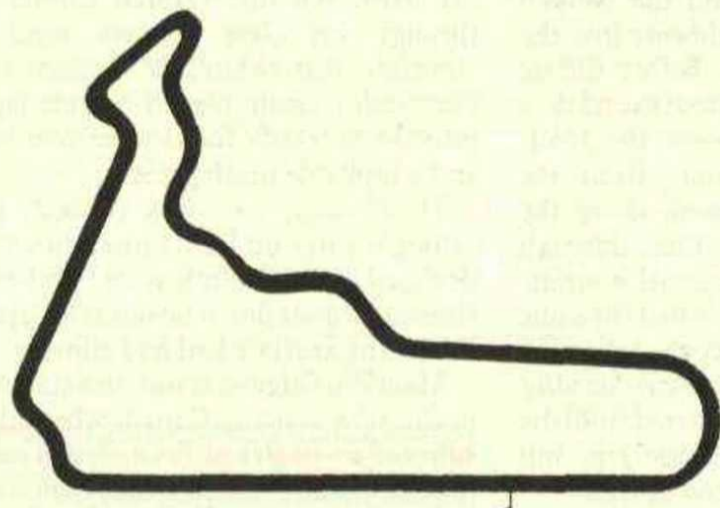
- 33 S. Modena (EuroBrun), no time

1988 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
1 Prost.....33	1 McLaren-Honda..... 48
2 Berger..... 18	2 Ferrari..... 27
3 Senna..... 15	3 Lotus-Honda..... 9
4 Alboreto.....9	Arrows-BMW.....9
5 Piquet.....8	5 Benetton-DFR..... 4
Warwick.....8	6 Tyrrell-DFZ.....2
7 Boutsen.....3	7 Williams-Judd..... 1
8 Palmer.....2	
9 Nannini.....1	
Nakajima.....1	
Patrese.....1	
Cheever.....1	

LAP TIMES

	Qualifying Friday	Qualifying Saturday	Best Race Lap
1 N. Piquet..... Lotus 100T.....	1.20.380	1.18.946	1.20.124
2 S. Nakajima..... Lotus 100T.....	1.21.694	1.20.275	1.22.477
3 J. Palmer..... Tyrrell 017.....	1.24.390	1.24.489	—
4 J. Bailey..... Tyrrell 017.....	1.25.525	1.25.231	—
5 N. Mansell..... Williams FW12.....	1.23.426	1.22.363	1.26.061
6 R. Patrese..... Williams FW12.....	1.24.142	1.22.972	1.25.697
9 P. Ghinzani..... Zakspeed ZK881.....	1.25.375	1.23.075	1.24.660
10 B. Schneider..... Zakspeed ZK881.....	1.24.335	1.22.642	1.24.704
11 A. Prost..... McLaren MP4/4.....	1.18.097	1.18.301	1.18.608
12 A. Senna..... McLaren MP4/4.....	1.17.468	1.17.666	1.18.776
14 P. Streiff..... AGS JH23.....	1.23.191	1.23.750	1.22.703
15 M. Gugelmin..... March 881.....	1.22.801	5.30.133	1.25.246
16 I. Capelli..... March 881.....	1.22.335	1.21.952	1.22.375
17 D. Warwick..... Arrows A10B.....	1.20.775	1.21.403	1.21.068
18 E. Cheever..... Arrows A10B.....	1.21.691	1.20.451	1.21.056
19 A. Nannini..... Benetton B188.....	1.20.740	1.21.005	1.22.483
20 T. Boutsen..... Benetton B188.....	1.22.164	1.22.029	1.22.822
21 N. Larini..... Osella FAIL.....	1.24.405	1.25.408	—
22 A. de Cesaris..... Rial ARC1.....	1.22.864	1.22.245	1.23.118
23 A. Campos..... Minardi M188.....	1.26.696	1.26.058	—
24 L. Perez Sala..... Minardi M188.....	1.23.911	1.23.857	1.24.369
25 R. Arnoux..... Ligier JS31.....	1.24.315	1.23.287	1.27.524
26 S. Johansson..... Ligier JS31.....	1.25.277	1.23.721	1.23.553
27 M. Alboreto..... Ferrari F1/87-88C.....	1.20.328	1.19.626	1.20.186
28 G. Berger..... Ferrari F1/87-88C.....	1.19.725	1.18.120	1.20.160
29 Y. Dalmas..... Lola LC88.....	1.24.279	1.23.606	1.23.409
30 P. Alliot..... Lola LC88.....	1.22.348	1.22.557	—
31 G. Tarquini..... Coloni FC188.....	1.24.662	1.23.603	1.25.072
32 O. Larrauri..... EuroBrun ER188.....	1.24.364	1.24.032	1.25.057
33 S. Modena..... EuroBrun ER188.....	—	Disqualified	—
36 A. Caffi..... BMS Dallara F188.....	1.25.564	1.23.716	1.27.076



**AUTODROMO
HERMANOS
RODRIGUEZ**

**Mexico City
4.421km**

RESULTS

Mexican Grand Prix, Mexico City, May 29
67 laps of 4.421km circuit (292.207km/184.054 miles)

Pos	Driver	Car/Engine	Time
1st	Alain Prost.....	McLaren MP4/4-Honda V6t/c.....	1h 30m 15.737s
2nd	Ayrton Senna.....	McLaren MP4/4-Honda V6t/c.....	1h 30m 22.841s
3rd	Gerhard Berger.....	Ferrari F1/87-88C V6t/c.....	1h 31m 13.051s
4th	Michele Alboreto.....	Ferrari F1/87-88C V6t/c.....	1 lap behind
5th	Derek Warwick.....	Arrows A10B-BMW 4 cyl t/c.....	1 lap behind
6th	Eddie Cheever.....	Arrows A10B-BMW 4 cyl t/c.....	1 lap behind
7th	Alessandro Nannini.....	Benetton B188-Cosworth DFR.....	2 laps behind
8th	Thierry Boutsen.....	Benetton B188-Cosworth DFR.....	3 laps behind
9th	Yannick Dalmas.....	Lola LC88-Cosworth DFZ.....	3 laps behind
10th	Stefan Johansson.....	Ligier JS31-Judd V8.....	4 laps behind
11th	Luis Perez Sala.....	Minardi M188-Cosworth DFZ.....	4 laps behind
12th	Philippe Streiff.....	AGS JH23-Cosworth DFZ.....	4 laps behind
13th	O. Larrauri.....	EuroBrun ER188-Cosworth DFZ.....	4 laps behind
14th	Gabriele Tarquini.....	Coloni FC188-Cosworth DFZ.....	5 laps behind
15th	Piercarlo Ghinzani.....	Zakspeed ZK881-4 cyl t/c.....	6 laps behind
16th	Ivan Capelli.....	March 881-Judd V8.....	6 laps behind
17th	Nelson Piquet.....	Lotus 100T-Honda V6t/c.....	retired lap 58; engine
18th	Andrea de Cesaris.....	Rial ARC1-Cosworth DFZ.....	retired lap 52; transmission
19th	Satoru Nakajima.....	Lotus 100T-Honda V6t/c.....	retired lap 27; turbo
20th	Nigel Mansell.....	Williams FW12-Judd V8.....	retired lap 20; engine
21st	Bernd Schneider.....	Zakspeed ZK881-4 cyl. t/c.....	retired lap 16; engine
22nd	Riccardo Patrese.....	Williams FW12-Judd V8.....	retired lap 16; engine
23rd	René Arnoux.....	Ligier JS31-Judd V8.....	retired lap 13; accident
24th	Alessandro Caffi.....	BMS Dallara F188-Cosworth DFZ.....	retired lap 13; accident
25th	Mauricio Gugelmin.....	March 881-Judd V8.....	retired lap 10; engine
26th	Philippe Alliot.....	Lola LC88-Cosworth DFZ.....	retired lap 0; handling

Fastest Lap: Alain Prost (McLaren) 1 min 18.608 sec (125.808 mph).
Winner's Average Speed: 122.340 mph.



Once a year, it deserves the day off.

True to form, our mid-sized saloon is very much a Volkswagen first and a Jetta second.

Month upon month, it quietly goes about its business.

Never a word of complaint on those cold morning starts.

No umming and aahing when you need an instant response.

How should it be otherwise?

The suspension, hydraulic tappets, the rack and pinion steering, all are maintenance-free.

The ignition is electronic.

The spark plugs are long-life.

So, too, are the brake pads and linings.

To say nothing of the exhaust, silencer notwithstanding.

Hence inspection services that are

few and far between (every 10,000 miles).

With major services further apart still (every 20,000 miles).

Nevertheless, when the time comes, parting with your Jetta can be a bit of a wrench.

Chin up, though. At least it remains on some-

thing of a pedestal. **Jetta**



FORMULA ONE



Having lost out from pole position at the start, Ayrton Senna hounds Alain Prost in front of a packed Canadian audience.

A Welcome Return



Senna and his team-manager Ron Dennis display the satisfaction of a job well done.

Montreal, June 12

The Canadian Grand Prix was cancelled last year, mainly due to a dispute between the two big Canadian breweries, Labatt and Molson, as to who should sponsor the event. The decision finally went to Molson's Breweries, but only after the closing date for FIA/FISA acceptance, and in addition to this big-business wrangle there was also the question of the pits and paddock arrangements being totally outdated for Formula One. It was like the inadequacies of Monte Carlo, but so far no-one has been brave enough to penalise the Principality.

With Molson's financial backing and the support of the City of Montreal, the organisers built an entirely new pit-lane, garages, control tower, grandstands and all the rest of the required paraphernalia to cope with a World Championship Formula One event. The new position was at the opposite end of the island circuit, and it was all achieved within fifty days of receiving the building permit from the City Council — a remarkable achievement. Though the detail work

was not complete when practice started on Friday morning, and although some of the expected "creature comforts" were a bit primitive, the new layout was workable.

All the cars and material had travelled from Mexico City to Montreal by road in a vast convoy of hired trucks and trailers, a mammoth job organised by FOCA. The omission of the Canadian race from the 1987 calendar meant that many competitors were making their first visit to the circuit of Gilles Villeneuve on Notre Dame Island in the St Lawrence river, and many drivers were seen doing a lap of the 4.39-kilometre circuit on foot the day before practice began. A typical example of a team with no prior knowledge of Montreal and its circuit was March, of whom only three members of the entire personnel had ever been to Canada before — a built-in handicap it could do nothing about.

Apart from some hair-raising accidents, luckily without any personal injury, testing and qualifying ran more or less to plan, starting a bit late on Friday morning due to some "pfaffing about" by the organisers which caused FISA to inflict upon them a \$10,000 fine.

The two McLaren-Hondas were their usual dominant selves and, not unexpectedly, Senna ruled the roost. Alain Prost was only a fraction away, but that fraction meant second place to the Brazilian's pole position, his fifth this year. The Ferraris were close behind, but behind nonetheless, and the two Benetton were going, well, their factory

Canadian Grand Prix

Cosworth-Ford DFR engines being visibly more powerful than the V8 Judd engines and the production Cosworth DFZ engines.

More or less flat, the long and thin island circuit has one side a bit wiggly and the other side very fast. It was at the end of this fast leg that the new pits were built, with a dauntingly fast right/left swerve to take the circuit along the other side of the pit-lane wall.

The approach to this swerve was over 185 mph, the change of direction only losing about 5 mph for the faster cars, and it made a few drivers suck their teeth and concentrate. It was spectacular for those watching from the pit-wall as well. The high-speed merchants were flat in sixth gear to the 50-metre marker board; a quick lift off the accelerator pedal and then it was hard down and into the right-hander. Not for the faint of heart, even if you were only spectating.

Both qualifying hours were punctuated by cars spinning off around the circuit and there seemed to be too few "parking places" for abandoned cars, so qualifying was stopped with the red flag, and the time lost was added to the original hour.

More often than not it seemed to be a EuroBrun which spun and held things up, but on Saturday afternoon Derek Warwick spun backwards, and mostly airborne, through the pits ess-bend in the Arrows T-car and hit the outside retaining wall a nasty thump. He was very lucky to get away with bruising and a shaking.

In the dying minutes of qualifying, Prost went out for a final thrust at Senna's pole-position time, set up early in the session, but just failed to beat it. His Honda engine had been blowing off the FIA boost control-valve, and though this was changed all was not 100% with the engine.

The Williams-Judd cars were just not on the pace, in spite of all their Hi-Tech, made all the more embarrassing by Philippe Streiff splitting the Didcot cars with his decidedly Low-Tech AGS from the tiny French village of Gonfaron, and with only Cosworth DFZ power available.



Overcoming even the turbocharged Ferraris, Boutsen's Benetton was "best of the rest".



Three normally-aspirated machines made the top six, Capelli's March-Judd (left) in fifth place and Palmer's Tyrrell-Cosworth a fortunate sixth.

COYS A

ENTRIES ARE INVITED FOR THE
TUESDAY 2

ROYAL HORTICULTURAL SOCIETY EXHIBITION HALLS

The Spring Sale at the NEC was an outstanding success with 89% of the lots sold and many startling prices achieved. This included £288,000 for a 1931 4½ Litre Supercharged Bentley, £52,000 for a 1953 R-Type Continental and £64,000 for a 1967 Maserati Mistral Spyder.

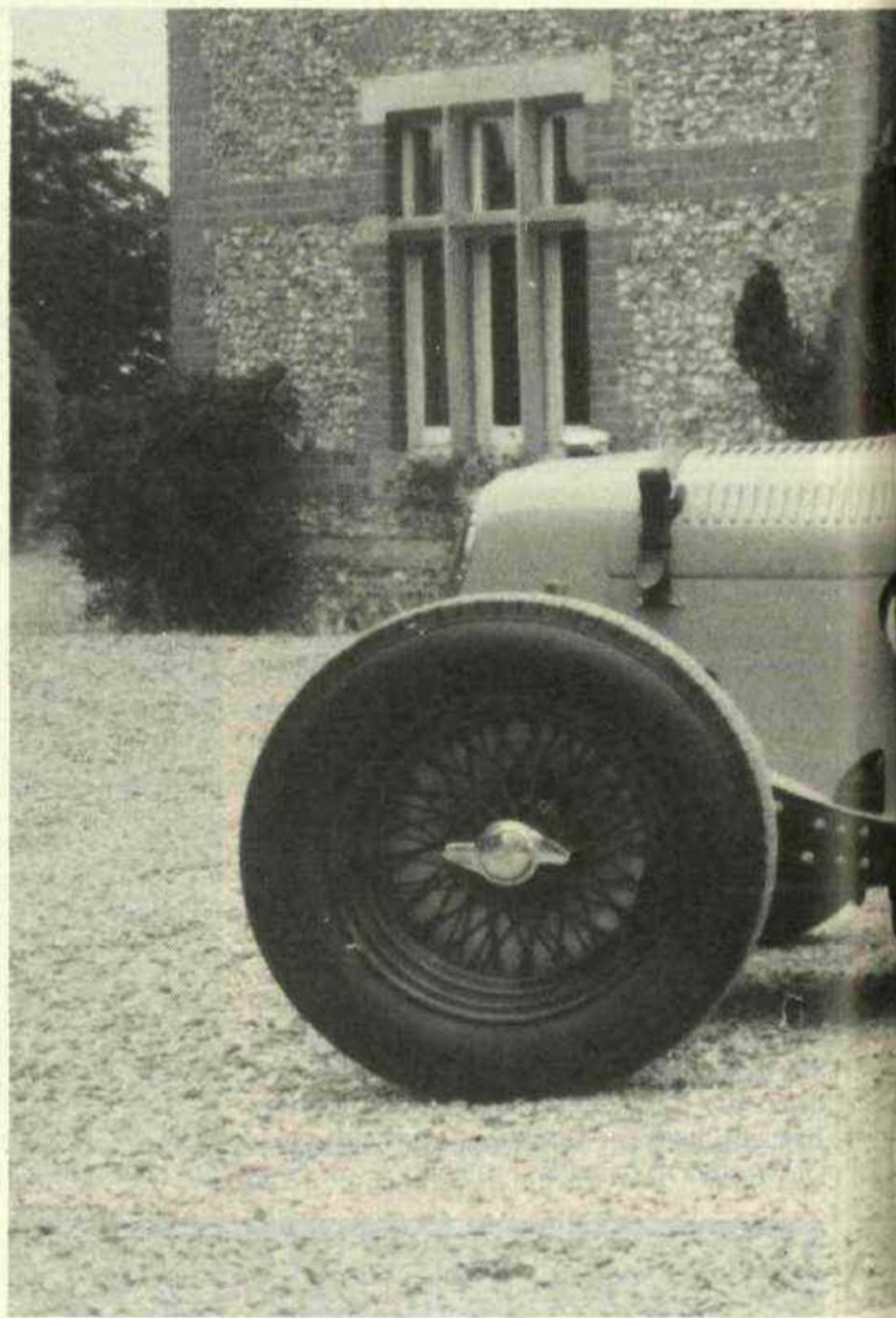
Remarkably just three months before at our February Sale we doubled the existing world record price for a Jaguar SS100 with a staggering £165,000.

Amongst the other highlights was a tremendous £122,000 for a Ferrari Lusso.

The Royal Horticultural Hall is once again the popular venue for our next central London auction. The Summer Sale. This seems set to be a great occasion with many famous historic cars entered and interest running at record levels. It is still possible to enter a car into this Sale and capitalise upon its popularity and impending success.

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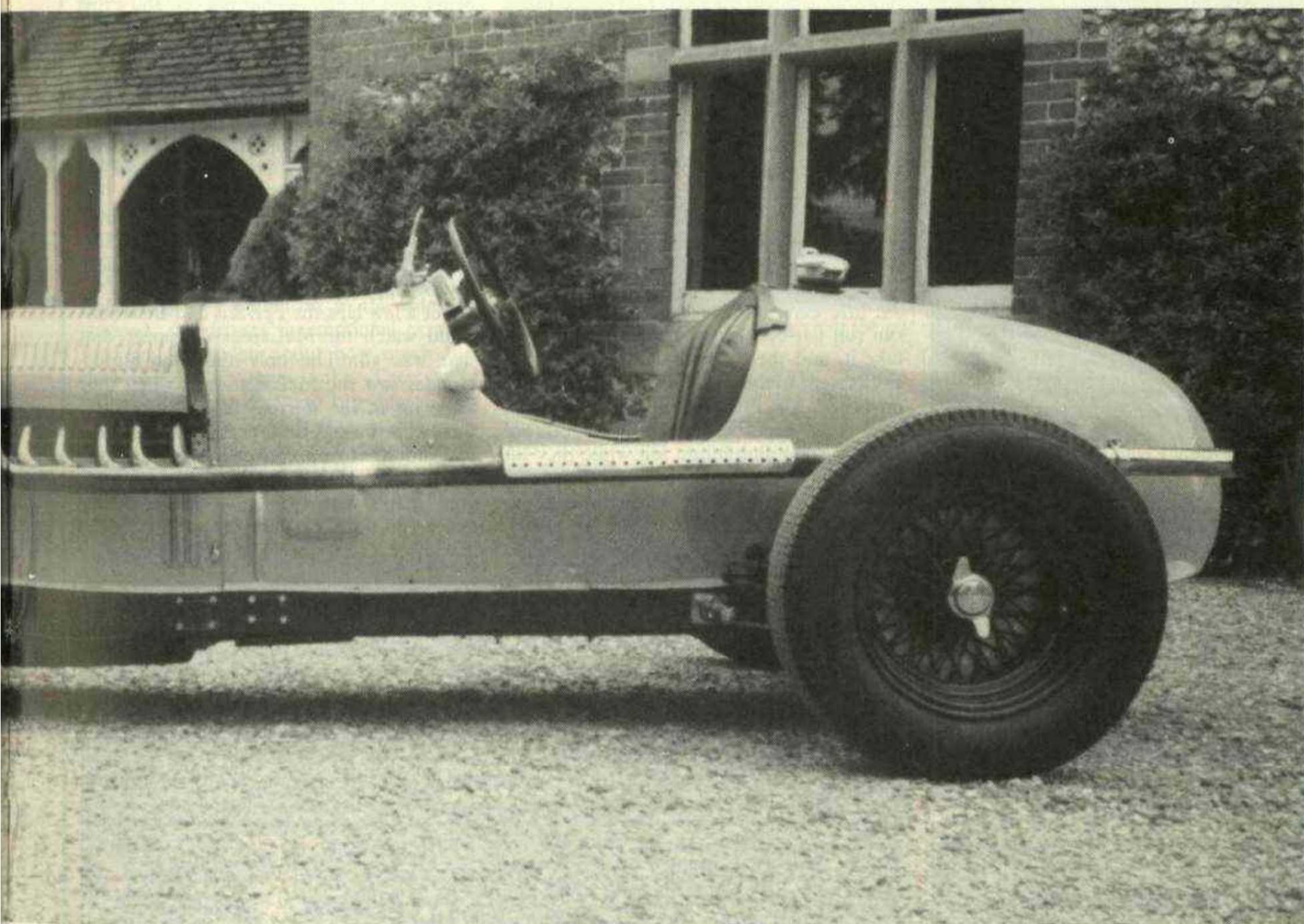
The 193
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1928

2 Litre

AUCTION

MAJOR SALE OF HISTORIC VEHICLES
6TH JULY 1988
VINCENT SQUARE, WESTMINSTER, LONDON



"THE PARNELL K3"

MG K3 (CH.No. K3009) which Hugh Hamilton won the 1934 Coppa Acerbo Grand Prix. Consequently owned by Reg Parnell in 1935 as his first racing car and extensively raced at Brooklands and Donnington. Later owned by Cudden-Fletcher in 1938 and Ian Nicols the following year.

OTHER GREAT ENTRIES INCLUDE:

1/2 Litre Bentley with Speed Six Specification and original open touring coachwork by Vanden Plas
1937 Jaguar SS 100, 1957 Mercedes 300 SL Gullwing, 1949 Healey Silverstone
Rolls Royce 25/30 Guernsey Nutting Saloon, Royce Silver Cloud II, Rolls Royce Phantom 1, Porche 356C,
Lagonda, Jaguar E Type Roadster, Jaguar XK150 Roadster, Bentley 3 Litre, 4.25 Drophead Bentley,
Triumph Roadster, Aston Martin DB6, Jaguar MKII, Jensen Interceptor

FORMULA ONE



Oops! Nicola Larini contemplates his diminishing chances of qualifying his Osella-Alfa.



Oops! René Arnoux pulls off the road to admire the architecture.



Oops! More often than not it seemed to be a EuroBrun which spun off in practice.



Oops! Behind Capelli, Piercarlo Ghinzani's Zakspeed engine blows up during the race.

The starting grid had one or two interesting aspects, such as Stefano Modena in fifteenth position on his first visit to the Canadian circuit, and Ivan Capelli (with the same handicap) just ahead of him. In spite of Honda power, Nakajima just could not get the feel of the high-speed part of the circuit, but Alessandro Nannini being up near the front with the Benetton is no longer a surprise; it is now expected, regardless of the circuit, because the lad is good. Unlucky was Frenchman Yannick Dalmas, who normally qualifies his Lola with ease; a morning accident involved a lot of rectifying work before final qualifying, and time ran out before he could record a sensible lap time, so he had to join the DNQs.

The two practice days had been a bit on the cool side, but Sunday was much more summer-like, and the only worry for the turbocharged cars was fuel consumption. The measly 150 litres they are allowed this year means that racing has to be conducted at an economy setting, the fuel read-out on the digital instrument board being the driver's only real concern. The non-turbo 3½-litre cars have no such restriction and can run flat-out, providing the engines will take it, and the works Benetton-Cosworth/Fords went to the grid with 215 litres of fuel on board. On the grid the McLarens had their fuel tanks covered with sheets of heat-resistant aluminium foil while they sat in the hot sunshine, an indication that the tanks had 150.00 litres in them with no room for expansion.

By all normal circuit standards, the grid was laid out the wrong way round, with pole position on the right, presumably because on a circuit diagram there is a right-hand curve immediately after the start. In fact, this curve is "straight-lined" on the racing line into the braking area for a sharp left-hander.

Pole position is supposed to give you three important advantages: (a) more starting money than anyone else, (b) a seven-metre start over the number two position, and (c) the best line into the first corner. Senna had (a) and (b) but not (c), and Prost made the most of the situation. It was a good, clean and trouble-free start, and the two McLarens were wheel to wheel, heading for the apex of the left-hander, with Prost sitting it out on the inside line, and winning. The two red and white cars were away, with only themselves to beat and no-one to trouble them.

Their progress was majestic. I was going to say they dealt with all the opposition in a devastating manner, but the truth is there *was* no opposition.

For a few laps the Ferraris and Benettons could watch the McLarens disappear, but that was all. The only time the Lotus-Hondas saw the McLarens was when they came up in the mirrors to lap them, and then went by and disappeared. Most of the opposition, if you can call it that, wilted under the strain. Nannini's Benetton's engine died when the fuel pressure disappeared, both Ferraris dropped out, the



De Cesaris' Rial and Modena's EuroBrun dispute territory with a Lotus at the first left-hander!

Canadian Grand Prix

Williams pair were hardly in the race and their Judd engines failed before half distance, and the rest just tried to keep going and not get in the way of the Woking duo. Most drivers managed to keep out of the way when being lapped, except Palmer who seemed unaware of Prost bearing down on him.

Prost led for the first 18 laps, but then Senna closed on him and forced his way by into the hairpin at the eastern end of the circuit and it was all over. The Brazilian demonstrated beautifully his uncanny skill at overtaking slower cars with the minimum of fuss or delay, keeping Prost at arm's length as they both drove as fast as their fuel-consumption situation would allow.

As the race wore on, and more rubber was laid on the surface, the circuit got quicker for the same effort, so their lap times became lower and lower without any strain, and they traded fastest laps for the revised circuit. Five laps before the finish they both eased off and cruised home at a speed that was still faster than most drivers' best laps.

As soon as the two McLarens crossed the finish line they pulled off to the side and stopped, the drivers' unemotional expressions not letting on about how much fuel they had left in their tanks. They could either have been about to run dry or they could have had enough fuel for another lap, or even two, but that is a "trade-secret" belonging to Honda and McLaren and they left the opposition, whoever that might be, wondering.

The only comment Prost made afterwards was that his brakes were not completely to his liking, and that his water temperature was higher than desirable, possibly due to something slightly blocking a radiator intake. But there was no suggestion that these things prevented him from winning — there was only one thing that did that, and that was Ayrton Senna.

A very satisfied Thierry Boutsen was the only driver to stay on the same lap as the McLaren pair, and he had simply done the best he could with a car that was faultless, apart from not having the power in 3½-litres of normally-aspirated engine to match turbocharged 1½ litres, even when the latter were held down to a lot less than 2.5-bar and with the engine-management programmed for maximum economy. While racing this year is a shadow of the exciting days of unrestricted fuel-consumption and demon tyres (when teams perfected ten-second pit stops and team mechanics were as important to victory as were drivers), it has now become highly sophisticated and clinically efficient, with average speeds ever rising.

The return of the Canadian Grand Prix was welcomed by everyone, and for most people working in Formula One the visit to Montreal softens the blow of the United States Grand Prix at Detroit the following weekend. Of especial interest to those



An unusual sight in Piquet's mirrors was the lone AGS, Streiff hounding the Lotus for many laps.

following the Drivers' World Championship, the Canadian race was the fifth in the 1988 sixteen-race series. As the rules state that a driver can only count the points scored from eleven of the races, it means that the McLaren Championship is only just about to start, unless Berger (Ferrari), Boutsen (Benetton) or Piquet (Lotus) upsets the apple-cart by winning a race.

These first five races, all won by the McLaren drivers (Prost three, Senna two), have really only been a "warm-up". From now on it could get serious. **DSJ**



Ferrari's Canadian Grand Prix was a disaster. Michele Alboreto retires with a broken engine.

Canadian Capers

The courage award undoubtedly went to Derek Warwick, who started the race stiff and bruised from his Saturday accident, but stuck it out to finish seventh. Afterwards there was only one word for his condition — "Knackered".

* * *

In the closing stages Palmer was running ninth, but then Modena had to make a quick visit to the pits in his EuroBrun, and de Cesaris and Alliot failed on their last lap. The Tyrrell was suddenly sixth, thus winning a point for the doctor.

* * *

Julian Bailey in the second Tyrrell qualified for the start but only completed one lap, and that at very reduced speed. He tangled with the Minardi of Sala, and damaged the Tyrrell beyond immediate repair. The Spaniard's car was repaired at the pits and he rejoined the race.

* * *

So far this season the Williams team has achieved nothing. I hope it doesn't forget what winning is all about and how to set the pace when it gets a competitive engine for next year, which it seems will be supplied by Renault.

* * *

There were two ways of setting up your car for the Montreal circuit. Fast on the fast leg and slow on the slow leg, or very fast through the wiggly bits and fairly slow down the fast bit. The end result in lap-times was virtually the same. Ferrari chose the first solution and Benetton the second, with equal results.

RESULTS

Canadian Grand Prix

STARTING GRID

2 A. Prost (McLaren-Honda V6 t/c) 1 min 21.863 secs	12 A. Senna (McLaren-Honda V6 t/c) 1 min 21.681 secs
27 M. Alboreto (Ferrari V6 t/c) 1 min 23.296 secs	28 G. Berger (Ferrari V6 t/c) 1 min 22.719 secs
1 N. Piquet (Lotus-Honda V6 t/c) 1 min 23.995 secs	19 A. Nannini (Benetton-Cos DFR) 1 min 23.968 secs
18 E. Cheever (Arrows-BMW 4 cyl. t/c) 1 min 24.679 secs	20 T. Boutsen (Benetton-Cos DFR) 1 min 24.115 secs
14 P. Streiff (AGS-Cos DFZ) 1 min 24.968 secs	5 N. Mansell (Williams-Judd V8) 1 min 24.844 secs
22 A. de Cesaris (Rial-Cos DFZ) 1 min 24.988 secs	6 R. Patrese (Williams-Judd V8) 1 min 24.971 secs
16 I. Capelli (March-Judd V8) 1 min 25.609 secs	2 S. Nakajima (Lotus-Honda V6 t/c) 1 min 25.373 secs
17 D. Warwick (Arrows-BMW 4 cyl. t/c) 1 min 25.740 secs	33 S. Modena (EuroBrun-Cos DFZ) 1 min 25.713 secs
15 M. Gugelmin (March-Judd V8) 1 min 25.910 secs	30 P. Alliot (Lola-Cos DFZ) 1 min 25.765 secs
25 R. Arnoux (Ligier-Judd V8) 1 min 26.327 secs	3 J. Palmer (Tyrrell-Cos DFZ) 1 min 26.092 secs
9 P. Ghinzani (Zakspeed 4 cyl. t/c) 1 min 26.784 secs	24 L. Perez Sala (Minardi-Cos DFZ) 1 min 26.437 secs
32 O. Larrauri (EuroBrun-Cos DFZ) 1 min 27.321 secs	4 J. Bailey (Tyrrell-Cos DFZ) 1 min 27.139 secs
31 G. Tarquini (Coloni-Cos DFZ) 1 min 27.665 secs	26 S. Johansson (Ligier-Judd V8) 1 min 27.637 secs

Did not qualify:
 23 A. Campos (Minardi), 1 min 27.885 secs
 21 N. Larini (Osella), 1 min 27.981 secs
 29 Y. Dalmas (Lola), 1 min 28.012 secs
 10 B. Schneider (Zakspeed), 1 min 28.215 secs

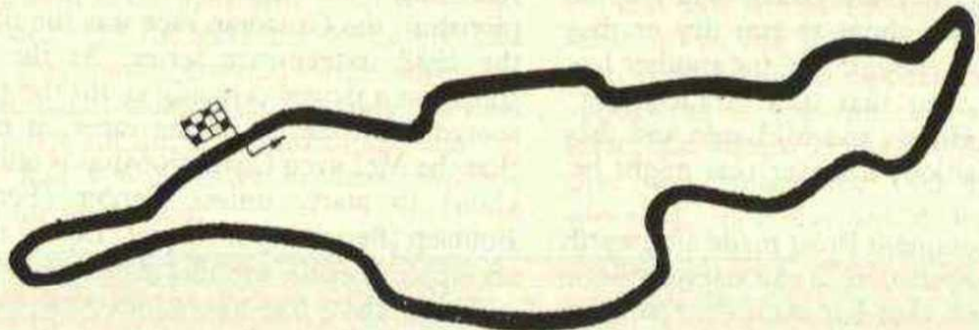
1988 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
1 Prost.....39	1 McLaren-Honda.....63
2 Senna.....24	2 Ferrari.....27
3 Berger.....18	3 Lotus-Honda.....12
4 Piquet.....11	4 Arrows-BMW.....9
5 Alboreto.....9	5 Benetton-DFR.....8
6 Warwick.....8	6 Tyrrell-DFZ.....3
7 Boutsen.....7	7 March-Judd.....2
8 Palmer.....3	8 Williams-Judd.....1
9 Capelli.....2	
10 Nannini.....1	
Nakajima.....1	
Patrese.....1	
Cheever.....1	

LAP TIMES

	Qualifying Friday	Qualifying Saturday	Best Race Lap(On lap)
1 N. Piquet.....Lotus 100T.....1.24.166.....1.23.995.....1.27.038 (36)			
2 S. Nakajima.....Lotus 100T.....1.25.373.....1.26.560.....1.29.317 (30)			
3 J. Palmer.....Tyrrell 017.....1.27.230.....1.26.092.....1.28.108 (43)			
4 J. Bailey.....Tyrrell 017.....1.28.737.....1.27.139.....			
5 N. Mansell.....Williams FW12.....1.24.844.....1.25.251.....1.27.275 (25)			
6 R. Patrese.....Williams FW12.....1.24.971.....1.25.471.....1.28.175 (27)			
9 P. Ghinzani.....Zakspeed ZK881.....1.28.400.....1.26.784.....1.29.202 (49)			
10 B. Schneider.....Zakspeed ZK881.....1.29.110.....1.28.215.....			
11 A. Prost.....McLaren MP4/4.....1.22.499.....1.21.863.....1.25.045 (46)			
12 A. Senna.....McLaren MP4/4.....1.22.392.....1.21.681.....1.24.973 (53)			
14 P. Streiff.....AGS JH23.....1.25.878.....1.24.968.....1.26.554 (41)			
15 M. Gugelmin.....March 881.....1.25.910.....1.25.982.....1.28.750 (49)			
16 I. Capelli.....March 881.....1.25.609.....1.26.815.....1.27.614 (61)			
17 D. Warwick.....Arrows A10B.....1.26.052.....1.25.740.....1.28.234 (47)			
18 E. Cheever.....Arrows A10B.....1.24.679.....1.25.068.....1.29.115 (11)			
19 A. Nannini.....Benetton B188.....1.25.561.....1.23.968.....1.26.713 (13)			
20 T. Boutsen.....Benetton B188.....1.25.173.....1.24.115.....1.26.193 (42)			
21 N. Larini.....Osella FA11.....1.39.792.....1.27.981.....			
22 A. de Cesaris.....Rial ARC 1.....1.26.039.....1.24.988.....1.27.224 (28)			
23 A. Campos.....Minardi M188.....1.27.885.....1.27.979.....			
24 L. Perez Sala.....Minardi M188.....1.26.822.....1.26.437.....1.27.316 (54)			
25 R. Arnoux.....Ligier JS31.....1.26.716.....1.26.327.....1.28.586 (26)			
26 S. Johansson.....Ligier JS31.....1.28.614.....1.27.637.....1.28.850 (24)			
27 M. Alboreto.....Ferrari F1/87-88C.....1.23.976.....1.23.296.....1.27.282 (5)			
28 G. Berger.....Ferrari F1/87-88C.....1.22.719.....1.22.785.....1.26.947 (6)			
29 Y. Dalmas.....Lola LC88.....no time.....1.28.012.....			
30 P. Alliot.....Lola LC88.....1.27.543.....1.25.765.....1.27.068 (65)			
31 G. Tarquini.....Coloni FC188.....no time.....1.27.665.....1.28.206 (50)			
32 O. Larrauri.....EuroBrun ER188.....1.27.626.....1.27.321.....1.30.049 (5)			
33 S. Modena.....EuroBrun ER188.....1.26.652.....1.25.713.....1.27.549 (65)			
36 A. Caffi.....BMS Dallara F188.....did not pre-qualify.....			

CIRCUIT GILLES VILLENEUVE Montreal 4.39km



RESULTS

Canadian Grand Prix, Montreal, June 12 69 laps of 4.390km circuit (302.910km/188.219 miles)

Pos	Driver	Car/Engine	Time
1st	Ayrton Senna.....	McLaren MP4/4-Honda V6 t/c.....	1h 39m 46.618s
2nd	Alain Prost.....	McLaren MP4/4-Honda V6 t/c.....	1h 39m 52.552s
3rd	Thierry Boutsen.....	Benetton B188-Cosworth DFR.....	1h 40m 38.027s
4th	Nelson Piquet.....	Lotus 100T V6 t/c.....	1 lap behind
5th	Ivan Capelli.....	March 881-Judd V8.....	1 lap behind
6th	Jonathan Palmer.....	Tyrrell 017-Cosworth DFZ.....	2 laps behind
7th	Derek Warwick.....	Arrows A10B-BMW 4 cyl. t/c.....	2 laps behind
8th	Gabriele Tarquini.....	Coloni CF188-Cosworth DFZ.....	2 laps behind
9th	Andrea de Cesaris.....	Rial ARC1-Cosworth DFZ.....	retired on lap 67
10th	Philippe Alliot.....	Lola LC88-Cosworth DFZ.....	retired on lap 67
11th	Satoru Nakajima.....	Lotus 100T-Honda V6 t/c.....	3 laps behind
12th	Stefano Modena.....	EuroBrun ER188-Cosworth.....	3 laps behind
13th	Luis Perez Sala.....	Minardi M188-Cosworth DFZ.....	5 laps behind
14th	Piercarlo Ghinzani.....	Zakspeed ZK881-4 cyl. t/c.....	retired on lap 64
15th	Mauricio Gugelmin.....	March 881-Judd V8.....	retired on lap 55
16th	Philippe Streiff.....	AGS-JH23-Cosworth DFZ.....	retired on lap 42
17th	René Arnoux.....	Ligier JS31-Judd V8.....	retired on lap 37
18th	Michele Alboreto.....	Ferrari F1/87-88C V6 t/c.....	retired on lap 34
19th	Riccardo Patrese.....	Williams FW12-Judd V8.....	retired on lap 33
20th	Eddie Cheever.....	Arrows A10B-BMW 4 cyl. t/c.....	retired on lap 32
21st	Nigel Mansell.....	Williams FW12-Judd V8.....	retired on lap 29
22nd	Stefan Johansson.....	Ligier JS31-Judd V8.....	retired on lap 25
23rd	Gerhard Berger.....	Ferrari F1/87-88C V6 t/c.....	retired on lap 23
24th	Alessandro Nannini.....	Benetton B188-Cosworth DFR.....	retired on lap 16
25th	Oscar Larrauri.....	EuroBrun ER188-Cosworth DFZ.....	retired on lap 9
26th	Julian Bailey.....	Tyrrell 017-Cosworth DFZ.....	retired on lap 1

Fastest lap: Ayrton Senna (McLaren), 1 min 24.973 secs on lap 53; 185.988 kph.
 Winner's Average Speed: 182.152 kph. Conditions: Warm and sunny.

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11.35 ALFA ROMEO 614 Celebrity Race

12.20 GM LOTUS EUROSERIES VAUXHALL LOTUS Challenge

14.30 SHELL OILS BRITISH GRAND PRIX

16.30 DUNLOP RAC British Tourist Car Championship Race

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LETTER TO READERS

Dear Reader,

The month of May was a very busy one, with three Grand Prix events, at Imola, Monte Carlo and Mexico, and from all accounts those of you who had to watch these events on the television screen were very disappointed. If FOCA and Mr Ecclestone are to be believed as regards the worldwide coverage of Formula One, then half the world was disappointed.

Our own Murray Walker cannot be blamed if the camera work is poor, the transmission is fuzzy, or the action is missed. He can only commentate on what the television director decides to put on the small screen. There is no substitute for actually being there, but not everyone can do that, so I suppose bad coverage is better than nothing at all.

The real hard-core enthusiast will probably sit through the worst television transmission, grasping at crumbs, rather than see nothing at all. I imagine the fringe-interest people either fall asleep or read the paper; I doubt whether many actually switch off.

As long as the television set is switched on, the statistic-researchers and monitors are happy, for their figures will remain impressive. The fact that nobody is sitting in front of the set is of no importance to them. They are like the readership survey people who once said that every copy of MOTOR SPORT is read by eleven people! They didn't say that those eleven people actually *bought* a copy.

Of great significance to an avid section of the British motor sporting scene was May 21-22, for over that weekend the Bugatti Owners Club celebrated the 50th anniversary of the first meeting at its Prescott hillclimb, held in May 1938.

When the weather is good there is no better place for a motor racing garden party than Prescott, and that weekend was glorious. Apart from the garden party the hill was in continuous use for the BOC Classic Meeting, a special event held annually these past few years, for old and obsolete cars of all types, from Edwardian and Vintage machines through to out-of-production Jaguars and Ferraris of recent times.

The word "Classic" (like "vintage" or "jazz") is one which is grossly misused; it seems to encompass anything that is no longer in production, no matter how good or how awful it was when new.

The owners themselves turned out in force to support this 50th anniversary, with a huge parade of Bugattis of all types ascending the hill in a cavalcade during the lunch break. To open the cavalcade Neil Corner set off in his Type 59 Grand Prix Bugatti of 1934, and if you want to see a really genuine and authentic Grand Prix Bugatti then take a good look at Corner's car. There are not many about like it, certainly not at VSCC race meetings.

I did not attend the first Prescott meeting in 1938, like a lot of those people who were at the anniversary gathering, but I did get there the



George Abecassis and DSJ in the HWM-Jaguar await their start in the 1954 Mille Miglia.

A Personal Re-Union

following year, just before war put a stop to it all. It was at that 1939 Prescott meeting that I first learned how to get into the paddock and starting area without an official pass! "Formative years" they were called.

In the midst of this happy garden party I was able to enjoy another anniversary, along with a small and select group of people. It was nothing to do with Prescott or Bugattis, but it was particularly significant for us.

Taking part in this Classic meeting, in the sports class, was a green HWM-Jaguar with cream wheels (registration number YPG 3) driven by its new owner Clive Rides from Weston-super-Mare. Now those of us who know about HWMs know that YPG 3 used to be HWM 1, and that this was the sports HWM-Jaguar which George Abecassis raced in the 1954 Mille Miglia. When HW Motors sold the car they retained its original registration HWM 1 to put on its successor, and re-registered the car YPG 3. The HWM-Jaguar carrying the famous number HWM 1 is still about and very active, but it is *not* the car that ran in the 1954 Mille Miglia. My particular interest in YPG 3 was that I rode as passenger in it in that 1954 Mille Miglia, so it was rather pleasant to see the car again. Clive Rides has only recently acquired the car, the previous owner having hidden it away for some 20 years.

To return to the 50th anniversary party, among the gathering was the man who made Fastest Time of the Day at the second meeting in 1938 — one G E Abecassis, driving a 1½ litre Alta. George Abecassis was enjoying a picnic with his daughter (who is about to start

Formula Ford racing) and various friends, but was dragged away to sit behind the wheel of HWM 1 (the original), and I joined him in the passenger seat.

It was 34 years since we sat together in that car, peering into the mist and rain around Padova. Abecassis shouted at me at the time: "Can you see anything?", to which I replied "No", "Neither can I", he said, and continued to drive into the gloom at about 100mph! Our race came to an end after 200 miles when a broken rear shock-absorber made the car impossible to handle at over 120mph in the dry, let alone in the wet.

Today's rules and regulations being what they are, we could not go for a little drive up the hill, which was a pity, but the present owner of the car was thoroughly enjoying competing with it. While that little personal and impromptu re-union made my day, I am sure it also put a little cream on the cake for Clive Rides.

I have previously mentioned the continuing flow of readers letters I receive; a recent one from Germany expressed sadness that the media world seems to think Grand Prix racing started in 1950. What it means is that *World Championship* Grand Prix racing started in 1950 — actual Grand Prix racing having started in 1906. The writer had just seen some media blurb from a well-known European press agency which said that the first Monaco Grand Prix was held in 1950.

The sadness to me is that this is a slight on all the Grand Prix winners of the races before 1950, not only at Monaco, but all over Europe and elsewhere.

Yours DSJ



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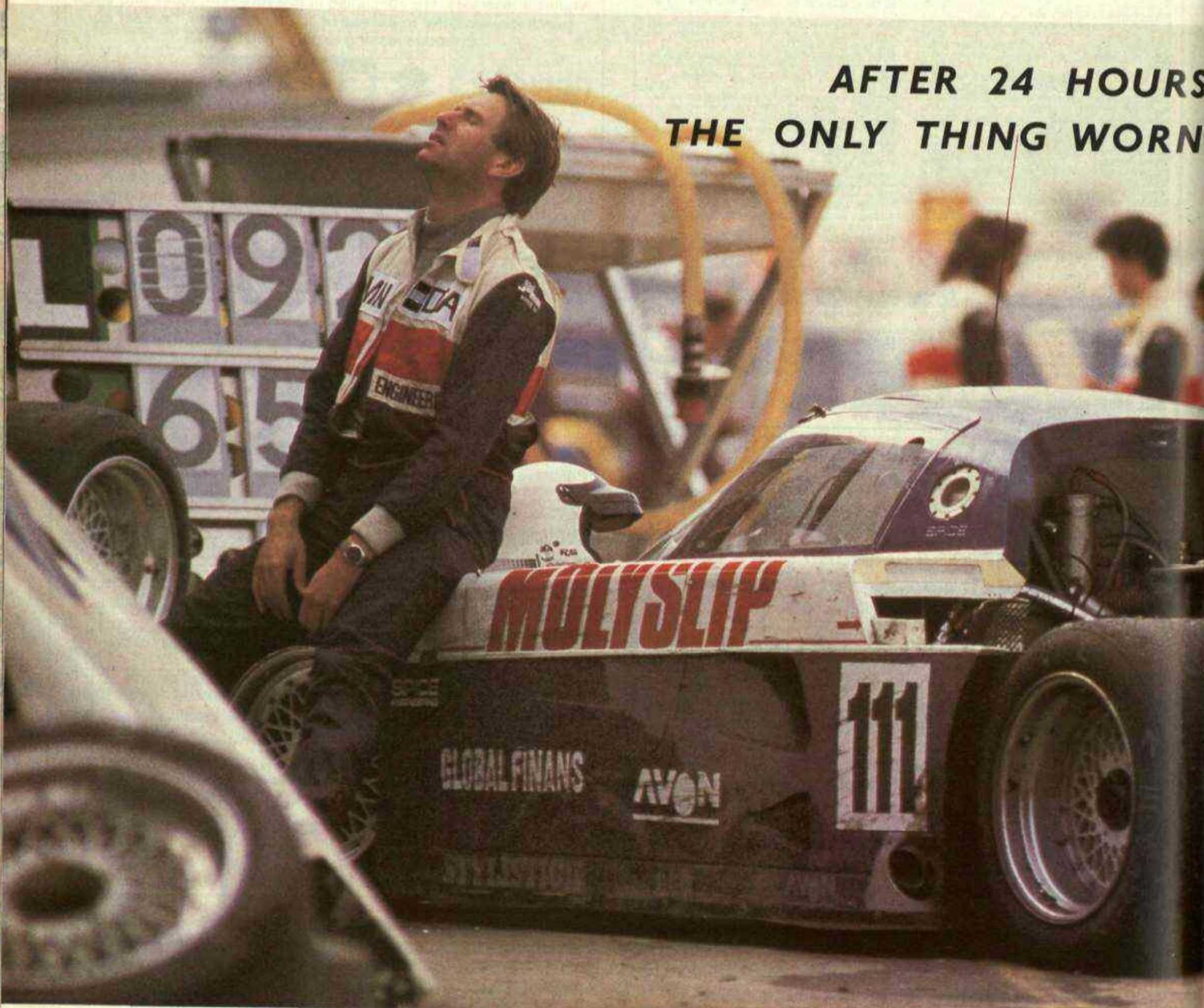


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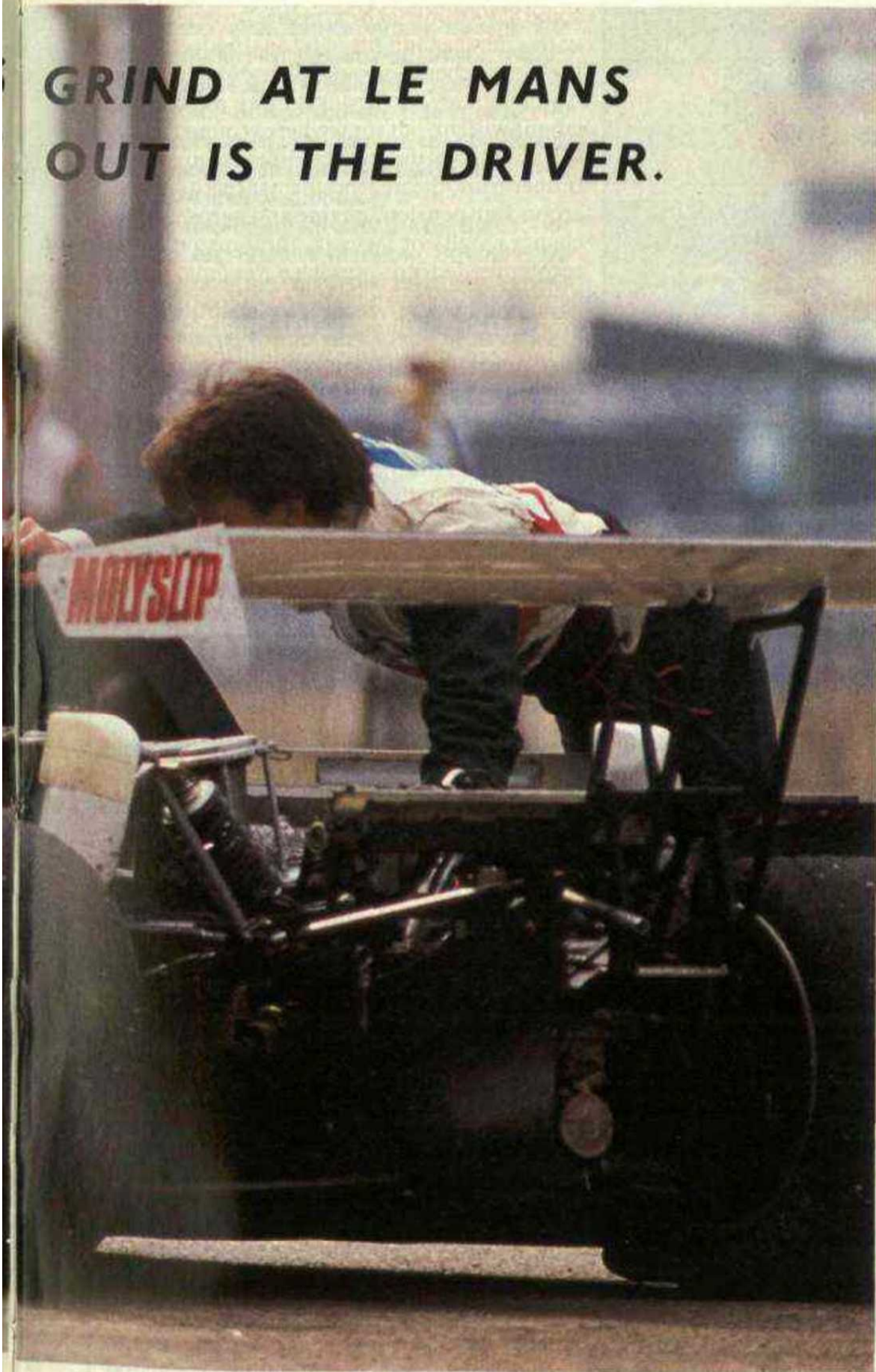
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Spice favour Moly slip because of its unique method of engine protection.

A method whereby a super slippery shield of Molybdenum Disulphide is chemically bonded to all friction bearing surfaces, allowing them to glide with ease against each other.

And because it's bonded, Moly slip won't drain away with the oil like other additives.

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So like Spice Engineering, you'll find it's more than worth it in the long run.

MOLYSLIP. THE ENGINE PROTECTOR.



ROAD IMPRESSIONS



With its Airflow performance kit, the 9000 T16 is considerably sharpened.

Airflow Extras

Saab's market slot, though concentrating on the executive luxury aspect, has been built up through the performance image of its turbocharged cars. That aspect is reinforced in a fairly restrained way with the 9000 Turbo 16, but the more extrovert customer should welcome the new Airflow option — not a new model, but an accessory package from which the customer makes his own selection.

Most marketing departments would launch this as a new and separate performance model, but Saab, noting that its accessories market is expanding considerably faster than its car sales — by 35% last year, has chosen to integrate engine-tuning and body-styling kits into a new range of accessories under the label "Designed by Saab". Most makers try to capitalise on customer loyalties by offering

trim and comfort "goodies" as after-market items to be added to the basic specification levels, but Saab outlines several reasons to offer these more basic choices through the dealer.

Customer preferences vary from country to country, so more than one specification would be needed if these were factory-fit items, and of course not every buyer will necessarily want the same combination of elements. Dealers also benefit since the profit margin on fitting the kits goes direct to them. As things stand, some 85-90% of Saab extras are ordered along with a new car and fitted by Saab's dealers, so the new scheme should please dealers and buyers alike. Total package price including labour will run out somewhere around £5100.

Apart from the expected racks, mats and timber trim, the new performance kits centre around suspension, engine and aerodynamic changes, all of which the customer is recommended to purchase for maximum benefit. Stiffer springs and gas-filled dampers drop the car by 20mm at the front and 10mm at the rear, and a front antiroll bar can be added. Tweaking the boost pressure and fitting a freer-flowing exhaust pushes the power (in UK non-catalyser spec) from 175 to 192 bhp, and the torque also jumps by 10 ft lb to 203, bringing the 0-60 time down to just over 8 sec.

But what distinguishes the car from outside is the Airflow fibreglass kit, consisting of deep spoiler, sills and arches, rear valance and the

Flying Start for Junior Finns

Although Saab is usually associated with its Swedish roots, something like a third of all Saab cars sold worldwide are actually built in Finland. Last year the company's Finnish marketing and assembly operations combined to start a one-make series called M-class, using stripped-out 900 Turbos, which has been exceptionally successful. While sampling the Airflow 9000 Turbo there, we had the opportunity to try one of these cars on the really delightful purpose-built little circuit of Ahvenisto near Hameenlinna.

What triggered the series was the sudden removal of Finnish car tax from track-only racing cars, meaning that the cars can be sold ready-built from the factory at less than £10,000, virtually a third of the showroom price.

Shorn of all trim and underseal and weighing 1000kg, the 40 cars built so far retain their power steering, and have the usual lowered and stiffened suspension, with extra boost to extract 165 bhp, 10 bhp up on the 8-valve's norm. Purchasers are left to fit roll-cage, seat, harness and extinguisher, and forbidden from any other modifications.

The class runs in two series totalling some 20 events, on tarmac circuits in summer and on ice tracks in winter, and grids and



GC tries some left-foot braking in the 900 M-Class.

grandstands are crowded for both. Not only does the series bring young Finnish hopefuls into racing, Saab's basic reason for being involved, but older drivers too are subscribing, and last season's racing was close and furious, with much bumping and boring.

Ahvenisto is a tight and hilly circuit of erratic figure-eight shape, with a concrete bridge at the cross-over and a soggy marsh round the back to swallow up wayward cars. The pits and paddock are enfolded by one loop, from where a long steep left-hander climbs to a blind brow hiding a 90-right downhill into a misleading left — a fine recipe for over-exuberance even before tackling the uphill hairpins leading back to the kinked

straight which offers the only overtaking chance.

With a couple of laps familiarisation, the winding track began to present some real challenges, especially the stomach-wrenching hump where the car was on tip-toe just when it was time to pitch it into the next bend, and through the very fast fourth gear (fifth if you were brave) corner behind the paddock.

But the Saab with its remarkably light steering turns smartly on request, turbo whistling as the speed builds through the corner before, with a push on the firm clutch, the long lever is tweaked into the next gear. Although the steering ratio is rather low, the power steering allows fast cranking and it is almost easy to forget that this grippy racer is actually a front-wheel drive saloon.

What is difficult on this hilly track is to keep the boost up for the tighter bends; with a standard-issue box the ratios are rather widely spaced, and with a slippery hairpin on the horizon and lots of wheel-twiddling it is all too easy to allow the gauge to fall. The answer, as so many Scandinavians have learned, is left-foot braking, and if the series gives as many new drivers competition experience this year as last, we can expect to see Finns to the fore, particularly in rallying, for some time.

GC

Saab 9000 Airflow

"bridge spoiler" on the boot, which collectively bring the drag below the standard car despite the wider 205/50 VR16 tyres. More important still is increased stability from a reduction in rear lift of 80%.

Although I have reservations about the normal Turbo 16's ability to put down its 175 bhp on anything other than dry tarmac, Saab's engineers deserve credit for giving the faster car a more rounded torque delivery which actually makes it better behaved. Mid-range surge is terrific, and the lag is minimal, with a good crisp gearchange which sweeps the Airflow 9000 past streams of slower traffic. Alloy wheels and Pirelli P7s keep the car firmly stuck down, and the ride is perfectly acceptable even by executive standards. Handling, too, matches well with the upper bracket of sports-saloons.

So far the styling kit only fits the hatch, but a CD saloon version will follow. Buying extra performance this way looks relatively expensive as options go, but in fact a complete factory model would very likely be as much; Saab's after-market route with its advantages of simple administration and increased dealer profits may point the way for other makers too.

GC



Ahvenisto's bridge forms a background for the Saab's "bridge spoiler".

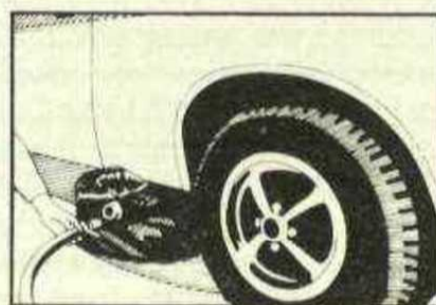
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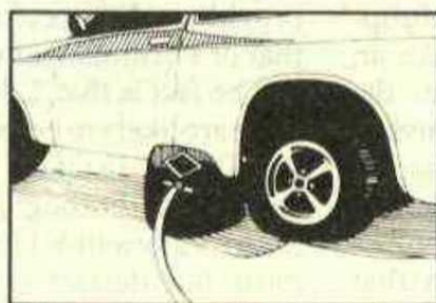
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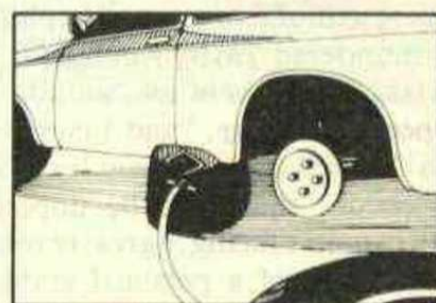
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The Six-Year Plan

Those in Grand Prix racing are accustomed to the manners of FISA president Jean-Marie Balestre, but when he invited himself to the Automobile Club de l'Ouest's traditional conference at Le Mans we knew it was an occasion not to be missed.

The ACO had responded to suggestions of having an interpreting service arranged (the majority who are crammed into the conference hall are British, German or Japanese, with French in the minority) and had also invited leading team managers.

It's probably a blessing, in a way, that only the French understand JMB perfectly when he gets into full flood about the state of motor racing, and what he's going to do about it. He is a big man, with a powerful presence, a strong voice, and two pairs of spectacles which are alternated with his mood, though he stares people down better without them.

A couple of hundred international journalists were straightaway offered a scoop, the proposals which M Balestre would make to FISA on June 27-28. In particular, they would concern and interest those involved in prototype sports-car racing and in rallying, the president confirming that, for as long as he had anything to do with it (and six years was the term he had in mind), Group A would have an absolutely assured future.

We heard a lot about "my proposals", "my leadership", "my opinions", and an assurance that motor sports would not be as sound as they were today had we not had such a strong referee, so firm and fair. As a result of FISA's valid and credible structure of regulations there was an unprecedented level of support forthcoming from manufacturers, and for that we should thank . . . well, guess who.

"These manufacturers are not philanthropists," thundered JMB, who could make an undertakers' convention sound like the whoopee of the year, "and I commit myself that in the next three years at least, if there is no recession, there will be unprecedented growth in motor racing, a great revolution" — the realisation of a personal ambition that would produce a strength not equalled in the past 35 years. *We will have the same motor for three contemporary world championships!*

Stripping out the hyperbole, JMB was not telling us anything new. The 3.5-litre Grand Prix engines we know all about. Of the 3.5-litre ProCar series we know as much as we want to know, which is not a lot. The 3.5-litre class of the World Sports-Prototype Championship is already accepted by all the leading manufacturers now involved. What is more to the point is an aspect only touched upon by Balestre, the equivalencies of turbocharged, stock-block and rotary engines which would enable Mercedes, Jaguar, Porsche, Mazda, Nissan and Toyota to stay in business.

In the short term, at any rate, these equivalencies are vital to the future of Group C sports-car racing.

Turbocharged engines will be phased out by the end of 1990, as we have known for many months, and as the fuel-consumption formula is to be abandoned engine power will, instead, be controlled by means of inlet-tract orifices not greater than 55mm in diameter. Balestre, though, said 57mm in diameter. Max Mosley said he was quoting from an old agreement now changed in committee, but others were not so sure. Stock-block engines would be limited by restrictors too, said Balestre, saying that without penalty a Mercedes 5.6-litre stock-block would beat the 3.5-litre racing engine every time.

He also said rotary engines would be banned eventually — a statement that appalled Mazda's Takayoshi Ohashi, who

"Balestre could make an undertakers' convention sound like the whoopee of the year"

was sitting directly behind JMB and, like everyone else, looked totally bemused by the half-hour haranguing session.

The general drift was perfectly clear, that not only would 3.5-litre racing engines be part of the new prototype World Championship series, but they would be the vital component. Alternatives from Jaguar and Porsche would only be permitted, from next season onwards, providing their performance was inferior to that of Formula One engines.

The fact is that 3.5-litre Grand Prix power units are likely to be extremely unreliable over a 1000km distance, until they have been developed thoroughly and expensively, as Matra's glorious V12 was in the 1970s. . . We must not detract from these power-units, except to observe that they hold no interest for Jaguar and little for Porsche, both of which prefer production-based components.

Americans present in the room, and there were a number, were further astonished when Balestre proclaimed his lifelong friendship with Bill France Snr, though admitting to some lively arguments, and noted that the IMSA organisation seemed to be aligning its regulations closer to FISA's Group C.

Since precisely the opposite is the case, the observation might have been merely a device to introduce the proposal to include next year's Daytona 24 Hours as the first round of the World Championship. "Our regulations are not the same, but we can work out the

details later."

The format of the 1989 World Championship might be changed substantially if present negotiations with organisers in Japan, Australia, New Zealand and Brazil are successful. There will be three regional championships in America, Europe and Pacific Asia, with a title for each one, but the regulations must be identical, and a World Championship might comprise Daytona, races in Japan, Australia, New Zealand and Brazil, plus participation in five out of six European races at Le Mans, Silverstone, Jarama, Monza, the Nürburgring and Brno.

If the negotiations failed, the 1989 World Championship would comprise simply the 24-Hour races at Daytona and Le Mans, plus one race in Australia and one in Japan. If the first, and major, proposal gets off the ground, though, participation in all but one race would be compulsory for manufacturers and drivers wishing to participate in the championship, and drivers would be required to have super-licences.

As a corollary, Chris Parsons has been reinstated as the World Championship co-ordinator, though with no connection with the entrant's organisation, OSCAR, which will cease to exist under the new format.

Megalomania and paranoia are two conditions which come to mind when listening to Balestre in full flood, and one inevitably wonders how he commands an important position whilst in such an unstable condition. He has, of course, been attended by men in white coats for his heart ailment, which one recalls brought about his final and irrevocable resignation from duties! The trouble was, motor racing just couldn't exist without him, so he returned by popular request.

His real power is intimidation, as becomes clear when Jean-Louis Schlesser, Bernard Cahier and others ask questions. Schlesser is put down smartly for defending stock-block engines. ("You are a driver, and have no business to ask questions at a press conference"), but Cahier is dealt with more savagely when he asks if the team-managers on the platform, silent so far, might be invited to state their opinions on Balestre's pronouncement. "Non," explodes Balestre. "Cahier, you are well-known as a trouble-maker. This is my press conference. You have the next two days to ask their opinions, so do it then".

At this point, there is some mild barracking. A couple of Americans jeer, though not very loudly. Balestre's face is a mask of anger, his eyes penetrate every corner of the room. There is silence, then he gathers his papers and rises from his seat. There is no ovation, no thanks, just a low murmur as he sweeps from the room pursued by anxious officials.

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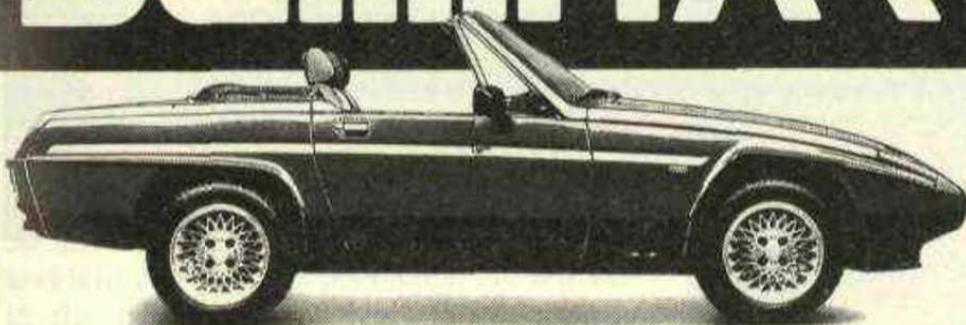
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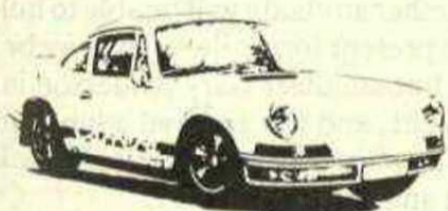
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TIP OF THE MONTH

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Worse still, your car may have suffered this way previously and not been properly attended to. Inspect the underside of the box section carefully, and test the soundness of the metal adjacent to the front wishbone mounts underneath the battery. An apparently sound layer of underseal can hide some horrible sins! And correctly repairing corrosion in this area is expensive, starting with a front floor pan section at **£165.66 + VAT.**

Our modified series continues happily in its friendly club atmosphere, with Turbos now taking a firm hold. John Greasley leads from Richard Chilton, both in class and overall. Can they keep this up as the weather gets warmer? John Poxon just leads the highly modified from Mark Spencer, with mildly modified the domain of Mike Jordan as he 'holidays' (and laps faster!) from the high profile and increasingly hectic production series, where Porsche cars' professional assault has at last got a 'water' car (944 Turbo S) just in front of the evergreen R.S.
And if it all sounds too much like hard work, don't forget the club's fledgling Hillclimb and sprint series!



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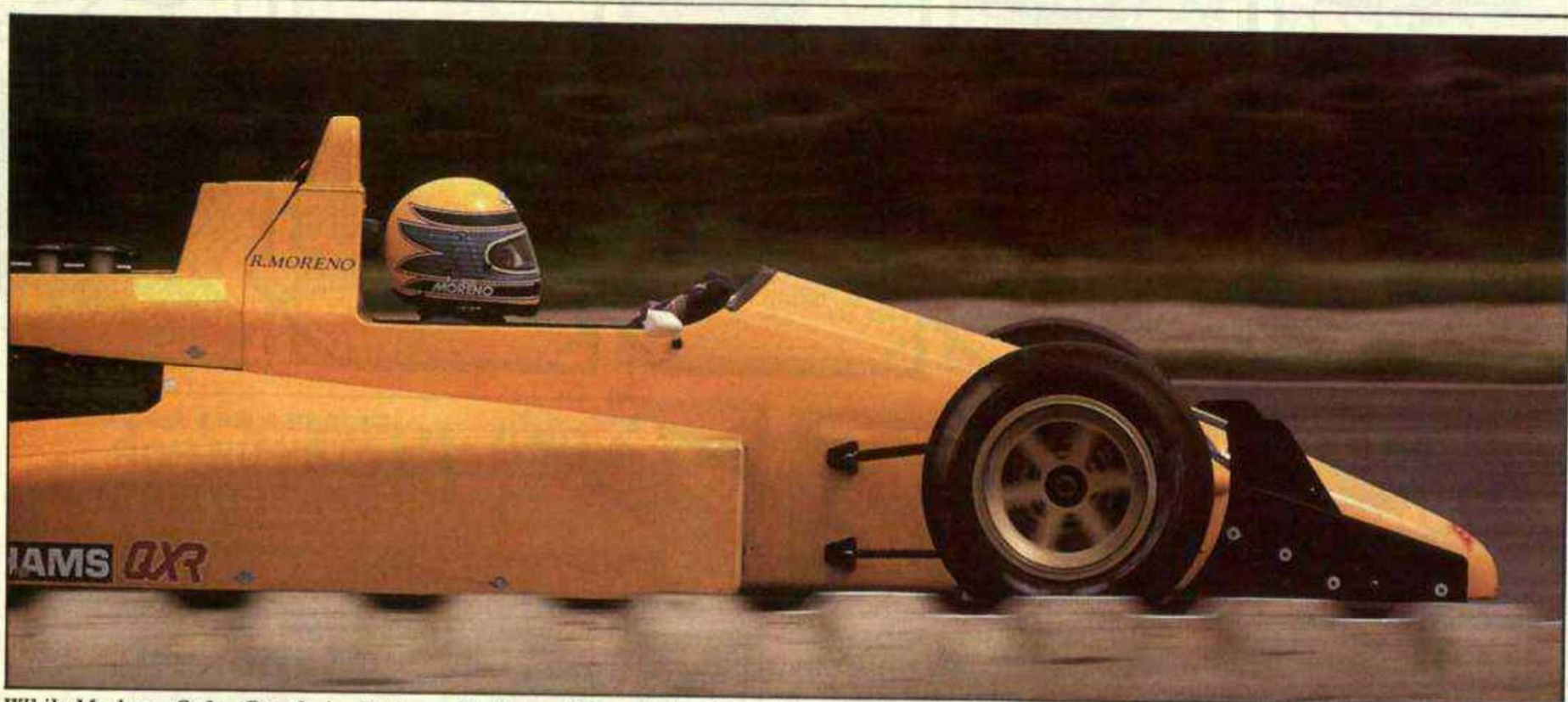
A superb quality engineered intercooler, manufactured as per the original equipment item with cast alloy pressure housings and current technology internally finned core. It gives over 50% increase in core volume over the standard unit, thus closely matching the special intercooler fitted to the £101,000 930 Turbo S.E.

Comes as a complete kit, and bolts on in place of the standard item in literally a few minutes!

Complete kit, £1,110 + VAT

Giving the better part of 10% power increase, this is the most classic example of bolt-on performance we know, and also the kindest on your engine!

FORMULA 3000



While Modena, Sala, Gugelmin, Dalmás, Bailey and Tarquini graduated to F1 this year, Moreno missed out. So he has a point to prove . . .

A Brazilian Proving a Point

Roberto the racehorse had a successful career, capped by a 1972 Derby success with assistance from Lester Piggott. For Roberto the racing driver, life has yet to scale such happy peaks, even though — by rights — it ought to have done a long time ago.

The Roberto in question was born into the Moreno family 28 years ago, and was offered a Formula One chance by Lotus as long ago as 1982, when an injury ruled Nigel Mansell out of the Dutch GP. At the time, Colin Chapman's team was not at its most competitive ebb and Moreno had no prior relevant experience; he failed to qualify, and the episode did his career little but harm.

When he climbed into the AGS at the end of last season, he was perhaps taking a greater risk, the outmoded JH22 chassis having previously shown itself to be truly forgettable. Undaunted, he qualified the unwieldy mass at both Suzuka and Adelaide and — to the delight of many — scored a World Championship point in Australia. After also winning two F3000 races in 1987, surely he would get a full-time F1 chance this year?

Not a bit of it. In this business, people take notice of your ability, but remain more interested in your money. Moreno has stacks of the former, and none of the latter. And so, incredibly, he went into 1989 without a Grand Prix drive — in fact, with nothing at all.

Fortunately, there are still some Samaritans in the sport, two such being Graham Warren and Ron Salt of Bromley Motorsport.

Although he had no major backing, Bromley agreed to run Roberto in a full International Formula 3000 Championship season, at the wheel of one of Adrian Reynard's promising-new 88D chassis. But for appalling luck, Moreno would have won the F3000 title last year, so in spite of the competitive nature of the multi-national three-litre category, Bromley's directors were fully confident that the Brazilian would produce the goods.

Early-season evidence suggests their money is well spent. In the third and fourth rounds of the F3000 series, at Pau and Silverstone, there has been nobody to hold a candle to Moreno.

On the French street circuit, he dominated from pole position, winning by over 20 seconds. In the 40th running of Silverstone's International Trophy he gave a repeat performance, qualifying on the front row by

dint of being fastest in his half of the draw during the customary divided qualifying sessions, taking the lead on lap three, and pulverising the opposition thereafter.

Coupled with a fourth place at Vallelunga, his two wins have given him a healthy nine-point championship lead, and one wonders whether anybody will be able to hold him back on present form. Bromley may be a small team, but engineer Gary Anderson is a respected talent, and has enjoyed a long and fruitful relationship with his present charge in both Britain and the USA.

So why did it take Moreno three races to start winning? "We simply hadn't tested enough at the start of the season," he explains. "We did a late deal, and it wasn't until we got to Pau that we had caught up with some of the other teams."

As ever, the overall F3000 standard is very high. There are, for example, nine former Formula Three champions in the running. Reigning British champion Johnny Herbert is one such. At the wheel of his Camel-backed Reynard, run by Eddie Jordan Racing, Herbert won the opening race at Jerez, and would now be much closer to Moreno in the points had he achieved the high finishes he



The Reynards of Russell Spence (No 17) and Johnny Herbert (No 31) are Britain's best hopes.

FORMULA 3000

deserved at Vallelunga and Silverstone.

In Italy, Herbert was punted off the track as he challenged Swiss Gregor Foitek's BA Lola for second place. His helmet hit the armco in the ensuing accident, and several crushed nerves were diagnosed in his forehead. On medical advice he withdrew from Pau, but returned with a vengeance at Silverstone, challenging for third place until an electrical misfire dropped him to seventh.

Having not added to his maximum score at Jerez, the Romford man has slipped to fourth in the championship, twelve points behind Moreno. Had he not collided with Foitek, he would undoubtedly have collected his second consecutive victory, as leader Michel Trollé was forced to pit his Lola for a late wheel-change after a tyre slipped on the rim.

Trollé's misfortune handed the Jerez laurels to Foitek, who was unhappy to win in such circumstances. Such is the up-and-down nature of the formula that Gregor promptly failed to qualify for Pau (where only 22 of the 36 arrivals could start), in the wake of an accident and gearbox problems. He remains in the title hunt however, fourth spot at Silverstone putting him joint-second in the championship with Belgian Bertrand Gachot.

Runner-up to Herbert in last year's British F3 series, Gachot is another who has reason to curse his ill-luck to date this year. He lost third



Poleman Gachot heads Moreno into Stowe on lap one of round four. He was soon demoted.




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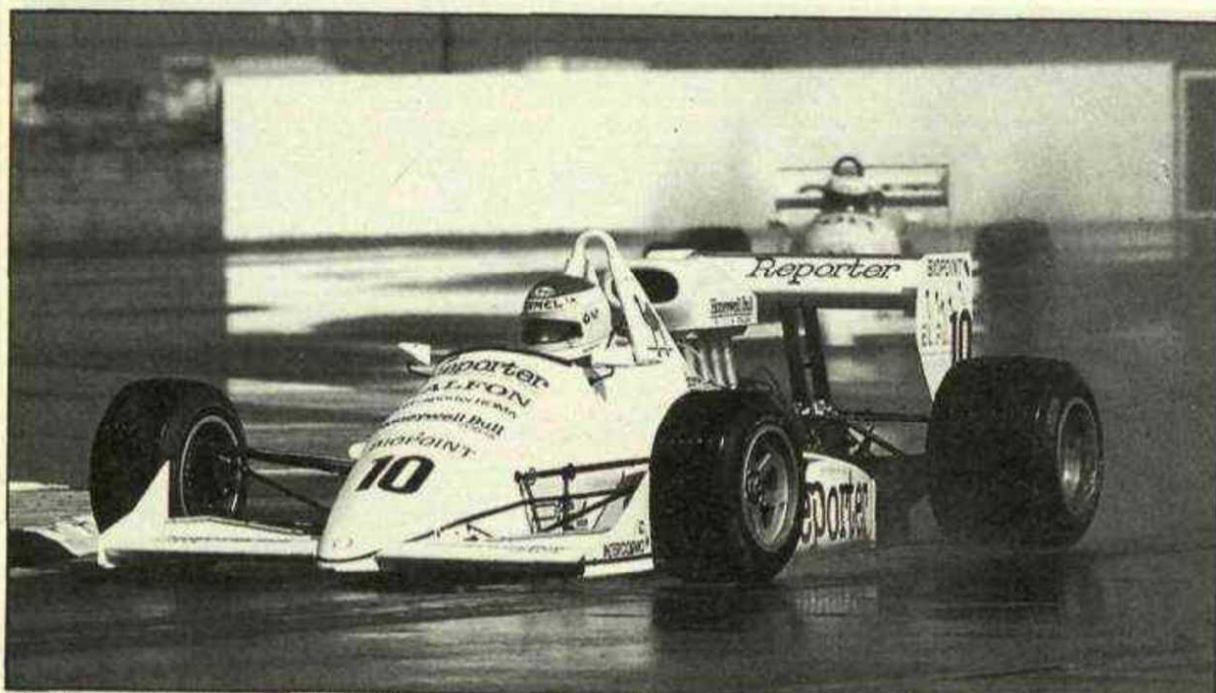
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FORMULA 3000



The fastest Marches are First's Judd-powered pair. This is Marco Apicella qualifying at Silverstone.



Ralt, like March, has lost business in 1988, despite the efforts of works driver Eric Bernard.

at Jerez thanks to an electrical failure, and was the unwitting victim of a startline accident at Pau. In between times, the Spirit Reynard driver has bagged a brace of second places, with the additional satisfaction of taking pole and leading the early laps at Silverstone.

Herbert is by no means Britain's only hope of outright F3000 success this year. Mark Blundell's limited, and grossly under-financed, 1987 programme earned him a plum works drive with Lola, and the young Englishman has responded magnificently with second at Jerez and fifth at Vallelunga. Handling troubles have kept the team out of the points since, but he has shown that a maiden F3000 success cannot be far off.

Russell Spence can also draw encouragement from his pace at Pau and Silverstone. Having started the year with the works Ralt team, Spence transferred to Madgwick Motorsport to drive a Reynard, after Ron Tauranac's team had trouble developing its RT22 (powered by the Honda-based Judd V8) to a competitive pitch. The Yorkshireman ran strongly in the top six at Silverstone, until rear suspension failure pitched him off the road and into retirement.

The works Ralts are not the only ones to have struggled (although Frenchman Eric Bernard gave the team heart with a superb third at Pau), GEM Motorsport having had a similarly torrid time with its Cosworth-powered cars. Former British F3 champion



Leading Lola lights Michel Trolle and GDBA Motorsport are unlucky not to have won in '88.

Andy Wallace's acknowledged talents have rather gone to waste this year, and team patron Gary Evans failed to qualify for the first three races. GEM has ordered new Reynards in an attempt to stop the rot.

Reynard has stolen a clear advantage on the chassis front, with three wins from the first four races to Lola's one. Ralt, Bernard's works car apart, has yet to feature, and reigning champion Onyx Race Engineering has been having a desperate time with the works March 88B, failing to qualify either of its cars at Pau and never running better than

the midfield anywhere else. Team leader Volker Weidler remains optimistic however, that the team's vast resources of experience will help it to become fully competitive during the course of the year. Following Spaniard Alfonso Garcia de Vinuesa's decision to quit the team after Pau, Weidler is at present Onyx's sole representative on the track.

Best of the Marches thus far have been the Judd-engined examples of First Racing, for whom both Pier-Luigi Martini and Marco Apicella have excelled — particularly in Pau, where driver bravery can compensate for chassis deficiencies.

In the meantime, both March and Ralt have lost business. The former saw the Oreca team switch to Reynard in time for Pau, while Cobra dropped its 88B in favour of a 1987 Lola after the first race. Ralt has now lost GEM, leaving Reynard and Lola to make the lion's share of the field their customers.

Oreca's switch has paid handsome dividends, Jean Alesi and Pierre-Henri Raphanel both scoring points in each of the races they have contested since the move. Hugues de Chaunac's outfit is duelling with GDBA Motorsport for the honour of being the top French team, and is currently on top. GDBA Lola twins Michel Trolle and Olivier Grouillard (both due to escort the team into Formula One in 1989) started the year brightly enough, Trolle being desperately unlucky not to win Vallelunga. But they collided with each other in Pau, before enduring a miserable Silverstone weekend.

Lola's cause is assisted by the arrival of Belgium's bright new Sport Auto Racing/Michel Vaillant team, for whom Fabien Giroix has excelled, taking fourth at Jerez. The Huntingdon manufacturer also has the enormous combined experience of Mike Collier and Dave Luff, looking after Colt Racing and GA Motorsport between them. Foitek won at Vallelunga under Luff's guidance, and has a useful partner in Claudio Langes. At Colt, Italian lady Giovanna Amati impressed in the first two races, while Finn Jari Nurminen was unlucky at Silverstone, setting fastest time during unofficial practice but failing to qualify after making an incorrect tyre choice during the afternoon's intermittently sodden conditions.

Finally, spare a thought for reigning Italian Formula Three champion — and this year's Monaco F3 victor — Enrico Bertaggia. The talented Enrico is struggling with one of last year's Dallaras, which simply was not competitive when new. With the progress everybody else has made over the winter, he does not stand a chance.

That is the luck of the F3000 draw. With 26 starters usually covered by less than two seconds on the grid, only the ultra-competitive have a prayer. The category is as strong now as it has been at any time in its four seasons of existence, and Moreno will be made to fight every inch of the way if he is to maintain his present dominance. SA

INTERNATIONAL FORMULA 3000 CHAMPIONSHIP

Round 1, Jerez (47 laps), April 17

1st	Johnny Herbert	Reynard-Cosworth 88D	1h 17m 20.02s
2nd	Mark Blundell	Lola-Cosworth T88/50	1h 17m 29.33s
3rd	Michel Trollé	Lola-Cosworth T88/50	1h 17m 52.04s
4th	Fabien Giroix	Lola-Cosworth T88/50	1h 18m 28.83s
5th	Olivier Grouillard	Lola-Cosworth T88/50	1h 18m 30.93s
6th	Eric Bernard	Ralt-Judd RT22	1h 18m 37.89s
7th	Claudio Langes	Lola-Cosworth T88/50	1h 18m 47.95s
8th	Pier-Luigi Martini	March-Judd 88B	1h 18m 52.37s
9th	Jean-Denis Deletraz	Lola-Cosworth T88/50	1h 18m 53.54s
10th	Giovanna Amati	Lola-Cosworth T88/50	1h 18m 53.13s

Winner's Average Speed: 95.57mph (153.77kph)
Fastest Lap: Trollé 1m 37.09s; 97.18mph (156.36kph)

Round 2, Vallelunga (63 laps), May 8

1st	Gregor Foitek	Lola-Cosworth T88/50	1h 13m 49.83s
2nd	Bertrand Gachot	Reynard-Cosworth 88D	1h 13m 56.02s
3rd	Olivier Grouillard	Lola-Cosworth T88/50	1h 13m 58.41s
4th	Roberto Moreno	Reynard-Cosworth 88D	1h 13m 58.61s
5th	Mark Blundell	Lola-Cosworth T88/50	1h 13m 59.04s
6th	Michel Trollé	Lola-Cosworth T88/50	1h 14m 26.60s
7th	Marco Apicella	March-Judd 88B	1h 14m 36.29s
8th	Cor Euser	Reynard-Cosworth 88D	1h 14m 41.75s
9th	Jean Alesi	March-Cosworth 87B	1h 14m 51.56s
10th	Eric Bernard	Ralt-Judd RT22	1h 14m 54.68s

Winner's Average Speed: 101.80mph (163.79kph)
Fastest Lap: Trollé 1m 08.26s; 104.88mph (168.75kph)

Round 3, Pau (72 laps), May 22

1st	Roberto Moreno	Reynard-Cosworth 88D	1h 29m 01.76s
2nd	Jean Alesi	Reynard-Cosworth 88D	1h 29m 23.79s
3rd	Pier-Luigi Martini	March-Judd 88B	1h 29m 24.71s
4th	Eric Bernard	Ralt-Judd RT22	1h 29m 25.22s
5th	Marco Apicella	March-Judd 88B	1h 29m 26.30s
6th	Pierre-Henri Raphanel	Reynard-Cosworth 88D	1h 29m 54.24s
7th	Mike Thackwell	Ralt-Judd RT22	1h 30m 02.45s
8th	Fabien Giroix	Lola-Cosworth T88/50	71 laps
9th	Cor Euser	Reynard-Cosworth 88D	71 laps
10th	Claudio Langes	Lola-Cosworth T88/50	71 laps

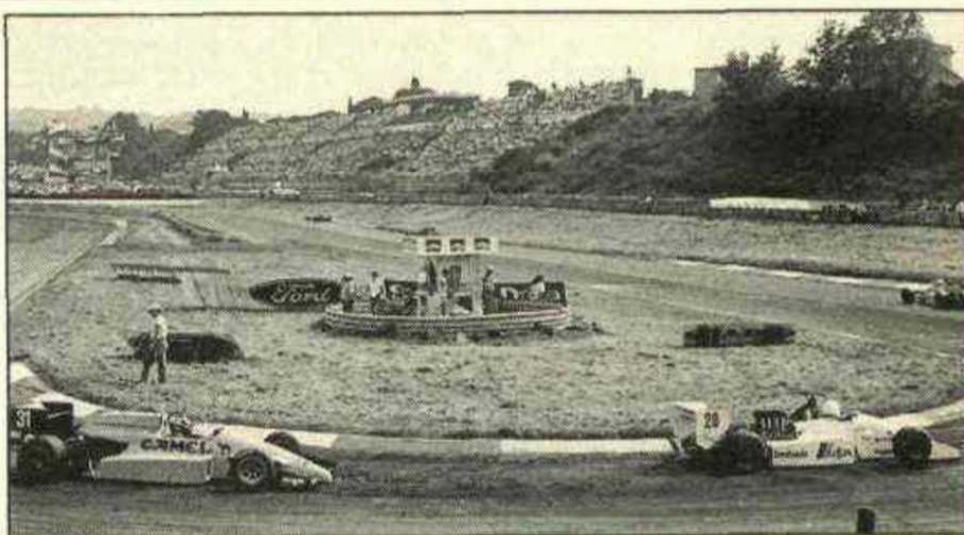
Winner's Average Speed: 83.22mph (133.90kph)
Fastest Lap: Apicella 1m 12.72s; 84.90mph (136.60kph)

Round 4, Silverstone (42 laps), June 5

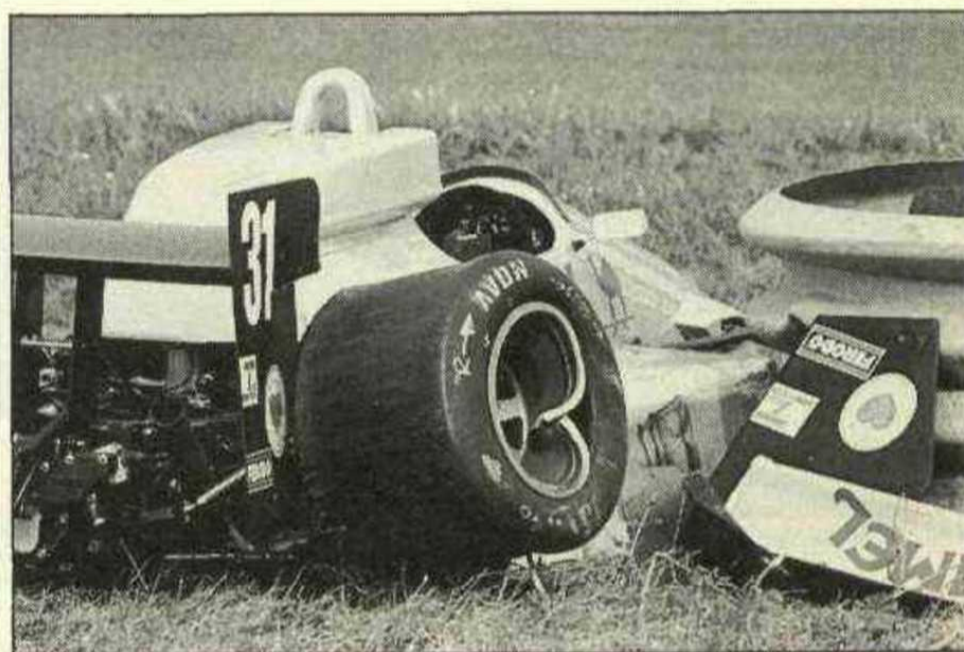
1st	Roberto Moreno	Reynard-Cosworth 88D	55m33.83s
2nd	Bertrand Gachot	Reynard-Cosworth 88D	56m55.62s
3rd	Pierre-Henri Raphanel	Reynard-Cosworth 88D	57m04.42s
4th	Gregor Foitek	Lola-Cosworth T88/50	57m13.53s
5th	Jean Alesi	Reynard-Cosworth 88D	57m16.59s
6th	Marco Apicella	March-Judd 88B	57m16.85s
7th	Johnny Herbert	Reynard-Cosworth 88D	57m17.62s
8th	Thomas Danielsson	Reynard-Cosworth 88D	57m24.36s
9th	Mark Blundell	Lola-Cosworth T88/50	57m31.47s
10th	Pier-Luigi Martini	March-Judd 88B	57m34.98s

Winner's Average Speed: 132.27mph (212.82kph)
Fastest Lap: Moreno 1m19.70s; 134.110mph (215.78kph)

Drivers' Championship: 1. Moreno 21; 2= Gachot and Foitek 12; 4. Herbert 9; 5= Blundell and Alesi 8; 7. Grouillard 6; 8= Trollé and Raphanel 5; 10= Martini and Bernard 4; 12= Giroix and Apicella 3.



Foitek's Lola (No 28) and Herbert's Reynard (No 31) follow leader Trollé at Vallelunga. Foitek prevailed after Trollé pitted with tyre problems . . .



. . . and Herbert crashed heavily after making contact with his quarry.



The GDBA Lolas of Trollé and Grouillard tried to mate in Pau.

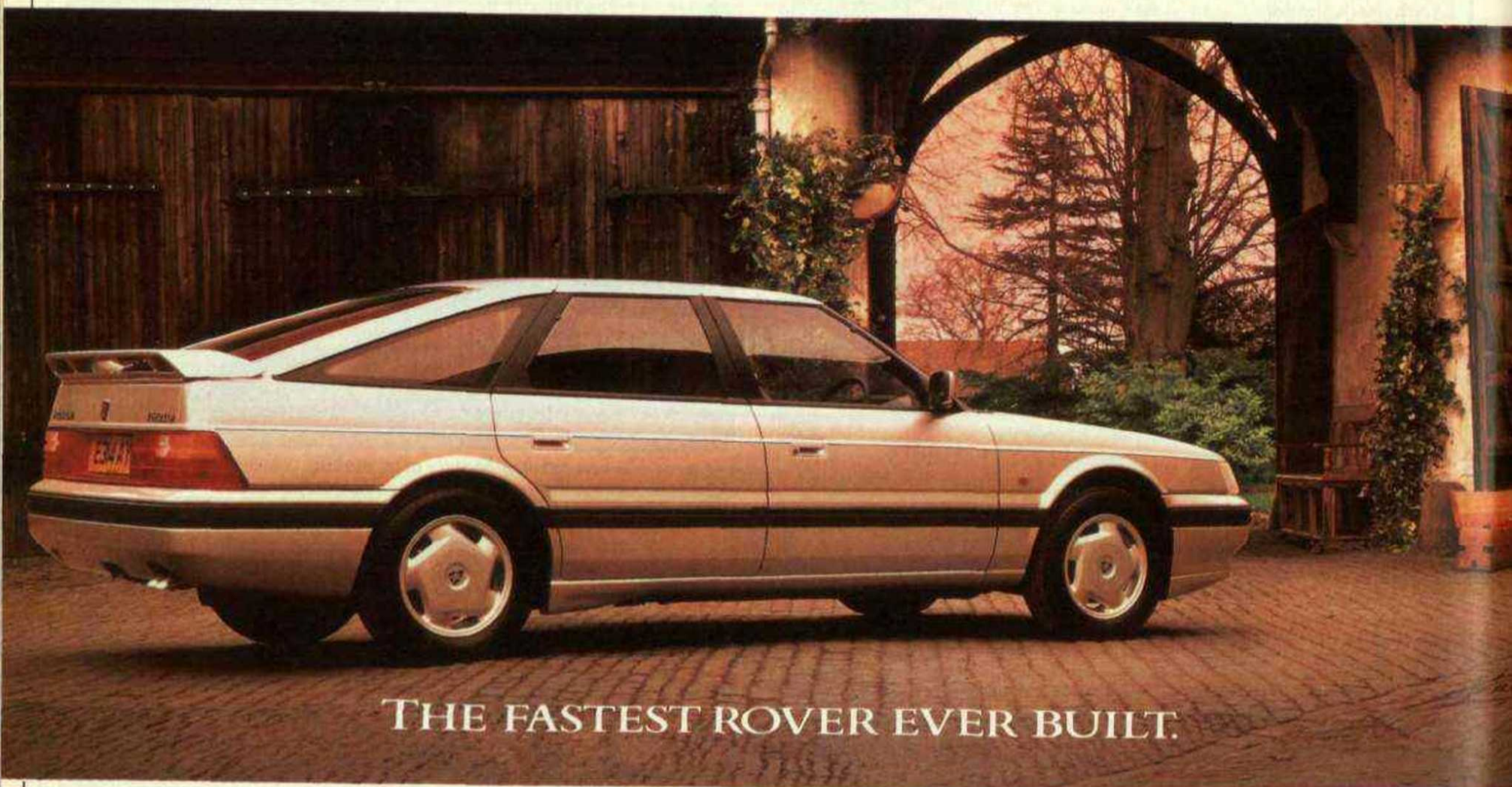


Moreno leads Raphanel, Alesi, Martini and Bernard through the streets of Pau.



Surprise race winner Gregor Foitek.

THE NEW ROVER 800 FASTBACK.



THE FASTEST ROVER EVER BUILT.

The lithe good looks are not merely a designer's indulgence. The rear spoiler no cosmetic whim.

The new Rover Vitesse was designed to be the fastest Rover ever built. And that's just what it is. (Though it must be said that over the years there has been the odd faster Rover; but only on the racetrack.) The power behind the Vitesse is a computer-controlled, 2.7 litre, 24 valve V6 power unit. Given free rein on the autobahn, it has a top speed of 140 mph.* And it doesn't waste any time getting there.

From standstill to 60 mph takes just 7.6 seconds.* Followed by a smooth, seemingly endless surge of power through the midrange. The car's power is matched only by its remarkable handling.

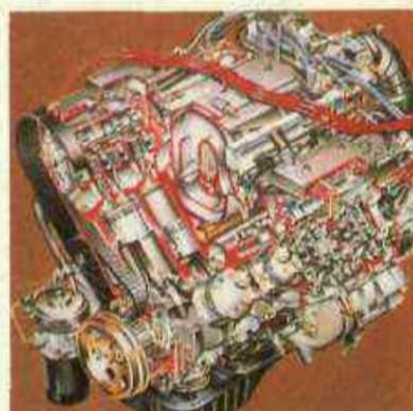
You'll find sports suspension, speed sensitive, power-assisted steering and ABS brakes are all fitted as standard on the front-wheel drive Vitesse.

If you wish, there is the option of electronic automatic transmission, with its four speed cruise and dynamic sports modes.

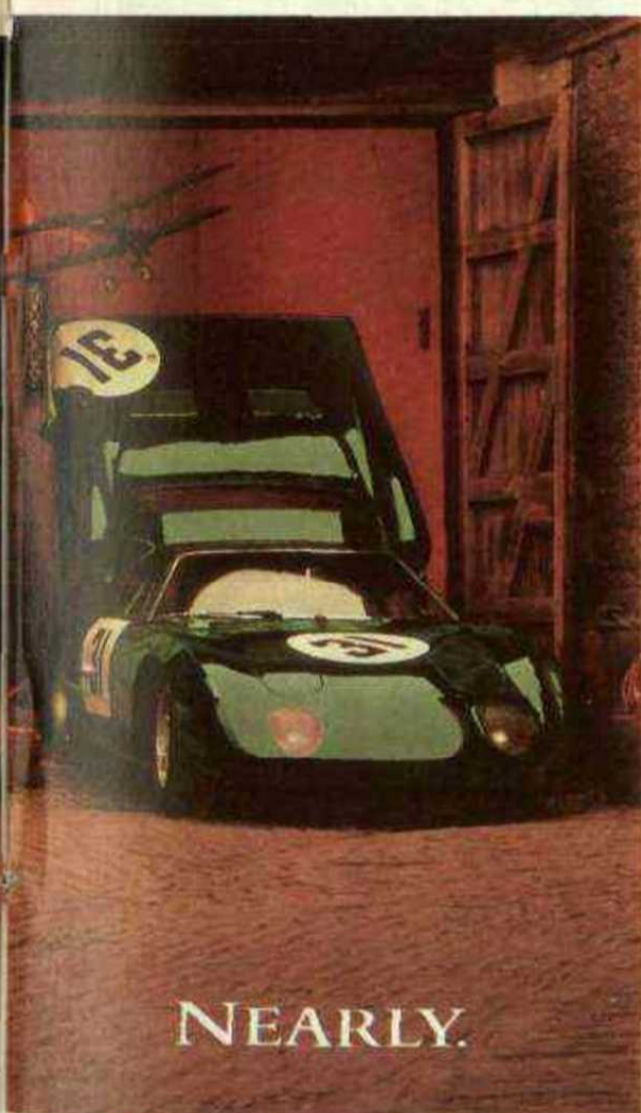
So, is the Vitesse just about power and performance? Not at all. The car is rich in creature comforts. Like central locking, remotely controlled. An eight speaker stereo system with acoustics you expect to hear only in the concert hall. Electric windows front and rear and, of course, an electric sun-roof. (Not to mention the practicality of five doors.)

Rover luxury and power, however, are not just confined to the Vitesse. There are six other models in the Fastback range. From the two litre 820 to the 827 Si. All boast more than their fair share of comfort, refinement and performance. Second only to the fastest production Rover ever built.

The new 140 mph* Rover Vitesse. You have been warned.



177 PS (EEC) @ 6000 RPM. Max torque 228 NM @ 4500 RPM. (All you have to do is put your foot down.)



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ROVER 800 SERIES

RESULTS

Formula Three

LUCAS BRITISH FORMULA THREE CHAMPIONSHIP Round 7, Brands Hatch, May 22 30 laps; 36.11 miles (58.10km)

1st	J J Lehto	Reynard-TOM's Toyota 883	21m 56.78s
2nd	Eddie Irvine	Ralt-Alfa Romeo RT32	22m 05.71s
3rd	Philippe Favre	Reynard-Alfa Romeo 883	22m 07.13s
4th	Martin Donnelly	Ralt-TOM's Toyota RT31	22m 07.48s
5th	Roland Ratzenberger	Reynard-Alfa Romeo 883	22m 13.98s
6th	John Alcorn	Reynard-TOM's Toyota 883	22m 21.75s
7th	Phil Andrews	Reynard-TOM's Toyota 883	22m 21.87s
8th	Raphael del Sarte	Reynard-TOM's Toyota 883	22m 26.66s
9th	Alain Menu	Ralt-TOM's Toyota RT32	22m 31.13s
10th	Rowan Dewhurst	Reynard-VW 873	22m 32.15s

Winner's Average Speed: 98.71mph (158.82kph)
Fastest Lap: J J Lehto 43.31s; 100.04mph (160.96kph) (record)
Class B Winner: Rowan Dewhurst
Fastest Lap: Stringfellow (Reynard VW 873) 44.12s; 98.20mph (158.00kph)

Round 8, Thruxton, May 30 15 laps; 35.34 miles (56.86km)

1st	Damon Hill	Ralt-TOM's Toyota RT32	20m 48.49s
2nd	Gary Brabham	Ralt-Spiess VW RT32	20m 49.55s
3rd	Martin Donnelly	Ralt-TOM's Toyota RT32	21m 06.87s
4th	Paul Warwick	Reynard-VW 883	21m 07.80s
5th	Antonio Simoes	Ralt-Alfa Romeo RT32	21m 08.97s
6th	Jonathan Bancroft	Reynard-Alfa Romeo 883	21m 12.01s
7th	Eddie Irvine	Ralt-Alfa Romeo RT32	21m 18.35s
8th	Alistair Lyall	Reynard-VW 873	21m 19.23s
9th	Ross Hockenhull	Ralt-Spiess VW RT32	21m 20.57s
10th	John Alcorn	Reynard-TOM's Toyota 883	21m 25.67s

Winner's Average Speed: 101.90mph (163.95kph)
Fastest Lap: Brabham 1m 17.29s; 109.73mph (176.55kph)
Class B Winner: Alistair Lyall
Fastest Lap: Dewhurst (Reynard-VW) 1m 20.64s; 105.17mph (169.22kph)

Round 9, Silverstone, June 5 20 laps; 59.38 miles (95.54km)

1st	J J Lehto	Reynard-TOM's Toyota 883	30m 19.89s
2nd	Eddie Irvine	Ralt-Alfa Romeo RT32	30m 23.67s
3rd	Philippe Favre	Reynard-Alfa Romeo 883	30m 28.59s
4th	Gary Brabham	Ralt-Spiess VW RT32	30m 31.56s
5th	Martin Donnelly	Ralt-TOM's Toyota RT32	30m 35.81s
6th	Roland Ratzenberger	Reynard-Alfa Romeo 883	30m 38.04s
7th	Jason Elliott	Reynard-VW 883	30m 38.90s
8th	Jonathan Bancroft	Reynard-Alfa Romeo 883	30m 39.61s
9th	Phil Andrews	Reynard-Toyota 883	30m 57.61s
10th	Raphael del Sarte	Reynard-TOM's Toyota 883	31m 00.59s

Winner's Average Speed: 117.46mph (189.03kph)
Fastest Lap: Lehto: 1m 29.98s; 118.78mph (191.12kph) (record)
Class B Winner: Rowan Dewhurst (Reynard-VW 873)
Fastest Lap: David Brabham (Ralt-VW RT31): 1m 32.02s; 116.15mph (186.89kph) (record)

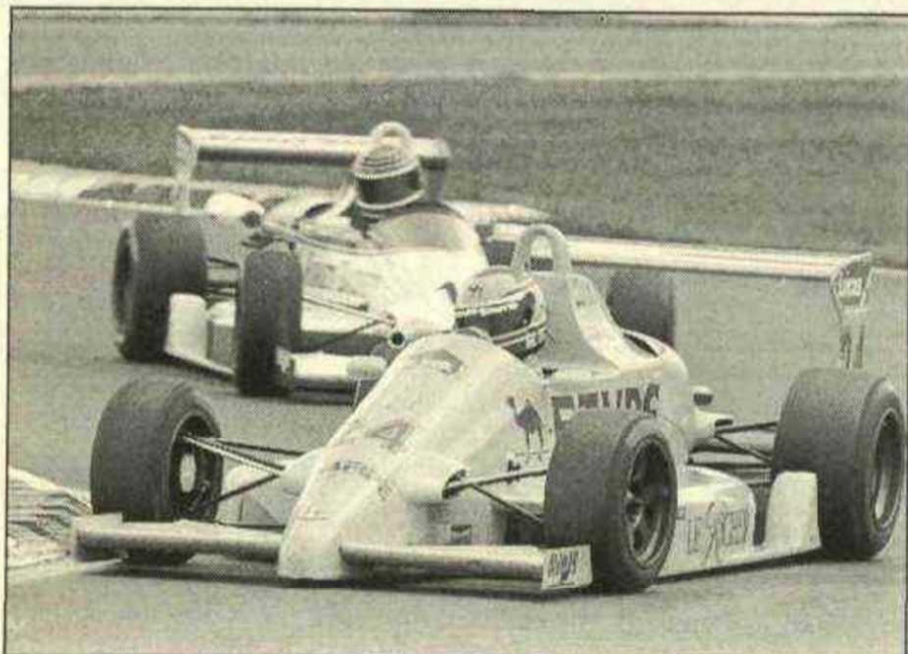
Drivers Championship Overall: 1. Lehto 56; 2. Donnelly 45; 3. Hill 29;
 4. Irvine 26; 5. Brabham 25; 6. Alcorn 14; 7 = Warwick and Favre 10;
 9. Bancroft 9; 10 = Hockenhull and Ratzenberger 3.
Class B: 1. Dewhurst 65; 2. Lyall 56; 3. Stringfellow 25; 4. Penfold 23;
 5. Hine 12; 6. Pettitt 11; 7 = Simmiss and Brabham 7.



First lap at the wet Thruxton meeting and Damon Hill has already opened up a lead.



J J Lehto increased his championship lead at Silverstone, scoring his fifth victory of the season in front of the F3000 team managers.



Philippe Favre picked up four more points with his second third place of the season at Silverstone.



Now recognised as Ford team-leader, Soper took Ludwig's place in the winning car at Dijon, to ensure maximum points.



Van de Poel's M3 shadows the Allan Grice/Win Percy Nissan in France. The GTS-R retired once more.

EUROPEAN TOURING CAR CHAMPIONSHIP

Round 4, Jarama, May 15

147 laps, 302.525 miles (486.76kms)

1st	K. Ludwig/S. Soper	2.0t Ford Sierra RS500	1	4h00m11.158s
2nd	P. Dieudonné/K. Niedzwiedz	2.0t Ford Sierra RS500	1	4h00m18.767s
3rd	M. Oestreich/R. Ravaglia	2.3 BMW M3	2	4h01m36.664s
4th	A. Heger/E. van de Poel	2.3 BMW M3	2	146 laps
5th	O. Grouillard/J. Laffite	2.3 BMW M3	2	142 laps
6th	V. Tomasek/O. Vanicek	2.3 BMW M3	2	141 laps
7th	A. Albacete/J. Sasiambarrena	2.3 BMW M3	2	141 laps
8th	U. Larsson/K. Bornebusch	2.0t Ford Sierra RS500	1	138 laps
9th	M. Bychl/P. Faubel	2.3 BMW M3	2	138 laps
10th	E. Pirro/E. Lohr	2.3 BMW M3	2	137 laps

Class Winners: Ludwig/Soper; Oestreich/Ravaglia;

G. Alber/A. Charouz (Toyota Corolla, 137 laps)

Fastest Lap: Ludwig, 1m34.157s; 88.643mph (142.62kph).

Round 5, Dijon, May 29

132 laps, 311.52 miles (501.24kms)

1st	K. Niedzwiedz/S. Soper	2.0t Ford Sierra RS500	1	3h19m25.87s
2nd	P. Dieudonné/G. Brancatelli	2.0t Ford Sierra RS500	1	3h19m26.18s
3rd	E. van de Poel/R. Ravaglia	2.3 BMW M3	2	3h20m09.00s
4th	W. Vogt/J. Laffite	2.3 BMW M3	2	131 laps
5th	F. Giroix/E. Lohr	2.3 BMW M3	2	130 laps
6th	P. Muller/V. Strycek	3.0 Toyota Supra	1	129 laps
7th	M. Duez/E. Joosen	2.3 BMW M3	2	129 laps
8th	J-P. Malcher/P. Petit	2.3 BMW M3	2	128 laps
9th	U. Larsson/K. Bornebusch	2.0t Ford Sierra RS500	1	128 laps
10th	J-P. Jabouille/G. Bleyne	2.3 BMW M3	2	128 laps

Class Winners: Niedzwiedz/Soper; van de Poel/Ravaglia;

G. Katsers/J-C. Burton (Toyota Corolla)

Fastest Lap: Niedzwiedz, 1m27.40s; 109.566mph (176.29kph)

Driver's Championship: 1, Soper 160; 2, Ravaglia 157; 3= van de Poel/Niedzwiedz 140; 5, Dieudonné 127; 6, Laffite 97; 7= Alber/Charouz 82; 9, Vogt 74; 10, Ludwig 67.

RAC BRITISH TOURING CAR CHAMPIONSHIP

Round 4, Donington, May 15

47 laps, 91.98 miles (148.00kms)

1st	A. Rouse/D. Sears	2.0t Ford Sierra RS500	A	1h00m51.61s
2nd	L. Bristow/T. Harvey	2.0t Ford Sierra RS500	A	1h00m55.61s
3rd	G. Edwards/J. Dumfries	2.0t Ford Sierra RS500	A	1h01m24.39s
4th	W. Percy/A. Grice	2.0t Nissan GTS-R	A	1h01m28.85s
5th	M. Newman/R. Speak	2.0t Ford Sierra RS500	A	1h01m47.33s
6th	B. Sands/R. Jones	2.0t Ford Sierra RS500	A	46 laps
7th	F. Sytner/J. Weaver	2.3 BMW M3	B	46 laps
8th	M. O'Brien/S. Brown	5.0 Holden Commodore VL	A	46 laps
9th	G. Hall/B. Williams	2.3 BMW M3	B	46 laps
10th	R. Gravett/G. Ayles	2.0t Ford Sierra RS500	A	45 laps

Winner's Average Speed: 90.67mph (145.89kph)

Class Winners: Rouse/Sears; Sytner/Weaver; Shead/Morris (VW Golf GTi 16V); Dowset/Needell (Toyota Corolla)

Fastest Lap: Percy, 1m14.66s; 94.36mph (151.82kph).

Round 5, Thruxton, May 30

17 laps, 40.90 miles (65.81kms)

1st	A. Rouse	2.0t Ford Sierra RS500	A	23m42.49s
2nd	K. Jones	2.0t Ford Sierra RS500	A	23m55.89s
3rd	J. Mahony	2.0t Ford Sierra RS500	A	23m57.38s
4th	M. Newman	2.0t Ford Sierra RS500	A	23m57.41s
5th	T. Harvey	2.0t Ford Sierra RS500	A	24m23.04s
6th	M. O'Brien	5.0 Holden Commodore VL	A	24m24.78s
7th	G. Goode	2.0t Ford Sierra RS500	A	24m30.58s
8th	R. Ratzenberger	2.3 BMW M3	B	24m32.30s
9th	G. Hall	2.3 BMW M3	B	24m35.25s
10th	G. Hathaway	2.0t Ford Sierra RS500	A	24m39.18s

Winner's Average Speed: 101.36mph (163.09kph)

Class Winners: Rouse; Ratzenberger; Brindley (VW Golf GTi); P. Dowset (Toyota Corolla)

Fastest Lap: Newman, 1m22.29s; 103.06mph (165.82kph).

Round 6, Silverstone, June 5

12 laps, 35.63 miles (57.33kms)

1st	A. Rouse	2.0t Ford Sierra RS500	A	19m50.47s
2nd	R. Gravett	2.0t Ford Sierra RS500	A	19m57.49s
3rd	M. Newman	2.0t Ford Sierra RS500	A	20m04.95s
4th	L. Bristow	2.0t Ford Sierra RS500	A	20m14.53s
5th	G. Edwards	2.0t Ford Sierra RS500	A	20m15.74s
6th	T. Harvey	2.0t Ford Sierra RS500	A	20m18.00s
7th	G. Goode	2.0t Ford Sierra RS500	A	20m22.75s
8th	J. Mahony	2.0t Ford Sierra RS500	A	20m26.69s
9th	K. Jones	2.0t Ford Sierra RS500	A	20m27.90s
10th	K. O'Brien	5.0 Holden Commodore VL	A	20m47.92s

Winner's Average Speed: 107.73mph (173.33kph)

Class Winners: Rouse; Sytner (BMW M3); Shead (VW Golf GTi 16V); Dowset (Toyota Corolla)

Fastest Lap: Rouse, 1m38.29s; 108.74mph (174.96kph) (record).

Driver's Championship Overall: 1, Sytner 52; 2, Rouse 46; 3, Dowset 38; 4, Hall 28; 5, Smith 26; 6, Mahony 21.



The M3s in Class B always provide exciting racing. This is Ratzenberger versus Smith in the Silverstone F3000 support race.



Andy Rouse pressurises Rob Gravett for the lead at Silverstone. Once past, he pulled comfortably clear.



Mark Hales' banana-shaped Corolla makes its way back to the pits after a first lap crunch. Now to open the door . . .

UNDER SCRUTINY

David Sutton's involvement with rallying goes back 22 years, but his break into running regular contenders on World Championship events began at the end of 1979. It was then that Mike Kranefuss, Ford's European director of motorsport, announced that the company had decided to retire from the sport temporarily in order to develop a new car. The rear-wheel-drive Escort, which had brought Ford great success for a decade, was about to be made obsolete by a new front-wheel-drive model.

Peter Ashcroft (the manager of Ford's Advanced Vehicles Operations in Boreham) and David Sutton went back many years. In 1976, Pentti Airikkala in Sutton's car nearly beat Roger Clark in the works entry in the Lombard RAC Rally, and at the end of 1978 Sutton and other private teams had helped Ashcroft circumvent a strike at Ford by producing the six cars which allowed the Escort to notch up its seventh successive RAC win. Following a meeting with Ashcroft, Sutton found himself the unofficial Ford entrant for 1980.

Through this arrangement he was given the run of Ford's equipment and parts, the pick of the drivers and a good sponsorship deal. But he had to provide the cars themselves, so those he campaigned in 1980 for Hannu Mikkola and Ari Vatanen were built up by his own mechanics.

That year Vatanen won the Acropolis and was runner-up in the 1000 Lakes, San Remo and the RAC, while he and Mikkola completely dominated the British Open series as well. In 1981, by winning three of the ten championship rallies and finishing second twice, Vatanen became World Champion.

In Germany at this time Audi was keen to run one of its new Quattros in Britain and came close to a deal with Russell Brookes, but it fell through at the last moment. Thus it was at the end of 1981 that Audi Sport UK



Hard Times and Glory Days

After the glory days of 1981 when David Sutton Cars won the World Rally Championship with Ari Vatanen in a Ford Escort, one could be forgiven for thinking that the concern had rather fallen by the wayside, especially in view of its recent poor results with the Audi 200 quattro. An investigation at its premises in Daventry, however, reveals what is very much a hive of activity.

contracted David Sutton Motorsport (DSM) to run Mikkola in a Quattro in the British Open.

On the crest of a wave having just won the

World Championship for Ford, David Sutton severed his connections with that company and took up the Audi contract. It meant that the team would no longer be concentrating on World Championship events, but at least he was getting in on the ground floor with the car which looked set to become the dominant force in rallying.

Without the benefit of the light-alloy cylinder-block which had been homologated by Ingolstadt in December 1981, Mikkola clinched the British Championship after he won the Mintex and Scottish events and came sixth on the Circuit of Ireland. While Hannu was away on the Tour de Corse, Bjorn Waldegard won the Welsh Rally.

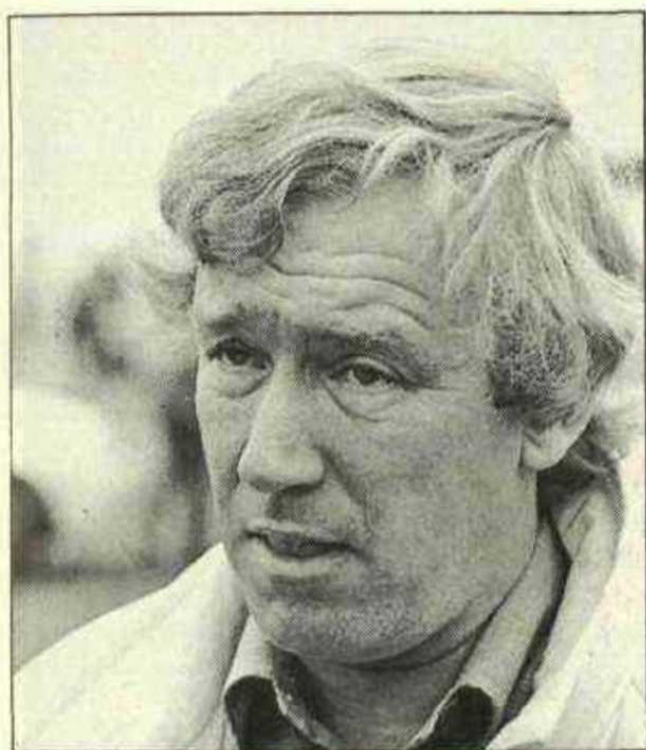
In December DSM sold the car to Darryl Weidner (who used it to win the Shell Oils/Autosport national series the following year) and produced a new car with which Stig Blomqvist won the Mintex, Welsh, Scottish and Ulster and took the British Open title in 1983.

The Quattro story continued into 1984, with Hannu Mikkola returning to the fold and winning the National Breakdown (previously the Mintex), Welsh and Scottish rallies, and 1985 with Michele Mouton and David



Golf GTi preparation prior to the Scottish Rally.

Why the 200 quattro?



David Sutton — 22 years in rallying and still looking forwards.

Llewellyn. Hannu returned to the team again in 1986, but his challenge in the Sport Quattro was curtailed when Audi withdrew from rallying halfway through the season due to its concern over safety.

Audi Sport UK followed the lead from Ingolstadt and also withdrew. It was a decision which hit DSM very hard indeed, for it had heavily invested in setting up the rallying side as a business in its own right, and had only just moved to new premises in Daventry. Nor was there was much private work to fall back on, as the Audi programme had taken up most of the company's resources. The only silver lining to this cloud came at the end of the year when Simon Davison won the National group A title in a Sutton-prepared Golf GTi.

Since this traumatic period it has been one of David Sutton's priorities to build up the private side of his business, so as never again to leave all his eggs in one basket. This would also help to get over the bottlenecks caused by

Audi's five-cylinder 2144cc turbocharged 200 quattro would not be many people's first choice as a potent rally car, so why is it being campaigned in the British Open?

According to Edward Rowe of Audi Sport, there was not, in fact, a great deal of choice. As the Coupé used in 1987 went out of production at the end of the year, there was very little point in promoting a model that was unavailable to the public; likewise the turbocharged Quattro which ceased production in June this year.

Looking at the rest of the range, the next obvious choice was the 90 quattro, but that has only just been built in sufficient numbers for homologating. The car available in Italy, of less than 2-litre capacity for Italian taxation purposes, is not available on the British market, nor is the 2.3-litre German model which Audi UK is keen to use, as it is only available with catalysers. David Sutton Motorsport would be very keen to develop the 90 in the same way as Radaelli of Italy and Schmidt of Austria are doing, but is reluctant to go against Audi policy decisions.

With Audi AG not running its own rally team this year it has been very much a case of a three-way development between DSM, Lehmann (its engine builders in Liechtenstein) and Audi Sport UK in Milton Keynes. If Audi AG had been doing its own development, it is likely that the work would have been much more advanced and there would have been none of the engine problems which have troubled the team this year. The power output is still a long way behind that of Cosworth and Mitsubishi, but is big enough for the four-wheel drive to take advantage of.

1988 has been a difficult year for DSM, with comparatively limited resources to cope with a sudden change in the intercooler regulations. The interpretation of FISA's

rules prior to this year was that intercoolers could be modified, so all the turbocharged rally cars had very much larger intercoolers, and in some instances even extra cooling with water-jets which reduced the charge temperature and considerably increased the horsepower. But at the turn of the year, in response to enquiries, FISA stated that standard intercoolers, which were about three times smaller, had to be used. In Audi's case, this meant that power dropped from just under 300 bhp to just over 200 bhp which, with a car the weight of the 200 quattro, was quite a handicap in terms of power-to-weight ratio.

According to John Bevan, chief engineer at DSM, "The engine department is a different ball game this year because of the different intercooler size permitted. We have had to do a lot of learning about how to get more power out of the engine with the smaller intercooler. It has become a lot more critical because the intake charge is much hotter and so you are running right on the limit of the breathing capabilities of the fuel.

"We started the year with something like 220 bhp, and that was hopelessly uncompetitive. We are now back to 280 bhp, and in Wales it was at last reliable. There have been small but expensive detail changes, such as in the shape of the pistons and the cylinder heads, but within Group A you are fairly restricted as to what you can do. The ratios in the gearbox have been changed, for we started the year on too low a ratio, which with that power output gave us some acceleration but the top speed on Cartel and Portugal was only 97 mph. It is now 119 mph."

The car has a servo unit which works the clutch pedal, operated by a little button on the gear lever. This allows left-foot braking while staying on the accelerator.

In the suspension department, the team has found out what settings suit David Llewellyn's driving. Rim-widths are smaller than last year, so they have had to learn a few more tricks to get back to the right performance with different tyre-sizes. "We do not have the budget and time to do serious testing and development on the suspension," says Bevan. "We found the Monte Carlo equipment the factory produced worked quite well for Ireland, while on the Welsh we played around with ride-heights. Although it was not the same height they had on the Safari, we used the same dampers and springs."

The car itself, which is now Manx-registered, was that used by Walter Röhrl last year on the Hünscruck and the Drei Städte rallies. It was then shipped to England to be stripped and rebuilt by Sutton's men. It is an expensive car, the gearbox and Torsen centre differential alone costing around £32,000 for example, but according to Sutton's men the "taxi" is still a potential winner. **WPK**



Llewellyn has tamed the big Audi, but failed to finish in his first three outings.

UNDER SCRUTINY



Sutton's is the only private team to have won the World Rally Championship, success coming with Ari Vatanen and Ford in 1981.

being committed to only one rallying programme, whose workload comes at infrequent but very hectic intervals. A sensible private programme can be spread out, and allow the team to employ a decent number of mechanics and supervisory staff who can then cope with any emergencies as they happen.

DSM has widened its activities so that by mid-1988 it is involved with Sebastian Lindholm on selected European rounds of the World Championship, is running David Llewellyn in the 200 quattro on the British Open, has an involvement in the Volkswagen Bonus Programme, and is embarking on a new Middle East programme.

The Volkswagen Bonus Programme is on two levels. Alongside VW Motorsport, DSM co-ordinates the scheme as a whole, helping competitors make decisions about buying cars and parts, advising on preparation, choice of events, and monitoring both progress and finances. and it also participates itself.

It prepared the first two customer cars that went into rallying, breaking new ground in Group N, just before the 1987 Lombard RAC Rally. Despite having only a few days in which to prepare them, while at the same time completing its own three cars for this event, it was rewarded when its customers came first and second in class. (Francis Tuthill, the old man of the pair, then went on to do the Swedish Rally, which was entirely outside the Bonus Scheme, and won his class there by over an hour).

Since then DSM has been involved in a great number of rally Golfs. Some have been competing on National Championship events for as little outlay as £2500 on top of the price of the car, but there have been others who have almost doubled the price of the vehicle and have a car more than capable of doing Group N



Sebastian Lindholm is the centre of Sutton's attention in this year's World Rally Championship.

in the World Championship.

This year, though, the team has been greatly disappointed with its own results in the British Open series, even though nobody in the team really knew what to expect at the start of the season with the 200 quattro. It had a very limited development programme at Ingolstadt, and had competed on very few events; its tarmac ability, important in the British series, was practically untested. Indeed, the factory quoted Monte Carlo settings from 1987 as being the tarmac standard, though those conditions were hardly typical of summer or Irish tarmac

prevalent in the British championship!

In the first round, the Cartel Rally, Llewellyn lost his lead to Airikkala's Mitsubishi when a fuel problem caused the Audi to lose 20 minutes just after a service point. Although he was able to set off again, the damage had already been done to the engine, and he went out a few miles later with a blown head-gasket.

On the Circuit of Ireland, he was in a confident third place on the first day when his rally came to an end with piston failure, and another good placing was lost.

Throughout the Welsh Rally, Llewellyn

David Sutton Motorsport

was the only challenger to Airikkala, and towards the end was leading his home event. But while trying to consolidate his lead, he hit a pile of logs just over the crest of a rise and rolled the car, critically damaging the front suspension and subframe in the process.

Until the beginning of this year, David Sutton had not had an engine builder on his staff, but early in 1988 he began employing John Reid on an on-event basis only. Just prior to the Circuit of Ireland, however, DSM was struck with engine problems on Volkswagens; one unit had gone to a car doing the British Touring Car Championship but blew in practice, and the other dropped a valve in its initial running prior to the Circuit, so both race and rally Golfs were without engines and there was no time to take them back to the tuners. The onus thus fell upon John Reid to rectify the situation.

The race unit, built by Lehmann in Liechtenstein, had been totally demolished, but at least it enabled John to see what had been done and rebuild it in that image. The other engine was not so badly damaged but required a new head, which is where most of the modifications are. In building the car to Group A regs, the race engine underwent a great deal of dyno work, developing manifolds so that it became, by one whole brake horsepower, the most powerful engine seen in a Golf in this country. On the rallying side, on the other hand, Reid has spent a great deal of time trying to bring the power band down the rev range.

DSM would like to see engine development extended to the Audi side, and has the Coupé's injected engine in mind. Turbo-charging, with its electronic management, is a different kettle of fish however, and DSM still needs to go to Lehmann for that.

Another area of very large expenditure for any rally team is body preparation and repairs, but the retailing side of the business has just opened its own bodyshop which is already being put to good use by the motorsport department.

DSM is still involved with Group B cars. When Audi AG backed out of Group B rallying, Sutton invested very heavily in parts from the factory so that today he probably has more spares than Ingolstadt; for instance, he still has in stock four or five Sport inter-coolers, which are virtually unobtainable anywhere else. DSM is consequently the focus of customers running Group B machines in the Middle East, Europe, Africa, America and New Zealand.

In Spain, for example, DSM has a tie up with Klippan Competition, part of a motorsport promotional organisation called Promo Service which runs approximately ten cars for Spanish customers including two Group B quattros run in the local gravel championship.

David Sutton's business can be subdivided into three elements; the Audi/Volkswagen dealership, the bodywork shop and the motorsport department. The latter employs seven full-time mechanics, one storeman, one

rally engineer and the few who make up the administration side. As part of the deal with Ingolstadt, two service barges and spares have been loaned for the season, since virtually nothing is interchangeable with the Coupé.

As the team which is entirely responsible for Volkswagen/Audi motorsport activities in this country, David Sutton Motorsport is obviously a thriving concern, and with a driver of the calibre of David Llewellyn on the driving strength, one feels certain that its run of bad luck on the British Open will soon be broken. **WPK**



The restoration of an S1 quattro has just been completed for a customer in Spain.



Saeed al Hajri pits Sutton's Group B Quattro against the desert in Qatar.

The Middle East Programme

David Sutton Motorsport has two cars stationed permanently abroad for the Middle East Rally Championship. Both are 400 bhp Group B Audi Quattro A2s; one is used for competition, the other for practice. In addition there are two fully-equipped service vans, a massive amount of spares and an Audi 200 Avant chase-car which will stay out there until the end of December.

A month before each event, two or three mechanics are flown out to prepare both cars. One mechanic and one of the service vans maintain a watching brief during practice, which is not the form of reconnaissance we know in Europe but a full-blown rehearsal of the rally itself. In fact, on one of the events this



The Audi Avant pace-car prior to being flown out to the Jordan Rally.

year, the speeds on the rally did not reach those of practice!

Pace notes are remarkably different to those used elsewhere: in the Middle East you worry less about corners, since you have a mile and a half to negotiate them, but more about the vertical plain.

One example of this is given by Steve Bond, (co-driving with Saeed Al Hajri this year). When approaching a hillock on one particular rally, all the pace notes indicated was to turn either 90° right or 90° left; come the event, it was purely the driver's choice which way he went round. If really pushed, he could also go straight over, though it was important to keep reading the notes as if he had taken the turn, so as to pick up the route on the other side.

Preparation of the cars is also completely different in this series. After the first event, DSM found that the sandblasting of suspension components was literally wearing them away; Kevlar guards and the suspension parts were subsequently beefed up.

Four days before each event, another four mechanics are sent out to do the last minute work on both cars, and a day or two before the start the rest of the team arrives. Two or three local mechanics, known as mercenaries, are also employed on an on-event basis.

Of the two events to date, Saeed Al Hajri has led both but been denied victory in either — in Qatar due to a puncture, and Kuwait due to a protest from a rival competitor. **WPK**

David Llewellyn's affair with transport goes back almost to his nappy days — garment, I am assured, that his co-driver Phil Short feels inclined to wear when sitting beside the Welshman on some of his hairier moments.

"I was only four or five when I used to drive my dad's tractors around the farmyard while he pitched the hay off the trailer", says Llewellyn, "and I was twelve when I started my competition career in jalopy racing. Three years later, in 1977, my father bought me a kart which I drove in different events around the country, but I was never able to contest a championship as farming duties took priority.

"I did well enough to join the British team which went to South Africa. I didn't carry on karting into the next year, however, as my interest dwindled. I wanted something more challenging."

It was in 1979 that David started road rallying locally, but: "We spent quite a lot of the time driving fast up the wrong roads. When we were given map-references at the start of our first rally, my navigator and I wondered what the hell they were."

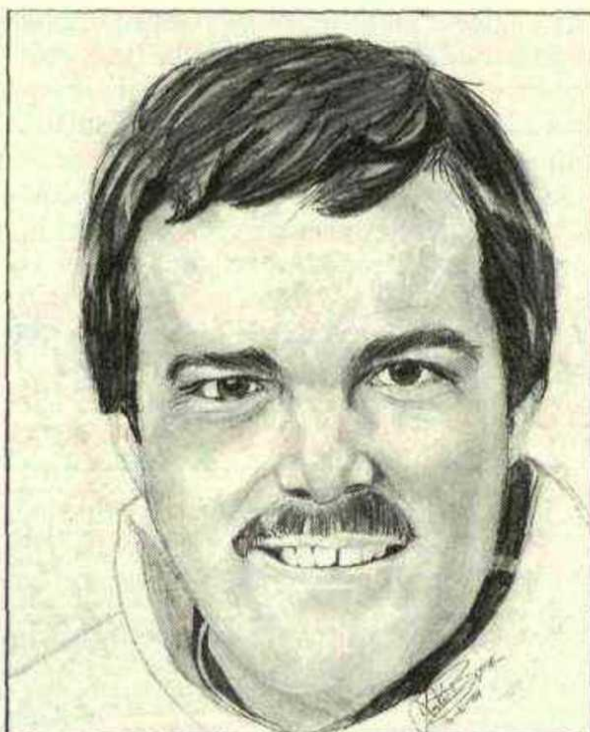
"We then went onto small single-stage events, which were a lot easier as you followed the little arrows." He drove an old Escort which he looked after himself, and which managed to clock up quite a lot of success.

This was changed in 1982 for a 1700 BDA Escort, which in turn was sold for the RS2000 in which he chalked up his first win at national level, the 1983 Tour of Cumbria. So successful was he that he was vying for overall championship honours with Darryl Weidner, but unfortunately his challenge was terminated when he clipped a pile of logs on the last round and consequently finished fourth in the championship.

Well and truly bitten by the bug, David started 1984 in an Opel Ascona, in order to take advantage of GM Dealer Sport's bonus scheme whereby winners of national rallies won £1000. His budget was only enough for the first half of the year so he needed to win a few to be able to keep going in the second half, but against the Audi Quattro it was a tall order. Using his Welsh charm, he managed to persuade GM to offer the prize to the first two-wheel-drive car instead.

On the first event, David was a comfortable second behind Weidner's Quattro when he had a puncture on the last hairpin on the last stage. He ended up third, two seconds away from that vital £1000. He retired while leading the next rally and did not feature in the one after that due to a spate of punctures. On the last rally before his money ran out he was again out of luck when another competitor crashed and blocked his way, costing him vital seconds.

Help came in the shape of his future brother-in-law John Green, who loaned him an old BDA Escort in which David immediately went out and won the Peter Russek Manuals Rally. Following the next event, Bill



David Llewellyn (drawing by Kate Bwyne)

Bitten by the Bug

Blydenstein offered him the loan of one of his Nissan 240RSs, which David made the most of; he ended the season by winning the National title.

From that moment on, the phone started ringing. David had arrived. He was approached by Audi, Ford and Austin Rover. After some thought he decided on the Audi option, attracted by the prospect of driving a four-wheel-drive turbocharged 350 bhp left-hand-drive Quattro alongside Michèle Mouton, as opposed to the Group A options offered by the others.

It was the start of a new chapter in his career, for as David recalls: "It was a fantastic year for learning, being number two to Michèle and not being under any pressure. Michèle was a very aggressive lady, both in and out of the car, but it was good that she was as strong as she was, taking all the pressure." The drive also gave him an insight into how factory-supported teams do the job.

Within a short space of time he was flinging the Quattro around with gay abandon, even bringing Stig Blomqvist to many people's mind, so similar was his style. It was a year when the car was afflicted with mechanical unreliability, but he did manage fourth on the Welsh, fourth in Ulster and eighth on the Circuit. It was also the year he first competed abroad, driving the Quattro in the Swedish

Rally (as part of the British Junior Team), in Sanremo, and in Germany on the Hünsmuck.

Given this break by Audi, why did David decide to sign up with Austin Rover for the following year? "It was the chance to contest World Championship events, while Audi Sport UK as an importer was only interested in rallies in the UK. Even though I was the number three driver, in the first year I competed in the Open Championship (as team leader for the R-E-D squad) and on one World Championship rally, while in the second year I was due to contest more World events.

In his first event in the Metro 6R4 he was only narrowly beaten by Hannu Mikkola's Quattro Sport, but in the next event he notched up his first international success with victory on the Circuit of Ireland. From then on, though, his season went badly wrong, so that by the time of the Manx his title aspirations had evaporated.

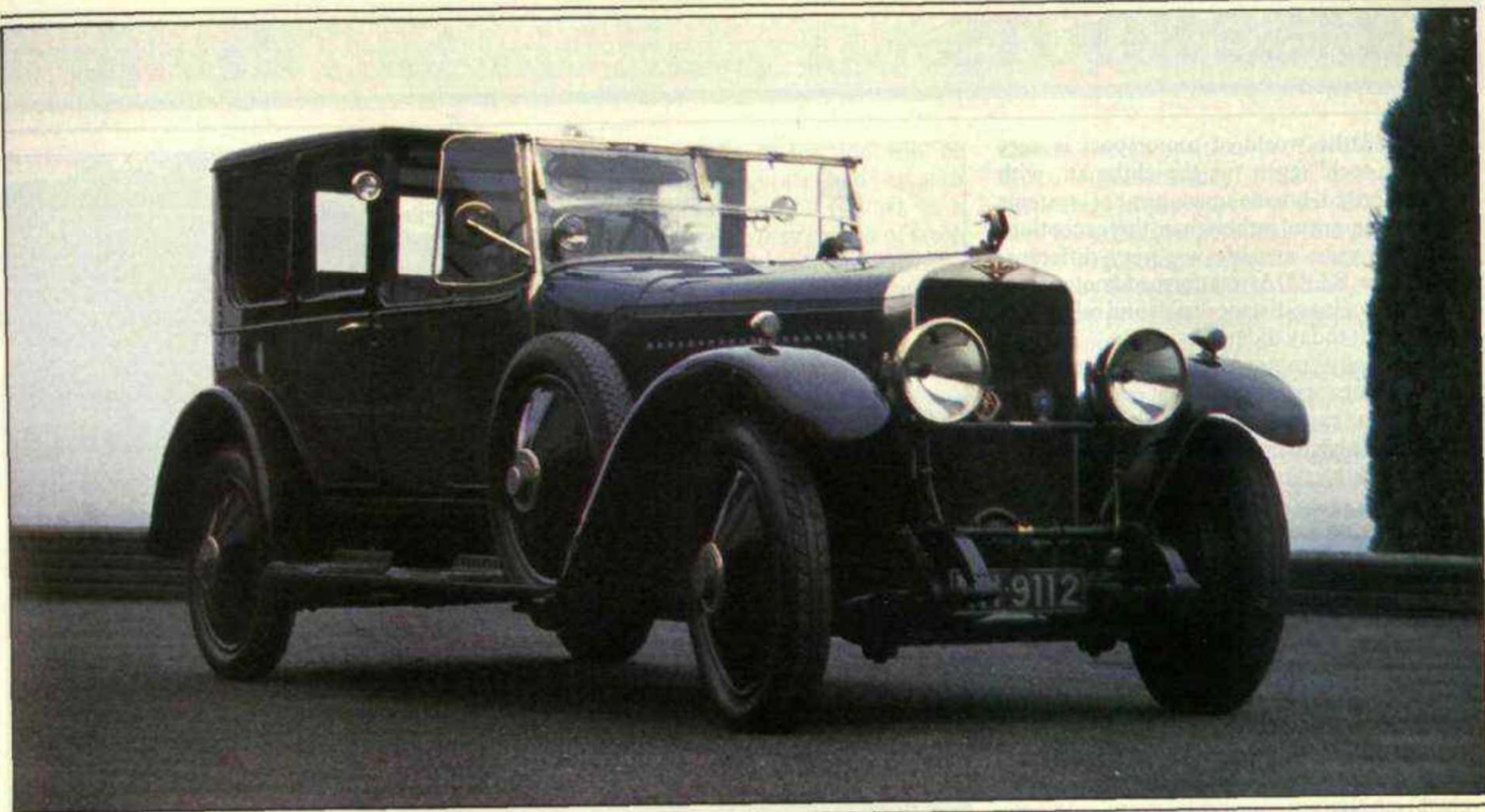
Under the terms of his contract, his future in World Championship rallying seemed assured. "I had a three-year contract at the time, and in this game that was a very attractive part of the package. But it all went wrong at the end of the first year when FISA banned Group B cars, the Metro included. Suddenly my programme went from the prospect of contesting World Championship events for the following year to nothing. Austin Rover released me from my contract, so I went back to Audi and signed to do the British Championship."

Last year started badly when he crashed out of the lead on the first rally, but the high point came a few months later with victory in the Scottish. There were also sorties into Europe in Emilio Radaelli's Coupé quattro, which resulted in victory in the Cyprus Rally, third place in the European Championship and an A-seeding.

Now driving the 200 quattro, David has had a barren season so far for a variety of reasons. The competition has been very strong, especially with Pentti Airikkala's Mitsubishi Starion proving to be a great deal more competitive than many had expected. Before the start of the six-round series, David Sutton's team was hoping that on the three tarmac rounds, which favour the Fords, the points would be diffused amongst different Cosworth winners while on the gravel, where the Audi was superior, it would garner maximum points and thus win the championship. The Mitsubishi has changed all that, for it has been quicker than the Ford on the gravel and on the pace on the tarmac. David's championship hopes have consequently somewhat diminished.

It was geography that led David into rallying as a teenager, circuits being too far from his home in Haverfordwest, and he has gone on to become one of Britain's brightest stars in this branch of the sport. Had he lived in a less remote part of the country, we might now be saluting another home-grown Formula One hope.

WPK



4th JULY 1988.
A SECOND HISTORIC OCCASION FOR CAR COLLECTORS.

This stunning Hispano Suiza – a 1925 H6B 37.2hp Sedanca De Ville – will be one of the stars of the second BCA Historic Vehicle Auction to be held at Brocket Hall on 4th July.

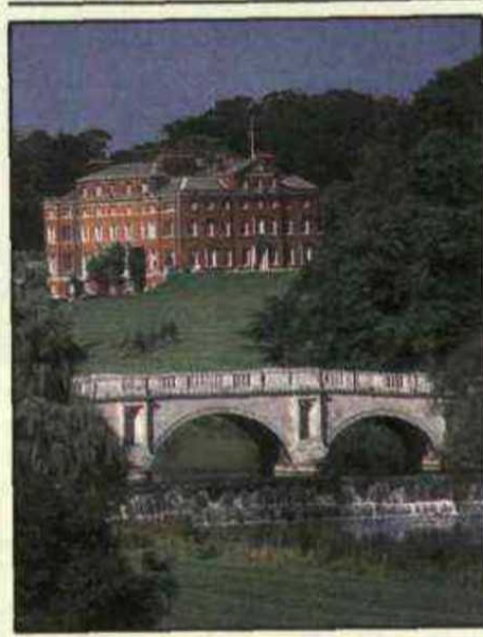
We're really pleased to attract such an important historic vehicle to only our second auction. In fact it's something of a coup.

But then the first auction was an historic occasion too.

A 1925 Type-35 Bugatti sold for an amazing £181,500.

Just as important, in its own way, was a 1935 Vauxhall DX14 Cabriolet. It went for £1,600 and will make some enthusiast a very satisfying restoration project.

And between the two of them, during an unseasonably warm and sunny afternoon in the beautiful grounds of Brocket Hall, in Hertfordshire, came and went over 80 different vehicles. Some vintage, some veteran, some modern classics. In fact, something to



**BROCKET HALL,
 1.30pm, 4th July 1988.**

fascinate everyone interested in historic vehicles.

Over 3,000 people attended the first BCA Historic Vehicle Auction. The catalogue was completely sold out and has already become a collector's item.

The second BCA Historic Vehicle Auction is on Monday, 4th July. And if you want to plan even further ahead, the third is on Monday, 19th September.

The auction starts at 1.30pm. As before, entry to the auction area is by catalogue only. They will be available on the day, but to be safe have your copy posted to you. Just write to Neil

Crabb at the address below, enclosing a cheque for £10 payable to British Car Auctions. Right now there's still time to enter a vehicle in either auction. But knowing what's already going to turn up at Brocket Hall on 4th July, we can promise you one thing.

We're going to have another triumph on our hands.



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GRASS ROOTS

In 1988 the world of motorsport is very "high-tech" even for the clubman, with computerised engine management systems almost the norm rather than the exception. But fifty years ago life was very different. When the BTRDA was formed motorsport consisted of long distance trials and rallying as we know it today did not exist.

Essentially motorsport was a minority participatory sport because, of course, motor cars were an expensive commodity and not too many British citizens could afford them. Very little high-speed motorsport could be viewed by the interested spectator, road races took place on the continent or in Ireland or the Isle of Man, but not on mainland Britain. Some sand racing and speed-hillclimbs took place, Brooklands was in use but falling into disrepair whilst Donington Park was open but only a few times each year.

Rallies as such were popular but few and far between, usually run on a regularity basis with special tests along the way. These took the form of manoeuvrability tested against the clock, or attempts to climb severe gradients not normally attempted by the ordinary car user.

Thus were born both Trials and Driving Tests (now known as Autotests), and then, as now, ingenious and ambitious competitors began to develop their cars. The sports-cars of the day were obviously best suited to this sort of event, and trials entry-lists, which could amount to over 100, consisted of MGs in many forms, Austin (usually the various Seven models), Singer, Morgan, Riley, and perhaps a few Triumphs and HRGs, together with some foreign-built Fiats, BMWs or similar agile performance cars. Knobbly tyres were all the rage; though banned from 1939, ultra-low gear-ratios were tried, and some folk (Sydney Allard in particular) started to make special vehicles for sale.

Sufficient interest was created in the public eye to attract the publicity departments of the motor manufacturers, and some "works teams" were developed with specially engineered vehicles "sold" to their regular drivers and then "bought back" at the end of the season. Thus were born the two teams of MGs — the Cream Crackers (tastefully painted in chocolate and cream) and their compatriots the Musketeers (wearing bright red). There were also the Austin Grasshoppers using, initially at least, the Le Mans 24-Hour Race cars suitably modified, the Fiat team of pretty Balilla two seaters, the Singer team known as Candidii Provocotaries (White Challengers) and many more including the Allard Tailwaggers.

This then was the scene in December 1937, when the trial circus went to compete in the Gloucester Trial. It was not a good event. CAN May diplomatically says in his book, *Wheelspin*, that "There was a lot of discussion about it" calling it a "very severe event" in which only two entrants achieved "cleans"

Whatever went wrong doesn't really mat-



Production Car Trials need no fancy machinery.

The Home of the Clubman

The British Trial and Rally Drivers Association recently celebrated its Golden Jubilee in its spiritual home of Cheltenham. John Clewer explains why this famous old institution is still the bastion of club motor sport in this country.

ter. Suffice to say that the leading enthusiasts of the day decided they would like to influence the organisation of trials and provide a responsible body that the authorities and the public could recognise as such and who, perhaps, could help overcome the problems being created by knobbly tyres and long lines of muddy cars waiting on narrow public roads and frustrating local inhabitants. Thus was born the British Trial Drivers Association.

In early 1957 the BTDA changed its name to the British Trial and Rally Drivers Association, and slowly other committees

were formed, joining the existing Executive, Rallies and Trials committees.

Nowadays the BTRDA comprises of some seven committees organising National Championships for Allrounders, Autocross, Autotests, Production Car Trials, Rallies, Rallycross and Sporting Trials. Leaving aside the sports of rallying and rallycross, where the Association has recently successfully introduced two new Clubman's Championships, the two most popular areas must be autotests, with no less than 700 events listed in the 1988 RAC MSA "Blue Book" and Production Car

British Trial and Rally Drivers Association

Trials with 250 events.

The autotesting scene has changed over the years, though perhaps not as dramatically as many other forms of the sport. It is still concerned with the mastery of manoeuvres around a course defined by markers, against the clock, and is perhaps best described as a "canoe slalom on tarmac," calling for expert car-control in a confined space.

Each driver completes a series of tests during the day, and the driver with the lowest total time is the winner. In addition to the actual time taken to complete a test, a competitor is penalised ten seconds each time he touches a pylon or fails to stop correctly astride a line. If he takes a wrong route he incurs a "maximum" penalty, which is equivalent to the fastest time by a competitor in his class plus 30 seconds.

The "Flather Star" Championship began in 1958 when it was won by Ian Mantle driving his Mini, and in those early days you could win your class or even make Fastest Time of the Day ("FTD") with a virtually standard car. In the 1980s things are a little different.

The class-structure remains similar with classes for small and large saloons, sports-cars and specials, but the vehicles themselves are radically different. Most of the cars are modified specially for autotesting at the top of the sport, but it is quite possible to compete in club events in a completely standard front-wheel-drive "shopping car". In fact a number of people will contest championship rounds in standard cars, driving them to and from events, and collect good results.

The prize of FTD can normally be expected to go to the "specials" — either to a front-wheel drive lightweight Mini Special (basically a Mini with no roof, back or sides) or to a rear-wheel drive machine such as David Haigh's self-built Haigh Special, which started life as a trials car.

Competition is always fast, furious and spectacular, and at the end of the day competitors may be split by tenths of a second. The sports-cars always prove competitive, and in the other classes good competition can be had with a Mini or an Escort.

Along with all the BTRDA's championships, autotests still feature a wonderful comradeship between competitors, and if anyone suffers a breakage then many hands will soon help. Once, a short time ago, a broken half-shaft would mean the end of a day's sport and perhaps a tow home; these days it is just 45 minutes work on site.

The sport of Production Car Trialling has been in existence for over thirty years. The types of vehicle may change, but the black art of finding traction where none exists is still the challenge.

A Production Car Trial ("PCT") is an off-road trial in which you attempt to drive your car as far as possible up a short section of given terrain, marked by coloured posts. This calls for skill, judgement, and an ability to

discover where the most traction will be found, along with accurate and smooth throttle control. Each section (known as a "hill" in trialling jargon) may consist of steep gradients, adverse cambers, gullies and lock-defying turns, with each different surface offering a varying amount of grip.

PCTs will normally take place in a large field of undulating terrain, possibly with a few trees and bushes to make the site a little more interesting. They will normally consist of eight hills laid out across the site, with each hill being attempted four times during the course of the day. Each hill is normally altered slightly between each round, to either increase or lessen the challenge depending upon the conditions.

Correct vehicle selection and preparation, whilst different to most other forms of motorsport, is of no less importance. "Ah", you may say, "but some cars are more suitable for this sport than others!" This is taken care of by dividing vehicles into seven different



Autotesters favour specials such as Peter Draper's rear-wheel-drive Canon . . .



. . . or cut-down Minis with a "twiddle-knob" fitted to the steering wheel.

classes; overall positions are calculated by an index of performance, which measures the percentage improvement of the class-winner over the other competitors in the same class.

The regulations stipulate what modifications may be carried out to the car, what tyres (and tyre pressures) may be used, and what preparation carried out.

If you are using the family car, it may entail removing the child safety-seat, the toys and the sweet wrappers. Down goes the back seat to provide not only a psychological advantage in weight transfer but also to make room for the spare petrol, wheelbrace, jack, foot-pump and picnic. A cursory pull on the dip stick and a waggle of the battery may conclude the mechanical inspection, and you are ready. The beauty of the sport is that, apart from the emergence of front-wheel drive, nothing has changed in the last fifty years. Keep it simple and be successful.

Both autotests and production car trials are non-damaging forms of motorsport and, with entry fees for events normally in the region of £8-£10, a good day's sport can be enjoyed at a reasonable price. Closed club events can be entered using just a club membership card, whilst those events open to members of other clubs, or of National Championship status, require the competitor to hold at least a Clubman C-grade licence, which is available from the RAC MSA for £7.

The British Trial and Rally Drivers Association is the clubmans association. The initials BTRDA are said to mean: "Brings The Real Driver Alive", and we hope we really do! If you would like more details of the BTRDA, or of the championships it organises, contact the association at Litfield House, 15 Cabstand, Portishead, Bristol BS209HW. JCC

RALLY REVIEW



Has Cesare Fiorio (right) already decided that Biasion will be World Champion for Lancia?

Groomed for the Garlands



Malcolm Wilson, Britain's sole representative, retired with differential failure on his Astra.

When Markku Alén, having spent considerable time developing and testing the Delta Integrale in Kenya prior to this year's Marlboro Safari Rally, was then withdrawn by Lancia from the event itself, the inference was that the team's main objective was to get Biasion to win. After all, Lancia had never won the Safari, and what better than to have its first victory go to an Italian crew?

The official reason at the time was stated as one of pure logistics — that two cars would be far more easily looked after than three — but most shrewd observers took that with a pinch of salt, and concluded that Biasion was the man whom Lancia was grooming for the world title in 1988.

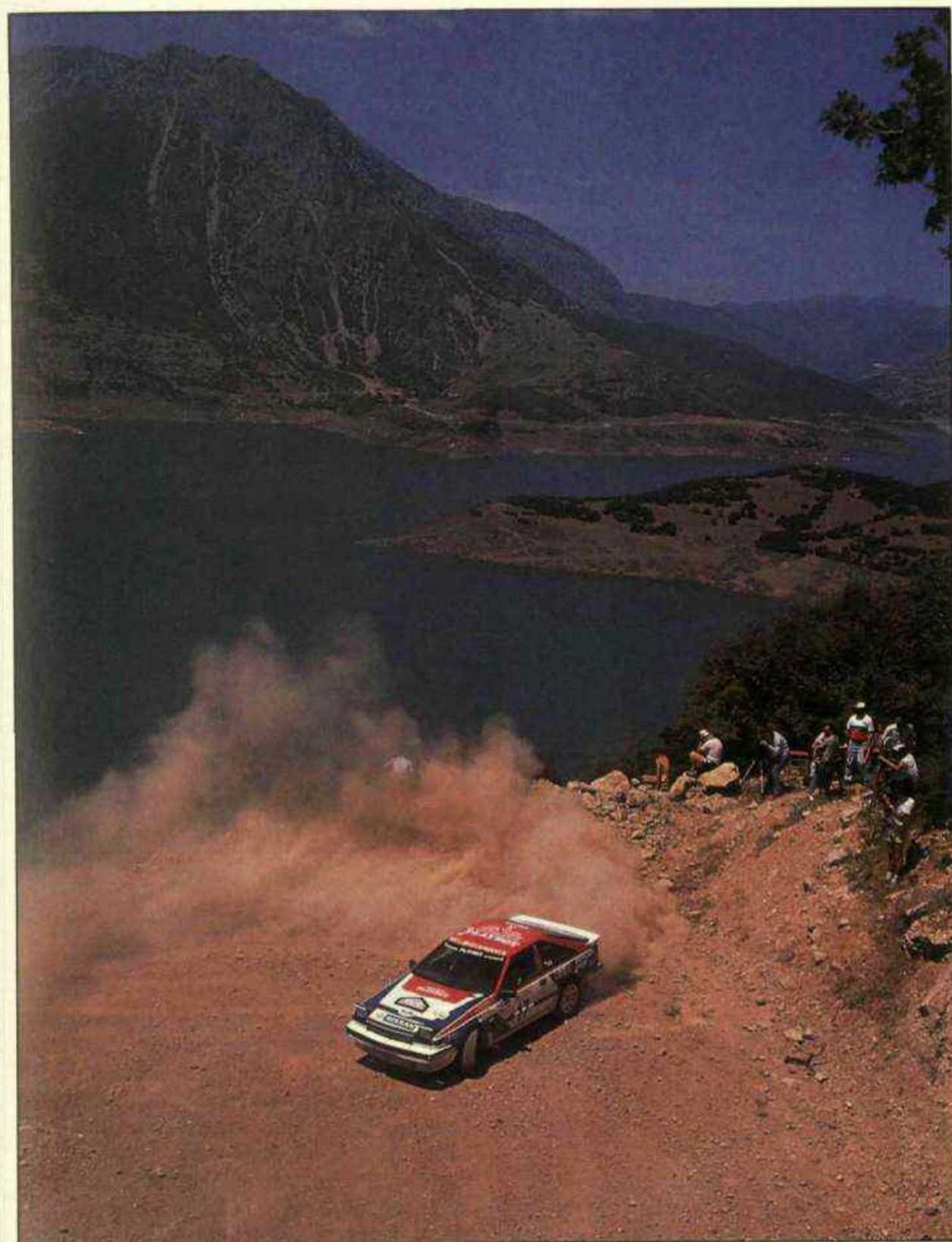
It seemed rather strange at first that Biasion did not appear at the next championship round, in Corsica, but neither Alén nor Fiorio was there either, so there was no chance that Biasion was going to be at a disadvantage. The two French Lancia drivers, Loubet and Saby, who were second and third in Corsica, presented little threat, for their programme for the rest of the year is centred not on the World Championship but on that of France. Of course, another reason for the absence of Turin drivers from Corsica may have been sombre memories of the tragic deaths in that rally a few years ago of their team-mates Bettega, Toivonen and Cresto.

In Greece at the beginning of June, the Lancia line-up was at full strength for the Acropolis Rally: Biasion, Alén and Ericsson in six-speed, Martini-backed, works cars, Fiorio and Loubet in Jolly Club cars, and various others such as the Argentinian Recalde and the Italians Del Zoppo and Ercolani entered privately. Their only real rivals were Toyota and Mazda, with two cars each, but Lancia was nevertheless taking no chances.

At first it seemed that Toyota, at least, would be a serious threat. However, when the troublesome presence of Kankkunen in a close second or third place disappeared after nineteen of the thirty-two stages, a strong quartet of Lancias appeared unchallenged at the head of the leader-board. The order immediately went out to hold positions, and as Biasion was leading at the time he was then able to finish the rally safe in the knowledge that none of his team-mates was going to be a threat.

No team manager likes the idea of close fighting among his own drivers, for personal rivalry can often put team success at risk by tempting two drivers to push so hard that they might both go off the road. Ways of handling such situations vary from subtle persuasion to direct command, but Lancia management seems to make no pretence at moderation. Their instructions are clear and firm, and the team's reputation for manipulating results by team orders is now so well established that whenever two or more of its cars are entrenched at the head of a field, the question is invariably asked, "I wonder whose turn it is

Acropolis Rally



Hadgipanagiotis, alias Stratissino, was the second Greek in the top seven, with a private Nissan.

to win this time”?

Driving a works-built Integrale was Greek driver Vardinogiannis, in his mid-twenties already carving a reputation for himself in Greek events. The son of a wealthy industrialist, he uses the pseudonym “Jigger”. An older 4WD Delta was driven by Pascale Neyret, daughter of former driver Bob Neyret who later ran a team of ladies driving pink-hued cars backed by a toothpaste company.

Toyota brought two 4WD Celica Turbos from Cologne to its second World Championship outing and, after its exploratory appearance on the sinuous tarmac of Corsica, somewhat more was expected of the team on the rough, rocky tracks of Greece. Certainly Lancia regarded these cars as the biggest threat to its winning chances, especially as they were driven by such fine drivers as Waldegard and Kankkunen.

Mazda, like Toyota, also has its rally team based in Europe — at Brussels in this case — and brought two 4WD 323s for Mikkola and Salonen, the two regular Finnish drivers. Dogged by disappointments in the past, and with just one Swedish Rally win to its credit, Mazda was confident of an impressive performance in Greece.

The only British driver was Malcolm Wilson, partnered by Ian Grindrod in a Vauxhall Astra GTE entered by GM Europe, whilst the Sutton stable had Finland’s Sebastian Lindholm in an Audi Coupé Quattro. Marlboro Middle East had a Sierra Cosworth for Bin Sulayem and Ronan Morgan, and another Audi Coupé, prepared as usual by Viennese tuner Rolf Schmid, was driven by that inveterate rally wanderer from Austria, Rudolf Stohl.

The other teams included four Eastern Bloc

outfits which seem to visit Greece and Finland more regularly than anywhere else: Polonez, Lada, Skoda and Wartburg. Two Polonez 1.6Cs were entered by FSO, formerly called Polski-Fiat; two Skoda S130LAs by the Greek importers; no less than five Lada 2108s by Avtoexport and four Wartburgs somewhat strangely by the drivers rather than by Automobilwerk Eisenach.

In the past ten years or so the area of Greece covered by the Acropolis Rally has shrunk considerably. Long gone, of course, are the journeys northwards through night and day to Thessaloniki, and more recently even Kalam-baka, with its famous pinnacle-crest monasteries, has been considered too far. The punishing final night through the Peloponisos has also gone, and with it the welcome few hours’ cruise by car ferry across the Gulf of Saronikos from Poros to the finish.

Nowadays, the route hardly penetrates the central land mass of Greece at all, but remains largely within that southern “middle finger” above the Gulf of Corinth, and extends little more than 200 miles from one extremity to the other.

It serves to lessen the organisers’ communications problems, of course, but it is actually due to FISA’s demands for frequent, long, rest stops and shorter routes. If all this is allowed to carry on, we will find all major international rallies held on no more than a handful of mundane rallycross tracks, each in the daytime and each with money-spinning turnstiles, lucrative tied television contracts and all the trappings of the FISA/FOCA liaison. Ugh!

The shrinkage has removed much of the need for stamina and endurance, but one redeeming feature is that it at least allows older drivers to compete equally with those younger than them, without getting too fatigued! Although confined to a relatively small area, the route nevertheless covered a total distance of 2121 miles, of which the 32 special stages accounted for 328 miles, all due to repeat loops and the use of some stages more than once.

Start and finish were at Athens, but Rally Headquarters was at the bungalow complex of Lagonissi, on the coast some twenty miles from Athens, halfway between the capital and Cape Sounion. Two of the night stops were there, but many crews, certainly the professionals, used cars or their teams’ service helicopters to travel between the closed park and the similar bungalow complex at Glyfada’s Astir Beach, which has been an unofficial base for Acropolis visitors and their families for well over twenty years.

Many years ago the Acropolis used to have a single stage on the Sunday in order to determine the departure order for Monday’s real start, but FISA subsequently put a stop to this. Now, FISA wants such preliminaries back again, so the Sunday stage has been re-introduced, but as a short (2.8-mile) crowd-puller rather than one of any reason-

RALLY REVIEW



Toyota's GT-Four managed to give the Lancias a fright in the hands of Juha Kankkunen, but turbocharger failure ended the contest.



Jewy Urban's Skoda scooped a class-win with eleventh place overall.

able length.

It was too short to be significant, and the Lancias, Toyotas and Mazdas were all within a margin of just four seconds. However, the Toyotas did have a spot of trouble, Kankkunen having a driveshaft changed before the stage, then breaking a brake-pipe.

On the Monday there was a day-long loop starting and finishing at Lagonisai, when trouble for Mazda began with broken front wishbones for both cars, Salonen also needing a new front hub. The Lancias had their suspensions raised, and Biasion seemed uneasy about his shock absorbers; Alén lost a little time when his throttle jammed, and Fiorio was without brakes for about five miles. Wilson lost time after suspension bolts loosened.

A big disappointment for Toyota came when Waldegard first had his front differential stop working, then stopped altogether when his gearbox went. In Kankkunen's car four ears were kept cocked for transmission noises but they continued without any apparent trouble.

Bin Sulayem lost his windscreen when his bonnet flew open, later going out after an electrical stoppage which included alternator failure. Lindholm also retired, as did Nayret

Acropolis Rally

after rolling her Lancia Delta, fortunately without injury.

The day ended with Biasion in the lead, but only 41 seconds ahead of Kankkunen who was marginally ahead of Ericsson and Fiorio. Alén was seventh after his throttle problem.

It must have been exhilarating for Kankkunen to be among the leaders, separating the Lancias. During his one year with the Lancia team he had to submit to team orders more than once, and we wonder what was going through his mind when he found himself up there, not exactly as a cat among pigeons, but certainly as a hawk, knowing that no Lancia team orders would be issued whilst his presence was a threat.

Tuesday's stages were largely in groups, reducing service opportunities, and it was on this day that Kankkunen began making best times, slowing only on the rougher ones in order to avoid punctures. This really perplexed Lancia, although it should be said that the day was hot and the Lancia drivers were having to watch their thermometers carefully.

Mazda lost both cars on this day. First Salonen lost his front differential, then his gearbox: then Mikkola went out in exactly the same way, having earlier stopped to have his rear diff changed. Later in the day, Wilson stopped with a broken diff and gearbox, and it was interesting to note that the transmission failures of Mazda, Toyota and Vauxhall were all in units made by X-trac. We imagine there have been many earnest discussions since the Acropolis ended.

Loubet put his Lancia on its roof, but the most disappointing retirement was that of Kankkunen, which took all the punch out of the rally. His Toyota really had been a thorn in the Lancia side, and it was a great shame that turbocharger failure ended his attack and allowed the Turin team almost to coast home.

Overheating, punctures and failures of transmission and suspension have always been major risks in the Acropolis Rally, so what happened this year really was no exception. However, in these days of purpose-built sophistication, users are very much in the hands of their suppliers.

During the final day's run back to Athens there was no change in positions up front, Biasion, Ericsson, Fiorio and Alén dutifully remaining in that order as instructed. Stohl once again finished as the highest-placed privateer, in fifth place, whilst the best Greek driver was "Jigger", ahead of Hadgipaniotis. The latter driver, who uses the pseudonym "Stratissino", finished seventh despite having his arm broken when he was hit in the side by a non-competing car. His Nissan Silvia 200 was the highest-placed two-wheel-drive-car.

At the mid-point of the championship year, Lancia has the makes series already in its pocket, whilst the top five drivers are all Lancia men. No-one can be sure which of them will make it, but we imagine that in Turin they have a pretty good idea... GP



Highest finisher without benefit of Integrale was Rudi Stohl in an Audi Coupé quattro.



Elba was the scene for a reunion of historic rally cars and their historic drivers.

Nostalgia on Elba

The major problem facing anyone who wants to organise a rally for retired drivers in retired cars is how to unite the people and the machinery. Rarely does a professional driver keep his cars. Most are dismantled, and those which do survive usually end up in the hands of lovingly caring enthusiasts who hardly relish the thought of their precious possessions being taken out and hammered on special stages, even if it is by someone who did just that twenty years ago.

However, they managed it in Italy recently when, with the backing of Graffiti and Pirelli, the Elba Rally was revived as an event for such cars and crews, largely due to the efforts of Lancia sub-manager Arnaldo Bernacchini. Fulvias, Alpines, Fiat 124 Spiders, Porsche 911s, BMW 2002s, Mini-Coopers, Renault Gordinis, Escorts and even a Jaguar Mk II came out from their wraps for the seven-stage event.

Outright winner, in a white Alpine A110, was Tony Fassina (who won the real Elba Rally in 1979 in a white Jolly Club Fulvia). Ranged against him were pairs such as

Amilcare Ballestrieri and Daniele Audetto in a Fulvia 1.6, Lele Pinto and Arnaldo Bernacchini in a Fiat 124 Spider, Alcide Paganelli and Nini Russo in another Spider, and Mauro Pragliasco and Piero Sodano in an old Group Three Fulvia.

Other names in the list, all providing an amazing spectacle for the huge crowds which turned out to watch, were Massimo Cambiaghi, Tonino Tognana, Arnaldo Cavallari, Federico Ormezzano, Leo Pittoni, Luciano Trombotto, Adartico Vudafieri, Conny Isemburg and Vittorio Brambilla.

The stages each began with a short slalom, somehow legalising the whole contest, but the cone-dodging delighted the crowds as much as the serious stuff which followed. Brambilla disgraced himself by hitting a barrier in front of the TV cameras, whilst Ballestrieri's Fulvia succumbed to one of its very early problems — driveshaft coupling failure.

It was altogether a fine piece of nostalgia, with hardly a scratch on any of the treasured machinery. Even Brambilla's barrier was a mobile one! GP

WORLD RALLY CHAMPIONSHIP

Round 6 for Drivers and Manufacturers, Acropolis Rally, May 28-June 2

TOP 20 STARTERS

1	M. Alén/I. Kivimäki	Lancia Delta Integrale
2	J. Kankkunen/J. Piironen	Toyota Celica GT-Four
3	T. Salonen/S. Harjanne	Mazda 323 Turbo 4x4
4	M. Biasion/T. Siviero	Lancia Delta Integrale
5	B. Waldegard/F. Gallagher	Toyota Celica GT-Four
6	H. Mikkola/C. Geistdörfer	Mazda 323 Turbo 4x4
7	A. Fiorio/L. Pirolo	Lancia Delta Integrale
8	M. Ericsson/C. Billstam	Lancia Delta Integrale
9	Y. Loubet/J.-B. Vieu	Lancia Delta Integrale
10	J. Recalde/J. Del Buono	Lancia Delta Integrale
11	P. Alessandrini/A. Alessandrini	Lancia Delta HF
12	Y. Vardinogiannis/C. Stefanis	Lancia Delta Integrale
14	R. Stohl/E. Rohringer	Audi Coupé quattro
15	P. Moschoutis/"Silef"	Lancia Delta HF
16	S. Lindholm/S. Bond	Audi Coupé quattro
17	S. Hadgipanagiotis/C. Fertakis	Nissan 200SX
18	M. Bin Sulayem/R. Morgan	Ford Sierra RS Cosworth
19	M. Wilson/I. Grindrod	Vauxhall Astra GTE
21	G. Del Zoppo/P. Scalvini	Lancia Delta Integrale
22	G. Trelles/L. Roggia	Mazda 323 Turbo 4x4

RESULTS

1st	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta Integrale 4wd	A	7h03m00s
2nd	Mikael Ericsson (S)/Claes Billstam (S)	Lancia Delta Integrale 4wd	A	7h04m43s
3rd	Alessandro Fiorio (I)/Luigi Pirolo (I)	Lancia Delta Integrale 4wd	A	7h10m40s
4th	Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Delta Integrale 4wd	A	7h13m46s
5th	Rudi Stohl (A)/Ernst Rohringer (A)	Audi Coupé quattro 4wd	A	7h33m49s
6th	Y. Vardinogiannis (GR)/Costas Stefanis (GR)	Lancia Delta Integrale 4wd	A	7h37m14s
7th	S. Hadgipanagiotis (GR)/Costas Fertakis (GR)	Nissan 200SX	A	7h42m38s
8th	K. Apostolou (GR)/M. Kriadis (GR)	Volkswagen Golf GTI	A	7h58m03s
9th	Fiory Roothaert (B)/Christian Wauters (B)	Nissan Silvia 200	A	8h05m25s
10th	Pascal Caban (B)/Willy Lux (B)	Mazda 323 Familia 4wd	N	8h21m23s

102 starters, 45 finishers

Group A Overall and Over 2000cc: Biasion/Siviero. **1600cc-2000cc:** Apostolou/Kriades (VW Golf).

1150cc-1600cc: Urban/Mott (Skoda). **Up to 1500cc:** Krugel/Schenk (Wartburg).

Group N Overall: Gaban/Lux.

Drivers Championship: 1. Biasion 60; 2. Fiorio 42; 3. Alén 36; 4. Saby 32; 5. Loubet 27; 6. Blomqvist 23; 7. Auriol 20; 8. Eriksson 16; 9 = Kirkland and Ericsson 15; 11 = Ballet, Torph and Eklund 12. 8h21m23s.

Manufacturers Championship: 1. Lancia 117; 2. Ford 47; 3. Audi 35; 4. Mazda 31; 5. BMW 25; 6. Renault 24; 7. Nissan 23; 8. Toyota 20; 9. Peugeot 14; 10. Opel and Volkswagen 10; 12. Subaru 8; 13. Vauxhall and Alfa Romeo 4.

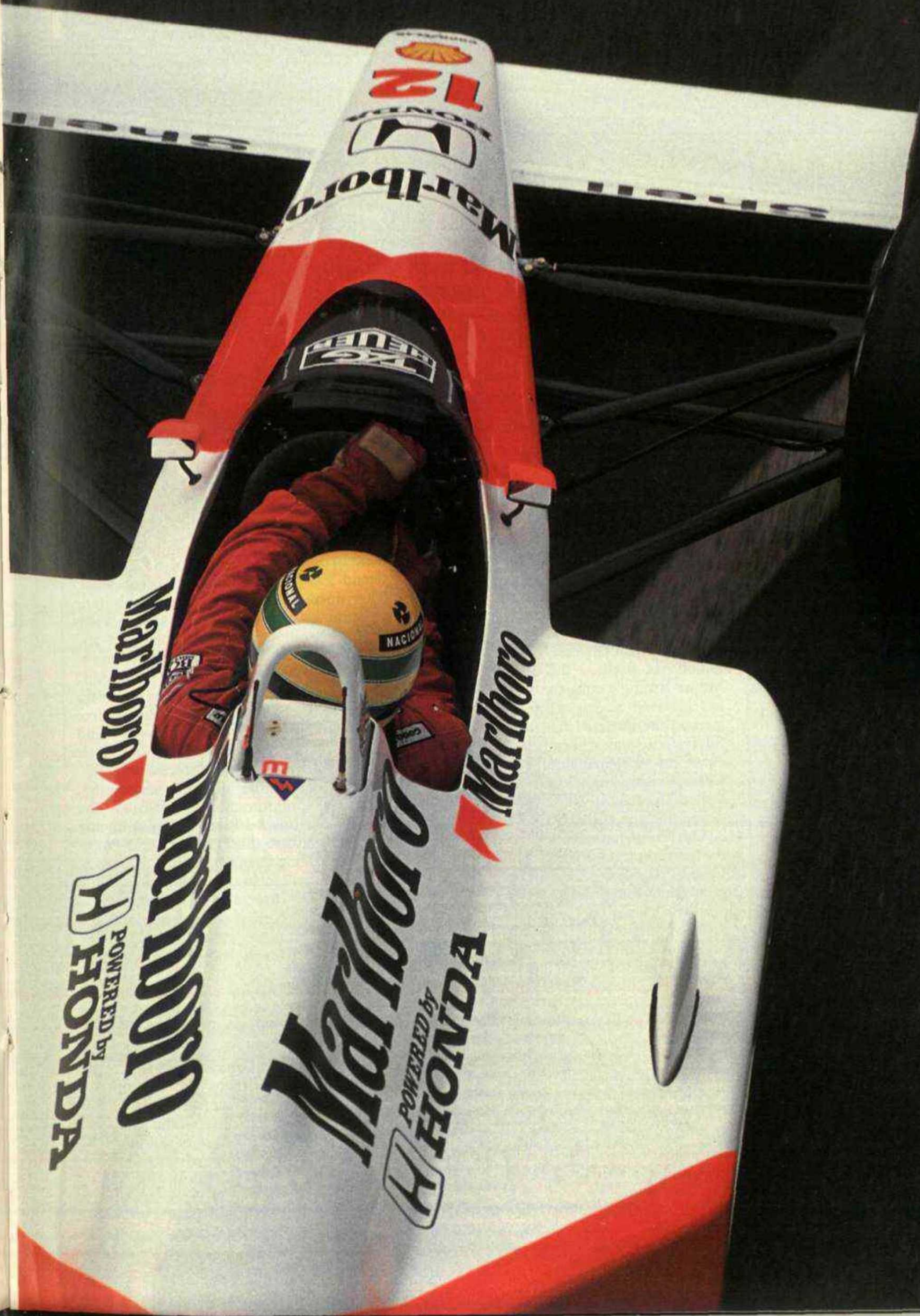


Driving an Integrale for the first time for the Jolly Club, Alessandro Fiorio picked up third place, behind two works cars but ahead of Alén.



Shell Oils

British Grand Prix Guide



MOTORSPORT

SHELL OILS BRITISH GRAND PRIX



Silverstone—“home of British motor sport”, host of 23 Grands Prix, and one of the fastest circuits in Europe.

The Great Occasion

Whatever you might think about the level of competitiveness in Formula One racing 1988-style, and however much you might bemoan the loss of Brands Hatch as a Grand Prix venue, it is surely unarguable that the British Grand Prix at Silver-

stone has become one of the great national sporting occasions.

For one thing, it has history very much on its side. Since Luigi Villorosi won the first such fixture in a Maserati in 1948, the home of the British Racing Drivers Club has established itself as the “Home of British Motor Racing”, and the Grand Prix itself has survived as one of the few permanent stars in the international racing firmament. Silverstone played host to the very first event in the inaugural World Drivers’ Championship in 1950, and the circus has visited this country every year since — a distinction shared only by Italy.

The Northamptonshire airfield also offers the European ultimate in raw speed. Its Grand Prix boasts the highest average speed of any motoring event in the United Kingdom and, indeed, Nigel Mansell’s 153.059 mph lap in this fixture last year was the fastest in Grand Prix racing in 1987.

And if nostalgia and sheer pace are insufficient in themselves to stir the imagination of the general public, there will always be individual drivers ready to take on that responsibility. Mansell’s thrilling chase of Nelson Piquet for the duration of last year’s race, for his emotional third consecutive victory on home soil, will forever stand out as one of the season’s highlights.

Triumphant “local heroes” have been few and far between since the days of Jim Clark and Jackie Stewart, but James Hunt (1977) and John Watson (1981) have also revealed

the intense patriotic pride of Silverstone’s Grand Prix crowds in more recent years. The prospects of British success this time are slimmer, with Mansell suffering from the unreliability of his Williams-Judd and Jonathan Palmer and Julian Bailey from the unwieldiness of their Tyrrell-Cosworths, but Derek Warwick still has turbo power for his Arrows and was a points-scorer in three of the first four races this season. And British-built cars will be vying for their tenth British GP victory in succession . . .

What makes the occasion so special, though, is its international nature. The weekend on July 8-10 sees the one and only 1988 visit to these shores of the world’s most advanced racing formula in terms of chassis, engine and tyre technology, and of 31 of the world’s fastest drivers from 12 countries.

If the ticket prices seem severe and the queues interminable, reflect on the money and expertise which has been invested in this circus, and consider the booming worldwide fascination with this ultimate theatre of the sport. The vast majority of the millions of spectators across the globe can only resort to a television — those who can be there in person are the lucky few.

“Few” is not perhaps the appropriate word, however. Last year, a record 180,000 people attended the British Grand Prix over the three days, and organisers say they will be disappointed if that figure is not bettered this month. Whatever the result, there is no doubt Silverstone will be throbbing . . .

TIMETABLE

Friday, July 8

0800-0930 Pit-Lane Walkabout
1000-1130 Formula One untimed practice
1140-1240 Parades and Demonstrations
1300-1400 Formula One first qualifying
1425-1455 Formula Three first qualifying
1510-1540 Renault Turbo first qualifying
1555-1625 Vauxhall-Lotus first qualifying
1640-1710 Metro Turbo qualifying
1725-1755 Touring Cars first qualifying
1810-1840 Formula Three final qualifying

Saturday, July 9

0730-0830 Pit-Lane Walkabout
0900-0930 Renault Turbo final qualifying
1000-1130 Formula One untimed practice
1140-1240 Parades and Demonstrations
1300-1400 Formula One final qualifying
1425-1505 Formula Three race
1525-1600 Metro Challenge race
1610-1640 Alfa Romeo 164 qualifying
1655-1725 Vauxhall-Lotus final qualifying
1740-1810 Touring Cars final qualifying

Sunday, July 10

0730-0930 Pit-Lane Walkabout
1000-1030 Formula One untimed warm-up
1050-1115 Renault Elf Turbo race
1135-1155 Alfa Romeo 164 Celebrity race
1220-1255 Vauxhall-Lotus Challenge race
1300 Parade of Saturday’s winners
1305-1350 Parades and Demonstrations
1355 Parade of Flags
1400 Formula One warming-up lap
1430-1605 British Grand Prix
1630-1715 British Touring Cars race

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The Power Plug

SHELL OILS BRITISH GRAND PRIX



1

NELSON PIQUET

Lotus-Honda
Brazilian, aged 35
First GP: Germany 1978
145 GPs, 24 poles, 20 wins



2

SATORU NAKAJIMA

Lotus-Honda
Japanese, aged 35
First GP: Brazil 1987
19 GPs, 0 poles, 0 wins



3

JONATHAN PALMER

Tyrrell-Cosworth
British, aged 31
First GP: European 1983
58 GPs, 0 poles, 0 wins



4

JULIAN BAILEY

Tyrrell-Cosworth
British, aged 26
First GP: San Marino 1988
1 GP, 0 poles, 0 wins



5

NIGEL MANSELL

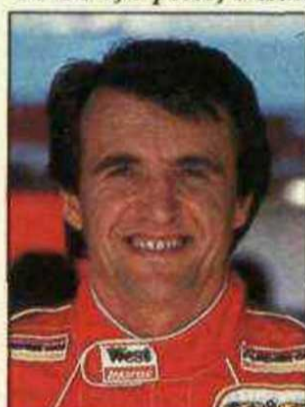
Williams-Judd
British, aged 33
First GP: Austria 1980
108 GPs, 12 poles, 13 wins



6

RICCARDO PATRESE

Williams-Judd
Italian, aged 36
First GP: Monaco 1977
164 GPs, 2 poles, 2 wins



9

PIERCARLO GHINZANI

Zakspeed
Italian, aged 36
First GP: Belgium 1980
69 GPs, 0 poles, 0 wins



10

BERND SCHNEIDER

Zakspeed
German, aged 23
First GP: Mexico 1988
1 GP, 0 poles, 0 wins



11

ALAIN PROST

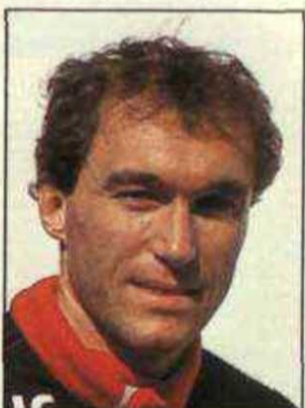
McLaren-Honda
French, aged 33
First GP: Argentina 1980
125 GPs, 16 poles, 31 wins



12

AYRTON SENNA

McLaren-Honda
Brazilian, aged 28
First GP: Brazil 1984
66 GPs, 20 poles, 7 wins



14

PHILIPPE STREIFF

AGS-Cosworth
French, aged 33
First GP: Portugal 1984
42 GPs, 0 poles, 0 wins



15

MAURICIO GUGELMIN

March-Judd
Brazilian, aged 25
First GP: Brazil 1988
4 GPs, 0 poles, 0 wins



16

IVAN CAPELLI

March-Judd
Italian, aged 25
First GP: European 1985
23 GPs, 0 poles, 0 wins



17

DEREK WARWICK

Arrows-BMW
British, aged 33
First GP: Las Vegas 1981
88 GPs, 0 poles, 0 wins



18

EDDIE CHEEVER

Arrows-BMW
American, aged 30
First GP: South Africa 1978
106 GPs, 0 poles, 0 wins



19

ALESSANDRO NANNINI

Benetton-Cosworth
Italian, aged 29
First GP: Brazil 1986
35 GPs, 0 poles, 0 wins

The Drivers



20

THIERRY BOUTSEN

Benetton-Cosworth
Belgian, aged 30
First GP: Belgium 1983
77 GPs, 0 poles, 0 wins



21

NICOLA LARINI

Osella-Alfa Romeo
Italian, aged 24
First GP: Spain 1987
2 GPs, 0 poles, 0 wins



22

ANDREA de CESARIS

Rial-Cosworth
Italian, aged 28
First GP: Canada 1980
108 GPs, 1 pole, 0 wins



23

ADRIAN CAMPOS

Minardi-Cosworth
Spanish, aged 28
First GP: Brazil 1987
18 GPs, 0 poles, 0 wins



24

LUIS PEREZ SALA

Minardi-Cosworth
Spanish, aged 30
First GP: Brazil 1988
4 GPs, 0 poles, 0 wins



25

RENÉ ARNOUX

Ligier-Judd
French, aged 40
First GP: Belgium 1978
129 GPs, 18 poles, 7 wins



26

STEFAN JOHANSSON

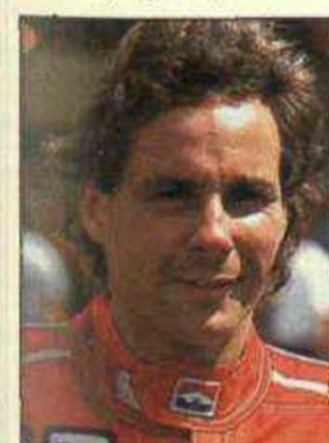
Ligier-Judd
Swedish, aged 31
First GP: Britain 1980
63 GPs, 0 poles, 0 wins



27

MICHELE ALBORETO

Ferrari
Italian, aged 31
First GP: San Marino 1980
109 GPs, 2 poles, 5 wins



28

GERHARD BERGER

Ferrari
Austrian, aged 28
First GP: Austria 1984
56 GPs, 3 poles, 3 wins



29

YANNICK DALMAS

Lola-Cosworth
French, aged 26
First GP: Mexico 1987
7 GPs, 0 poles, 0 wins



30

PHILIPPE ALLIOT

Lola-Cosworth
French, aged 33
First GP: Brazil 1984
52 GPs, 0 poles, 0 wins



31

GABRIELE TARQUINI

Coloni-Cosworth
Italian, aged 26
First GP: San Marino 1987
5 GPs, 0 poles, 0 wins



32

OSCAR LARRAURI

EuroBrun-Cosworth
Argentinian, aged 33
First GP: Brazil 1988
3 GPs, 0 poles, 0 wins



33

STEFANO MODENA

EuroBrun-Cosworth
Italian, aged 25
First GP: Australia 1987
3 GPs, 0 poles, 0 wins



36

ALEX CAFFI

Dallara-Cosworth
Italian, aged 24
First GP: Italy 1986
18 GPs, 0 poles, 0 wins

BRITISH GRAND PRIX Last Ten Winners

1978... Carlos Reutemann (Ferrari)
1979... Clay Regazzoni (Williams)
1980... Alan Jones (Williams)
1981... John Watson (McLaren)
1982... Niki Lauda (McLaren)
1983... Alain Prost (Renault)
1984... Niki Lauda (McLaren)
1985... Alain Prost (McLaren)
1986... Nigel Mansell (Williams)
1987... Nigel Mansell (Williams)

Information given on this and the following pages is correct up to and including the 1988 Mexican Grand Prix.

SHELL OILS BRITISH GRAND PRIX



LOTUS 100T-HONDA V6 t/c

Team Lotus, Wymondham, England
 First GP: Monaco 1958. GPs contested: 384. Wins: 79
 Constructors' Championship: 1963, 1965, 1968, 1970, 1972, 1973, 1978
 Drivers' Championship: 1963, 1965, 1968, 1970, 1972, 1978



TYRRELL 017-COSWORTH V8

Tyrrell Racing Organisation, Ockham, England
 First GP: Canada 1970. GPs contested: 244. Wins: 23
 Constructors' Championship: 1971
 Drivers' Championship: 1971, 1973



WILLIAMS FW12-JUDD V8

Williams Grand Prix Engineering, Didcot, England
 First GP: Britain 1972. GPs contested: 206. Wins: 40
 Constructors' Championship: 1980, 1981, 1986, 1987
 Drivers' Championship: 1980, 1982, 1987



ZAKSPEED 881-ZAKSPEED S4 t/c

Zakspeed Rennsport, Niederrissen, West Germany
 First GP: Portugal 1985. GPs contested: 45. Wins: 0



McLAREN MP4/4-HONDA V6 t/c

McLaren International, Woking, England
 First GP: Monaco 1966. GPs contested: 302. Wins: 59
 Constructors' Championship: 1974, 1985, 1986
 Drivers' Championship: 1974, 1976, 1984, 1985, 1986



AGS JH23-COSWORTH V8

AGS, Gonfaron, France
 First GP: Italy 1986. GPs contested: 19. Wins: 0



MARCH 881-JUDD V8

March Engineering, Bicester, England
 First GP: South Africa 1970. GPs contested: 156. Wins: 3



ARROWS A10B-BMW S4 t/c

Arrows Racing Team, Milton Keynes, England
 First GP: Brazil 1978. GPs contested: 155. Wins: 0



BENETTON B188-COSWORTH V8

Benetton Formula, Witney, England
First GP: Brazil 1986. GPs contested: 36. Wins: 1



OSELLA FA11-ALFA ROMEO V8 t/c

Osella Squadra Corse, Volpiano, Italy
First GP: South Africa 1980. GPs contested: 105. Wins: 0



RIAL ARC1-COSWORTH V8

Rial Racing, Fussgenheim, West Germany
First GP: Brazil 1988. GPs contested: 4. Wins: 0



MINARDI M188-COSWORTH V8

Minardi Team, Faenza, Italy
First GP: Brazil 1985. GPs contested: 50. Wins: 0



LIGIER JS31-JUDD V8

Ligier-Sport, Vichy, France
First GP: Brazil 1976. GPs contested: 188. Wins: 8



FERRARI F187/88-FERRARI V6 t/c

Scuderia Ferrari, Maranello, Italy
First GP: Monaco 1950. GPs contested: 429. Wins: 93
Constructors' Title: 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983
Drivers' Title: 1952, 1953, 1956, 1958, 1961, 1964, 1975, 1977, 1979



LOLA LC88-COSWORTH V8

Larrousse-Calmels, Antonie, France
First GP: San Marino 1987. GPs contested: 19. Wins: 0



COLONI FC188-COSWORTH V8

Coloni Spa, Perugia, Italy
First GP: Spain 1987. GPs contested: 5. Wins: 0



EUROBRUN ER188-COSWORTH V8

EuroBrun Racing, Senago, Italy
First GP: Brazil 1988. GPs contested: 4. Wins: 0



BMS DALLARA F188-COSWORTH V8

Scuderia Italia Lucchini, Brescia, Italy
First GP: San Marino 1988. GPs contested: 3. Wins: 0

SHELL OILS BRITISH GRAND PRIX

BRITISH FORMULA THREE CHAMPIONSHIP

The Formula Three race supporting the Grand Prix is the twelfth in a series which has featured close and interesting racing. All the competing stars of the future will be wanting to put on a good performance in front of the Grand Prix team managers.

As a protégé of Keke Rosberg, Jyrki Jarvilehto (now universally nicknamed JJ Lehto) has much to live up to, but having won five of the first nine races, he must be the man most likely to succeed. Ireland's Martin Donnelly, Sir Jack Brabham's son Gary and Swiss driver Philippe Favre are three who would dispute this. Homegrown talent abounds, however, Eddie Irvine, Damon

Hill, Jason Elliot, John Alcorn, Paul Warwick and Phil Andrews being of particular significance.

With the exception of the thus-far unimpressive new Vision, the field is made up of Ralt and Reynard chassis powered by 2-litre Alfa Romeo, Toyota or Volkswagen engines, with no combination having proved dominant to date.

In Class B, for older chassis, the contest will be just as close with Rowan Dewhurst or Alastair Lyall likely to take overall honours, although John Penfold and Scott Stringfellow will be there to pick up any crumbs off the table.

BRITISH TOURING CAR CHAMPIONSHIP

Of the four categories in the championship, the race-winner is almost certain to come from Group A, the Ford Sierra Cosworth class.

Andy Rouse in his Kaliber-backed car has so far won most of the races, although he lost out to Jerry Mahony early in the season, and also to ETC star Steve Soper, who was making a one-off appearance at Thruxton. In Silverstone's International Trophy support race, Rob Gravett looked as though he might cause an upset, but within a few laps Rouse had resumed the status quo.

Opposition to the Ford runners will come

from Mike O'Brien's raucous Holden Commodore (somewhat uncompetitive while the team has been unable to homologate the new version) the under-developed Maserati Biturbo and the beautiful but slow Toyota Supras.

Class B is all about the BMW M3s. The four regular contenders generally circulate in convoy, nipping and tucking as they go, usually being led by that wily old fox Frank Sytner and ably supported by his team-mate, DJ Mike Smith. Class C is poorly supported, but Class D always features a battle royal between the Toyota Corollas.

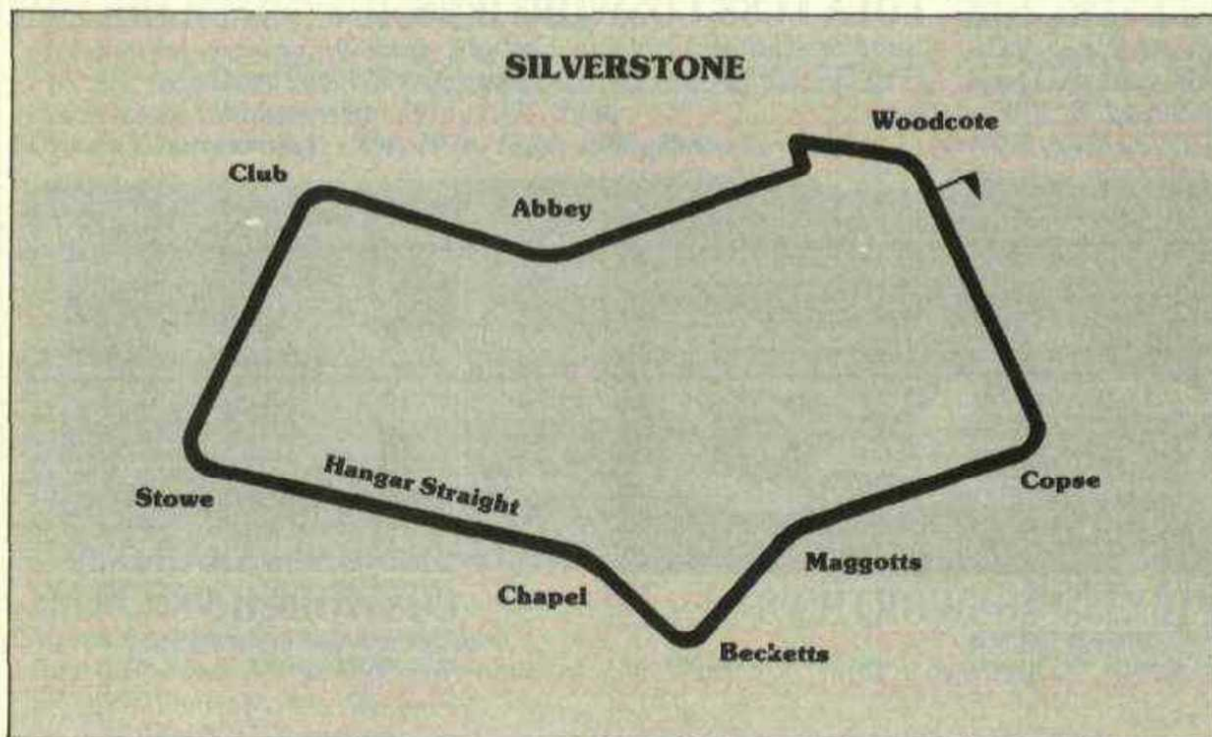
ALFA ROMEO 164 CELEBRITY RACE

Bernie Ecclestone's new series is supporting most of the European Grands Prix. The rapid Alfas retain the same numbers throughout the season and are driven by local celebrities at each event, in order to raise money for charity.

For every race the car completes without being damaged, it earns approximately £2000

for the kitty, with large bonuses being paid for wins. At the end of the season, those who have sat behind the wheel of the car which has earned the most will choose the charity.

All celebrity races are fun, and it remains to be seen whether the responsibility of earning £2000 is enough for the wilder drivers to rein in their enthusiasm.

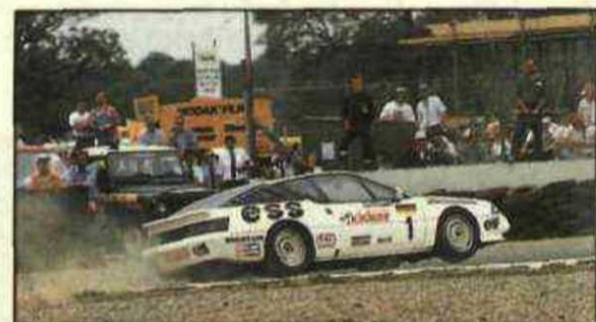


Young Dragons — McNish leads Hakkinen.

VAUXHALL-LOTUS CHALLENGE

General Motors' own formula has become a popular alternative to Formula Ford 2000 in only its first year. The new 2-litre 16-valve engines, as found in the latest version of the Vauxhall Astra GTE, are installed in identical chassis built by Reynard, so parity between the runners is guaranteed.

Top runners so far this season have been Dragon Motorsport's Mika Hakkinen and Allan McNish, but Gary Ayles, Philippe Adams and Dougie Spencer will be battling hard. Two names to watch out for are Justin Bell, son of Derek, and David Brabham, son of Sir Jack; Racing for Britain colours are carried by Peter Hardman.



Dust-throwing Renaults — rare visitors.

RENAULT TURBO EUROPA CUP

One of the most exciting races of the weekend will be between Renault's turbocharged Alpine V6s. Although most of the names will be the unfamiliar ones of Continental series regulars, this does not detract from the spectacle.

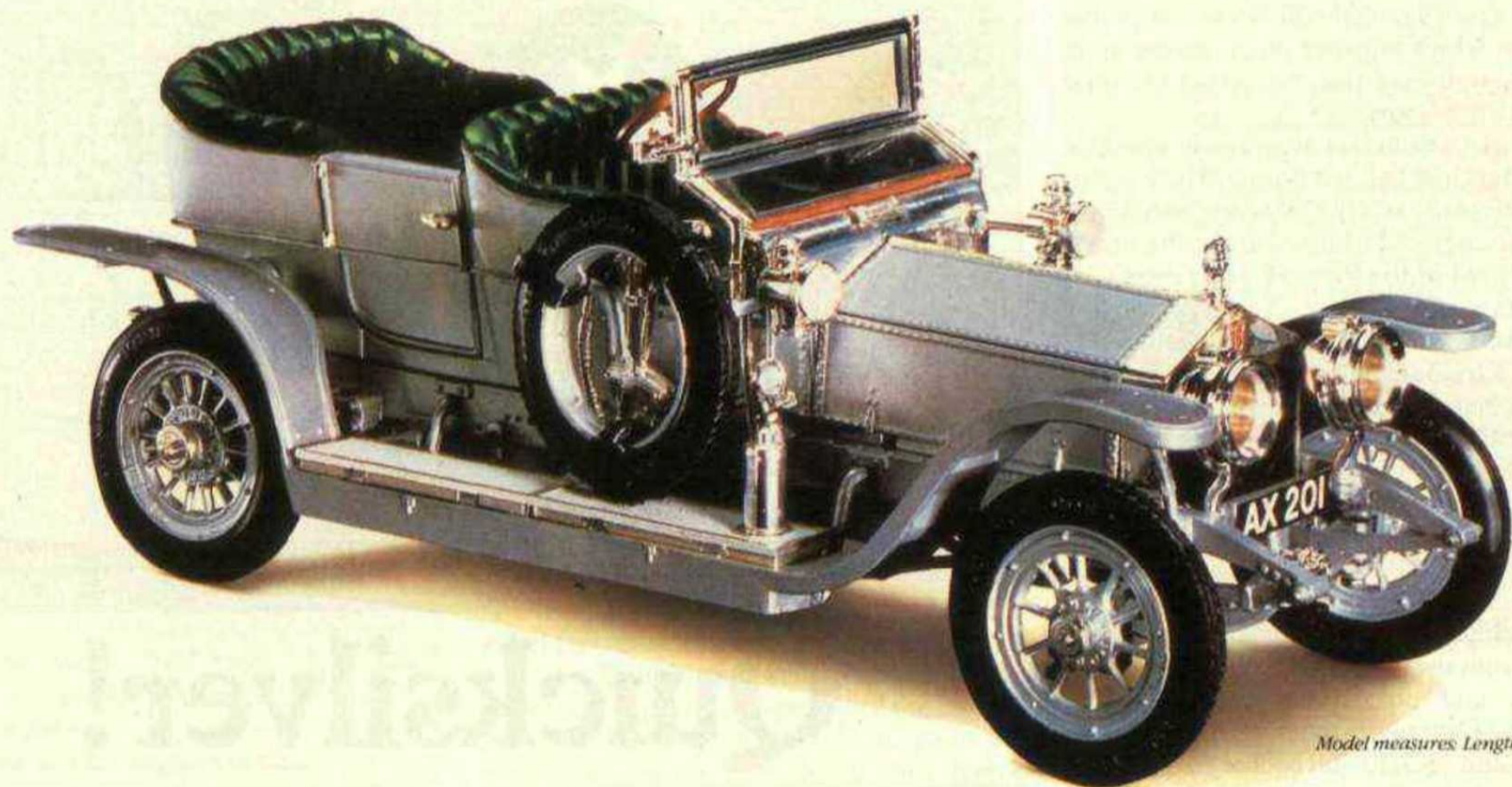
This is the fourth time these 175 mph sports-cars have been let loose in this country, having appeared at the 1985 Grand Prix of Europe, at the 1986 Brands Hatch 1000km and at last year's British GP.

METRO CHALLENGE

If ever there was a championship which provides fireworks on a regular basis, this is it. Peter Baldwin will be out to get the win he missed at this event last year, but he will come against hard opposition in the shape of Martin Perrett amongst many others. Ten laps will give competitors just enough time to get their little charges into the most lurid positions.



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And so scrupulously accurate that company officials have verified the model for authenticity.

Named for its silver-plated trim, metallic-silver paintwork and extraordinary silence, 'The Silver Ghost' offered luxury and performance previously unknown. And the prototype for this model is based

directly on first-hand studies of the original.

Steel dies taken from the prototype are used to cast the more than 127 components needed to build a single model.

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There are soft tufted carpets, doors that open and close, fully operable steering, complete instrumentation - and engine detailing that shows the *two* spark-plugs on each of six cylinders.

What price perfection? A custom model of this quality would cost hundreds or even thousands of pounds. But 'The Silver Ghost' is just £85, and payable in five instalments of £17 each.

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ROAD TEST

Wringing 100 bhp per litre from a production-line car would once have seemed an absurd target, incurring all sorts of unreliability and intractability. But that figure is exactly what a limited-edition version of the impressive Porsche 944 Turbo now achieves. For £36,900 the standard Turbo offers 220 bhp; the newest variant, called the SE (for Sport Equipment) jumps to 250 bhp from its blown 2.5-litre four-cylinder engine, and gets a package of handling and equipment additions which together pitch the car up to £41,249, well over the cost of the cheapest 911, the Club Sport.

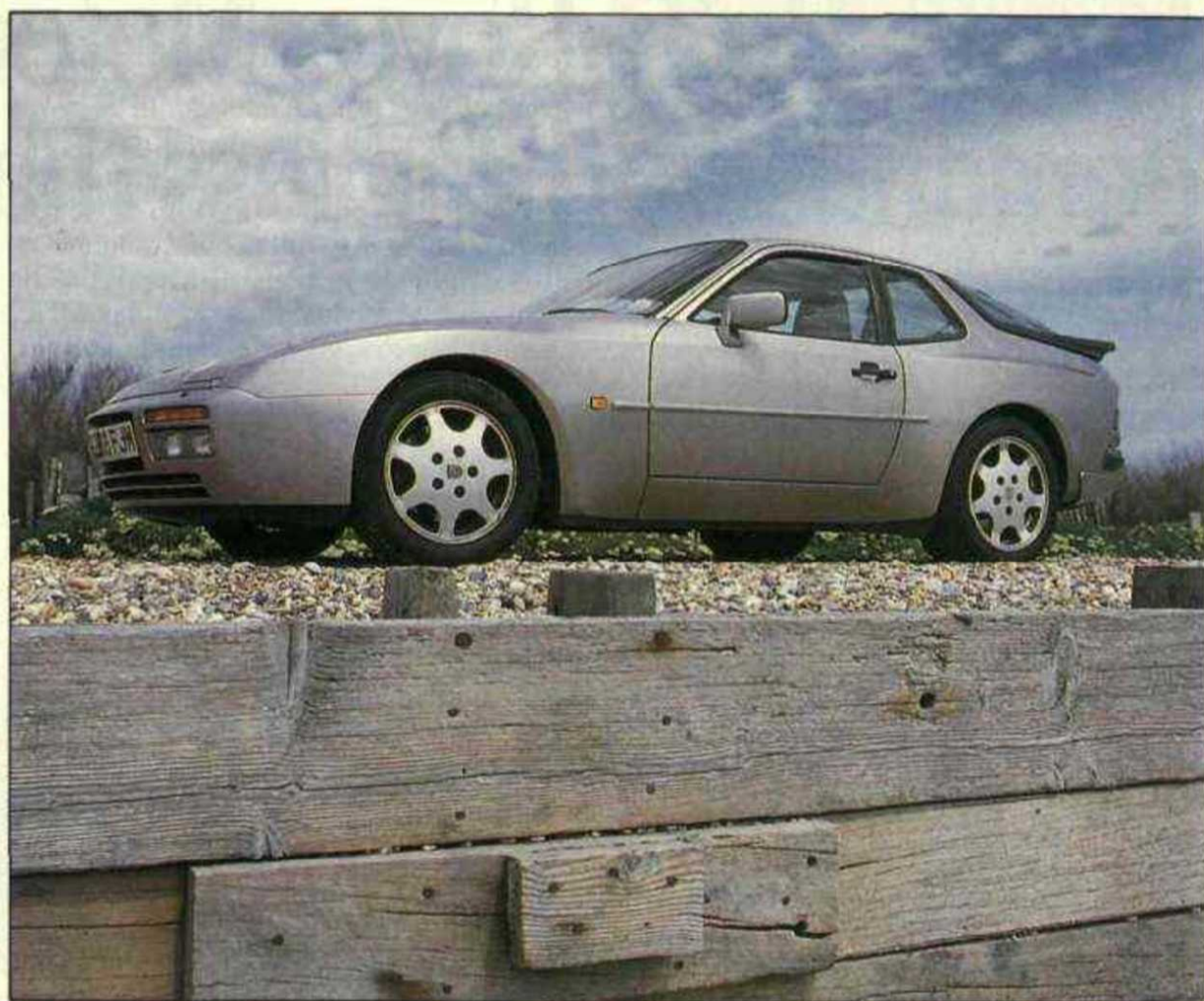
Most of these extras are already available from the options list, but the one which is not, and which really sets the SE apart, is the more powerful engine developed from the specification used in the Porsche 944 Turbo Cup race series which has been a feature at continental race circuits over last season.

A race engine on the road may sound dubious, but the engine changes are anything but radical; maximum boost pressure goes up to 0.82-bar (11.9 psi) and the electronic rev limiter is tweaked another 500 rpm to 6500. These small "black-box" adjustments provide an extra 30 bhp, and a smaller gain of 15 lb ft of torque which also now peaks 500 rpm higher at 4000. This slices over half a second from the 0-60 mph time, down to 5.5 seconds, and pushes top speed towards 160 mph. Otherwise the specification is as before, the KKK turbocharger feeding through a large air-to-air intercooler behind the main radiator, with a knock-sensor to retard the ignition or reduce the boost if any pinking is detected.

Heat problems, always a special risk in turbo engines, have been carefully attended to: sodium-filled exhaust valves are fitted, and the turbo casing carries a water-cooling system for the bearings which continues to operate after the engine has been turned off. The turbo itself is mounted on the cooler intake side of the block so as to avoid picking up extra heat from the exhaust manifold, at the cost of increasing the length of the pipe run which feeds it.

Digesting the power is a rear-mounted transaxle which in SE form includes a limited-slip differential. Unlike Alfa Romeo's transaxle, Porsche's clutch is on the engine end of the prop-shaft, which may help to explain the quicker action of the change. It is not light, but it feels solid and sure; the gearsets have been strengthened to resist the stresses of Turbo Cup racing, and a separate oil cooler keeps the transmission comfortable. Nor is that rear under-bumper spoiler merely a stylist's whim: it helps to channel more air between the wheels and past the transaxle.

Though the Turbo has always had four-piston calipers and ventilated discs, the SE gets a transplant from the 928S4 of the complete ABS system with its massive discs, a full foot across at the front, with gleaming bronze caliper castings showing through the



Quicksilver!



Control layout is somewhat arbitrary, but everything works beautifully.

gaping holes in the special forged-alloy 16in wheels. It is a visible signal of the "regardless of cost" approach which characterises much of Porsche engineering, and which the company's image of technical excellence allows it to sell successfully even at ever-increasing prices.

Like many other specialist companies, Porsche is tending to rely on the value per unit

rather than number of units sold to keep profitability up, which has helped to soften the effects of its market shrinkage. Perhaps fewer people are buying the car, but those who do seem not to be worried about the cost. Hence limited-edition specials such as the SE tested here; with 1000 being made, of which only 70 will be imported to Britain, exclusivity is added to the extra performance.

Porsche 944 Turbo SE

Model: 944 Turbo SE.

Maker: Porsche AG.

Importer: Porsche Cars GB Ltd.

Type: 2+2 sports coupé.

Engine: 2479cc (100 × 78.9mm) all-alloy 4 in-line, sohc, twin balance shafts, two valves per cyl. KKK turbocharger, max boost 0.82 bar, Bosch L-Jetronic management with knock-sensors and electronic boost control. Power: 250 bhp at 6000 rpm. Torque: 258 lb ft at 4000 rpm.

Transmission: RWD, rear-mounted five-speed manual transaxle, limited slip diff.

Suspension: (Front): MacPherson struts with lower wishbone, coil springs, antiroll bar. (Rear): Semi-trailing arms, torsion bars, telescopic dampers, anti-roll bar.

Steering: Power-assisted rack and pinion.

Brakes: Servo-assisted, ABS. (Front): 12in ventilated discs. (Rear): 11.8in ventilated discs, integral handbrake drums.

Wheels and tyres: 16in forged alloy rims, 7in front, 9in rear. Goodyear Eagle tyres, 225/50 VR front, 245/45 VR rear.

Performance: 0-60 mph: 5.7 sec. Maximum speed: 161 mph (manufacturer's figure).

Economy: 18.1 mpg overall.

Price: £41,249.

All of these SE cars will be finished in the same colour scheme, a dusky rose-pink exterior which is very acceptable, and a burgundy cockpit which falls rather short of Porsche's usual standards of taste; the colour oozes over fascia and steering wheel alike, looking like a refugee from one of Mazda's colour charts. Better news is that the rear backrest is split to fold independently, a small practical gain over the single backrest on standard 944s.

Another SE feature is the word "TURBO" fading in across the offside front wing; some onlookers felt it was rather ostentatious, but I rather approve of it as a reminder of the original 924 Carrera GT Turbo, the 1980 homologation special which demonstrated Porsche's intention to develop the staid 924 into something more exciting. That car carried the word "Carrera" in the same place.

Though the unadorned Turbo already has prodigious grip, this one gets the Sport suspension pack (optional on other 944s) and yet more rubber: the old rear size (225/50 VR 16) moves to the front, while the back jumps to 245/45 to make sure that 250 bhp actually has something to bite against, while the limited-slip differential ensures that both wheels can be made to spin at the same time.

In fact it takes a pretty slippery surface and maximum boost showing on the little dial in the tach before the Goodyear Eagles let go; in

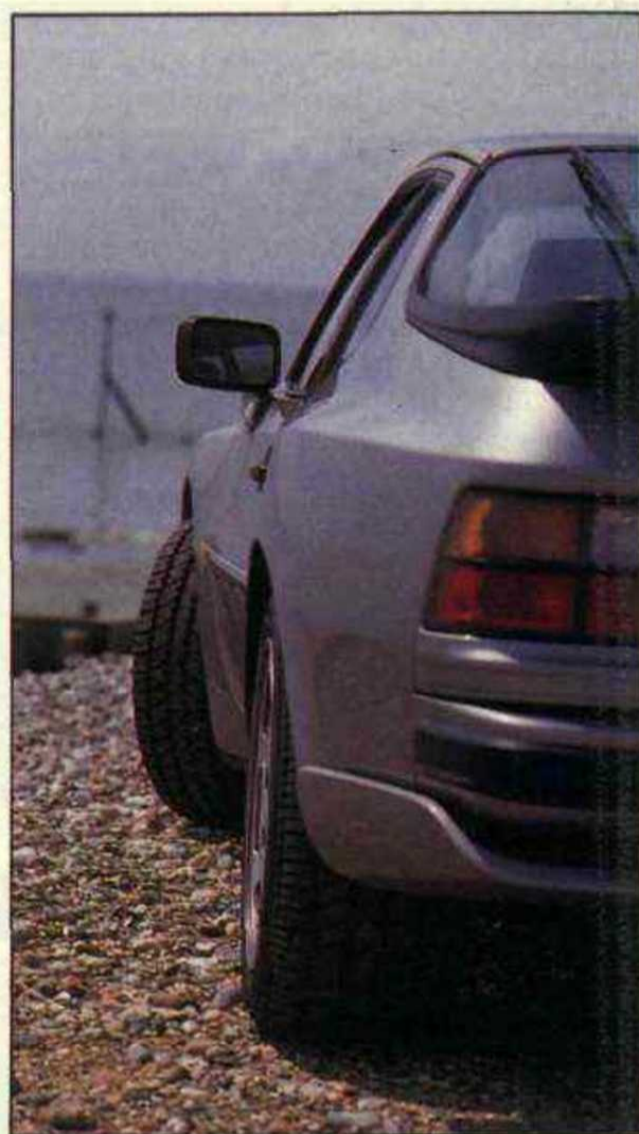
almost all normal cases full throttle brings a mild surge as the needle heads for 3500 rpm, at which point the tail drops a fraction, the car seems to stiffen and the seat tries to swallow the driver's body.

That central rev-counter becomes momentarily crucial, for in third gear the 3000 rpm left on the way to the red line are gone in a blur; thump fourth home and the boost needle stays glued to 1.8-bar pressure as the 100 mph mark flashes past. Even when fourth runs out at 130 or so, the turbine is still cramming pressurised air through the Bosch L-Jetronic injection system to propel the car up to and beyond 150 mph.

With the boost high, the Turbo SE has almost unrivalled overtaking powers, but it is less flexible than before. The correct gear is vital: off boost there is a noticeable gap in the action, and joining main-road traffic from a side-road standing start means looking for a bigger gap than a normally-aspirated sports-car would need. Those few seconds while the turbo gathers steam can seem a long time, if only in contrast to the bullet-like reaction when the car eventually lets fly.

In the upper half of its performance chart the car remains completely stable, with no yaw to deflect its direction, and the leather wheel feels exactly, in fact uncannily, like it does at 30 mph. So well matched is the power-assistance to the speed and the load on the tyres that there is no real change in the sensations absorbed by the driver's hands between the urban crawl and the open road; indeed at high speeds the servo effect dwindles to zero, leaving all the tiny darting and pulling movements to come through direct. It would be a tenable proposition to suggest that this system is actually superior to unassisted steering for fast driving, because of this absolutely constant level of response and the ideal, slightly weighty, feel.

Yet the 944 is not perfect on this front: lean on the firm brake pedal and the broad front tyres instantly start to dart around bumps and



Goodyear's unidirectional Eagle tyres encircle the elegant 16in wheels.

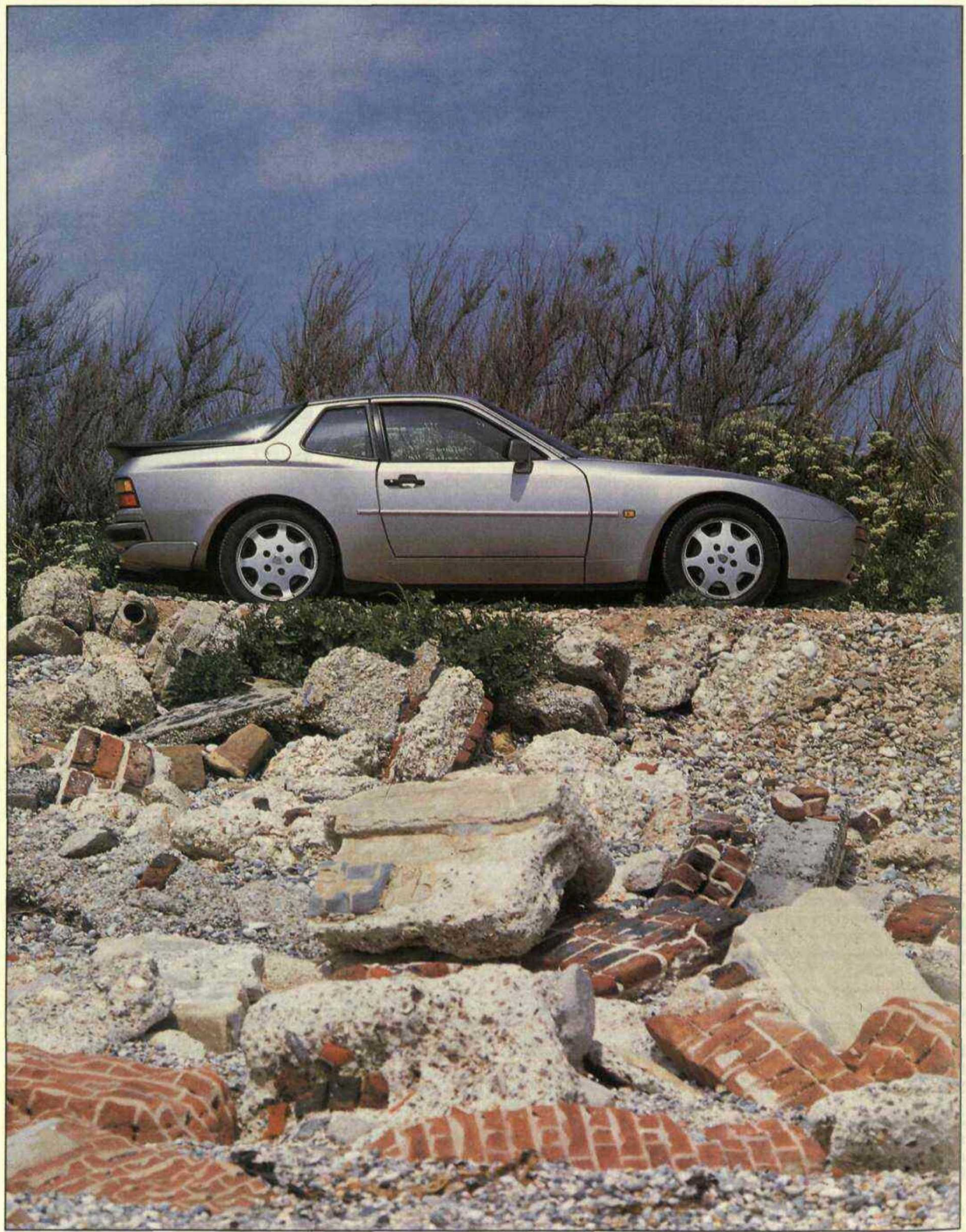
cats-eyes, twitching the blunt nose away from the line. It is distracting rather than worrying, a racing car *trait* which is the penalty for the sort of lateral bite which has inexperienced passengers gasping through roundabouts.

At the same time a terrific thumping and roaring emanates from the suspension to disrupt an otherwise peaceful interior where the turbo's whistle is virtually inaudible. In fact there is not much to be heard of the engine at all; its twin balance shafts make it smoother than any big four ought to be when spinning fast, and what to onlookers is a pleasant



Rear under-lip helps to cool the aft-mounted transaxle.

ROAD TEST



Porsche 944 Turbo SE

exhaust growl is lost on the occupants.

At low revs, though, the unit begins to grumble. It really does not like trickling down to less than 2000 rpm, becoming lumpy and uneven, and its relatively high gearing means taking second and on occasion first gear to keep the car rolling in traffic queues where most cars would be happy a gear higher. Yet this is the only indication that this is a 250 bhp road-burner; resuming fast driving, the unit pulls away without hesitation and with the temperature needle unmoved.

During a week's trial, the only time I was aware of triggering the ABS was over a severe hump where I would otherwise have momentarily locked a wheel; I simply do not believe the scare-stories which say that people drive faster because they have antilock brakes. As far as I am concerned, it is the single most valuable safety feature, after seat-belts, now offered, and a great comfort when the spray-coated tail-gating third-laners stream past on a wet M1.

Tramlining aside, braking performance is superb, locking the seat-belts around the crew and pinning both ends of the chassis to the road. Partly this is due to the four pads which seize each hollow disc, but also because the normal excess of work done by the front brakes is offset by the rear weight bias of the transaxle layout. Incredibly, the weight distribution of the Turbo SE is virtually the same as that of a rear-engined Porsche 911, with 59% over the rear axle. Happily the polar moments, or resistance to turning, are very different: if the back of the 944 steps out, a momentary flick of the wrist is enough to hold it until the tyres lock on to the line again.

Helping the driver to feel so in control is the excellent relationship of seats, pedals, wheel and gear-lever, though the skinny handbrake lever is much too far away, down by the driver's right calf, and the electric tailgate release is buried in the footwell.

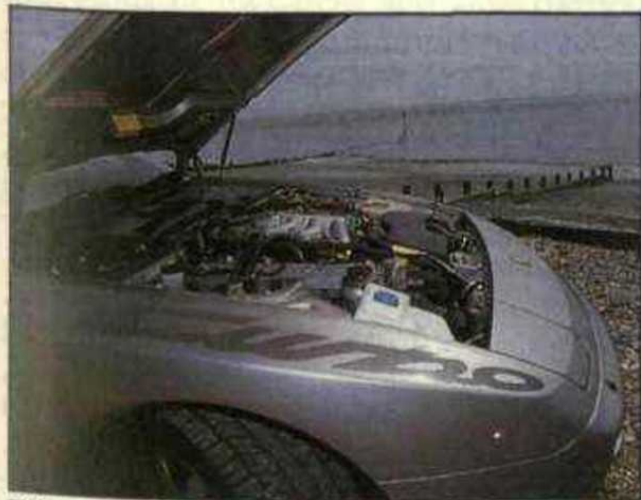
Some of the minor controls, set in an uninspired line along the dash, are hard to find behind the steering wheel, but the air-conditioning controls (the system is standard) are exemplary, with temperature being controlled by a rotary knob, and push-button demisting. The softly-curved grilles in the stylish fascia (revised for the first

Turbo and now common to all 944s) provide plenty of air — if you can get them set up to suit you.

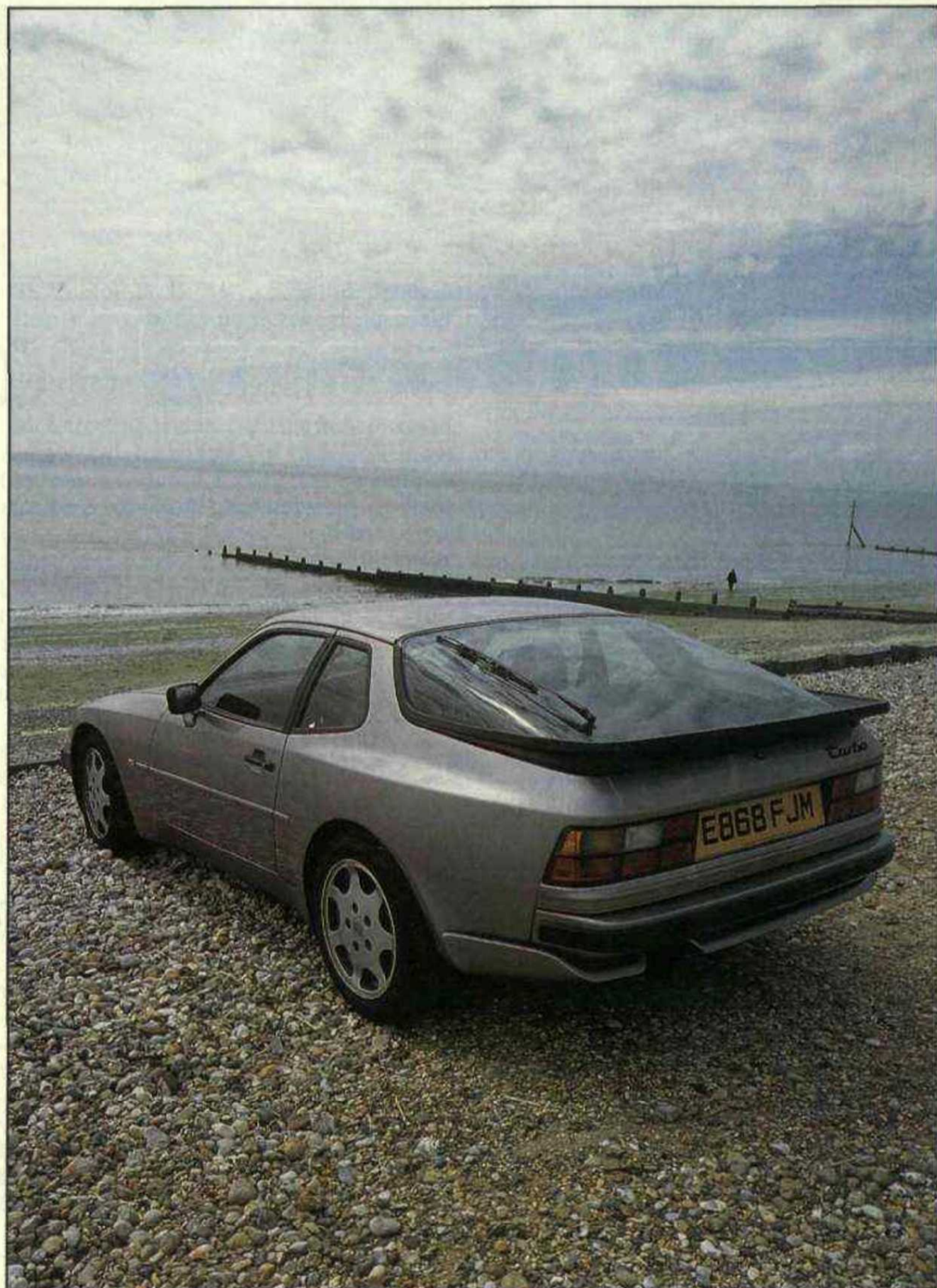
Electrically-adjustable seats are part of the SE package, manipulated by neat inset circular rockers in the side of the squab like those on the V8 Porsche, and they do a good job of gripping the occupants without being tiring. There is no doubt that one could drive from Calais to Stuttgart where this car began its life and be quite relaxed and composed at the other end — as long as the route avoided any poorly-surfaced roads. With its stiffened damping (though relatively pliant springing), hard bushes and unyielding low-profile tyres, the SE will make its driver grit his teeth at the approach of another manhole cover at town speeds; but it is naturally less harsh as the

speed rises, and the sheer accuracy of the chassis through a sequence of left-right-left esses is enough to forgive its low-velocity rumbles.

As usual, the overall package which Weissach's engineers have marketed is beautifully balanced: there is traction to cope with the huge power, sensitivity to match the tenacious road-holding, and top-rank assembly quality to go with the impervious mysteries of black-box engine control. There is little drama — indeed almost disappointingly little — to the staggering acceleration, and in some ways the car's sheer competence makes it appear less stimulating to the senses. But at the end of a full day of hustling along B-roads, the driver's smile of content tells all. **GC**



Wing graphics remind challengers not to meddle with 250 muscular bhp.



Seaside reflections.

BIG BANGERS OF THE SIXTIES



Nurburgring augured well for Surtees' new Aston Martin-engined car until a wishbone broke.

Too Many Projects

The Americans wanted open roadsters for their sports-car series, but with Group 7 deleted, Europe needed a Group 4 sports coupé. Jackie Epstein wanted a replacement for his ageing Ferrari 250 LM. With his Lola T70 experience in the 1966 CanAm Championship, he asked Eric Broadley to build him a coupé based on the T70 but, remembering Hawkins flip at Mosport, he specified "it must have a front end that is easily replaceable"! Aston Martin wanted a chassis which could take its new 5-litre V8 to Le Mans. During 1966 it had been using the second Team Surtees Mark II for testing, and by August was well pleased with the results.

Broadley gave everybody everything they wanted, by developing the 1966 Mark II into the Mark III.

Still a light alloy and steel monocoque, the new car had the same wheelbase, but with a track 4in wider at 4ft 10in. Suspension was by double wishbones on self-aligning roller bearing and ball joints, with telescopic shock-absorbers and coaxial coil-spring units. Wheels were still 15in, but rims were 8in front and 10in rear, with Girling-designed 12½in diameter ventilated discs with light-alloy calipers.

Both open and coupé bodies were available for the same chassis. The bodies were self-coloured carbon filament-reinforced glass-fibre by Specialised Mouldings. The sleek coupé, styled by a young New Zealander

named Jim Clark, was the talk of the world's motoring press. A wind tunnel had been used to develop the low-drag body, and the doors were gullwing, to avoid the GT40 problem of doors lifting at high speed. Low-drag bodies have low pressure at their surface, and efficient driver cooling by ram air effect will naturally create a pressure in the cabin higher than that outside. As requested, front and rear bodywork was, to quote the Lola T70 brochure, "quickly removeable".

During 1967, thirteen Mark III spyders were shipped to the States, and ten coupés were built. The first coupé, chassis SL73/101 was recorded as completed on November 2, 1966, fitted with a 5.5-litre (333ci) V8 Chevrolet.

The car was a wow at the January 1967 Racing Car Show, resplendent in dark green with a longitudinal white stripe. However, Surtees and Hobbs were soon testing the car with the Aston Martin engine, now designated Project 218. Surtees ran successful 12- and 14-hour trials at Goodwood, whilst Hobbs lapped Silverstone in 1min 27sec — not far off the Formula One time. The only modification was to change the four-speed Hewland LG500 with the first five-speed LG600 gearbox. Aston Martin, Lola and Surtees struck a deal for Le Mans.

Surtees and Hobbs took the car to the Sarthe circuit for the April test weekend. Still painted a very dark green, but now with the

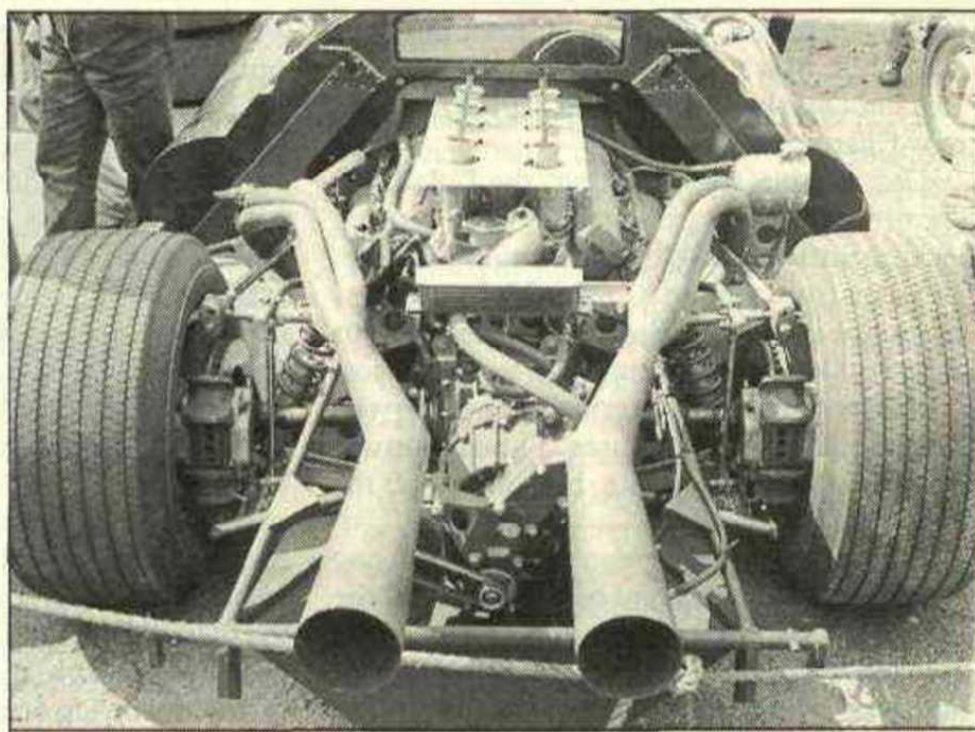
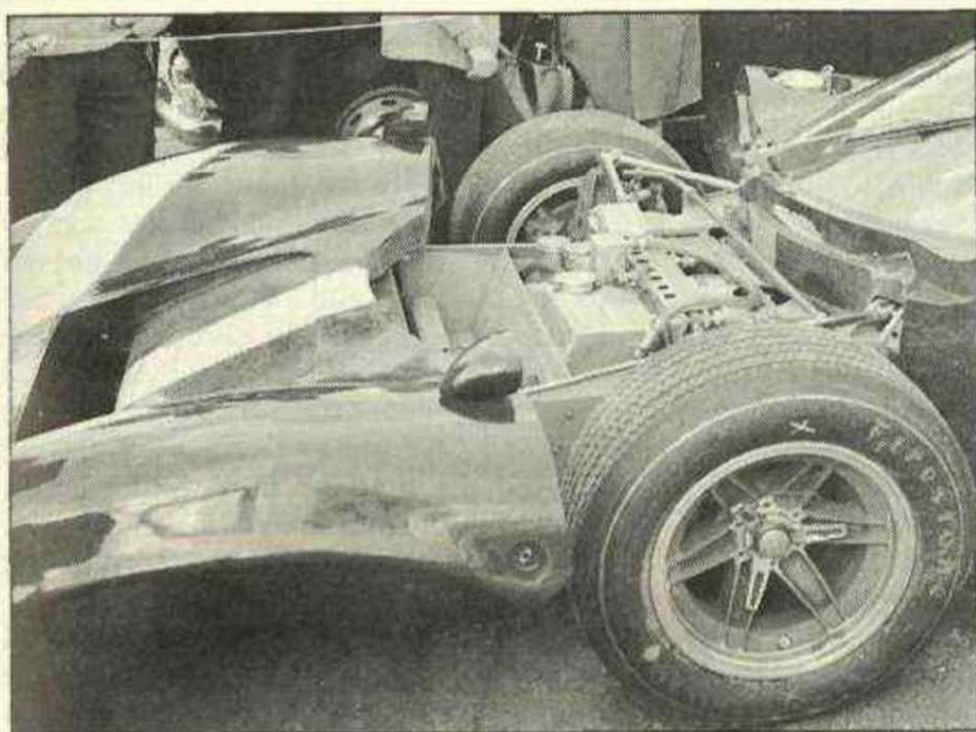
Team Surtees white arrow edged with red, the car showed promise. It was third fastest at 3min 31.9sec, only six seconds behind the race-proven Ferrari P4 of Bandini, and ahead of both the Donohue Ford GT40 MKIIB and McLaren's Ford MK IV.

The disappointment was the engine. With the fuel-injection system not yet ready, the unit would not exceed 6000 rpm on carbs, and Surtees was only pulling 185mph down the Mulsanne straight, at least 10mph slower than both Ferraris and Fords. The third-place time, however, proved yet again the excellent Lola handling. Sunday was wet, and Surtees underlined the handling, by setting fastest time at 3min 37.8sec, nearly seven seconds faster than the next car, Scarfiotti's P3/4 Ferrari.

At the Nurburgring on May 28, the Aston-engined car, running as a Group 6 Prototype, was second in practice, 8 sec behind Mike Spence in the 2F Chaparral, 2 sec ahead of Siffert's Porsche, 20 sec ahead of Ickx in the Group 6 Gulf Mirage, and over 30 sec ahead of the best Ford GT40.

The practice promise was short-lived. After a stalled start, Big John had charged through the field to seventh place by lap 7, only to have a rear wishbone break as he dived down into the Fuchshöhre swerves flat in fifth. With the rear wheel jammed up under the wheel arch, spectators gasped as Surtees fought the car to a standstill, and a lucky

Lola T70 — part three



One of the MkIII's features was its easily-removable nose (left). Although the Aston engine was fast at Le Mans, the project died through lack of cash.

escape.

At Le Mans, chassis 101 was given to Chris Irwin and South African Peter de Klerk, with Surtees and Hobbs in a new car. In an attempt to increase speed down the Mulsanne straight, Lola had fitted a smooth rear deck with an adjustable full-width spoiler to the new car. The engines now had fuel injection, and were looked after by Aston Martin mechanics.

Practice was fraught with head-gasket trouble, and Lola mechanics, detailed only to look after the chassis, claimed that they had found the ignition timing to be 180° out of phase. Mutterings became open bickering between the two camps, heightened when Surtees fitted Marchal spark plugs under a bonus agreement.

Surtees was in seventh place when he retired on lap three with a holed piston. Chris Irwin retired the second car, after 45 minutes and several pitstops, when a crankshaft damper cracked. Sadly, there were recriminations all round, and the project folded. Undoubtedly, the real problem was the minimal budget which both sides agreed denied them the necessary development time.

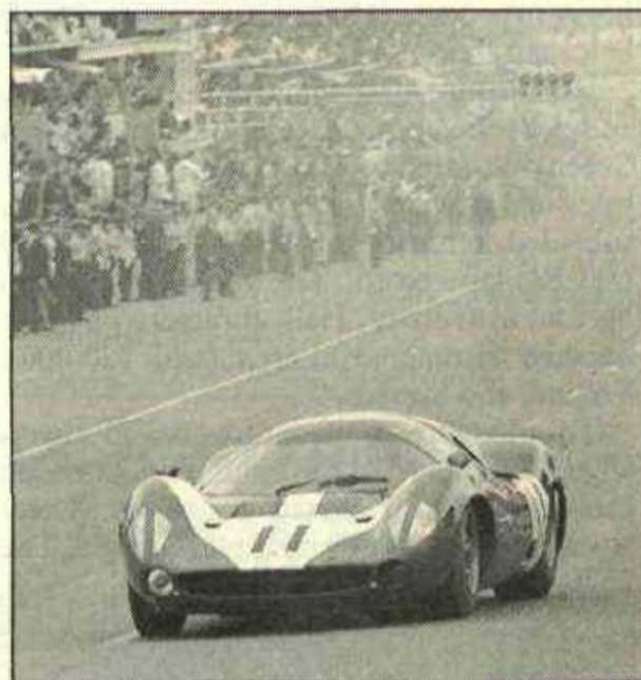
Across the Atlantic the Lola T70 story was racing from success to success. The popularity of the 1966 CanAm Championship had prompted sponsors to put up over \$150,000 for the eight-race USRRC series. Amongst full fields of McLarens and Lolas, it was Penske Sunoco Lola time. Mark Donohue won six of the seven races he entered, was third in the other, and took five fastest race and lap records. But the USRRC races had just been an appetiser; the next race started the 1967 CanAm Championship, with \$500,000 to be won.

Broadley was very busy in 1967 with the Lola Indycar project, the F2 Lola-BMWs, the Aston Martin GT project, the customer GT cars, and the Surtees F1 Honda project — but he did his usual development update on the T70.

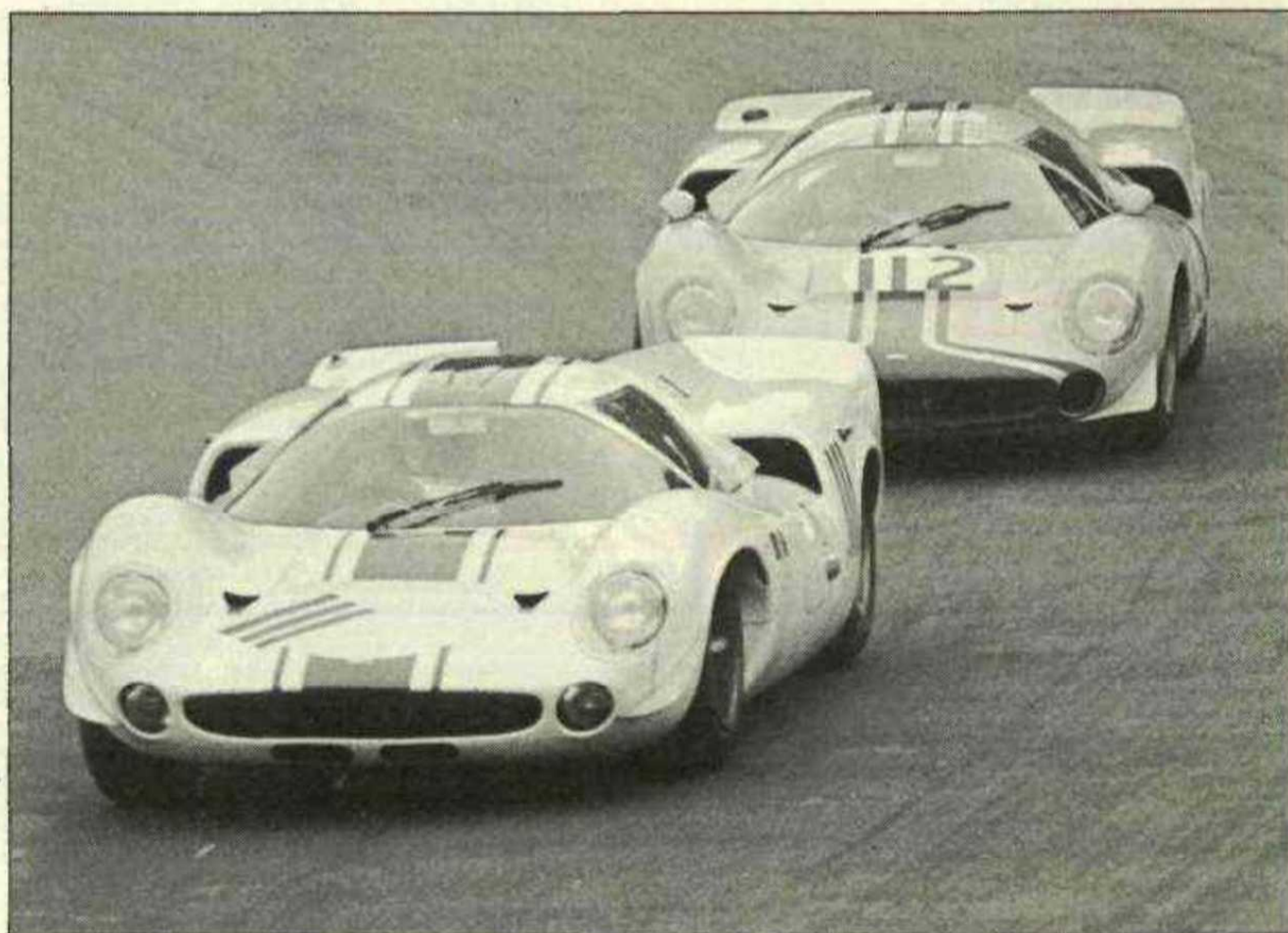
The Mark III design was used to build an ultra-light alloy tub. The suspension was

redesigned to take 9in front and 12in rear tyres, and the nose was streamlined even more. The weight saving was significant; a good 100lb less than the standard Mark III, bringing the weight into line with the 1375 lb M6A. These new spyders for Penske, Gurney and Team Surtees were designated Type 70 Mark IIIB, with chassis plates numbered SL75/122-125. Because of the many projects Lola was running, no development testing was done.

Race one was at Road America, Elkhart Lake, Wisconsin. Surprise, surprise, McLaren and Hulme filled the front row of the grid — but, to the shock of the USRRC boys, by ten seconds under the two-month-old USRRC lap record! Next up was Gurney in his new Lola IIIB, followed by Follmer, who had joined Penske to run Donohue's USRRC winning Mark III. Then came Donohue



Surtees ran at Le Mans with new supposedly low-drag bodywork and adjustable rear wing.



Crystal Palace, September 1967: Frank Gardner leads Mike d'Udy to a Lola 1-2.

BIG BANGERS OF THE SIXTIES

(IIIB), Charlie Parsons (Simoniz Wax McLaren Mark 3A), Surtees (IIIB), Peter Revson (Mark III Lola) and Jim Hall in his new Chaparral 2G.

Despite the lack of testing, the Lola IIIBs set off well. McLaren and Gurney retired, leaving Surtees and Donohue trailing Hulme. Five laps from the end, Cordt's McLaren blew its engine in front of Surtees, who spun; this allowed Donohue through into second place, but 93 seconds behind a cruising Hulme, who earned \$12,500 plus bonuses. The writing was on the wall; it was the beginning of the McLaren steamroller.

Round two was at Bridgehampton on Long Island. Even Ferrari had been enticed by the sound of crisp dollar bills and, financed by Nevada gambling millionaire Bill Harrah, had sent over a P4 spyder powered by the proven 480bhp 36-valve V12; but at 1450 lb, even without a roof, the cars would prove too heavy to provide a challenge to a 6-litre Chevy in a 1350 lb McLaren.

Hurricane Doria came close on Saturday and disturbed practice. New Zealander Ross Greenville dared to go out, was blown off the track and wrecked his Lola. When the winds subsided, ten cars got under the month-old USRRC lap record! The grid read Hulme, McLaren, Gurney, Hall, Follmer. The race finished Hulme, McLaren (add \$20,000), Follmer and Surtees.

To Mosport, Canada for round three, where Gurney, fed up with fuel injection problems, had reverted to carbs. There always seem to be crashes up in Canada. The

Ferrari crashed, the McKee crashed, and both Penske cars crashed, Donohue bending the tub. Hard luck, smiled the opposition, but they ignored Penske efficiency. Penske sent a truck from Philadelphia on a 12-hour drive with a new tail section, whilst he flew to Indianapolis to borrow side-panels and seat sections for the tub. By 10am the next day, both Penske cars were back on the track ready to race — including a respray!

Just before race time the McLaren crew noticed a fuel leak. Hooray, cheered the opposition. But another efficient crew demonstrated its teamwork, putting in a new fuel-cell bladder and 50 gallons in 35 minutes, to have McLaren join the fray at the back of the field just 42 seconds after the start. By lap 9 he was thirteenth, by lap 14 seventh, by lap 43 third, and on lap 66 took second place behind



Two of the four MkIII B spyders under construction at Slough for Roger Penske.

his team-mate (clink, clink: add \$22,000). Winner Hulme's fastest race lap of 1min 20.7sec compared embarrassingly with Jim Clark's Canadian Grand Prix pole time of 1min 22.4sec only one month earlier!

At Monterey, round four, Surtees gave up struggling with the IIIB and brought an ordinary Mark III, and Parnelli Jones turned up with the Bignotti Indy Ford Lola. There were two 5-litre P4 Ferraris for Amon and Jonathan Williams, and Sam Posey brought the second Caldwell D7, sans wing, having destroyed the first car in a testing crash. Gurney split the McLaren twins on the grid, and Jones further pleased Ford by taking fourth slot.

Gurney snatched an early lead, but Ford faces fell when the Weslake ran dry, and the Indy engine boiled its fuel. Donohue blew his engine, Revson ran out of brakes and into a wall, and Surtees tried to squeeze past Lothar Motschenbacher at the wrong corner and put out both Lolas. Hayes crashed the McKee again, and Parsons and Posey went out with overheating. Only nine cars finished out of 31 starters! It finished McLaren (add \$13,500), Hall, Follmer, Bud Morely (Lola), Amon and Bill Eve (Lola).

At Riverside, Ford faces lifted again with Gurney on pole, followed by McLaren, Hulme, Hall, Andretti in the Honker II, and Jones in the Lola Indy Ford. Shelby's bright yellow King Cobra arrived, and so bad was the handling that Jerry Titus was probably relieved that it lasted only three laps. The finishing order this time was McLaren (add



George Bignotti had an enlarged Ford Indy engine fitted to an older MkIII, which took Parnelli Jones to fourth at Riverside.

Lola T70 — part three



Donohue's (No 16) was the fastest Lola at Riverside; but Bruce McLaren (No 4) won again

\$20,000), Hall, Donohue, Jones, Mike Spence in an old McLaren, and Follmer.

Surtees was really fed up by now. He sent the Mark III back, and talked new Lola concessionaire Carl Haas into bringing the 1966 winning Mark II out of his showroom for the last round at Las Vegas. They fitted the wide 1967 wheels, the new LG600 gearbox, and qualified tenth in a 27-car field.

McLaren blew his engine at the end of warm-up, and Hulme led off, but pitted when he ran over some lap one accident debris. Parnelli Jones inherited the lead until his gear lever broke off; Hall then led until his engine blew. Donohue now had the lead, chased by Surtees. At the start of the last lap, Donohue had a 12-second lead, but was missing second,

third and fifth gears; Surtees was only missing second and third. In the last quarter-mile Donohue ran out of fuel and Surtees took the chequered flag, third place in the series, and \$27,000.

McLaren and Hulme were first and second in the championship, and won about \$110,000 between them. The Penske drivers were fourth and sixth at \$40,000; Jim Hall fifth with \$21,000, and Mike Spence equal-sixth with \$16,000 — another successful and profitable CanAm. As race director Stirling Moss said: "These Group 7 cars were undoubtedly now the fastest racing machines in the world, and had proved a superb spectacle for many thousands of race-goers."

Meanwhile, back across the pond, the GT

car had been showing early success. Jackie Epstein came fourth at Spa in a car collected from the factory the day before practice. Rosqvist was cleaning up the Swedish sports-car races, assisted by Jo Bonnier who had bought Le Mans car No 101. The Sid Taylor/Denny Hulme and Mike d'Udy cars were taking the awards on the British scene. Epstein followed Spa with a Euro-tour, taking in the Targa Florio, the Reims 12-Hours and the Norisring race, before shipping the car out to Australia for the spring series.

After a second place at the big Surfers Paradise race, Epstein sold the car to co-driver Paul Hawkins. Paul won all his Aussie club races, painted the car his favourite red, and sent it to South Africa for the Springbok series. Plagued with oil surge, Paul came only second in the Kyalami Nine Hours. After converting the engine to dry sump, he won the Lourenço Marques and both Capetown races, and achieved a second at Pietermaritzburg.

The seven racing T70 GTs had taken fourteen wins, six seconds, one third and four fourths in the first year. Eric Broadley's concept of gradual development, attention to detail, driver comfort and ease of maintenance, rather than total redesign each year, is what has made his cars so successful and so eminently saleable. **GJ**

(Part Four next month)

PINK
PINK
PINK

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FROM THE ARCHIVES



Privateer field-day: the Belgian D-type of Frère/Rousselle was the fourth in a Jaguar whitewash.

Best of British!

In a month when the frenzy of patriotism over Britain's Le Mans challenge reaches a peak, we reflect on Jaguar's last victory at the Sarthe thirty-one years ago.

1957 was a memorable year in many respects for the British at Le Mans. In a year when the Automobile Club de l'Ouest was celebrating its fiftieth anniversary and lap and distance-records were shattered in all classes, the coveted Index of Performance went to a British entry, there were 12 British cars among the 20 finishers out of a field of 54, and Jaguar bowed out with a hat-trick, and five wins in total.

With the new World Sports-Car Championship regulations for 1957 encouraging prototype cars, production racers became obsolete, resulting in Jaguar withdrawing its D-type from competition after the 1956 Le Mans. Being very fast and reliable, however, it still stood a good chance in a 24-hour race against the experimental prototypes.

Duncan Hamilton and Ecurie Ecosse, therefore, bought ex-works D-types which the factory rebuilt with the new, larger, 3781cc engine.

Whereas Hamilton opted for Weber carburation, Ecurie Ecosse chose the new Lucas fuel-injection system which had worked well at Sebring earlier in the year. During practice at Le Mans, however, the team just could not get the 3.8 engine to run smoothly; it seemed very sensitive to changes in humidity.

"Wilkie" Wilkinson decided that the only way to solve the problem was by the arduous method of continually altering the settings and trying them until the problem was resolved. Along with Geoff Johnson of Lucas and patron David Murray he took the car onto the public roads on Saturday morning to give the car a final sorting.



Panhard Monopole (No 53) and Stanguellini (No 58) were also-rans, but Lewis-Evans' Ferrari was Jaguar's nearest challenger.

Ron Flockhart, the 1956 Le Mans winner, and Ivor Bueb, ex-Jaguar works driver and 1955 Le Mans winner, were given this car, while Ninian Sanderson and Aberdonian "Jock" Lawrence drove the second string Ecosse entry with the well-tried 3.4 Jaguar engine. Duncan Hamilton shared his 3.8 D-type with Masten Gregory

and a fourth D-type, the yellow and green Belgian 3.4, was driven by Paul Frère and "Freddy" Rousselle. The fifth private car was the French blue 3.4 of Jean Lucas and "Mary" (Pierre Brousselet).

The only other production cars entered were Dickie Stoop's 1954 Frazer Nash, the Ken Rudd AC coupé and a German-entered DKW. All the rest were new sports prototypes: 19 Italian, 11 French, six German (Porsches) and 10 British.

Aston Martin was still trying to win Le Mans and, fresh from its victory at the Nürburgring, had brought two DBR1s and a DBR2, the latter being a DBR1 with an experimental 3.7-litre engine. A French-entered DB3S completed the Aston line-up. There was also a pretty Arnott coupé, and Jack Brabham was entered in a Cooper with Ian "Puddlejumper" Raby, but the sensations of practice were the Team Lotus entries.

Colin Chapman planned to attack three class-records; the 1500, the 1100 and the 750. He also considered that the aerodynamically-efficient Lotus XI, with its powerful Coventry Climax engine, would stand an excellent chance of winning the prestigious Index of Performance. Frank Costin, the aerodynamicist who had designed the Lotus XI body-shape, had also designed a new low-drag wrap-around windscreen which fully met the letter of the FIA regulations for high windscreens, but was such a large double-curved affair that the cars were almost coupés!

The Index of Performance, as written, is a simple formula: "miles actually covered" divided by "distance set according to capacity". It is this latter minimum distance for each class which makes the system arbitrary. By dint of long ownership, the French considered the Index of Performance their own special preserve; for six of the previous seven years it had been won by one of the small aerodynamic French 750s.

Each manufacturer was invited by the ACO to enter only three works cars; any others had to be reserves. Chapman's paperwork for customs and scrutineering showed three entries, one 1500cc and two 1100cc, plus a reserve car. The reserve just happened to have a 744cc engine.

The largest of the Lotus entries was the 1475cc Climax FPF-engined car for American Formula One BRM driver Herbert MacKay Fraser and Californian Lotus concessionaire Jay Chamberlain. It was the latter's first visit to Le Mans, yet he did a 4min 33sec lap, when the previous year's outright record was 4min 20sec! Next out was Fraser, who shattered the 1500cc class record with a 4min 28sec, but Chapman, nominated as reserve driver for the car, then went round in 4min 25.2sec!

The next sensation was in the 1100cc class. Lotus' chief mechanic, one Graham

1957 Le Mans 24-Hour Race

Hill, went out in the brand-new French-owned Lotus XI and pulverised the 1100 record with a 4min 56sec lap.

With good things always coming in threes, the next event should have been foreseen. Chapman now called the 744cc Lotus XI an official entry, and re-labelled one of the 1100s as reserve. Lotus works driver Cliff Allison took the car round in 5min 24.6sec, more than 20 seconds faster than the previous best 750 time. The gauntlet had been thrown down.

“Records were being shattered faster than the ACO could report them”

Sceptics, and the French, hoped that the singleton British 750 class entry would not last — after all, the engine was actually a short-stroke Climax 1097cc — but although the red line was at 9000 rpm, Chapman gave his drivers instructions not to exceed 7500. The 1500 Lotus dropped a valve near the end of practice, so Chapman called in the reserve 1100.

Porsche brought the brand new 1498cc 718RS, three old 550s and two 356A coupés. Maglioli in the 718RS could only achieve 4min 30sec in practice, five seconds slower than the Lotus.

France had eight entries in the 750 class; four DBs with Panhard engines, three Panhard Monopoles, and a VP with an exciting new Renault engine. There were two Gordinis, one a 2-litre six, and the other a very fast 3-litre eight, and lest the history books forget, two Dubonnet Talbots with 2½-litre Maserati engines and attractive spyder bodies by Campana of Modena. One, however, was not fast enough to make the grid, and the second refused to leave it!

The Italians were the force: there were five Maseratis, ten Ferraris, plus three Stanguellinis and an OSCA to compete in the 750 class.

Maserati had to be most favoured, for it was at its apogee. Fangio had already won the first two Formula One Grands Prix of the season, and the big 4½-litre sports-car had romped home at Sebring. The factory brought two of these monsters — the Sebring car for Behra and French Maserati concessionaire André Simon, and a second car for Stirling Moss and Harry Schell.

Frank Costin had designed a low drag coupé shape for Stirling Moss to give him that little bit extra down Mulsanne, but Zagato received a great deal of criticism from the Press for a very badly produced and finished body, and from Stirling for the lack of thought which had gone into driver-comfort. The coachbuilder had not translated the Costin design exactly and so the car was difficult to climb into; and once the driver was installed, it became apparent that his fresh air was being supplied direct from the engine compartment! Worst of all, the car was slower on Mulsanne than the spyder, although that may have been due to incorrect ratios being fitted so the car would only pull 5800 rpm when 6800 was available.

Sensations were becoming commonplace, for there was Fangio sitting on the pit-counter. Since the 1955 disaster, he had said that he would not race at Le Mans, but his



Tony Brooks shunted this Aston Martin DBR1 at Tertre Rouge, injuring his arm.

Formula One Maserati contract had forced him to come. Hawthorn went out in the big 4.1-litre Ferrari, knocked over 15 seconds off his 1956 4min 20sec lap record, and recorded the first lap at over 200 kph; but Fangio then went out and bettered it, smashing the four-minute barrier. Hawthorn's partner Luigi Musso then put in a 3min 59.2sec, to which Fangio replied with a shattering 3min 58.1sec — a lap average of 127 mph!

The Ferrari force was a mixture of experimental engines and body colours: two 4.1s, a 3.8 and a 3.1, as well as 500 Testa Rossas, with Belgian yellow and French blue mingling amongst the Maranello reds.

Fifty-four cars lined up in echelon for the start: 19 Italian, 17 British, 11 French and 7 German (the French were ahead in the driver stakes with 46, then came Britain 26, America 10, Belgium 10, Germany six, Italy six, Holland two and one each from Sweden and Australia, with the usual disquieting mix of Grand Prix drivers and club racers). After all the excitement in practice, you might be excused for thinking the race would be an anti-climax. Far from it. With 29 F1 drivers in the line up for the 25th Grand Prix d'Endurance, we were going to be treated to a Formula One-style spectacle!

The start was still “run across the road to your cars” in 1957. Moss might have been quickest as usual, but the Costin coupé was difficult to get into, and then would not start, so running rival Peter Collins was first away in his Ferrari, leaving the obligatory black rubber in front of the howling horde pursuing him. Into the Esses for the first time it was Collins (Ferrari), Salvadori, Whitehead, Brooks (Aston), Gendebien (Ferrari), Guelfi (Gordini), Frère (Jaguar), Behra (Maserati) and Bueb (Jaguar).

At the end of lap one, Collins roared through three seconds ahead of Tony Brooks, having clocked 115.7 mph for the standing start lap! Moss was third, having



French pride was shaken by the rapid Lotuses, whose chief mechanic was Graham Hill, here wielding the fuel-line.



Frank Costin's careful streamlining was invalidated by careless execution of the Maserati's bodywork. Stirling Moss was slower on Mulsanne than the spyder.



Bueb and Flockhart maintained their lead from Saturday evening through to 4pm on Sunday.

overtaken twelve cars on that first lap, followed by Gendebien, Hawthorn, Salvadori, Bueb, Whitehead, Frère, Lewis-Evans, Lucas (Jaguar), Guelfi, Swaters (Ferrari), Scarlatti (Maserati), Sanderson (Jaguar) and Gregory (Jaguar). Behra's Maserati was already falling back.

On lap two it was Hawthorn, Moss, Brooks, Gendebien, Salvadori, Bueb, Frère, and Whitehead, with Collins' Ferrari back in tenth spot sounding very rough. Next time round, Hawthorn had pulled out an incredible 7½ seconds on Moss and Gendebien, with Bueb up into fourth place. Collins went into the pits and retired with a broken piston.

Hawthorn continued relentlessly. On lap six he was 19 seconds clear, on lap ten 30 seconds, and by lap fourteen 42 seconds up on Behra, now recovering in second place. Third was Moss, then Gendebien, Bueb, Brooks, Gregory and Salvadori — the race was between two Ferraris, two Maseratis, two Jaguars and two Astons.

As the fuel load lightened, the pace got faster and faster. On lap 20, Hawthorn had broken the magic four-minute barrier with a 3min 59.6sec (123.66 mph), while the Hamilton Jaguar was credited with fastest speed through the Mulsanne trap at nearly 180 mph. After two hours there were only seven cars on the same lap, and seven had retired. Among these were Moss' Maserati coupé with back-axle failure, the two Gordinis with over-revved engines, and the great French 750 hope, the VP.

If the spectators thought practice had been sensational, then the race had them on the edge of their seats, with records being shattered faster than the ACO could report them, and a drama on every lap.

After 30 laps the cars were allowed to refuel. Behra handed the leading car over to Simon, who promptly suffered the same

back-axle failure as Moss, and had to push the big car for more than three miles in an attempt to get it back to the pits. At 6.30pm Flockhart overtook Brooks' Aston, and Jaguar went into a lead it was never to lose.

As ever at Le Mans, the "Grand Prix" might be over, but the race and the dramas continued. The Hawthorn/Musso and Gendebien/Trintignant Ferraris both went out with piston trouble (as had the Collins/Phil Hill car); the Lewis-Evans/Severi car (Martino Severi was Ferrari's chief tester) lost its brakes but continued; the Aston Martins all suffered gearbox trouble and two were out by midnight; then Brooks hit the bank at Tertre Rouge and overturned, taking the new 718RS Porsche with him. Brabham had the clutch-cylinder come adrift but he fixed it and got back to the pits.

The second-string Ecurie Ecosse car had meanwhile been climbing steadily up the

leaderboard, and at 7am it took second place from the Frère/Rousselle Jaguar. Ecurie Ecosse was now first and second, followed by two private Jaguars. Despite only having some 300 bhp, against the 400 plus of the newer prototypes, the reliability of the Jaguars was paying off.

Duncan Hamilton would have been up there in fifth place, but had had his own dramas. First, his lights went out when doing 180 mph at night on the Mulsanne straight, just before the kink. "I just guessed where the kink was," he said later, "and turned the wheel hopefully." He somehow got the car back to the pits at undiminished speed to fit new bulbs. Then the ignition started retarding itself, burning a hole in the exhaust manifold, and the cockpit started filling with smoke and flames. "The only way to keep from burning the seat of my pants," drawled Masten Gregory, "was to keep my foot to the floorboards." The Jaguar was just unable to catch the Lewis-Evans Ferrari in fifth place.

Still, the Ecurie Ecosse cars crossed the line in formation to win for the second successive year, with the French Jaguar third and the Belgian one fourth, and the sole remaining works Ferrari trailing in their wake.

The Belgian Ferrari 500TR came seventh, winning the two-litre class, with the white-and-blue Ed Hugus Porsche 550RS eighth, winning the 1500 class. Fraser and Chamberlain's Lotus won the 1100cc class in ninth, and Ken Rudd and Peter Bolton came tenth in the bog-standard AC Coupé followed by the French DB3S winning the three-litre class. The Lotus 750 came 14th overall, claiming its class and, as hoped, the Index of Performance.

It had been a great year for the British all round (with only five of the 33 retirements), but an even greater year for Ecurie Ecosse and Jaguar. GJ



Flockhart gives a lift to "Wilkie" Wilkinson (white overalls) and co-driver Bueb.



Taking America by storm: Leonard and Hill lead the Indy field away for Lotus.

The British Connection

The Penske PC17-Chevrolet with which Rick Mears won this year's Indianapolis 500-Mile Race was manufactured in Poole in Dorset. Indeed, all the competing chassis, and most of the engines, were of British origin. But despite the success of our automotive export industry, and the presence in the 33-car field of one Englishman (Jim Crawford) and one Irishman (Derek Daly), interest in the American classic on this side of the Atlantic remains slight; this was certainly not the case twenty years ago.

Of the three cars on the front row in 1968, pole-man Joe Leonard was in a works STP Lotus, alongside him was Graham Hill in a similar car and a third car, driven by Art Pollard, was on the fourth row.

The Lotus involvement at Indianapolis had begun in 1963 after Dan Gurney had supplied Colin Chapman with an airline ticket to come to the previous year's race and successfully aroused the Lotus boss' interest in the Hoosier event. As a "rookie", Team Lotus was an unqualified success. Clark finished second and Gurney seventh; at one stage the Lotuses had even been running first and second. It took another two attempts before Clark in the Lotus 38 became the first foreigner to win Indy since 1916.

It was natural that this success was generating a great amount of interest in Britain, but what was particularly appealing about the 1968 event was the fact that all three Lotuses were turbine-powered cars.

It was not the first time that cars propelled this way had appeared at Indianapolis. As far back as 1955 a Kurtis roadster was powered by a Boeing turbine at an Indianapolis tyre-test, and in the early 1960s there were a number of attempts to qualify turbine-powered cars.

By 1966, team-owner Andy Granatelli had also become excited by this technology. Using finance from the STP Corporation, he commissioned his brothers Joe and Vince of Paxton Products to build a car that was exclusively powered by a Pratt & Whitney turbine manufactured by United Aircraft of Canada. The squat and stubby car, with the driver alongside the long 550 bhp engine, simply dominated the 1967 race. It whooshed away into the lead only to retire with three laps to go, victim of the failure of a six-dollar bearing in the transmission.

Worried lest all existing cars would be consigned to a multi-million dollar rubbish tip, the United States Auto Club changed the rules the following year, in an effort to bring the power produced by turbines more into line with that of reciprocating engines.

While an outraged Granatelli was unsuccessfully trying to sue USAC, his English designer Ken Wallis left him to join Shelby Racing, which was being funded to the tune of \$1-million by Goodyear to manage its own turbine-powered team.

Now without a designer, Granatelli became receptive to overtures from Chapman that their two teams should pool resources and

jointly tackle the turbine project. Consequently four wedge-shaped, rear-engined cars were built for Granatelli — for an American driver, Clark, Hill, and a spare.

The May practice sessions at the circuit brought disaster. Following the death of Jim Clark in April, Jackie Stewart was brought into the driver line-up, but his suspected sprained wrist sustained in a Formula Two accident turned out to be a hairline fracture. Mike Spence was consequently borrowed from BRM, and on his first visit to the circuit set lap-times which were just short of Andretti's qualifying record. He then tested the car to be driven by Greg Weld.

While entering high into Turn One, he encountered some dust and slid broadside into the wall. Little damage was done to the car, but the wheels were torn off and one bounced back giving him a fatal blow to the head. Chapman subsequently left the States wishing to have nothing else to do with the race; Shelby withdrew his cars, ostensibly on the grounds of safety, but if truth be told more because his cars were totally uncompetitive.

Problems still kept cropping up for the turbine-powered cars. A week before the first qualifying sessions, officials from USAC objected to suspension and steering parts on the Lotuses not meeting the required specifications. This was quickly remedied. Joe Leonard, testing the 1967 car vacated by Parnelli Jones (who had decided that it would not be competitive), escaped unhurt from an enormous accident which wrote the thing off; and engineers from Pratt & Whitney were aghast when they discovered that the "fail-safe" shafts, designed to shear if they overheated in an aircraft prior to take off, had been replaced by steel ones. Granatelli yielded to their demands but not Chapman.

An estimated quarter of a million people turned up to see the race. Despite Granatelli's objections, the USAC rule-makers had got the equivalency formula just about right. For 180 of the 200 laps, it was a fight between Leonard's turbine-powered Lotus and the Offy-powered cars of Bobby Unser and Lloyd Ruby.

With twenty laps left to run, and Leonard leading, the yellow lights flashed on following a crash. On the 192nd lap, they changed back to green. Leonard put his foot down, but nothing happened. The turbine's fail-safe shaft had done the job it was designed for — it had sheared under the heat that had built up when running under the yellow flag. At exactly the same time, the same thing happened to Pollard in seventh place. Hill's car, with the steel shaft, had already disappeared from the race after losing a wheel and crashing.

To all intents and purposes, this was the end of the turbine era in USAC competition. The following season the regulations limited turbines even further, and by 1970 gas turbines not specifically made for cars were altogether outlawed. **WK**

VETERAN TO CLASSIC

Of Spanish/South American origin, the late Luis Fontes is remembered for the prowess he displayed in one season of pre-war motor racing, and in particular for one remarkable success. He did not win his very first race, but he did triumph very convincingly in his first big one.

The Junior Car Club International Trophy race at Brooklands in May 1935 was described by one authoritative source as promising to be one of the most stirring events ever to be staged at the famous Weybridge Track. It was to be run on Jubilee Day over 100 laps (250 miles) of a circuit embracing the ingenious JCC four-channel chicanes at the Fork — there would be no other form of handicap so the first past the post would be the winner. Prize money was to total more than £1500, the winner's share being the largest for any British event, and an entry of 45 was attracted, which is worthy of note by those who say Brooklands drew too few runners.

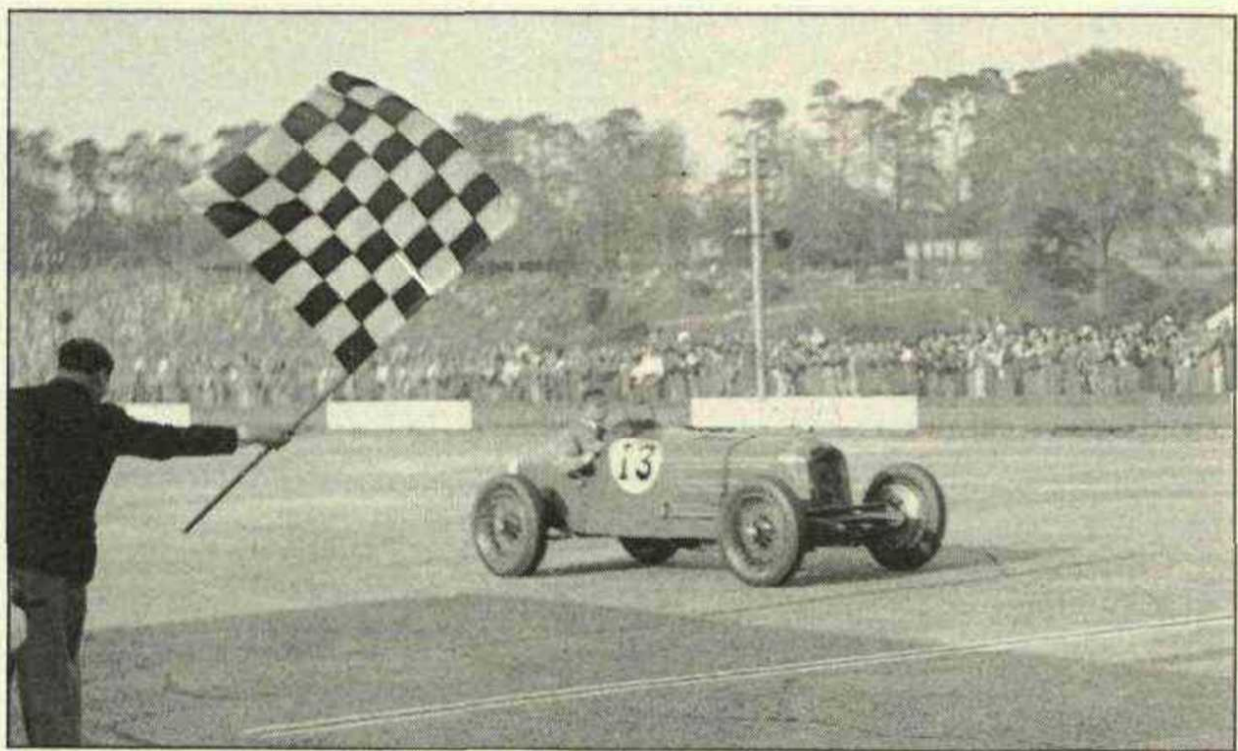
Farina had entered a 4½-litre Maserati, Shuttleworth had his *monoposto* P3 Alfa Romeo, and the Hon Brian Lewis, C E C Martin and Lindsay-Eccles the latest 3.3-litre Grand Prix Bugattis (to which *The Autocar* perhaps rashly attributed a speed of 180 mph). Against them in the four groups were Whitney Straight's 2.6 Maserati, the 2.3 Monza Alfa Romeos and GP Bugattis, the ERAs of Mays, Cook and Rose-Richards, and an assortment of smaller cars which included Sir Herbert Austin's works team of Sevens, various MGs (of whom Doreen Evans had the advantage, said one reporter, of weighing only 7st), Bugattis, Altas, Rileys, Rover's Maserati . . . and Luis Fontes with his MG Midget.

But the wealthy 21-year-old Fontes was becoming disheartened by his lack of success with this little car, and with his 4½-litre Invicta, and on the eve of the International Trophy Race he decided something had to be done.

Noel Rees had brought the first 2.3 Monza Alfa Romeo into this country, for Brian Lewis to drive in the 1933 Mannin Moar race, which

Since the programme had already been compiled, he was asked to take No 13, which was unprecedented in British racing . . .

he had duly won. For the 1934 and 1935 races faster machines had been deemed necessary (Lewis won again in a P3 Alfa hired from Scuderia Ferrari and in a Bugatti T59 purchased from the factory), so John Cobb had taken over the Rees Monza Alfa. But Cobb's heart was with the bigger outer-circuit cars, so Fontes was able to hire it from Thomson & Taylor's, in whose workshops it was awaiting a new owner. He immediately



Not-so-unlucky No 13 takes the chequered flag at Brooklands' 1935 International Trophy.

A Student Graduates

entered the car for the Brooklands International Trophy, a race it had won in Lewis' hands two years earlier.

Since the programme had already been compiled, he was asked to take No 13, which was unprecedented in British racing. The previously red car was also now painted green, which some might have thought doubly unlucky. Not for Fontes!

The course, with its handicap channels, had proved hard on the cars in practice: Brackenbury's Bugatti cracked its valve-seats, Shuttleworth found his P3 Alfa difficult to control, Rose-Richards' ERA broke a piston, the new Austins and MGs were not ready, and Farina's big Maserati failed to appear. But there were still 37 cars at the 3pm start on a hot, cloudless Jubilee Day afternoon.

Cyril Paul led away in Eccles' other Bugatti, chased hard by Mays' 2-litre ERA, Staniland in TASO Mathieson's Bugatti and Lewis in the 3.3 Bugatti (in which Lord Howe had a stake); but Paul had to retire with engine trouble as the pits became increasingly busy. Mays took over the lead, averaging 88 mph with Fontes in pursuit in his hired Alfa Romeo.

Eccles had a nasty moment when the back wheels of his black T59 Bugatti locked up (the torque tube having broken), Lewis' sister-car threw a rod, and Eddie Hall was brought in and told to keep below the white line on the Byfleet Banking, which was not easy to do in his fast MG Magnette. Martin's "new" Bugatti joined the other two in the dead-car



"This tall, bespectacled man looked more like a student than a racing driver . . ."

park with engine and transmission maladies.

In his first big race in so fast a car, Fontes took a lead by half-distance which he was to maintain to the end. Despite a three-minute refuelling stop, he ran on unruffled to win at 86.96 mph from Freddie Dixon's 2-litre Riley and Hall's MG Magnette, in a race of a dozen placed finishers with only two more still running at the end.

He was reported to have driven splendidly, with a smooth cornering style reminiscent of Chiron. MOTOR SPORT said: "Fontes gave the most delightful display of driving seen at Brooklands for many a long day. He handled the Alfa Romeo in a classic manner, gliding through the corners with no wrestling with the steering-wheel or blipping of the throttle . . . The 2.3 Monza Alfa is renowned for its perfect weight-distribution and Fontes made full use of this, in a way that has never been seen in this country before. He approached the top corner much faster than anyone else, very high on the banking, and eased down into the straight in an effortless, just discernable slide. Through the 'S' he was smooth and polished, and he took his 'channel' much faster than anyone else in his group, with the possible exception of Staniland. On every lap his technique was exactly the same, the weight of the car being changed from a slight slide one way to a precisely similar slide the other way, all accomplished by a nicely-timed lift of the throttle, followed by a steady power-slide out of the corner . . . There was no error of any sort. A new ace has arisen in our midst."

Fontes clearly liked the Monza, did a deal with Cobb, and continued to use it to some effect for the remainder of the 1935 season, along with various other cars.

A week after his Brooklands success he took the Invicta to second place at Southport, but it was a three-year-old Alfa which he used to finish third in the Mannin Moar race behind two of the T59 Bugattis. Changing scenes again, he shared a 4½-litre Lagonda with John Hindmarsh in the Le Mans 24-Hour race, and they won. He had to retire at County Down after setting fastest lap, but he won the Limerick Grand Prix and drove the Monza Alfa to second place in the Phoenix Park Trophy Handicap at 90.96 mph. He ordered a single-seater Squire for the BRDC 500-Mile race, but had no joy with it.

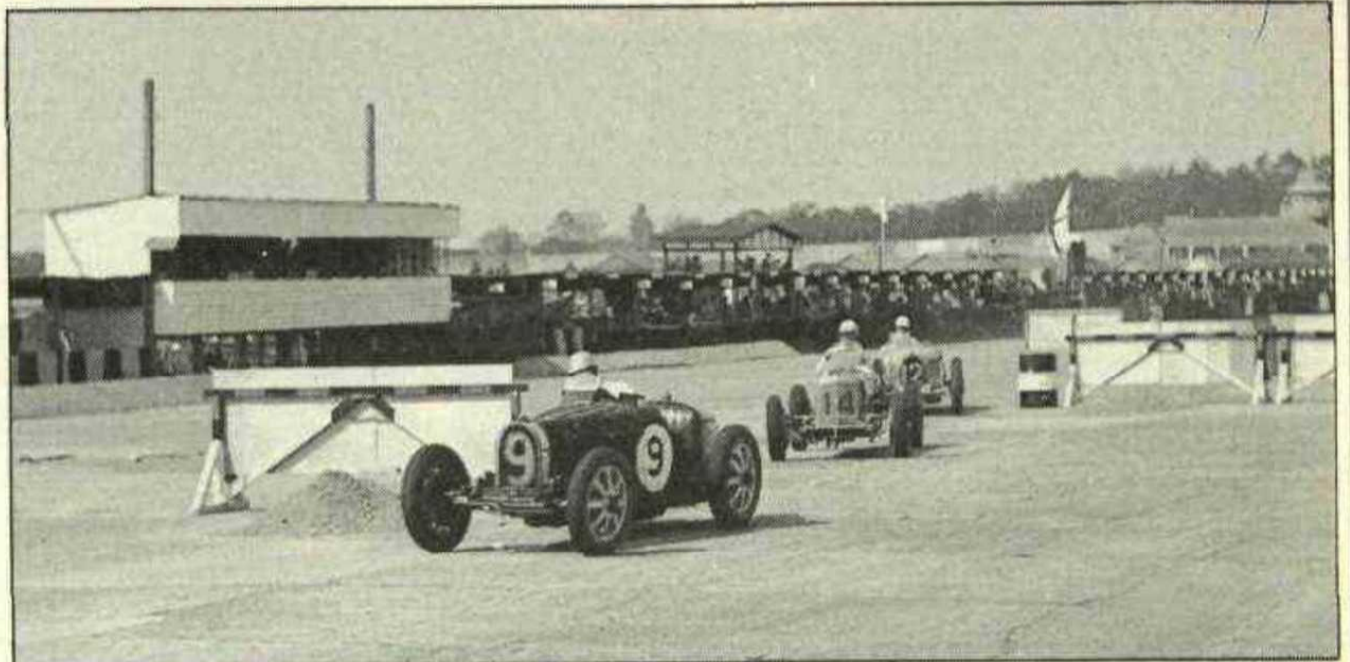
It was said that this tall, bespectacled man with brushed-back centrally-parted hair looked more like a student than a racing driver. S C H Davis wrote that after a race the student became transformed into the wildest of wild men, and took the art of "making whoopee" to new heights.

The next morning, Luis would have returned to his normal studious self, confounding his critics, but perhaps this insight explains why there was trouble: Fontes had his driving licence, and with it his competition licence, taken away soon after he had ordered a new 2.9-litre P3 Alfa Romeo from Italy.

His other love was flying. In 1935 he had a 200hp Miles Hawk Speed Six, but he crashed it near Durham during the King's Cup Jubilee race. Ruth Fontes, who raced a similar plane in that race under the name "Miss R Slow" (perhaps as a gesture to the handicappers), must I think have been his sister.

Sadly, Luis Fontes lost his life during the Second World War while flying with the RAF.

WB



Paul's Bugatti leads Mays' ERA and Staniland's Bugatti through the filter at Brooklands.

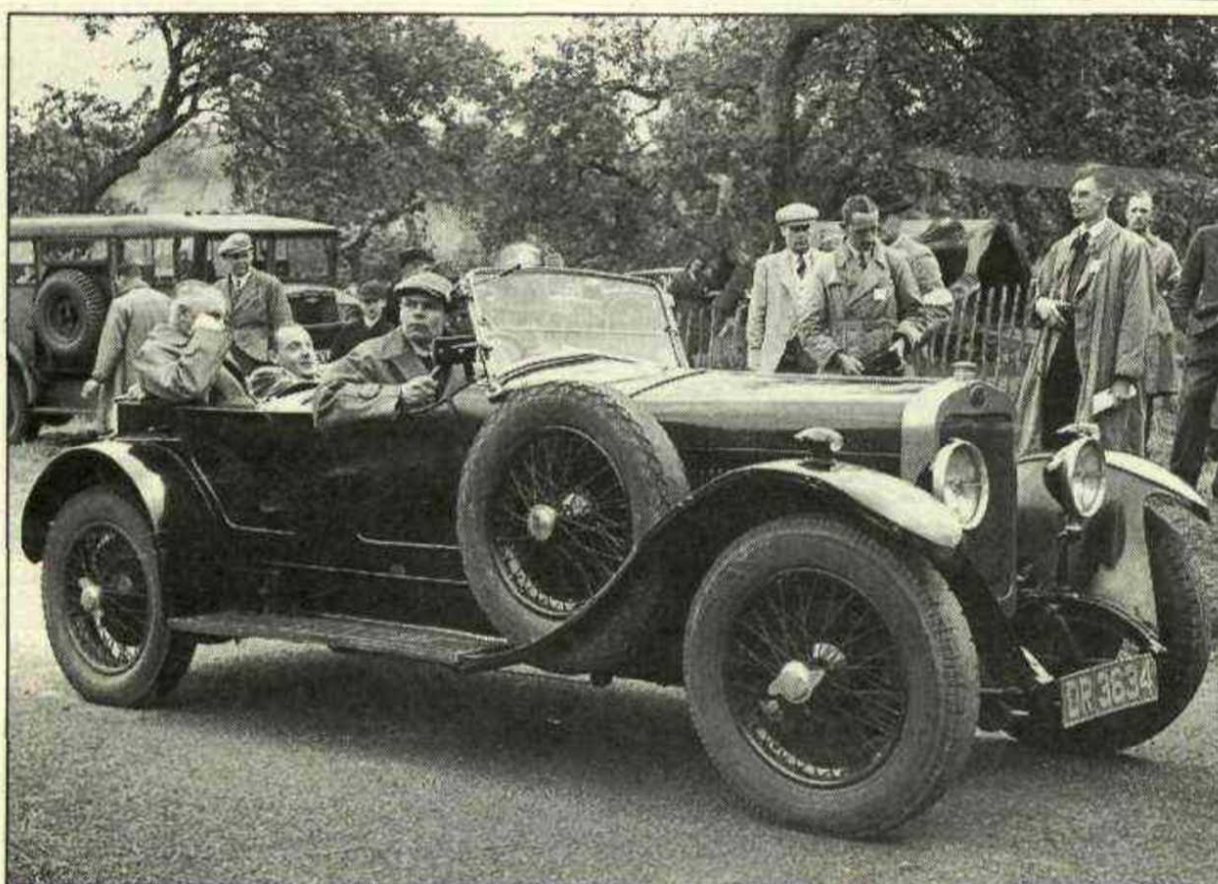


Third place in the Mannin Moar race followed within a month of International Trophy victory.



Fontes, Hindmarsh and the winning Lagonda are swamped by the media at Le Mans.

VETERAN TO CLASSIC



Disappearing Delage

Writing from Zimbabwe, reader Jack Sanderson would like to know what happened to the DIS Delage tourer (registration DR 3634) he bought for £100 from Bill Breen in 1946 (after it had been used as a tow car by a circus) and which was still in good condition when he sold it to Chris Southall in 1948. He emigrated, and has never seen the Delage since.

The photograph shows Cecil Clutton (for whose 1908 Itala Sanderson acted as "cranker-upper") using the car to open the Prescott course in 1947, with Bunny Tubbs and Colonel G M Giles of the BOC in the back seat. Bald tyres and no hood were a result of the economy of those days, but Jack says this was the best of the 26 vintage cars he has owned since 1939. **WB**

Home from Australia . . .

Bob Chamberlain, who brought his meticulously-rebuilt Napier "Samson" here from Australia in 1983, and demonstrated it at Brooklands, Shelsley Walsh and other venues, is anxious to learn more about the 1910 competition Austro-Daimler engine

which had five valves per cylinder (compared with the two of the production cars) and which beat the Prince Henry Benz — of which he has two examples in running order. If anyone has data, drawings or photographs they would be much appreciated.

. . . and India and South Africa

Armstrong Siddeley Owners Club reports the re-importation of two Siddeley Specials, one from South Africa and one from India, and the recovery of factory data on pre-war cars — this is highly encouraging, for it does not seem so long ago that we labelled this make as "the cars nobody wants" because good examples were being given away!

Indeed, the club has registered 2574 cars worldwide, 604 being pre-war (69 Fourteens, 6 Thirties, 80 in the 18hp-25hp bracket, 196 in the 15hp-17hp category, 24 Siddeley Specials, 27 Twelves and 58 six-cylinder Sixteens), 700 post-war (Hurricane to Whitley class) and some 800 Sapphire and associated models.

VSCC at Play in Derbyshire

RESULTS

VSCC Buxton Trial, May 7

First-Class Awards: A. Jones (30/98), D. Bick (MG), P. Glover (Alvis), J. Burnell (Alvis), P. Cattell (Riley), T. Irwin (Riley), P. Wardle (Riley).

Second-Class Awards: G. Toms (Fiat), M. Baxter (Ford), R. Winder (Alvis), J. Nutter (Bentley), J. McEwen (Riley), B. Fearn (Aston Martin).

Third-Class Awards: J. Leigh (Frazer Nash), P. Jelley (Austin), P. Kneller (Riley), M. Clark (Bentley), K. Burnett (Alvis), R. Britcher (Alvis), J. Edge (Riley), R. Hutchings (BMW).

Novice Award: M. Dawson (Rolls-Royce)

NWE Jug: J. Potter (Lea-Francis)

Retired: G. Bloy (A7), J. Beasley (Rover 8), R. Chester-Lamb (Riley).

Three non-starters.

V to C Miscellany

At the VSCC Curborough Speed-Trials on May 8, FTD was made by Guy Smith's Frazer Nash-Alvis in 37.02 seconds; other outright class-winners were Selwyn-Smith (Frazer Nash), D Taylor (Aston Martin), H Hine (Bentley), H Conway (Bugatti), M Walker (GN), G Spollon (Alfa Romeo), F Giles (Morgan-GN), B Gray (Hardy Special), D Caroline (Morgan) and J Ghosh (Vauxhall-Villiers), with T Walker's Alfonso Hispano Suiza the best Edwardian.

The 750 MC's National Beaulieu Rally, that great A7 trek, takes place on July 2-3. All the regulations relating to the club's competition formulae and championships appear in its Year Book; contact secretary Dave Bradley, 16 Woodstock Road, Witney, Oxford OX8 6DT (or Ken Cooke, 26 Whomberley Road, Stevenage, Hertfordshire on pre-war A7 matters).

After its Shelsley Walsh speed hill-climb on July 2, the VSCC runs its two-day Richard Seaman Memorial Trophies race meeting at Oulton Park on July 16-17. As well as all the usual attractions of vintage, pre-war and Historic racing, *concours d'elegance*, bicycle contests and autojumbles, the third round of the 1988 MOTOR SPORT Brooklands Memorial Trophy will be decided there.

Hagley & District Light Car Club has its Loton Park speed hill-climb on July 24, open to vintage and classic cars to VSCC rules. Details are obtainable from M Hardiman, 4 Swiss Heights, Stourport-on-Severn, Worcestershire DY13 0LJ.

Entry forms for Pembroke Vintage Car Club's Scolton Manor Show in Dyfed on July 24 can be obtained from Mrs Pugh, Hayston Hall, Johnston, Haverfordwest SA62 3HJ.

With the recent election of 80 new members the Austin Ten DC seems to have set something of a record. On July 16-17 it holds a National Event at "The Beeches" in Bristol, details of which are available from David Kear on 0457-728621. Membership secretary is D Webb, Ferringham House, 58 Ferringham Lane, South Ferring, West Sussex BN12 5LW.

In its current magazine the Bullnose Morris Club came up with a fascinating story, namely that in 1925 the well-known agent Stewart & Arden listed a special Morris-Cowley equipped for picnicking, which was painted yellow to attract insects away from the feast itself! The same Robillac paint was used for insect-traps in India and Africa. Only four of these cars were supplied new, but the quite remarkable thing is that three of them have survived. **WB**



Jack Perkins' T35B is the only car now running on twin wheels.



Coopers abounded in the 500cc class; this is Jonathan Docherty's Mk IX.



The Editor as mechanic to Dudley Gahagan.



John Harper shared his Brabham BT10 with Russ Ward, who took FTD and shredded the class record in the process.

Bugatti Owner's Club's Prescott Fiftieth Anniversary Celebrations on May 21-22 (supported by Christie's) were a thorough success. The weather behaved, the queues to the hill were the longest ever, and a great many of those who have known Prescott from its opening in 1938 either drove up the full course in appropriate cars or were driven up — as I was in Dudley Gahagan's T37. There was a large number of Bugattis to be admired and the classic car meeting alongside the Golden Jubilee included many vintage cars, and Edwardians such as Clutton's 1908 Itala, Harrison's Renault and the Th-Schneider were present.

Fifty Not Out

To list all the older members who attended would be impossible (no doubt *Bugantics* will carry a full report) but among them were John Dugdale from New York, Rivers Fletcher demonstrating Mayman's ERA R4D until its blower seized, George Abecassis, David Marsh, Leslie Ballamy, Guy Griffiths in the Itala, Mr and Mrs Mountford, President Jack Lemon Burton, Lindsay Eccles riding with Hamish Moffatt in a T57 whose coachwork he designed, Sonia Rolt in her late husband's

12/50 Alvis tourer with Peter Hull (who, not to be outdone by Shelsley Walsh, has written up Prescott's story) as back-seat passenger, Tony Rippon in an Aprilia (reminding me of my first Prescott entry), Tom Delaney in deerstalker and his smart Hyper Lea-Francis, and so many, many others, with BOC Chairman Barrie Price and his lady greeting the luncheon guests. It was a truly memorable day for the Club which owns its own hill-climb course. **WB**

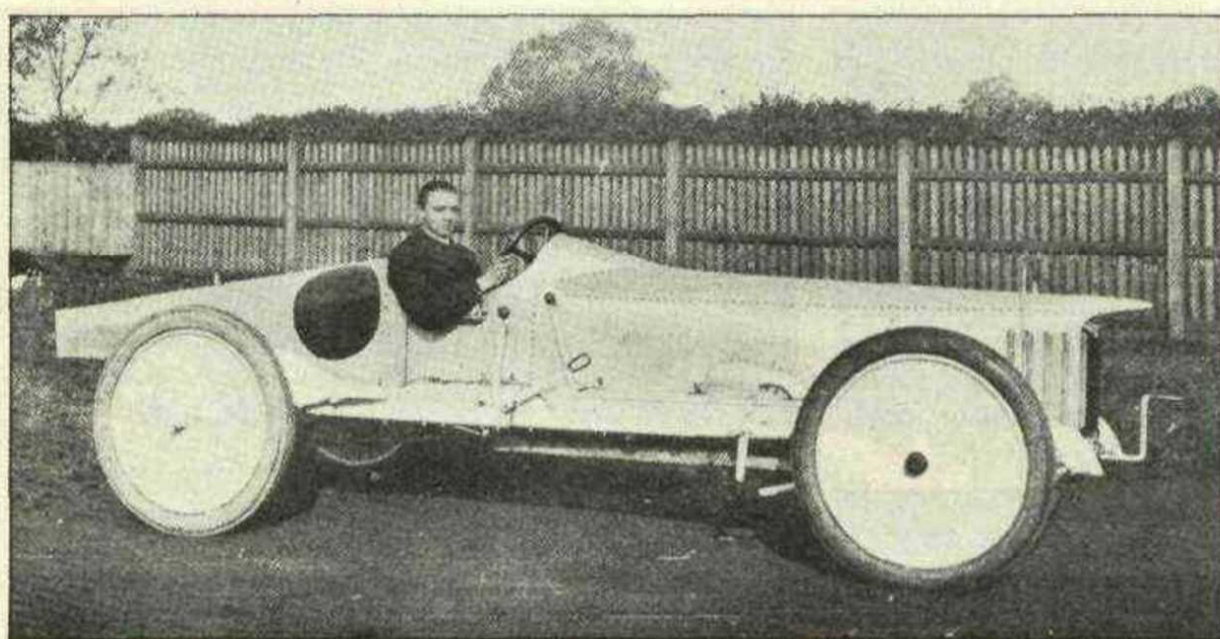


Bill Morris knocked two seconds off Brian Gray's class record.



Gillian Fortescue-Thomas (Lotus 23B) failed to match her own existing record.

VETERAN TO CLASSIC



Pomeroy's argument: his short-stroke 3-litre Vauxhall was the first 22hp car to beat 100mph.

Debating Dimensions

Looking at the specification of the new Volkswagen-backed Seat Marbella, I was reminded of a classic discussion which took place before the First World War between the great L H Pomeroy Snr, designer of such famous motor cars as the "Prince Henry" and 30/98 Vauxhalls, and the race-loving Louis Coatalen, brilliant Chief Engineer of the Sunbeam Motor Car Co of Wolverhampton.

Why? Well, I noticed that the Marbella 850 has the "over-square" engine dimensions (65mm x 63.5mm) expected of a small engine — and that ancient crossing-of-swords (or perhaps should I say con-rods) was about short-stroke versus long-stroke engines.

In very elementary terms, there are two means of increasing the power-output of an internal-combustion engine. Either you increase its capacity or you increase its rotational speed. These two distinctions were more evident in 1911, when the aforementioned argument occupied the learned members of the Institution of Automotive Engineers, than they are today. In those times unsophisticated valve-gear precluded high engine-speeds and, if these *were* achieved, there was a limit to piston speed.

Returning to the Seat Marbella, a longer stroke would obviously be feasible, without running into the realms of excessive piston speed, as the engine peaks at 5450 rpm. But I am glad the designer did not resort to this because, as it is, the smaller of the two Marbella engines has a capacity of 843cc, and the larger Marbella 900GL (with the stroke increased by 4½mm and peak speed down by 50 rpm) is of 903cc.

The size of the 850L reminds me of those little economy cars of the vintage years which

made a gallant attempt to unseat (no pun intended!) the success of the Austin Seven of some 100cc less — the Singer Junior, Triumph Super 7, Morris Minor, and other 850cc offerings, and after the war the Mini Minor — while the cylinder-capacity of the Marbella 900GL is within 30cc of that of the immortal Ford 8. And in spite of pundits who tell us that engines of more like one-litre, pulling higher gear-ratios, will give better economy allied to brighter performance, I have always found that the smaller the engine, the smaller the petrol bills . . .

That hotly-debated issue of 1912 was over which was preferable, a short-stroke or a long-stroke power-unit. Pomeroy opted for the former, Coatalen doggedly for the latter.

That this was an acrimonious debate was demonstrated when the academic Dr F W Lanchester FRS, replying to a paper read by Pomeroy before the IAE in 1911, retorted: "It seems strange to have to tell an engineer in the twentieth century that a large engine, other things being equal, cannot safely be run at so high an rpm as a small one; and considering how thoroughly it is established that piston-speed is the criterion rather than revolution-speed, it would seem almost an impertinence to offer to the Institution a demonstration of the fallacy of any such doctrine as that which has the author's support."

Pomeroy came back with the loaded comment: "I am sorry Mr Lanchester is such a busy man, for I presume part of my paper missed him. I will just read it again, because I knew Mr Lanchester would come along with exactly the words he has done . . ." The arguments were resumed in the motoring press in 1912, this time between Pomeroy and Coatalen.

Whereas Pomeroy relied on theoretical proof (and was right, if possibly before his time), Coatalen put up racing successes as evidence of his long-stroke beliefs. He was able to quote the 1-2-3 grand-slam of his 80mm x 149mm 3-litre Sunbeams in the 1912 Coupe de l'Auto (which was, incidentally, the first British victory in an important contest since Edge and the Napier had won the 1902 Gordon Bennett Trophy, whereas it is often left to Segrave's Sunbeam success in the 1923 French GP to claim that fame).

In response, Pomeroy could quote the fine performance at Brooklands of his 89.7mm x 118mm 3-litre Vauxhalls, one of which was



Coatalen's evidence: long-stroke laurels in 1912 seemed to back the under-square approach.

VETERAN TO CLASSIC

the first car of 22hp RAC rating to officially exceed 100 mph. Even he was not averse to introducing the exception that proves the rule, however, for he put a notably long-stroke 80mm x 200mm engine into one of his Vauxhalls in the hope of being the first to do 100mph in the 16hp class. This car was timed at 97.67mph over the Brooklands half-mile in 1911 before a con-rod broke and a piston was ejected onto the concrete with some force . . .

There is little point in labouring the arguments of the famous protagonists in detail, but Pomeroy contended that the short-stroke engine was lighter and less likely to overheat, and that more power and efficiency could be attained by adopting a maximum piston area, while Coatalen believed that unless an engine was so large that no chassis would accommodate it, the stresses feared by his rival would never be reached.

These days the short-stroke theory prevails and we are accustomed even to "square" and "over-square" cylinder dimensions.

In racing prior to WW1, it was often capacity limitations which drove designers who believed in large piston-areas to adopt comparatively short piston-strokes, having "used up" the available capacity in the bore of their pistons. Then, when limited-bore regulations were introduced, for *voiturette* races particularly, the reverse applied; a long stroke was necessary if anything like a decent-sized engine was to be produced, leading to Peugeot's 1910 two-cylinder racing engine with a 280mm stroke, a power-unit so lofty that the driver's forward vision was impeded! Even this did not represent the peak — a Corré La Licorne had a De Dion engine with a 300mm stroke!

If we look at the runners in that dramatic 1914 French GP at Lyon, we see that the victorious Mercedes, built to the race-stipulation of 4½ litres, were of 93mm x 145mm, their piston-speed at a peak 2800 rpm being 3070 ft/min. That was about the norm for racing engines at the time, although after the war rising crankshaft speeds raised piston pace to 4000 ft/min in the case of the wonderful 1½-litre straight-eight Delage, and 4300 for an ERA engine. This caused no problems, even for that abnormally long-stroke 1910 Peugeot.

The short-stroke engine became commonplace for production cars, even though Harry Ricardo said there is little to choose between a long or short stroke where thermal efficiency is concerned, and something to be said for the former in respect of mechanical efficiency (power will be developed at a lower speed, therefore with lower mechanical losses). In America in 1933 P M Heldt made the interesting point that if a designer needed to put a multi-cylinder in a chassis previously using a power-unit with fewer cylinders, he would be forced to reduce cylinder-bore to make the new engine fit under the existing swept-volume would then have to use a longer stroke

than was originally intended.

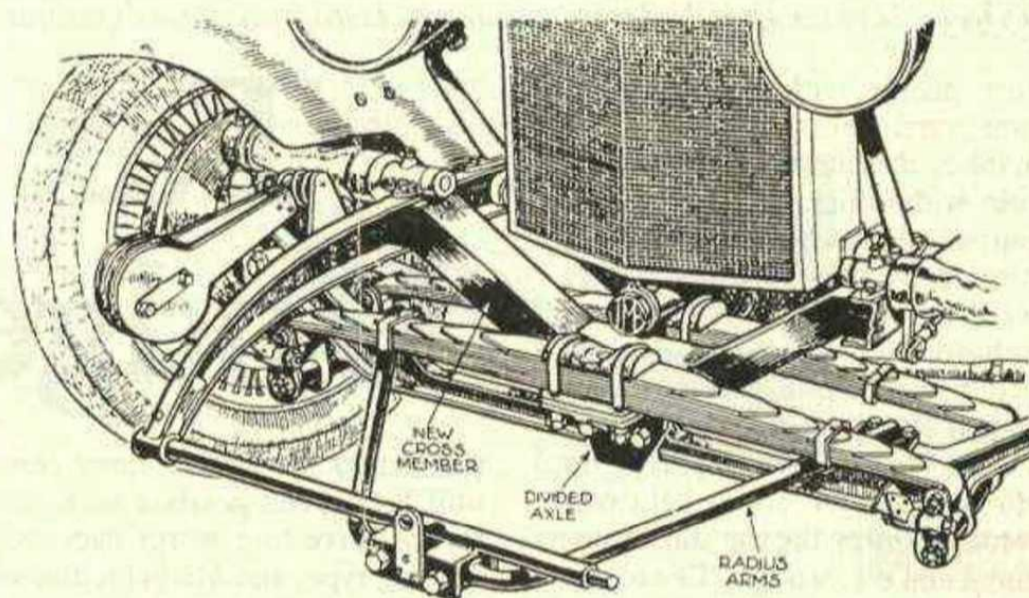
However, the long-stroke engine is associated more with vintage cars, of which the 80mm x 149mm 3-litre Bentley, 98mm x 150mm E-type 30/98 and several 1½-litre sportscars with a 100mm or even 120mm stroke are examples. The low-revving, long-stroke engine was thought better at slogging up hills; the late Kent Karslake used to say that although his 1912 80mm x 180mm Alfonso Hispano Suiza would be outpaced by a Brescia Bugatti on the level, it could close the gap up a long gradient (conversely, however, F T Jane quoted his short-stroke 145mm x

120mm racing Benz as an admirable hill-climber due to its short stroke).

By the end of the vintage years, the longest piston-stroke found in a production car seems to have been 150mm, in the bigger blown six-cylinder Mercedes-Benz engines.

Five years later, the longest-stroke engine on the market was that of the 32/34hp six-cylinder Minerva, and that was by then a pretty antiquated motor-car. I doubt if there is anything approaching this among 1988 cars, so, after all these years, the theories of L H Pomeroy, the celebrated Vauxhall and Daimler designer, are apparently vindicated. **WB**

Camber-Wise



Since two recent books have been mildly snide about the LMB split-axle independent front suspension which Leslie M Ballamy marketed in the 1930s, we took the opportunity to discuss this design with him. This still very active engineer put his suspension on a sports A7 with *papier mâché* body, top-hat and box A7 saloons, Marshall-blown Ford Ten tourer, Ford Ten sports two-seater, Ford Epoch four-seater and supercharged Ford V8 saloon and coupé.

Ballamy claimed superior roadholding from his LMB ifs, with a level ride and greater comfort, attained by negative camber and no increase in track when cornering. He also points out that he received glowing testimonials from many famous people who had it fitted to their cars; these included Sir Malcolm Campbell, who used it on his Mercury and Ford V8 coupé when he was Chairman of Lincoln Cars in this country, Dick Seaman, who had it on the Ford V8s he drove to his racing engagements, Whitney Straight on his Ford V8 saloon, Sir Roland Smith, the Managing Director of the Ford Motor Co, Major "Billie" Whittall, Major Gardner of Dagenham Motors, inventor Granville Bradshaw on V8 saloons and Peter Berthon, the ERA designer, on his Ford V8 coupé.

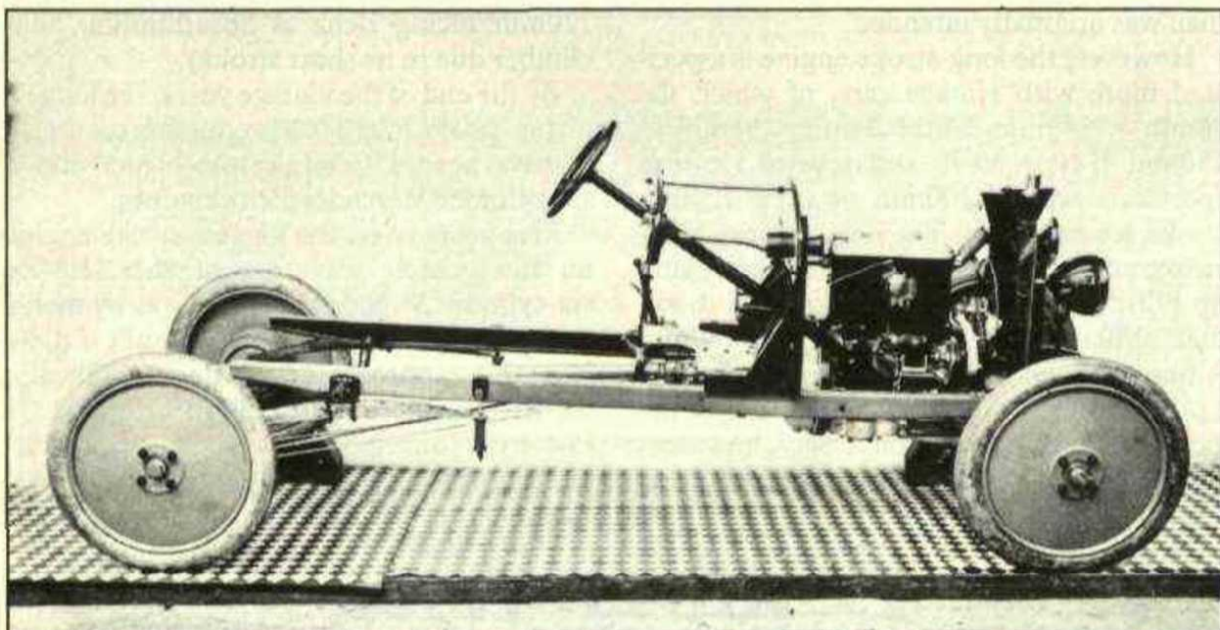
It was also used by Gordon Brettell, George Abecassis, Colin Chapman, Jack French and Arthur Mallock on their racing A7s, and Adrian Conan Doyle put it on his old V12 GP

Delage. Ballamy also converted a T37A Bugatti to this form of front-end. I found it effective on those experimental LMB cars, all of which I have experienced, including joining Leslie on a speed hill-climb, MCC trials and a JCC high-speed trial.

Ballamy makes the point that he supplied all Allard's ifs before the war, with the exception of the radius-rods which were anchored to the chassis, thus upsetting the steering geometry, until after the LMB patent had expired, when Dudley Hume persuaded Allard to change this to forward-extended rods. Colin Chapman made the same mistake on his first A7, and he also failed to relate the pivot-centres to the cg, which gave less-than-good LMB action.

Leslie Ballamy, a friendly extrovert, used to delight in demonstrating his suspension by driving people rapidly up and down kerbs in London streets, and was once about to do this up Lynton Hill in an MCC Land's End Trial when I yelled to him to cease because regulations expressly forbade driving on the footpath! I also recall how, when the august Dr Lanchester was about to deliver a learned lecture on suspension to the Institution of Automotive Engineers, Leslie accosted him in the hotel foyer and offered him just such a demonstration, which was firmly refused!

To confound the BDC fraternity, we reproduce (above) the system applied by LMB to a vintage 3-litre Bentley in 1935. **WB**



Almost 12hp for only £12 tax made the Zephyr an attractive proposition. (Photo: Quadrant/Autocar)

For most people with recollections of post-war cars, mention of the name Zephyr invokes memories of that 4.3-litre V12 Lincoln with which the versatile Ford Motor Company followed up its ability to offer an inexpensive V8.

Less well known than its Ford-built namesake, however, was another Zephyr, a car planned before the Kaiser's War and introduced just after the 1918 Armistice.

James, Talbot and Davidson had, until then, been known for their lightweight Zephyr pistons. During the war this business had prospered and the partners, like so many others, decided that car manufacturing would be a useful addition to their operations. Davidson designed the 11.9hp machine, deciding to incorporate some of his wide experience of the American market into it.

When it surfaced in the drawings stage at the end of 1919, it contrived by a happy coincidence to make good use of the new RAC horsepower ratings introduced for taxation purposes in 1921; its *de saxe* four-cylinder engine had a bore of 69mm, but instead of having to make do with a swept-volume of 1500cc or under the Zephyr had a capacity of 1944cc by reason of its piston-stroke of 130mm. This meant that customers would have a two-litre car while paying an annual tax of only £12.

Moreover, the engine was of overhead-valve type, using push-rods and long-rockers actuated by a camshaft driven by a silent chain. These overhead valves were enclosed by an aluminium cover, the push-rods were within the cylinder-casting, and the valve-gear was lubricated from the engine oil-pump. A forged crankshaft with integral balance-weights ran in two bearings of a novel kind, being half white-metal lined, half roller-races. A chain-driven magneto, thermo-syphon cooling aided by a fan and, naturally, Zephyr pistons (which had enhanced their reputation during the war) figured in the specification.

The big-ends were trough-lubricated and, likewise common at the time, the Zenith carburettor was gravity-fed from a scuttle

Tax Dodge!

petrol-tank. A Ferodo-lined cone clutch, a unit four-speed gearbox with central lever, torque-drive to a worm back axle of semi-floating type, and Michelin disc wheels shod with 760 x 90 tyres rounded off the Zephyr's make-up in 1919, when it was planned to sell the chassis (complete with electrics and a speedometer) for £350, a two-seater for £420 and a four-seater for £450. Those who preferred Sankey disc-wheels could have them for no price increase.

Davidson had contrived to use a notably narrow vee-radiator, which gave the Zephyr an appealing appearance, in conjunction with a narrow track of 4ft, and the wheelbase of 9ft 6in allowed for four-seater bodywork. It all sounded nicely promising for a piston company about to embark on car manufacture, especially when a stand was taken at that year's London Motor Show. Here a rather sporting-looking four-seater Zephyr was shown in ship's grey with a polished aluminium bonnet — a smart outfit which no doubt attracted those who judged cars on outward appearance rather than engineering soundness, and there were many who did.

The salesmen had been told to explain the fact that this four-seater had but one door by saying this was to prevent rattles! Having gained entry, rear-seat passengers took to a gangway between the front seats. These same salesmen no doubt emphasised that parts requiring service adjustments were easily accessible, that valve-gear parts were "absolutely interchangeable", and that the engine incorporated those Zephyr featherweight pistons. Incidentally, the crankshaft now had three bearings, the con-rods were of H-

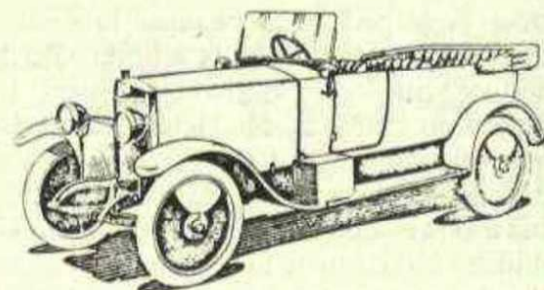
section, and the track was now quoted as 4ft 2in.

The cars were to be made at the Waveney works in Freemantle Road, Lowestoft, by James, Talbot and Davidson (1916) Ltd. One very unusual aspect was that the front axle consisted of an angle-section girder, to which the stub-axle pivots were rivetted. The steering embraced a transverse drag-link, and rear suspension was by quite long cantilever springs with supplementary spiral springs at their forward ends — such was design versatility in those times . . .

A chassis and that four-seater had been prepared for the 1919 Show but it was not until well into 1920 that a car was ready for testing. By then it had become clear that the crankshaft ran in only two bearings, a roller-bearing at the front and a plain one at the back, that a trough was employed to oil the valve rockers, and that the gear-ratios were 14.4, 8.6 and 4:1. The long-stroke engine was claimed to be a good hill-climber, while much pride was taken in the construction of the gearbox, with its large ball-bearings and oil lubrication, surplus oil running down the torque-tube to keep the levels in the back axle and differential correct. The axle was of overhead-worm type, and axle and torque-tube were detachable from the gearbox by undoing three nuts — an ominous sign?

Even when a Zephyr was available for testing, it was only a works hack which had been running for a considerable time. It was found to have rather lively back springing unless a full complement of passengers was on board, and rather "quick" steering, although irreversible and free from backlash. The oil-lubricated cone clutch was smooth, the gearchange easy, and the gears and the valve-gear quiet. The engine pulled the 4:1 top gear from below 5 mph and accelerated to 40 without a trace of pinking or flat-spots; its rear-wheel brakes stopped the Zephyr in just over 60 yards from 40 mph.

Several chassis were reported to be under construction in the summer of 1920, and deliveries were expected by the end of July, the chassis price having by this time been put up to £400, that of the two-seater to £470, the four-seater to £500. However, something must have gone badly wrong, because that was the last ever heard of the car! At Olympia in 1920 the Zebre and Zeillier were there, but there was no sign of the Zephyr. **WB**



Four seats, but only one door . . .

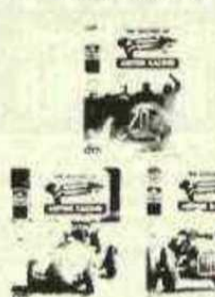
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BOOK REVIEWS

Champions of Formula One

by Keith Botsford. 168pp, 8" x 5". (Stanley Paul & Co Ltd, 62-65 Chandos Place, London WC2N 4NW. £12.95)

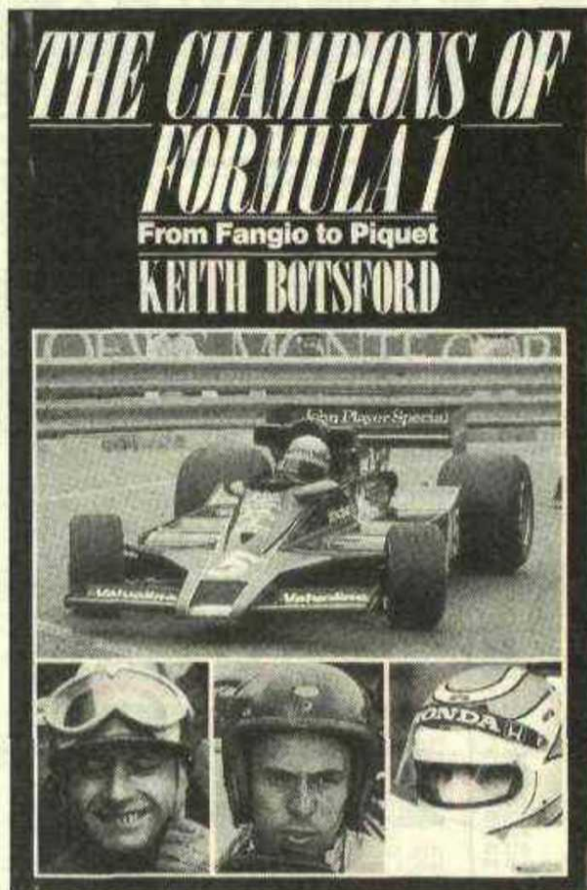
If you are looking for a straightforward, non-controversial pen portrait of each of the 21 drivers who have become World Champion, this is not the book for you. It is far more entertaining than that.

Readers of *The Sunday Times* will need no introduction to Keith Botsford, for his Grand Prix reports have always been that bit more incisive, instructive and opinionated than most Fleet Street accounts. Working on the assumption that comparisons between drivers from different eras are meaningless, Botsford has devoted himself to the eleven drivers who have been World Champion since 1969.

He reasons that there is a great divide in the so-called "modern" era which separates Grand Prix racing in the Fifties and Sixties from that of the Seventies and Eighties when the whole approach to racing was transformed. In terms of drivers, Rindt's death marks the end of one era as Stewart's career signals the beginning of a new one — the age of professionalism and commercialism.

Not for Botsford the dull race-by-race minutiae of each driver's career, but rather a resumé worked into the panorama of each driver's psyche, an insight into what makes them tick and a character assessment. Wonderful stories are related throughout, giving great insight into all those who come into the orbit of these drivers, few of whom escape the lash of Botsford's pen. Whether all the anecdotes and comments will make the final book from the proof copy remains to be seen, but even if not, enough meat will remain to satisfy most.

My only query regards the dust jacket design. As mentioned, the book deals with a 20-year period which, in Botsford's view, is the era of Stewart, Lauda and Prost, yet none



warrants a picture on the jacket. Instead there are two of Piquet, one of Andretti, and three of champions who are not even covered in the book.

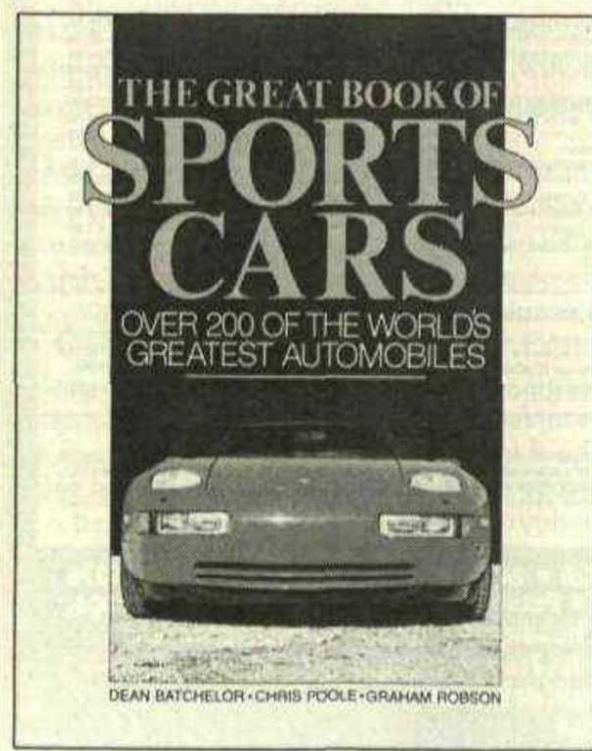
There could not be a more apt time to resurrect that hackneyed expression "never judge a book by its cover", for this is one that no Grand Prix enthusiast should miss. Highly recommended. **WPK**

Sports Cars

by Dean Batchelor, Chris Poole and Graham Robson. 420pp. 13" x 10". (Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JF. £29.95)

Fully subtitled "The Great Book of Over 200 of the World's Greatest Automobiles", this must be something of a record for coffee-table compilations, for it weighs 7lb and includes colour pictures of all the cars with which it is concerned — which means many hundreds. The cars run from AMX to Datsun Z, says the blurb, though in fact the last entry is Volvo 1800ES, and some may be disappointed that Bentleys are not included.

The authors seem to have unusually outspoken views on some of the cars. For instance, "Suspension engineer Leslie Ballamy designed the now-infamous split-front-axle independent suspension that was to become a trademark of all early Allards" and (of the Triumph TR8) "Unfortunately, it also inherited the same sloppy workmanship and that classic bane of British roadsters: cowl shake. Indeed, *Consumer Guide* magazine's test TR8 had so much body flex that parking on even shallow inclines was enough to keep the doors from opening or closing. We also remember that car for a temperature-gauge that kept crowding its red zone. On checking



with a dealer about possible overheating, we were told to keep a screwdriver handy for tightening the hose-clamps during the first 1000 miles!"

A book, you might say, that packs a punch, and explains why British cars were once hard to dispose of outside this country. If you have strong arms, you may well enjoy it. **WB**

Video:

Rally 88 — Safari Rally

produced by Videovision Broadcast, 56 minutes. (Duke Marketing, PO Box 46, Douglas, Isle of Man. £19.95)

This film report of the 1988 Safari Rally manages to capture in a one-hour package the flavour and colour of the event.

As a scene-setter, Juha Kankkunen, Miki Biasion and Hannu Mikkola are given the chance to air their hopes and worries about the rally in three short interviews, before the leading cars are seen off the starting ramp. The action then begins.

With emphasis on the leading contenders, the film follows the rally as it progresses around the countryside, plumes of dust against the African backdrop making stirring footage. It is rather let down by a repetitious and rather dull commentary which a five-minute instrumental would have alleviated, but for rally buffs this is a satisfactory production. **WPK**

Video:

1988 Jerez 800km

produced by Videovision Broadcast, 59 minutes. (Duke Marketing, PO Box 46, Douglas, Isle of Man. £19.95)

The first round of the World Sportscar Championship turned out to be a cracking race, with the four-way battle at the head of the field being emulated in the junior class.

Interviews are interwoven with the major teams' pit-stops, but it is the race action which holds the attention, while the commentary is informative. **WPK**

Power Boat Speed

by Kevin Desmond. 256pp. 11 1/4" x 8 1/4". (Conway Maritime Press Ltd, 24 Bride Lane, Fleet Street, London EC4 8DR. £19.95)

What a very welcome publication this is, covering as it does the complete history of motor-boat racing and record-breaking, and written by an author who has recently devoted much time and support to this particular branch of mechanical endeavour. It is no superficial coffee-table book — there are no colour plates but black-and-white photographic coverage is splendid

That there is a definite link with motor racing is seen by the number of drivers listed in the six-page index: Max Aitken, Peter

Ashcroft, Woolf Barnato, Malcolm Campbell, the Marquis de Casa-Maury, Colin Chapman, John Cobb, Kaye Don, S F Edge, George Eyston, the Guinness brothers, Frank Halford, Tazio Nuvolari, Henry Segrave and Tommy Sopwith are just some who catch the eye. Other racing personalities crop up on the engineering side, most of the engines with which we are familiar having been used in fast boats.

That is one reason for reading this fascinating book. The other is that it gives a full insight into, and a complete record of, the motor-boat racing world from 1885 onwards. It is well produced on art paper which displays the rare photographs to advantage, and the type-size is small so that an enormous amount is crammed into 256 pages. I found the story absorbing and the selection of pictures enthralling.

All types of boat are covered, and technical developments discussed, as speeds rose from 60 mph to the 300 mph target. Outboards are not neglected, and famous pilots, trophies and venues are splendidly depicted. One picture typical of the boating scene is that of Viscount Forbers' *Dupuy-Soriano* in transit on the top of his 36/220hp Mercedes-Benz...

So here is a book which makes a change from motoring literature and which will be in great demand, I am sure, among all those interested in speed on water. **WB**

Grand Prix annuals which review the past season are prolific, but one of the most readable and indispensable is *Grand Prix*, by Nigel Roebuck and John Townsend. Published by Motor Racing Publications of Croydon at the modest price of £14.95, it covers so very adequately the 1987 season (with masses of very good colour action and personality pictures) that anyone who wants to keep a record of F1 racing need, in my opinion, look no further. **WB**

Very full technical coverage of *The 1000 bhp Grand Prix Cars* (the title is self-explanatory) comes from Ian Bamsey, and publisher G T Foulis, at £19.95. The power struggles which surfaced in 1984 and continued to the 1987 season are splendidly dissected in text, photographs and engineering drawings, for the edification and enjoyment of all serious followers of Grand Prix racing. **WB**

Those who have seen on television the classic Bathurst saloon-car races in Australia will welcome No 6 in the year-by-year series of books from MRP of Croydon. *Bathurst 1987/88* was published prior to the settlement of the appeal against the exclusion of the works Ford Sierras from the 1987 James Hardie 1000 results, but tells the whole story otherwise, in 160 pages illustrated with really good colour pictures. **WB**



Aston Martin Owners Club is to be congratulated on having compiled a very complete 296-page *Register* of its members' cars, which also constitutes quite a history of the make, and details the competition successes achieved by many of the existing Aston Martins. **WB**

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Long, slim and slab-sided, Japan's 1979 Le Mans challenger was distinctive in appearance if not distinguished in performance.

The entry by the Kyoto-based Dome Motor Company of two Group 6 Zero RL sports coupés in 1979 represented the first Japanese bid for outright victory at Le Mans. For this reason alone the cars are historically interesting, but they were also probably the wildest looking machines ever to race at the Sarthe — even in comparison with the extraordinary twin-boomed Nardi-Giannini in 1955 and the less inspired but effective Briggs Cunningham-entered Cadillac 61 "Le Monstre" in 1950.

Fujimi has recently released a 1/24-scale plastic kit of the Dome Zero RL, from which you can build either of the 1979 entries. Retailing at £10.99, this represents possibly the state of the art for low-to-medium priced kits at the moment.

Cleanly moulded in three colours (white for the bodywork and ancillaries, grey for the chassis assembly and gun metal for the well-detailed Cosworth DFV powerplant) the kit also boasts some fine satin-chrome parts which look extremely realistic when built into the finished car — certainly more so than the usual "shiny chrome" supplied in other kits.

This, along with the excellent decal-sheet supplied, means that the lazy builder can put

Cat Kin

Following last month's feature on the Jaguar XJR-8LM kit by Hasegawa, the supplier has brought out its latest offering — the same car in "sprint" trim.

Production is to the same high standard as before and, though construction is easy, the decal sheet is so comprehensive and the livery so complex that the model will require a fair amount of time and patience to complete.

However, it will be worth the effort, because the "low-drag" and "sprint" cars side-by-side make a handsome showpiece for any enthusiast's mantelpiece. Obtainable at the end of June from most good toy and model shops, the new kit retails for £7.99. **IB**

Domework

together a very pleasing miniature version of either the No 6 (Craft/Spice) or No 7 (Trimmer/Evans) car with the minimum of painting and detail work. On the other hand the tail-unit lifts to reveal the engine bay, where there is tremendous scope for anyone interested in super-detailing, including lengths of thin plastic wire supplied to make up the electrical loom and ignition leads.

One point to note is that because the body design is slab-sided (and slab-topped for that matter), decals adhere without the traumas caused by more voluptuous coachwork.

A minor annoyance is that for some reason Fujimi has decided to mould the front wheels

in white as part of the bodywork sprue, whereas in fact the cars' wheels were gun metal in colour and would therefore be more appropriate on the engine sprue (the rear wheels are satin-chromed). This just means some extra unnecessary painting.

All in all, though, this is one of my favourite kits from the last few months, and one which will gladden the heart of any modeller interested in one of the more obscure exercises in recent sports-car racing history. Supplies from the Orient are rather sporadic, so it would be worth asking your model shop to put it on order for you. The distributor in this country is Toyway of Letchworth. **IB**

THE 1979 DOME ZERO RL LE MANS CARS

Brainchild of Dome chief designer Masao Ono, the Zero RL (Racing Le Mans) was designed with the Sarthe and the Mulsanne Straight in mind. Apart from its weird body-shape, the car was notable for its extremely narrow front track of 52.7in (some 7in narrower than more conventional Group 6 machines), giving a very small frontal aspect and drag co-efficient. The car was also massively long at 16.4ft. The bubble canopy, somewhat reminiscent of the Renault-Alpine A442, was designed to maximise aerodynamic effect and, with the strategically-placed slot, afford the driver an undistorted view of the track; in practice, however, the pilots tended to be roasted due to the large amount of glass surrounding them, and the slot proved large enough to set up uncomfortable turbulence in the cabin, so the canopy had to be "chopped". Steering also proved to be rather vague at high speeds, which naturally worried the drivers down the narrow chute of the Mulsanne Straight! In other design respects the cars were entirely conventional, with aluminium twin-tube monocoque hulls, and Cosworth DFVs (by Shinji Kondo) as fully-stressed members delivering the power through a Hewland TL2-200 close-ratio drive-train. Despite the powerplants being nominally the same (2983cc), the one fitted to No 6 delivered 450 bhp while its sister in No 7 was detuned to give 415 bhp. The former chassis weighed in at 785kg, as opposed to 791kg for the latter.

Team personnel (including mechanics) were almost entirely recruited in England. Keith Greene was Team Manager and the driver line-up comprised Chris Craft and Gordon Spice in No 6 and Tony Trimmer and Bob Evans in No 7. Despite its advantages of power and weight, the Craft/Spice entry managed to qualify only two seconds faster than its sister-car at 3min 49.26sec (Craft), with Evans recording a best of 3min 51.24sec. These times placed the team 15th and 18th on the grid. The race was rather a sad story. After a good start, which found the Trimmer/Evans machine in fifth place at the end of the first hour, it was the engine which surprisingly proved the weakness with fuel injection and ignition problems. These had it pitting four times in one hour, finally forcing retirement with a blown head-gasket after 3hr 8min racing. No 6 fared no better — Chris Craft stopped at Arnage after only seven minutes with the coil having fallen off and a fire started in the engine bay, requiring a pit-stop for repairs. After this the car was plagued with fuel-feed bothers which obliged the gallant Craft to try to effect roadside repairs again — this time he was stuck at Mulsanne. His efforts were all for nought, retirement being officially announced at 7pm.

The Zero RL returned to Le Mans with a new chassis in both 1980 and 1981, with Craft and Evans as the drivers, but only managed to collect a complete set of retirements. Dome returned for the first two years of the Group C regulations with the DFL-powered RC82 chassis, similarly without managing to record a finish. Since then the company has thrown its lot in with Toyota, and has effectively disappeared from the scene as a separate racing entity, concentrating on the production of monocoques for other teams.

Multi-Union II

Sir,

I was shocked and horrified to read the letter from Mr Barker (MOTOR SPORT, May 1988) concerning the fate of Multi-Union II, and I was appalled that an historic car such as this should be vandalised in this manner. I am now deeply sorry that I ever parted with it.

As far as I can recall, W C Devereux never drove that car. His patronage was of relatively short duration, and when he withdrew his support Chris Staniland asked me to assist him in return for a half-share in the car itself — a proposition to which I agreed immediately. Following the tragic death of Staniland in 1942 I became the sole owner.

I have always regarded the Multi-Union as being both a tribute and a memorial to Chris Staniland, its outstanding driver, and to J S (Woolly) Worters, who transformed an Alfa Romeo Type B Monoposto into one of only three cars ever to lap Brooklands in excess of 140 mph (142.30 to be precise, on the third lap of the second August Outer Circuit Handicap race on August 7, 1939). But for the intervention of the war, he would surely have taken the lap record.

My close association with the car, both in stages I and II, gave me much pleasure and considerable pride together with many opportunities of enjoying Brooklands at its very best.

J B EMMOTT

Le Mont-Pelerin, Switzerland

Speed Risks

Sir,

Your correspondent Mr George (MOTOR SPORT, May 1988) is not quite correct in what he says about the speed limits in the USA; although all States introduced a 55mph speed limit, only 38 of them have raised this to 65 and then only on "rural interstate highways".

Mr George refers to the safety aspects of these limits. From May to July last year, traffic deaths on these rural interstate roads in 22 states which raised their limit increased by 52% as

compared with the same period in the year with the lower limit. By contrast, deaths on all other roads in those states fell by 10%. In seven states which retained the 55mph limit, deaths on the rural interstates rose by only 10%. Deaths on all other roads in those seven states fell by 2%.

However unpalatable it may be, it certainly appears from these and other data that higher speed leads to more collisions.

J G MILLWARD
Oxford**Morons!**

Sir,

I have worried about the problem of the lack of lane discipline of which R J Wade complains (MOTOR SPORT, April 1988) for some time. The phenomenon does not only apply to motorways but also to any two- or three-lane carriageways.

Who in their right minds travels in the middle or outer lane of the North Circular Road, only to cut across one or two lanes when they want to exit at Staples Corner? This happens regularly, and usually without the perpetrators checking on the position of following traffic.

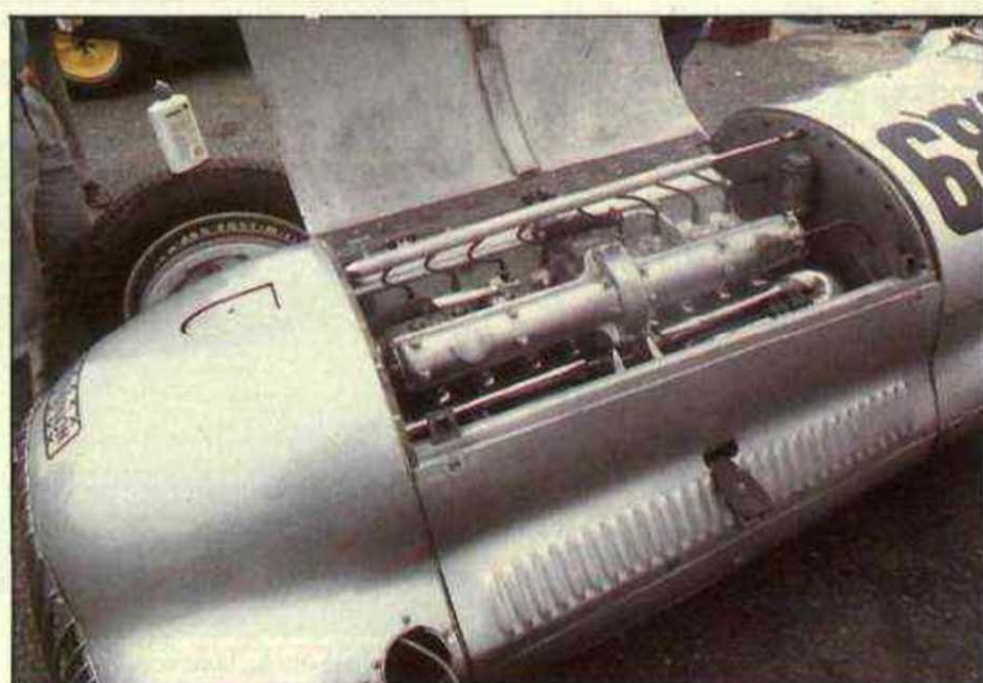
I call these drivers "MORONS" (Middle Of the Road Or Nothing).

In an effort to improve road safety and reduce blood pressures (mine anyway), the DoT should run a "Don't Be A Moron" campaign, which hopefully would be more effective than its current "Drive On The Left" leaflets distributed with Road Fund Licence renewals and presumably thrown away by most drivers.

C J SKEATS
Wembley, Middlesex**Bugatti's U16**

Sir,

You are wrong to suggest (MOTOR SPORT, April 1988) that the 16-cylinder Bugatti engine was cobbled together out of old bits. The T45 was a completely new design, with more in common with the T46 and T50 than the T35 or T39, despite retaining the three-valve



The Multi-Union's 8C Alfa Romeo engine — soon to have a new home.

head.

The entire Bugatti Empire seems to have been built on the sale of the original U16 Aero-engine to the Americans during the First World War. However, Bugatti had not finished building it and clearly wanted another go with a racing engine; which he did in 1929-30.

The engineering justification for small cylinders is to allow a higher compression-ratio and specific output without getting excessively high valve and plug temperatures. Plugs were very unreliable in those days and compression ratios accordingly low.

The U16 layout with two crankshafts gives a short, compact and light design with low frontal area, and it fits into a standard-width chassis. A V16 would not have been easy to design with such close-spaced bores.

The crankshafts bolt onto the bottom of the cylinder blocks. Main bearings are spring rollers and the big ends are white metal. A plain centre main gives oil access, and there are blow-off valves at either end of the crankshafts. The two blocks are keyed onto the end gear casing which contains 15 gears. The blowers are driven off the back. The gears on the back of the cranks are centilevered, there being no outboard bearing to steady them. The whole thing is a beautifully compact unit.

The Bugatti's engines run backwards so that the transmission could go round in the conventional way. The Maserati U16 had engines going

round the conventional way, with the transmission going backwards.

This was because the Maserati engine was made from near-standard bits. The remarks about the Maserati being too fast for the chassis could be because this backwards rotation causes abrupt break-away if you lift your foot going too fast round a right-hand bend. It is possible that the later 5-litre Maserati U16 was changed to left-hand rotation because at least one engine was built to run backwards.

When Ernesto Maserati was asked about his U16 engines, he said that he was copying the Bugatti concept. It must, I think, be assumed that all the engine makers had been watching the development with interest, although very few had established eight-cylinder designs running from which to develop their own.

Bugatti probably built six engines, since he usually made half-dozens. He probably blew one up on the test bed and he also destroyed one in a car, leaving four. Ernesto Maserati said that he made three U16 cars, four V4 of 4-litres (one of which was a sports-car for pulling the birds) and one V5 5-litre car.

The two racing cars have disappeared, but two V5 engines survive from a boat, one left-hand and one right-hand rotation. Perhaps they come from a car, because the Maseratis put two U16s into a chassis making a 32-cylinder car. They seem to have

frightened themselves with the project because it was hurriedly and completely dismantled. Perhaps it was the end of the V5 racer.

If Rolls really wants something exclusive, what about a 24- or 32-cylinder motor?

J HOWELL
Cophorne, Sussex

FAST Found

Sir,

I read the article on the FAST (*Fragments on Forgotten Makes*, MOTOR SPORT, April 1988) with interest.

When I was in Argentina in about 1980, I followed up a lead on one of these vehicles. Alas, the car had been broken up, but I traced the engine to a farm about 100km from Buenos Aires. The photograph I took at the time might interest you.

H H POSNER
Oxford

Competitive BMC

Sir,

I seem to remember many years ago watching a Formula Two race on TV from a circuit in UK.

The main protagonists were Jim Clark, obviously in a Lotus, Graham Hill (car unknown), and Jackie Stewart, who I am fairly certain was driving a Cooper BMC.

As expected, these three dominated the race, and after the lead had changed hands a few times, Stewart took over at the front and began to pull away. Unfortunately I cannot remember the outcome, but I think the Cooper ran out of steam and retired.

If one considers the calibre of Stewart's rivals, it is obvious that this was at least one occasion when the BMC engine was on full song, assuming of course that my memory is correct on this matter.

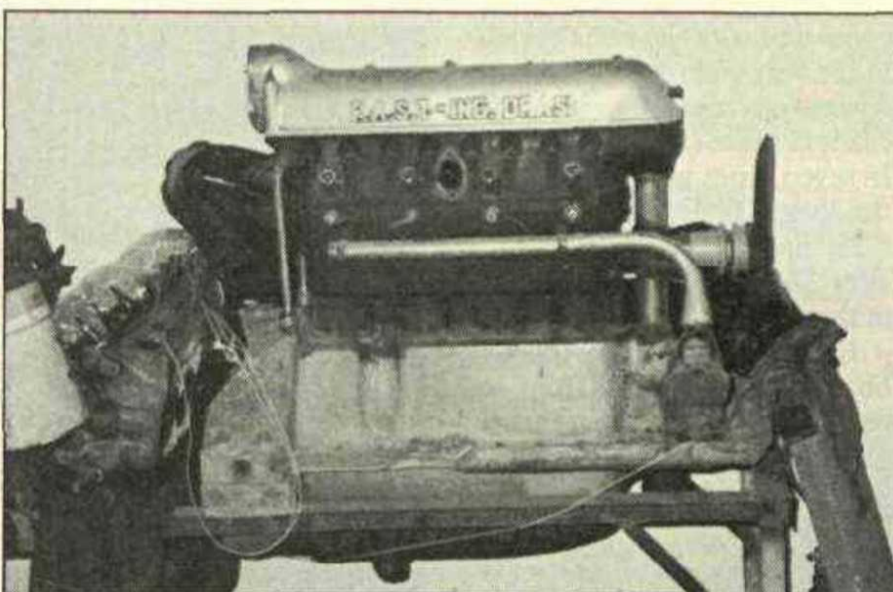
Does anyone else remember this race?

L HEMMING
Cockfosters, Hertfordshire

Boley Pittard

Sir,

While playing golf with a friend recently, I was reminiscing about cars and



Found in South America — a rare 3-litre FAST engine.

drivers of the early 1960s. One such driver whose name came up was Boley Pittard.

Unfortunately, neither my playing partner nor myself could remember what became of this man. We were sure we had seen him race both in GT cars (such as Alfa Romeo GTZ) and saloons (Ford Mustang and Falcon Sprints). Were we correct?

Another doubt we had was his nationality — South African or Channel Islander?

I would therefore be most grateful for any information you could let me have regarding what must have been the relatively short racing career of Boley Pittard.

K J BROWN
Hastings, East Sussex
Boley 'Bo' Pittard died on Saturday June 10, 1967, from severe burns sustained during the Coppa Autodromo Monza Formula Three race. The Jerseyman had taken pole position and contested the lead in the second of two heats, before finishing tenth.

A premium was placed on fuel capacity in the final, which was over 35 laps. The ambient temperature was oppressive, which caused a few tanks to start dribbling.

At the green flag, the engine compartment of Pittard's private Lola caught fire, and in seconds the conflagration consumed the whole car. Eye-witnesses reported it exploded like a napalm bomb, giving him no chance to escape.

The race went on, but the colourful Pittard was eventually rushed to hospital, where he succumbed.

DJT

Marconi and OJ

Sir,

My copy of MOTOR SPORT for May 1988 arrived just a few days after I had spent a very pleasant weekend at the Haven Hotel in Sandbanks, so I can confirm that it still thrives.

One resident there in the early 1920s was Signor Marconi, and it was here that he carried out much of his research into radio telegraphy. It is an intriguing thought that OJ might have met him there.

B B MACKICHAN
Windlesham, Surrey

My Marendaz

Sir,

A belated reply to Captain Marendaz's letter — it takes a long time for the magazine to arrive here in Kenya.

How pleasing it is to see DMK still defending his product of nearly 60 years ago. In the Sixties I owned the only then known 17/90, a car I enjoyed enormously and which led to my love of large vintage tourers, culminating in a 3-litre Sunbeam. A super car and much underrated. The fact that I now have a tiny 8/18 Talbot DHC is another story. Suffice to say that it's quite capable of carrying the children in the back and with its solid rear axle is rather good at VSCC driving tests.

I would take issue with DMK on one matter. To state that the car's brakes were never "vacuum, mechanically or electrically aided" is simply not true. To the best of my knowledge all Marendaz Specials were fitted with a

mechanical 2:1 reduction box beneath the brake pedal.

Regrettably, my car never stopped as well as those supplied for contemporary road tests, but I think that was my fault. It went jolly well though, for as long as the head-gasket lasted.

After I had sold it, I discovered that the compression ratio was around 11:1, after numerous people had skimmed both head and block. The head studs didn't cope very well with this.

Still, a motor car with fond memories.

STUART BENNETT
Nairobi, Kenya

Party Dues

Sir,

On reading today's *The Spectator*, I came across a glorious piece by Rowlinson Carter on Czechoslovakia's love affair with the motor car. It struck me that it bears retelling to my fellow readers of MOTOR SPORT.

"Czechoslovakia is crazy about motor cars and motor sport. There are some marvellous private collections of pre-war cars, and races or rallies almost every weekend. Even the racing fraternity must occasionally pay its party dues, as in an event being staged in Zernovica in August, 'The Slovak National Uprising Golden Helmet Motor Cycle Road Race'. Perhaps Brands Hatch should consider laying on 'The Repeal of The Corn Laws Moss Bros Grand Prix'.

RICHARD ESSBERGER
Shrewton, Wiltshire

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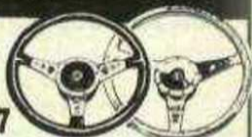
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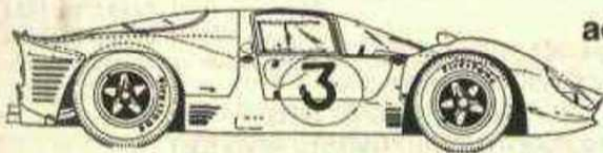
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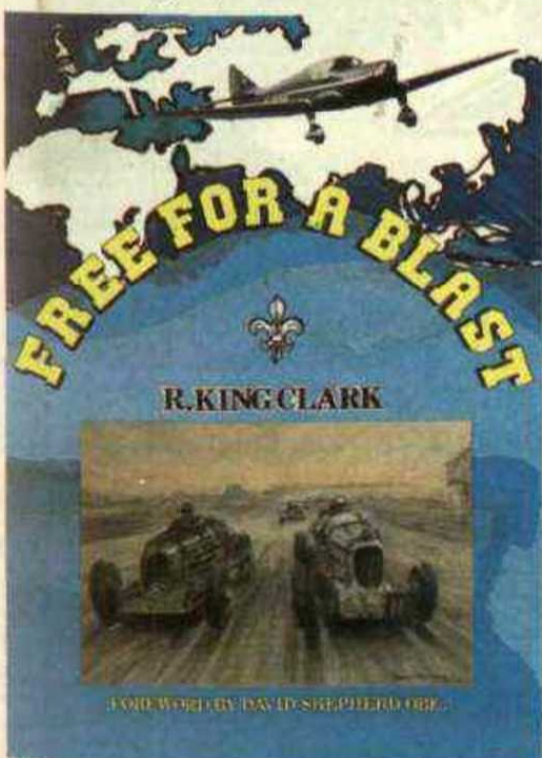
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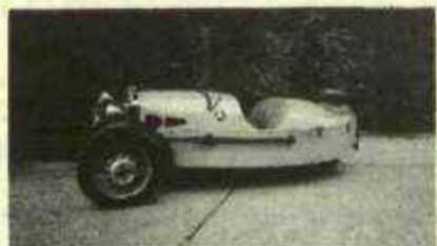
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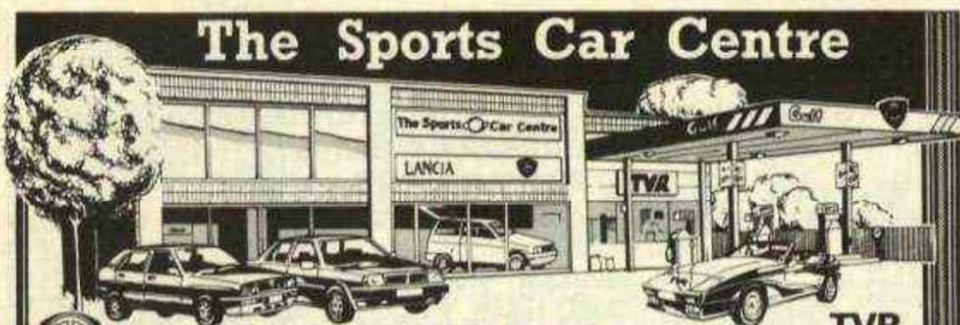
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EVENTS

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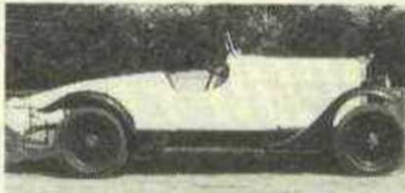
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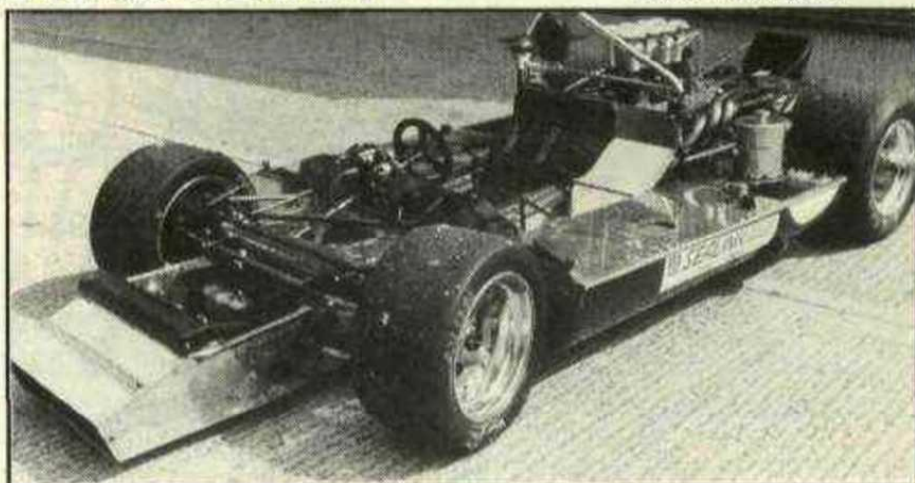
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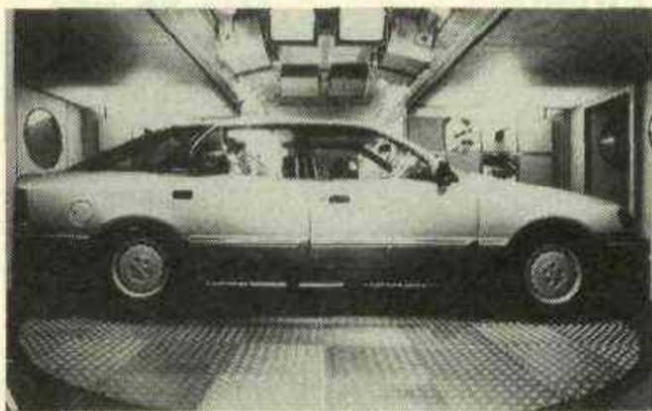
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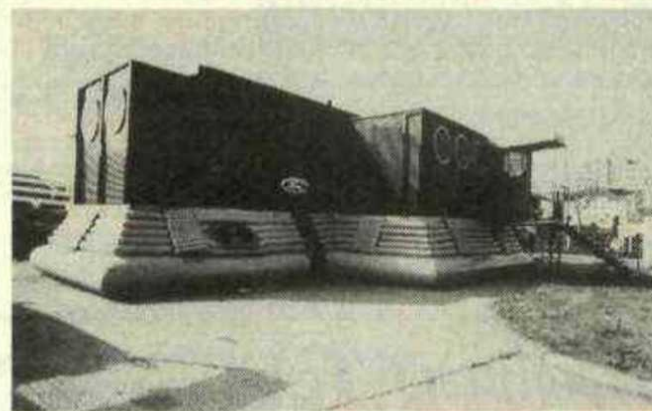
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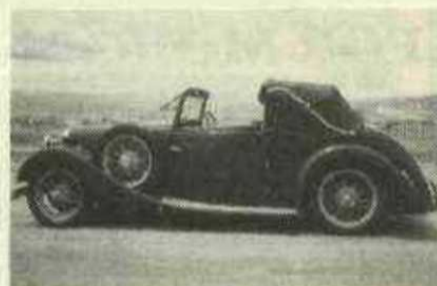
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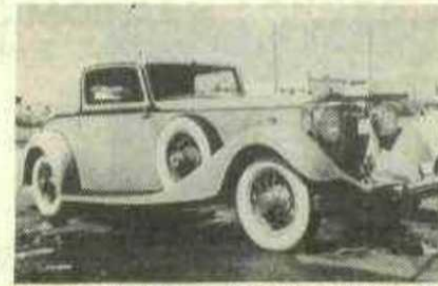
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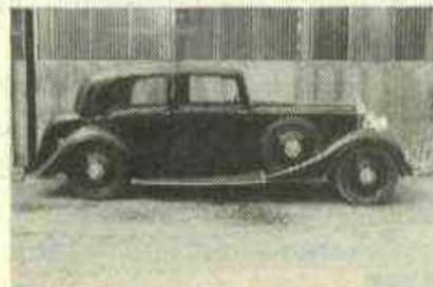
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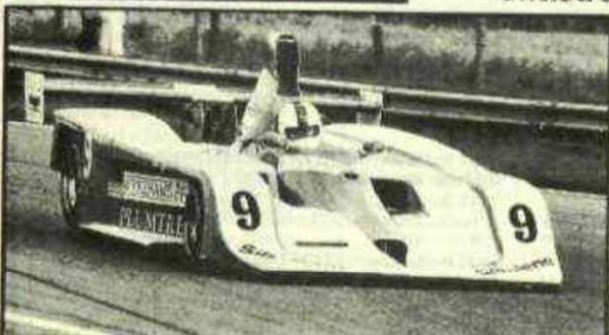
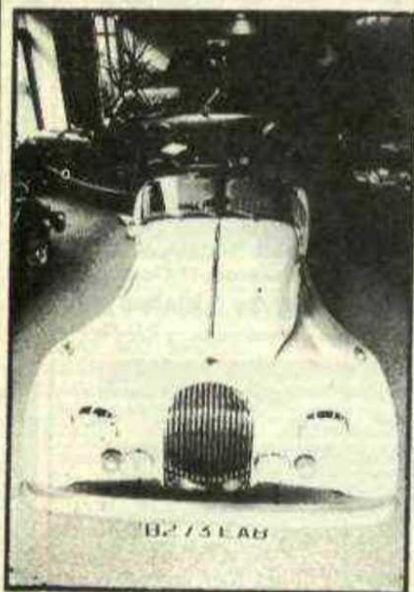
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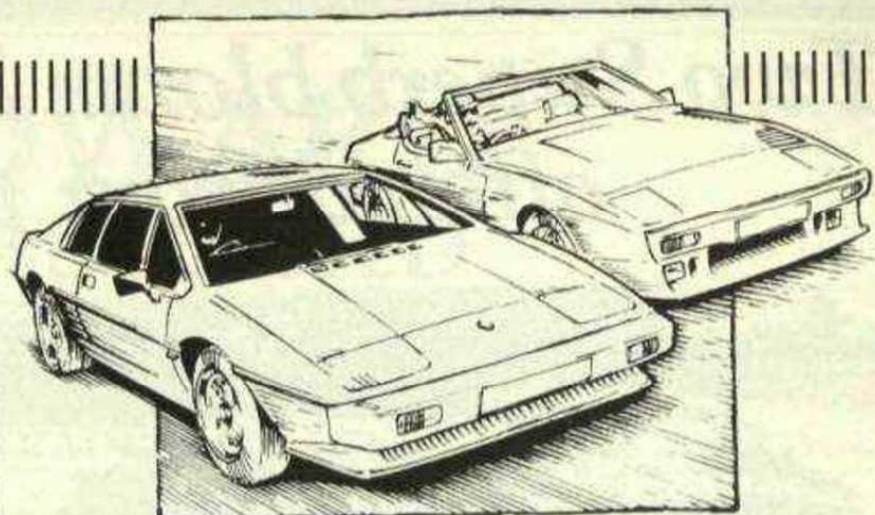
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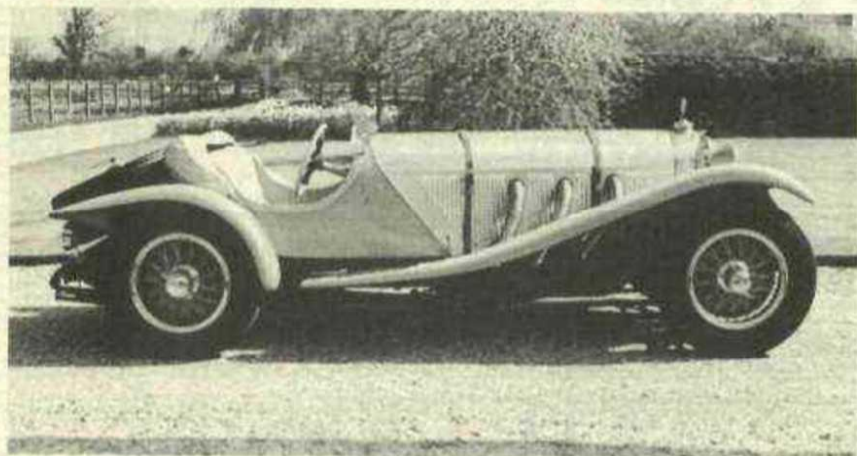
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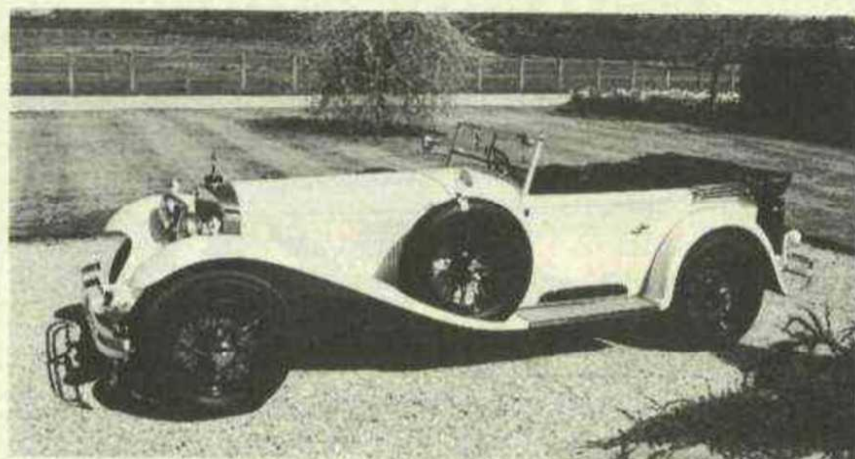


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As mentioned in last month's Motor Sports we had just acquired a pair of B.M.W.s. We believe this particular B.M.W. model is destined to be a collector's classic and a sound investment. Details on these two cars as follows.

B.M.W. 1974 CSI. This Motor Show exhibit of 1974 has been completely restored by B.M.W. specialists. A full photographic record goes with the car. A figure in excess of £18,000 was spent on this truly exceptional CSI. The car has covered only 14,000 miles since renovation. Red with black interior, manual transmission, alloy wheels with Pirelli 225/60 VR14 tyres. Could hardly be a better car. See it and buy it.

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AUSTIN HEALEY 3000 Mk III 1964 L.H.D. Finished in metallic green with fitted chrome boot rack this runs very well indeed. With a little attention to the paintwork and interior trim it would be an exceptional Mk III. The recorded mileage is 66,000 and the car is rust free. Very good value for money.

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Next month watch out for details of an excellent **Maserati Vignale Spyder in left hand drive**

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We will only offer for sale cars of quality and originality. Only in exceptional circumstances will we sell cars with non original coachwork and such cars will be clearly described. Our cars will not be perfect in every way but our descriptions will be as honest and accurate as possible. We are very opposed to the proliferation of re-manufactured Classic and Vintage cars and cars with large quantities of new parts. We are enthusiasts and we like to use our cars and like our customers to be able to use their cars. We are aware that cars have appreciated in value and consider that they will continue to appreciate but we advise prospective buyers only to buy cars that they like and enjoy. Only the best and most interesting cars will show steady value growth and investment should not be uppermost in mind when buying a collector's car. Our cars are not cheap but they are fairly priced and we like to think that they usually have qualities that set them above the average.

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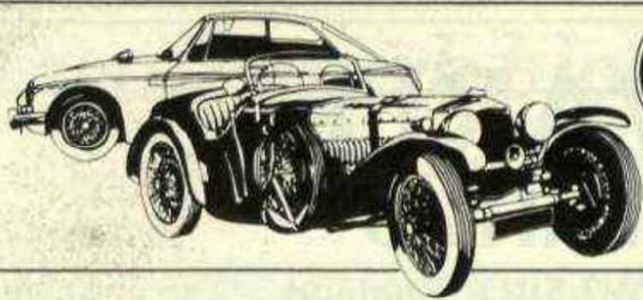
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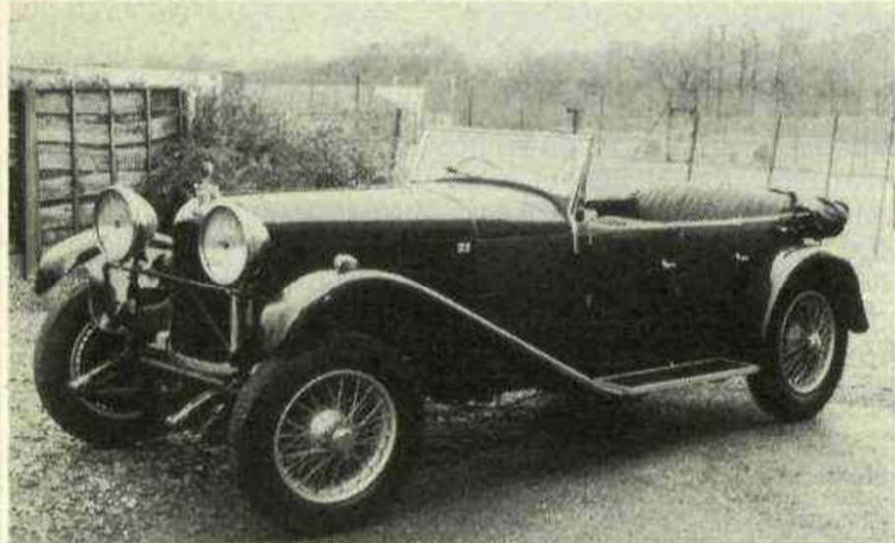
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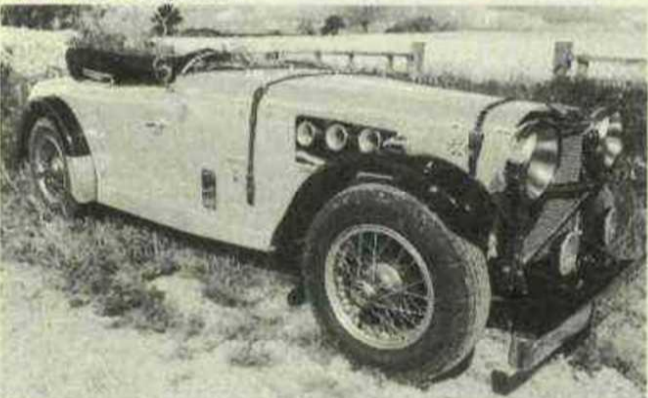
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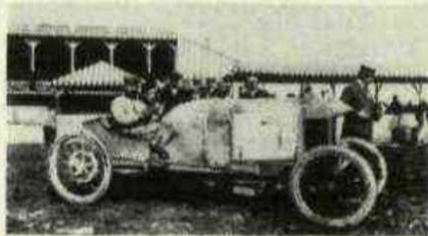
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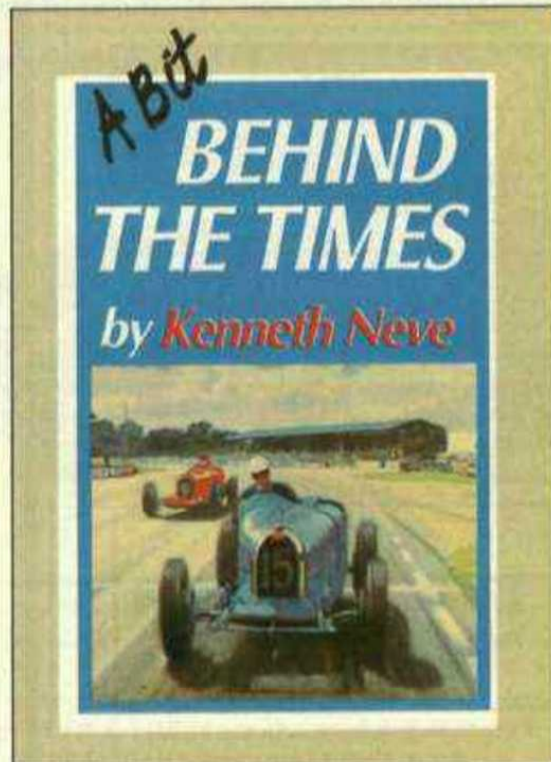


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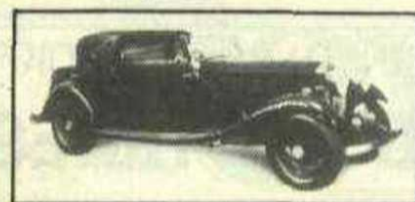
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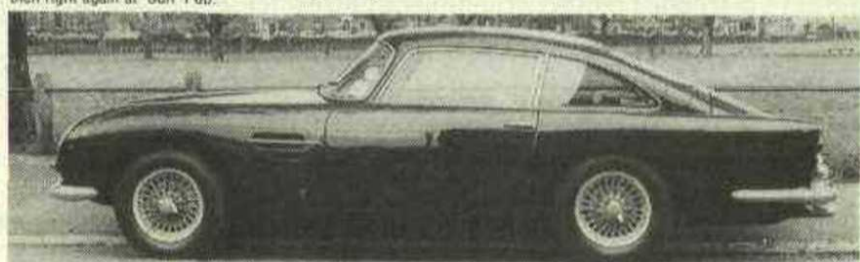
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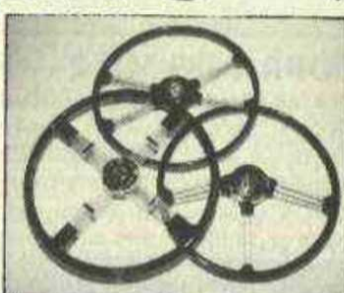
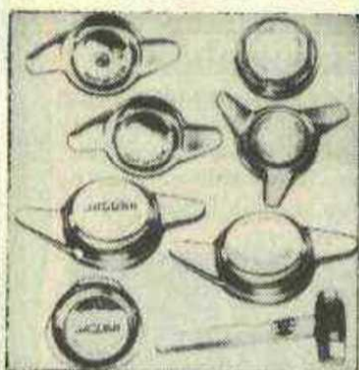
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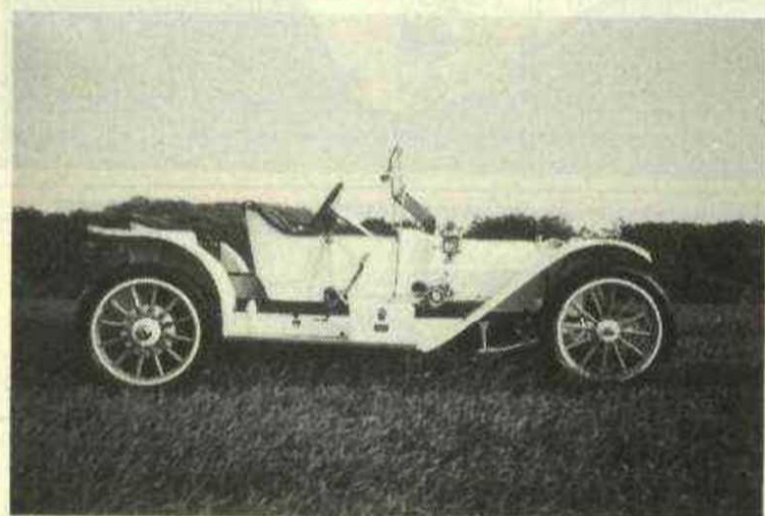
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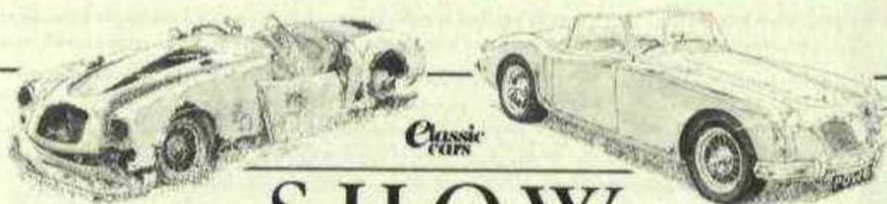
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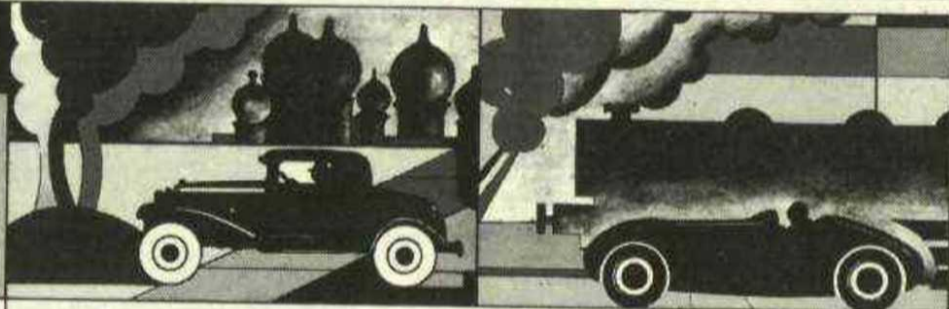
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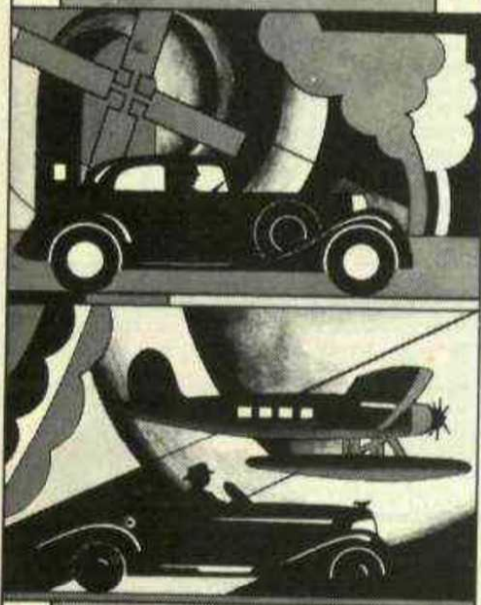
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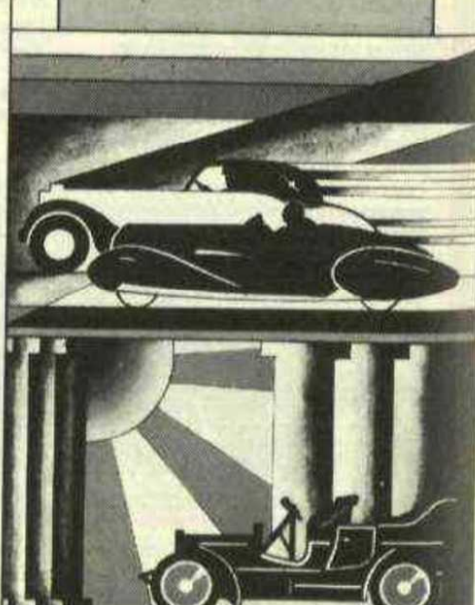
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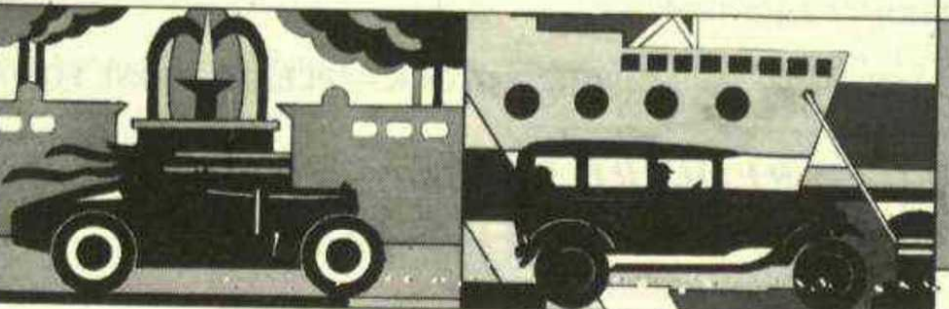
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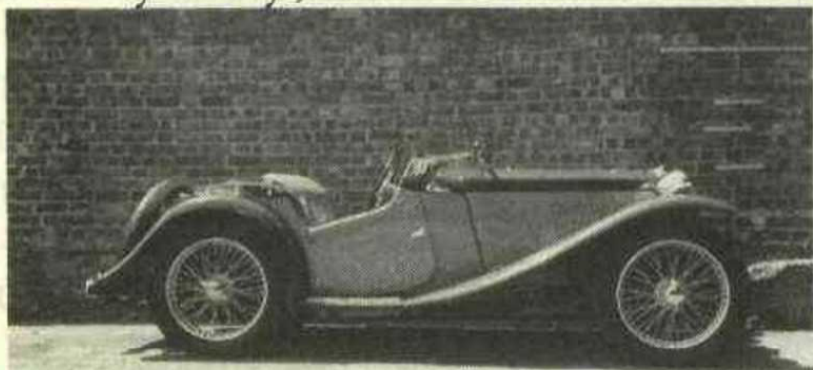
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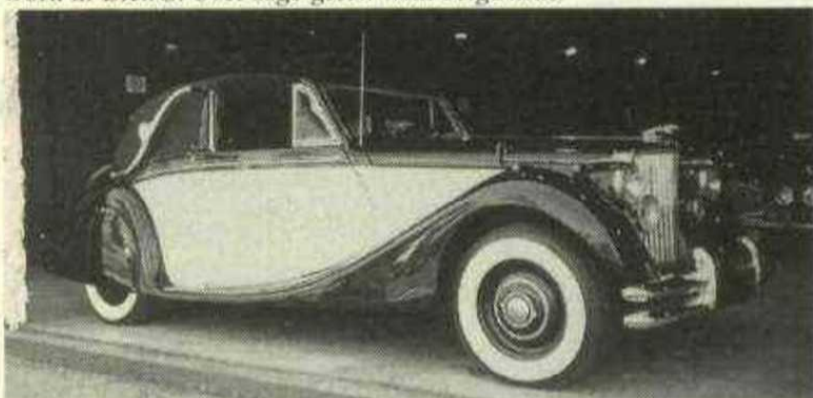
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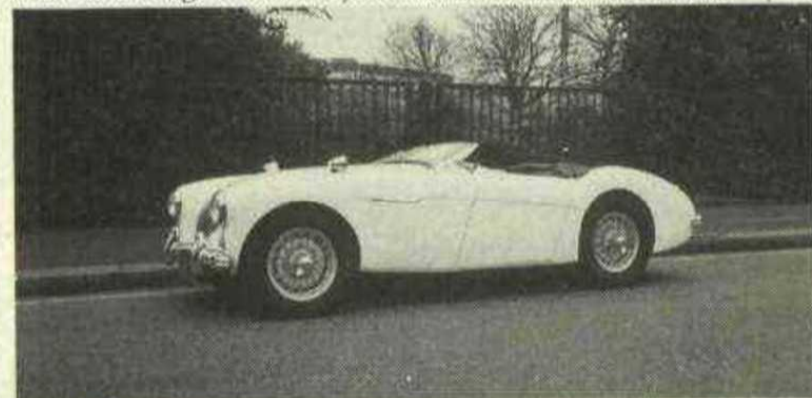
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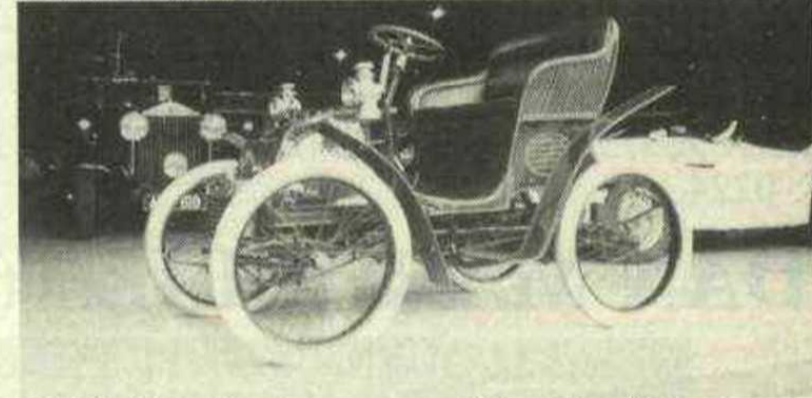
1950 Jaguar Mark V 3 position Drophead Coupé in magnificent condition finished in royal blue over grey with grey leather.



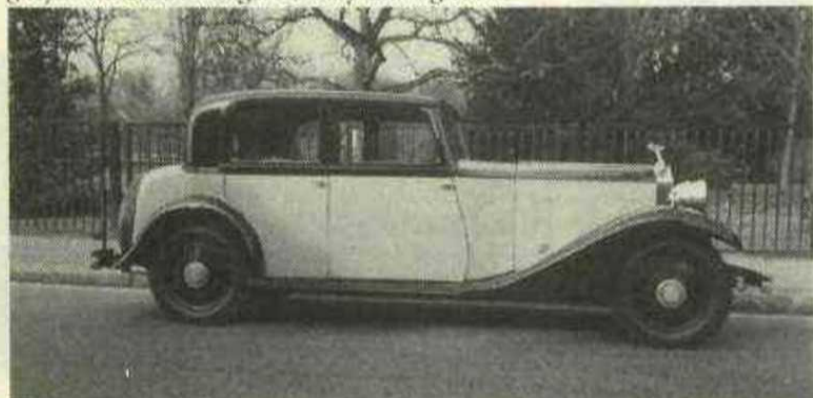
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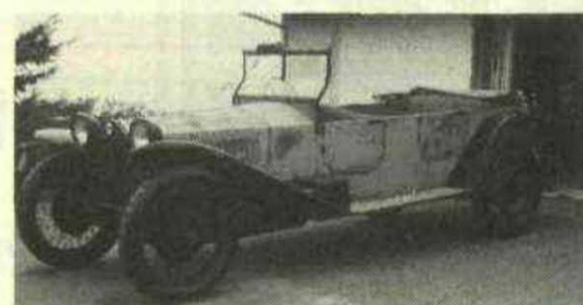
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1928 Bugatti Type 40 Tourer
1937 Cord 812 Phaeton
1937 Bentley 4.25 litre D.H.C. by Hooper
1929 Alfa-Romeo 1500/1750 Supercharged Zagato Spyder

1955 Mercedes 300 SL Gullwing
1939 Bentley 4.25 litre Roadster by Vanvooren
1938 Cord 812 Supercharged Roadster
1950 Jaguar XK120 Roadster
1958 Rolls-Royce Silver Wraith by James Young
1948 Rolls-Royce Silver Wraith Sedan by Mulliner
1957 Rolls-Royce Silver Wraith Empress Line by Hooper
1928 Rolls-Royce 20 HP 2 Seater with Dickey
1934 Rolls-Royce 20/25 3 Position D/H by Mulliner
1956 Bentley S1 Continental Fast Back by H.J. Mulliner
1960 Chevrolet Corvette Roadster
1937 Oldsmobile Convertible

Please write or telephone for illustrated stock list.

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**Warning: SMOKING WHEN PREGNANT CAN INJURE
YOUR BABY AND CAUSE PREMATURE BIRTH**

Health Departments' Chief Medical Officers