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MOTOR SPORT

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FRONT COVER: *Jaguar clinched the SWC teams' championship in Japan, despite another on-track drubbing by Peugeot.*

MOTOR SPORT
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MATTERS OF MOMENT

No beating about the Bush

The defeat of Jean-Marie Balestre by Max Mosley in the FISA presidential election will materially change the face of world motorsport. Mosley himself has pledged as much, and promises to modify the style in which it is governed.

He has begun with a flourish, giving 12 months' notice of his intention to resign and to put himself up for re-election in a year's time. He has thus made it clear that he intends to be judged on his merits and his achievements, which is a laudable aim.

At a time when the world outside the insular capsule of motorsport is going through its worst recession in decades, it is timely that the autocratic style of Balestre, for so long something of a cartoon figure on the Formula One stage, should now pass into history. Mosley has the character to stamp his own brand on the presidency.

Earlier this year *The Spectator* gave space to some twaddle by Frank Keating (who wrote such a moving obituary of Tom Pryce), under the heading 'Business Is Business at Silverstone'. He referred to the British GP as 'a futile activity', complaining that 'all Northampton would be clogged by cars and choked with fumes', and adding that 'The Silverstone throng could as well get its fix by piling on to a bridge over the M1 and watching the cars go by underneath'. Some bridge, some motorway!

The Spectator should be glad that motor racing has become a profitable business, composed not only of the multi-nationals but of many flourishing small businesses of the kind which Mrs Thatcher and now John Major are anxious to encourage.

Of course the one-time sport of motor racing has changed since the old days. The state of a competing car's engine can be controlled electronically from the pits and it may not be long before you can experience what it is like to drive in any GP of your choice in a simulator, installed at some enterprising showground. The International Motorsports Hall of Fame and Museum at Alabama, USA, has a one that duplicates Richard Petty's STP Pontiac.

Already Mosley has identified motorsport's changing make-up, and the need to be aware of the potential threat to its existence from vocal environmentalists, and while that is a welcome sign of foresight, encouragement has also come from other, even more powerful presidents.

It was during the televised induction ceremony at the aforesaid Motorsports Hall of Fame that no less a personality than George Bush expressed his firm support for racing, when he made this speech: "Sports fans have flocked to speedways for years because they love the thrill of high-speed motorsports. But while racing never has lost its thrill, it has changed dramatically over the years. You can't win races these days without pushing the limits of automotive high technology. If you don't understand hi-tech diagnostic equipment or don't have miniaturised radios to help drivers and crews communicate during a race – you're not going to win. Today's motorsports industry marries the colourful world of racing with the exciting world of computers and high technology.

"Drivers and crews still lie at the heart of motorsports. A race car cannot win if its parts don't mesh perfectly, but it also cannot excel unless drivers and crews work together in pursuit of the common goal – victory. No one wins alone; you must combine dedication and teamwork.

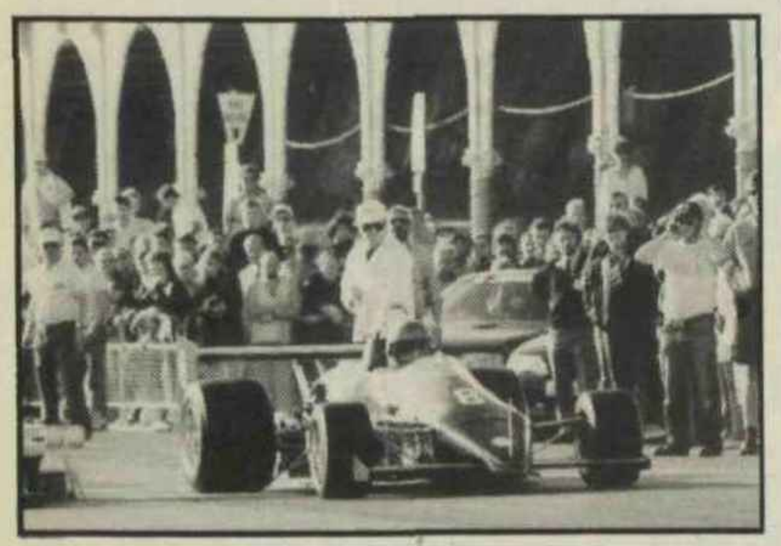
"In July 1990, the motorsports world made history in Birmingham, Alabama, without the help of a pace car or a chequered flag. That night the industry inducted its first 20 racing legends into the International Motorsports Hall of Fame. The first group included daring drivers and enterprising mechanics.

"Tonight you induct your next class, and it's every bit as noteworthy as the first. You have decided to honour four Indy greats; Tony Bettenhausen, Ralph DePalma, Wilbur Shaw and Bill Vukovich, and Tim Flock, Ned Jarrett and Fred Lorenzen, who come from the stock car racing ranks. Phil Hill, Bruce McLaren and Carroll Shelby represent the international road racing world. These men and their families all deserve this great honour."

After Nigel Mansell won the British GP he received telemessage congratulations from John Major, who more recently opened the new Lola factory in his Huntingdon constituency.

Such support in high places may be taken for granted today, but there could come a time when it is vital to survival. Now that Max Mosley prepares to introduce clarity of thought to the running of FISA, it is heartening to know that it has a president capable of envisaging potential threats, and the nous to do something about them before they gain too much momentum. WB

The Month in MOTOR SPORT



John Gray blasts off the line at Brighton.

Sep 14: John Gray sets a new course record at Brighton Speed Trials in his Pilbeam MP58. Despite losing a sidepod during a run, his time was 14.48sec over the half-mile – a terminal speed of 181mph. Other new class records fall to Anthony Mayman (ERA): 18.91sec, 139mph; Phil Cook (Jedi Gamma): 20.44sec, 120mph; Clive Harris (Ralt RT4): 17.65sec, 148mph. Fastest Lady: Amanda George (Ensign): 19.62sec, 131mph.

Sep 17: Jordan confirms that Alessandro Zanardi is to drive in the final three Grands Prix of the year, replacing Roberto Moreno, who had filled the ex-Gachot/Schumacher seat for two races.

Sep 19: Max Mosley confirms that he will challenge Jean-Marie Balestre for the FISA Presidency.

Salonen: excluded in Finland.

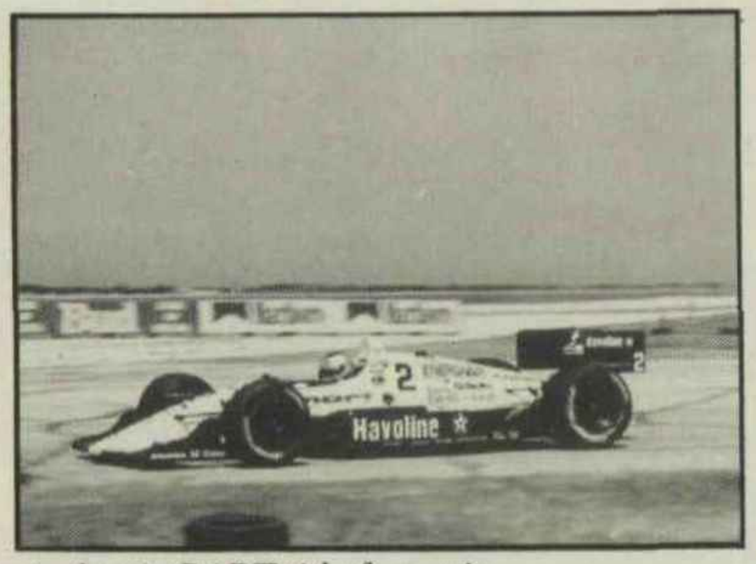
Sep 20: Timo Salonen loses his third place on the 1000 Lakes Rally. The Mitsubishi driver is excluded for fuel irregularities.

Sep 20: François Delecour is known to be negotiating with Lancia about a works rally drive for 1992.

Sep 21: Olivier Grouillard – a Marlboro driver – attends a Camel dinner with the French press. Fondmetal owner Gabriele Rumi is not best pleased. Grouillard's future with the team looks shaky.

Sep 22: Nigel Mansell dominates the Portuguese GP until his disastrous pit stop. Leaving the pits with only three wheels secure, he eventually rejoins the race and charges up to sixth place – only to be black-flagged for having his car serviced in the wrong part of the pit lane. Ayrton Senna finishes second to Riccardo Patrese, and looks sure to win a third World Championship.

Sep 22: The European F3000 Championship goes down to the wire. As Pacific team-mate Antonio Tamburini wins at a sodden Le Mans, Christian Fittipaldi finishes second and takes a two-point series lead with one race left. Alessandro Zanardi and Emanuele Naspetti both retire.



Andretti: CART title favourite.

Sep 22: Michael Andretti takes the lead in the CART points standings with victory at Road America.

Sep 22: Chaos at Thruxton. As Steve Soper romps to victory in the penultimate BTCC round, title aspirant Will Hoy clashes with fellow BMW driver Jonathan Palmer, leaving Vauxhall's John Cleland with a chance of stealing the crown.

Sep 22: Fredrik Ekblom wins his third consecutive British F3000 race. The Swede is now the only man who can overhaul the late Paul Warwick's points tally.

Sep 22: Christophe Bouchut seals the French F3 title with victory at Le Mans.

Sep 22: The Formula Renault series continues on its controversial way. Championship leaders Bobby Verdon-Roe and Jason Plato are excluded for technical infringements at Brands Hatch.

Schanche: European champion again.

Burt: career in the ascendancy.

Sep 22: Martin Schanche wins at Lydden Hill to clinch the European Rallycross Championship. Rival Will Gollop escapes unscathed after crashing his Metro 6R4 heavily.

Sep 22: Piers Hunnisett wins the Formula Vauxhall Lotus race at Snetterton. Second place guarantees Kelvin Burt the championship title.

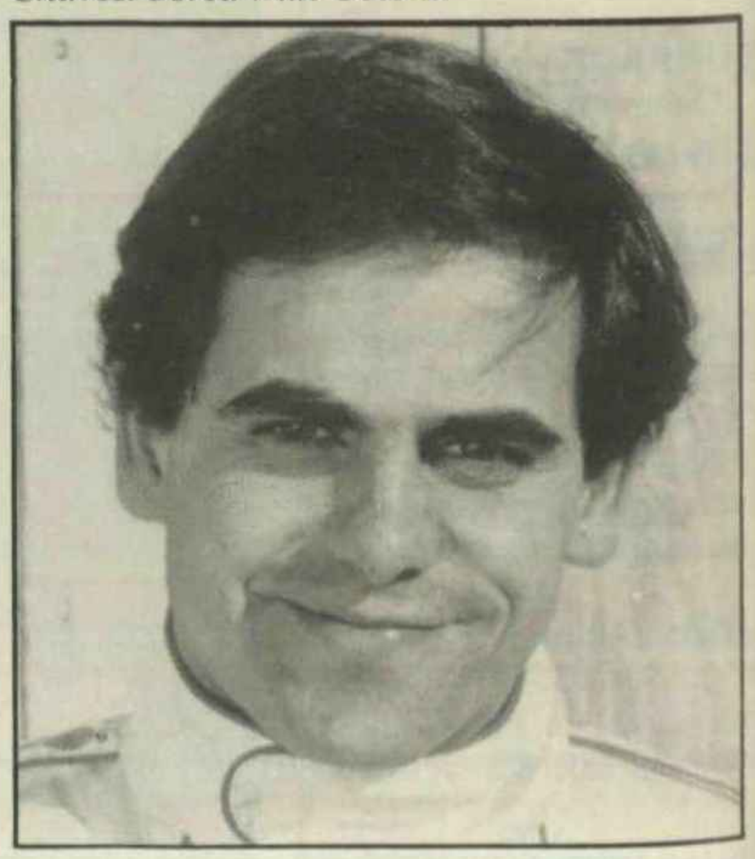
Sep 23: Bowman Racing surprises the F3 world. The fledgling constructor will run Reynards in the 1992 British championship, whilst continuing to market its own chassis overseas.

Sep 23: Mario Andretti shakes down the new Cosworth XB Indy engine at Road America.

Sep 24: Juha Kankkunen wins the Rally Australia, to keep his championship hopes alive. Series leader Carlos Sainz rolls his Toyota no fewer than three times, the third proving terminal.

Sep 26: The F1 teams get a chance to acclimatise to the new Catalunya circuit, near Barcelona. Gabriele Tarquini replaces the ousted Olivier Grouillard at Fondmetal; Grouillard beats off a horde of optimistic F3000 drivers to assume Tarquini's former berth at AGS.

Chaves: bored with Coloni.



Sep 27: Fed up with his lot, Pedro Chaves quits Coloni.

Sep 27: Nigel Mansell twists his ankle playing in a 'friendly' football match on the eve of the Spanish GP.

Sep 27: The impressive new John Foulston Centre opens at Brands Hatch, offering media and hospitality facilities.

Sep 28: Brabham announces that it won't be retaining Mark Blundell's services for 1992, preferring the wallet full of yen that accompanies Akihiko Nakaya.

Sep 29: The Spanish GP is preceded by an unseemly row during the drivers' briefing. Nigel Mansell wins the race to keep his championship hopes alive as Ayrton Senna errs on tyre choice and comes home a subdued fifth.

Sep 29: Various national touring car titles are settled in Europe. Roberto Ravaglia does the honours for BMW in Italy, Frank Biela for Audi in Germany.

Trevor Smith: national champion.

Sep 29: Colin McRae wins the Barkston Forest Stages Rally, but Trevor Smith and Roger Jones do enough to clinch the Mintex National Championship title.

Sep 30: François Delecour's rally future is thrown into confusion. Having burnt his bridges with Ford, it now appears that Lancia has no need of his services.

Oct 3: ProSport 3000 is launched at Boreham. The Ford V6-powered sportscars will participate in a new one-make initiative in 1992. The first customer car is bought by former TVR racer Martin Crass, who will run it for Gerry Marshall.

Oct 4: Karl Wendlinger follows Mercedes Group C colleague Michael Schumacher into F1. The Austrian is to replace Ivan Capelli at Leyton House for the final two races of the year.

Oct 5: Franz Konrad secures exclusive supply of Lamborghini's V12 engine for his 1992 Group C programme.

Oct 5: The Irish rally world is stunned by the death of promising young driver Brian McGrath. After retiring early on the Cork 20 Rally, the 23 year-old loses his life in a road accident later that night.

Hoy: BTCC title in the bag.

Oct 6: Championship titles are the order of the day. Christian Fittipaldi dominates the European F3000 finale at Nogaro, pipping Alessandro Zanardi to the crown. Emanuele Naspetti can't keep pace with his rivals, and finishes sixth, while Damon Hill drives a Reynard for the first time and takes third. At Suzuka, Jaguar clinches the SWC teams' title, despite a second consecutive Peugeot 1-2. At Silverstone, Will Hoy finally grasps the BTCC spoils with a conservative run to fifth place. Tim Harvey wins for the first time this year.

Oct 6: Arie Luyendyk wins the Nazareth CART event, from Bobby Rahal and Michael Andretti. Andretti maintains a 12-point advantage over Rahal in the championship.

Oct 6: Jim Richards and Mark Skaife (Nissan GT-R) win the Toohey's 1000 at Bathurst.

Oct 6: Martin Schanche wins the European Rallycross finale at Estering.

Oct 9: Au revoir, Jean-Marie. Max Mosley is elected to the FISA Presidency by a comfortable margin.

Oct 10: Benetton confirms that Martin Brundle will join Michael Schumacher on team strength in 1992. Davy Jones is rumoured to be lined up as test driver.

Oct 13: Paul Warwick, killed at Oulton Park in July, wins the British F3000 Championship posthumously. The winner of the first five rounds earlier in the year, Warwick's title is secured when Fredrik Ekblom can only finish fourth in the final race at Donington. Julian Westwood scores his maiden F3000 win.

Oct 13: Rubens Barrichello clinches the British F3 title at Thruxton. The Brazilian finishes fifth as championship rival David Coulthard crashes out.

Barrichello: another Brazilian F3 champion.

Oct 13: Third place in the IMSA finale at Del Mar is enough to wrap up the title for Geoff Brabham, after Nissan team-mate lost his lead when a driveshaft broke. Briton Perry McCarthy was on course for second place, before a brush with a kerb necessitated a pit stop, dropping him to fifth.

Oct 13: Lydden Hill hosts its final ciurcuit meeting in its present form. After the winter rallycross activities (and the opening round of the 1992 European Championship), the bulldozers will move in to lay the foundations for the new McLaren R&D facility, which will house a brand new racetrack.

Oct 14: Björn Waldegård leaves Toyota after 10 years. He is tipped to be joining Lancia. At Ford, meanwhile, François Delecour has kissed and made up. His place in the team looks safe.

NOVEMBER FIXTURES

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

Date	*Venue*	*Event*	*Type*
25-27 October	**Brands Hatch**	**Formula Ford Festival**	**INT**
26 October	Glasgow	Trossachs Rally	N
27 October	**Autopolis**	**SWC Group C**	**INT**
27 October	Mallory Park	F/Vee, F4, Kit Cars	R
27 October	Snetterton	Historics	R
27 October	Otterburn	Cheviot Stages Rally	R
27 October-2 November	**Ivory Coast**	**Ivory Coast Rally**	**INT**
2 November	Llandudno	Cambrian Rally	R
3 November	**Adelaide**	**Australian Grand Prix**	**INT**
3 November	Hyde Park Corner	London-Brighton Run	N
3 November	Brands Hatch	FF1600, F/First, GTs	R
3 November	Donington Park	Trucks, 2CVs	N
9 November	Brands Hatch	FF1600, F/First, GTs	R
10 November	Cadwell Park	Rallycross	R
10-14 November	**Spain**	**Spanish Rally**	**INT**
17 November	Brands Hatch	FF1600, F/First, GTs	R
17 November	Lydden Hill	Rallycross	R
24 November	Brands Hatch	FF1600, F/First, GTs	R
24-29 November	**Harrogate**	**Lombard RAC Rally**	**INT**

Before going to a particular event, we strongly advise you to check with the organisers or circuit that the scheduled meeting is taking place

Special Brews

Dear Reader,

One of the things I enjoy about Vintage Sports Car Club meetings is the variety of interesting vehicles and in particular the 'specials', cars created by the owners from a collection of second-hand parts from various makes and models. There is always someone to talk to about the philosophy behind special building. The rank amateur is usually perfectly frank about the business, and says: "I cobbled it up from bits I had under the bench and in the shed." The nice thing about that sort of car is that you don't have to worry about authenticity, or originality, or genuineness, or any of the other 'in' words used by the purist, the historian, the salesman, the collector or the auctioneer. A special is a special, and it can never be said to be finished.

I do not have time or facilities to build a four-wheeled special, though I have always had the inclination and have collected bits and pieces under the bench and in the shed. Circumstances have limited my special building to racing motorcycles and the end result has always given maximum "pleasure to cost and effort" ratio. My present machine has evolved over 25 years of activity. The basic frame is on its third type of engine, and the engine itself has been through four frames and I have already got some more modifications planned for this winter. As I say, a true special can never be considered to be finished while it is still in use.

Talking with one car special-builder recently he was saying how he enjoyed letting his imagination run free, even if it is only the shape of the tail, or the intake manifold from the supercharger. There is always something to be improved, and when it is done, that's the way it is, because that is the way he wanted it. A lot of people think they are special builders, but when their car is complete it looks like a particular production model, and then along come the purists who say "that is wrong" or "the shock-absorbers were never like that."

People who really bore me are those that make genuine fakes, spending a lot of time and effort on getting things absolutely right, so that the end result is indistinguishable from the real thing, except that such cars always look too new and clean. These people will then stand up whiter than white (or some of then will) and say: "Of course, I admit that it is not an original car, it is a replica." Some will add, with all sincerity: "It is such a good replica that it is probably better than an original car." My reply to these people is usually: "Hmm, it looks like a rather unimaginative special to me."

My idea of a real special is something that when complete (I won't say finished, for reasons explained) is something I have never seen before. It is a car built to a certain specification because that is the way the owner wanted it, and while some are attractive to look at, others are interesting to study, and others are just simply exciting. It is cars in the last category that I really enjoy. Back in the summer I enjoyed looking at, and actually sitting in, a vintage-style single-seater sprint car that was not quite complete, though the engine had been run on a test-bed. It was a Frazer Nash gathering where there were lots of genuine cars, a sprinkling of home made cars to Frazer Nash style and some very historic Frazer Nashes, but this special fascinated me and I could not leave it for long. It was the narrowest single-seater imaginable, long, low and evil looking. The methanol-burning, supercharged, V-twin motorcycle engine drove through a motorcycle gearbox to a chain-driven rear axle and the independent front suspension was Morgan-style by vertical slides and coil springs. It came under the "fiendish devices" category, and the builder/constructor laughed (rather hysterically, I thought) as he said "I haven't driven it yet, but it should be fun. After all, that's what special building is all about." That sums it all up for me.

Someone else I was chatting with rather floored me when he said "What I like about Formula One racing cars is that they are the pinnicle of the special builders' art, apart from Ferrari who makes everything in-house." A Williams chassis, powered by a Renault engine, a McLaren chassis powered by a Honda engine, a Leyton House powered by an Ilmor engine, a Dallara chassis powered by a Judd engine, a Jordan powered by a Cosworth engine and so on . . .a special builder's paradise. A Ferrari chassis with a Ferrari engine is rather dull, but a Minardi chassis powered by a Ferrari engine, now that *is* a special. We warmed to this theme, but it lost its edge when we remembered that most of the Formula One special builders had made five or six identical cars to the first one. A question arose. Were they building replicas, or had they started a limited edition production run? We went back to basics and decided that the essential thing about a true special was that it was unique, the only one. When I look at some of the more exciting, and fiendish, specials I feel certain they will stay unique.

To return to what some people call the real world, last month I asked you to send me memorable moments in motor racing that influenced you personally, and while I cannot publish them all, I will pick one at random, every now and then. Needless to say the post cards came from far and wide and most of them caused me to say "Oh yes, I remembered that occasion."

The first card I have picked out, from Jeremy Lowe, quotes the following:-

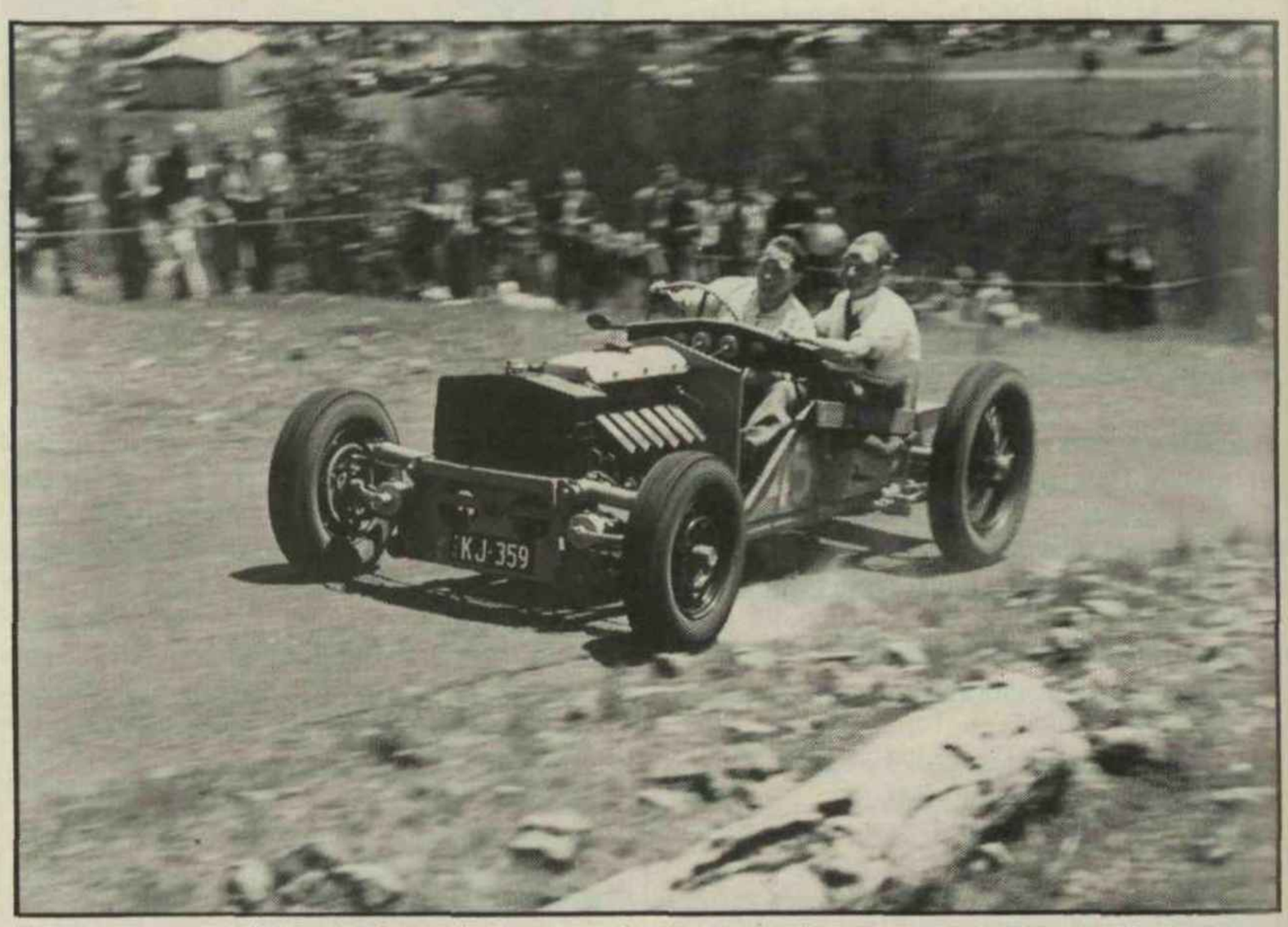
1. The Hungarian Grand Prix when Senna was leading, and was slightly baulked by Johansson, letting Mansell nip by after a split-second decision.

2. Gilles Villeneuve and René Arnoux, wheel-to-wheel at Dijon in 1979, and enjoying every minute of it.

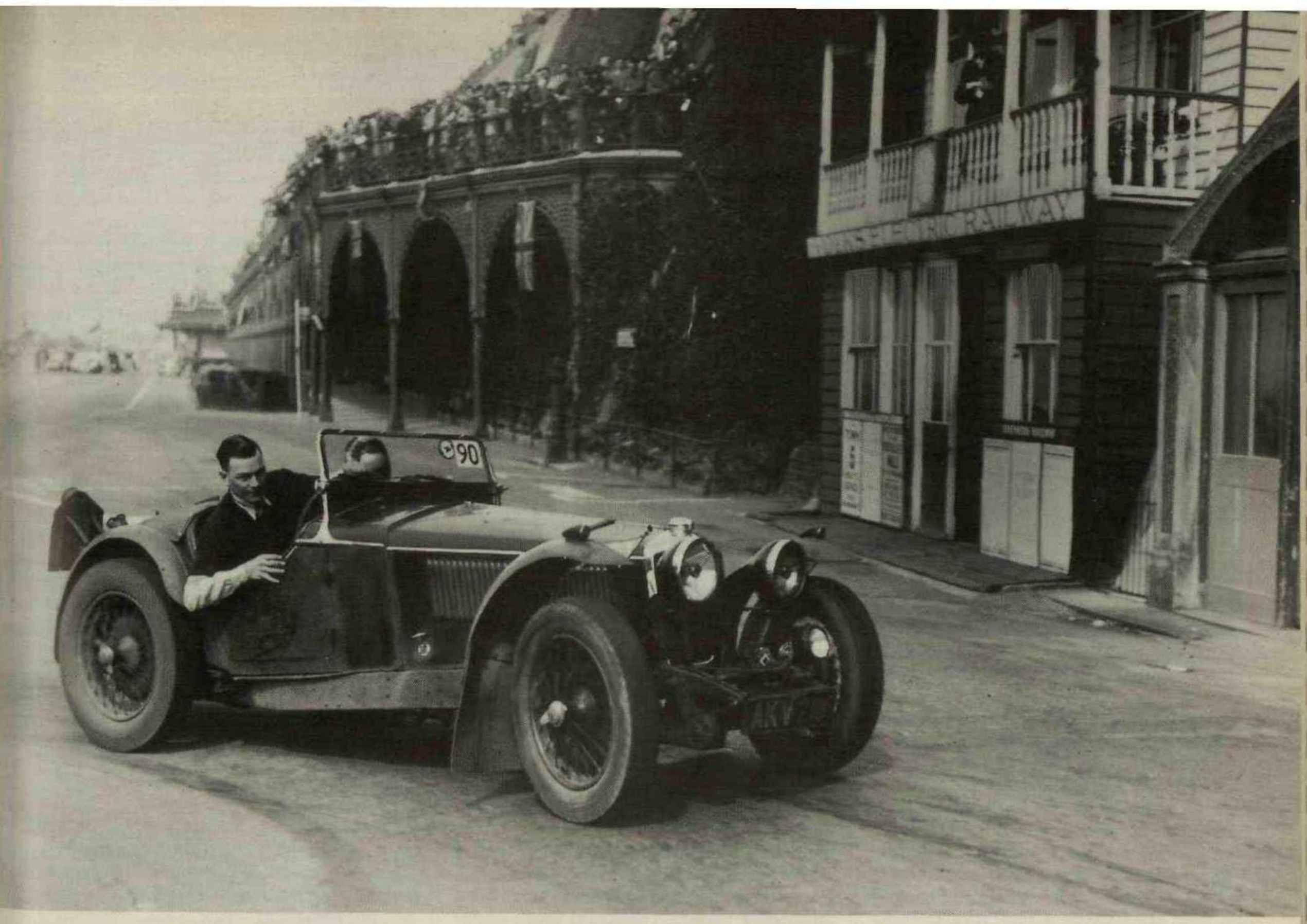
3. Le Mans this year at dusk, watching the Mercedes-Benzes braking for the Esses with their brake discs glowing orange.

Replies suggest that the MOTOR SPORT readership still encompasses people of all ages, from eight to 80 and they love motor racing, as I do. More next month.

DSJ



The true nature of a special. H C Dean's cocktail, pictured at Rob Roy hillclimb, Australia, in November 1947, featured a 3.7-litre Maybach engine in a frame taken from an abandoned Afrika Korps scout car!



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TUESDAY DECEMBER 3rd

The Riley Sprite Prototype: this fascinating and important motor car was first registered in August 1935. It was built by the Works on an MPH chassis and fitted with a Works-tuned engine, incorporating race-modified parts. The car subsequently enjoyed a comprehensive race career competing in two Alpine Trials, the 1936 Colmore Trophy Trial, the 1938 and 39 RAC Rallies. It will be offered for sale at Olympia on December 3rd. Entries are currently being accepted. For further information or a catalogue on publication (£15 post paid) telephone: Motor cars – James Knight or Mark Beattie and for Automobilia – Edward Bulwer-Long or Colin Warrington (consultant) 071-228 8000.

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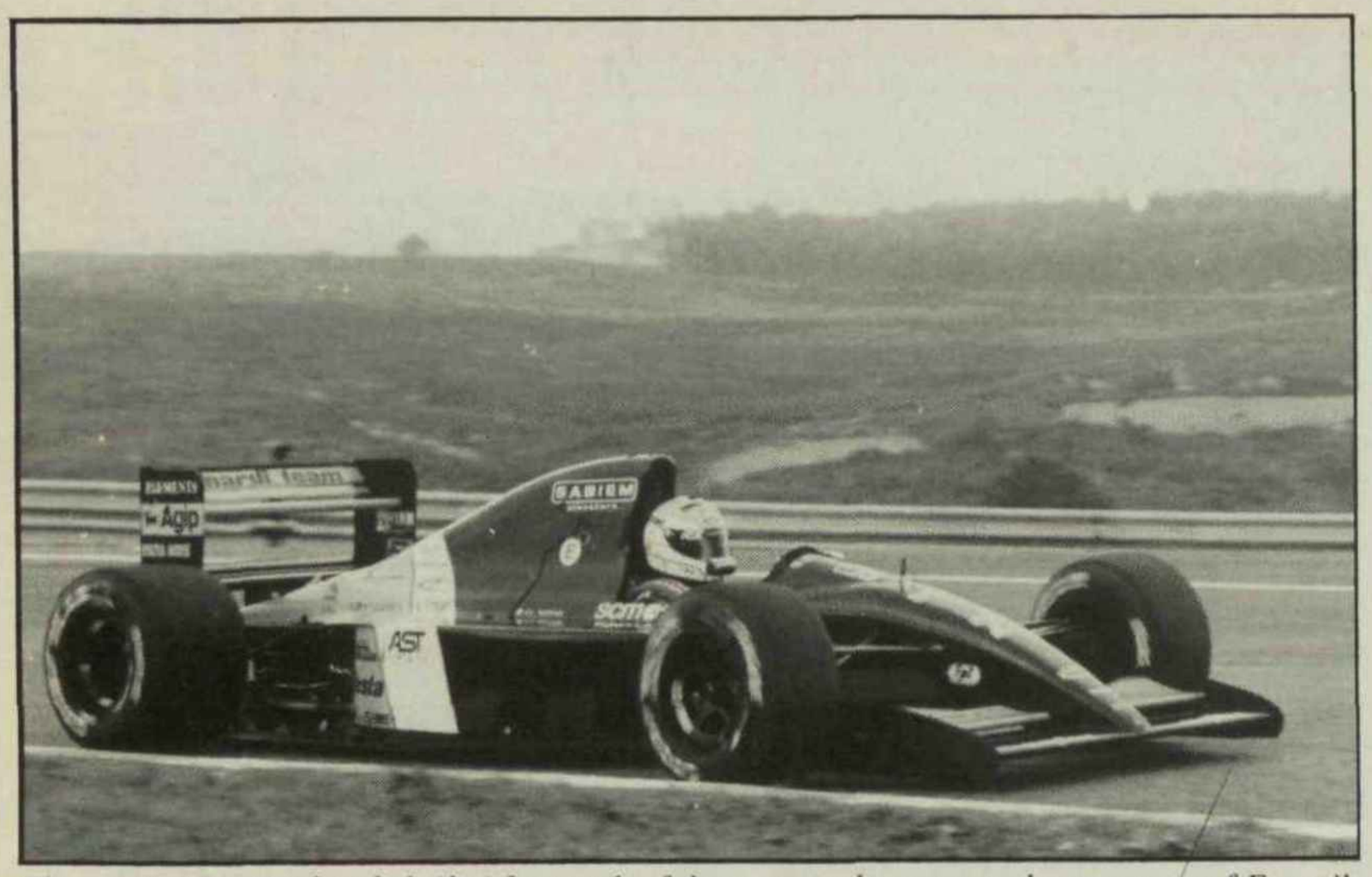

The spirited Martini hassled Alesi for much of the race, to the acute embarrassment of Ferrari's management.

Wheel of misfortune

What more does Nigel Mansell have to do to win the World Championship?

It was the question that sprang most readily to mind as one watched him, three-wheeled, impotently punching the steering wheel, as his Williams sat stricken in the Estoril pit lane.

In literal terms, the task that faced him after the Portuguese GP far outweighed any figurative allusions. One moment his championship challenge had gathered a momentum that could only have been optimised had Ayrton Senna retired from the race. Mansell was leading, Patrese was a dutiful second and the Brazilian third. Senna had started the race with 77 points to Mansell's 59; an 18-point advantage. Ten for a win and only four for Senna, should the status quo have been maintained, would have reduced Ayrton's lead to 12 with 30 points up for grabs in the remaining three races. Within two laps, however, all that became academic.

In Estoril, Mansell could have done no more. True, he had been thoroughly upstaged in qualifying by Patrese, but there were some underlying causes, not the least of which was a stomach upset and then a team mistake on front suspension set-up which hampered him on Friday. At the start of the race, though, after a violent and unnecessary-looking weave at Senna which actually caused them to brush wheels, Mansell staged one of those examples of heroic opportunism that have so characterised a turmoiled career.

Going into that long, long right-hander at the end of the pit straight, Patrese led from Berger, with Senna third and Mansell to his left, on the outside line. Maintaining his momentum, the Briton then drew level with, and slightly ahead of Senna, before chopping across his bows and effectively slaloming between the two McLarens to grab a spectacular second place by the exit.

It was precisely the sort of move the Brazilian would have pulled given a similar opportunity, and it caught both McLaren drivers napping. Senna, however, saw things differently. "What Nigel did was crazy. With the championship to go for he was prepared to throw up everything. I had to brake and throw my car to the right to avoid an accident."

It was the usual tosh drivers come out with these days when the boot isn't on their own foot, and those who recalled the manner in which Ayrton himself had clinched his 1990 championship were so amazed at his cheek that they began to think of having their ears syringed. Did he really say that? Of late there has been a degree of harmony in F1, following the Senna/Prost detente in Hungary, but here emotions were out for public airing again, and the darker side of Senna's character emerged once more as he added, in thinly veiled threat: "This time Nigel was lucky and I was prepared to give way. Next time I won't be..."

There was a time when drivers such as Fangio, Moss, Clark, Hill and Gurney raced wheel-to-wheel without complaint, contact or acrimony, but they seem to fade further

STARTING GRID

6
PATRESE
Williams FW14
1 min 13.001s (2)
1 min 14.041s (1)

1
SENNA
McLaren MP4/6
1 min 13.444s (2)
1 min 13.752s (1)

27
PROST
Ferrari 643
1 min 14.352s (2)
1 min 15.018s (1)

15
GUGELMIN
Leyton House CG911
1 min 15.266s (1)
1 min 17.214s (2)

16
CAPELLI
Leyton House CG911
1 min 15.481s (1)
1 min 15.827s (2)

20
PIQUET
Benetton B191
1 min 15.666s (2)
1 min 16.241s (1)

24
MORBIDELLI
Minardi M191
1 min 15.749s (2)
1 min 16.540s (1)

8
BLUNDELL
Brabham BT60Y
1 min 16.038s (2)
1 min 16.567s (1)

21
PIRRO
Dallara BMS 191
1 min 16.135s (2)
1 min 16.725s (1)

7
BRUNDLE
Brabham BT60Y
1 min 16.536s (2)
1 min 17.298s (1)

3
NAKAJIMA
Tyrrell 020
1 min 16.926s (1)
1 min 17.035s (2)

26
COMAS
Ligier JS35B
1 min 17.226s (2)
1 min 18.192s (1)

30
SUZUKI
Lola L91
1 min 17.434s (1)
1 min 17.537s (2)

2
BERGER
McLaren MP4/6
1 min 13.221s (1)
1 min 13.430s (2)

5
MANSELL
Williams FW14
1 min 13.667s (2)
1 min 13.944s (1)

28
ALESI
Ferrari 643
1 min 14.852s (2)
1 min 15.572s (1)

23
MARTINI
Minardi M191
1 min 15.394s (1)
1 min 16.982s (2)

19
SCHUMACHER
Benetton B191
1 min 15.578s (2)
1 min 16.477s (1)

4
MODENA
Tyrrell 020
1 min 15.707s (2)
1 min 16.018s (1)

33
de CESARIS
Jordan 191
1 min 15.936s (2)
1 min 15.972s (1)

32
MORENO
Jordan 191
1 min 16.080s (2)
1 min 16.956s (1)

22
LEHTO
Dallara BMS 191
1 min 16.532s (2)
1 min 16.724s (1)

25
BOUTSEN
Ligier JS35B
1 min 16.757s (2)
1 min 18.005s (1)

12
HERBERT
Lotus 102B
1 min 17.015s (2)
1 min 17.713s (1)

9
ALBORETO
Footwork A12B
1 min 17.330s (2)
1 min 18.389s (1)

11
HAKKINEN
Lotus 102B
1 min 17.714s (2)
1 min 18.947s (1)

NON-QUALIFIERS

No	Driver	Nat	Car/Engine	Tyres	Best Lap	Result
29	Eric Bernard	F	Lola L91-Cosworth V8 DFR	G	1 min 17.825s	DNQ
17	Gabriele Tarquini	I	AGS JH27-Cosworth V8 DFR	G	1 min 18.022s	DNQ
34	Nicola Larini	I	Lambo 2-Lamborghini V12	G	1 min 18.139s	DNQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 18.266s	DNQ
18	Fabrizio Barbazza	I	AGS JH27-Cosworth V8 DFR	G	1 min 19.292s	DNPQ
14	Olivier Grouillard	F	Fomet F1-Cosworth V8 DFR	G	1 min 19.500s	DNPQ
10	Alessandro Caffi	I	Footwork A12B-Cosworth V8 DFR	G	1 min 19.521s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 23.858s	DNPQ

into history as each modern Grand Prix unleashes another tide of animosity.

That move could well have won Mansell the title, we thought as we watched it, spellbound. It was breathtaking in its sheer audacity, and at a stroke it removed two of his greatest obstacles. By the end of the season we might well look back on it as the Manoeuvre of the Year. It was Mexico 1990 all over again, except that this time Mansell took not one but *two* McLarens.

And it was all for nothing.

Patrese, the star of qualifying, surrendered his lead to Mansell on lap 18, as we had all known he would, for the Italian veteran is a team player in the most sporting sense of the word. Thereafter, Nigel held an easy advantage as it became clear that the Williams-Renaults could only beat themselves. After Monza, Ron Dennis had harboured hopes that the McLaren-Hondas would be fully competitive with them in a straight fight, but it was not to be. Majestically, Frank's cars pulled further and further ahead, and the Drivers' and Constructors' Championships remained more and more attainable goals. Both men were driving superbly, within themselves, and neither car missed a beat.

It would all go wrong as Mansell pitted on his 30th lap. Four wheels and fresh Goodyear C tyres went on, but there was a problem with the nut on the right rear. As the gunman tightened it, it cross-threaded. His tyreman missed his actions in removing the offending nut and groping for a replacement, for he was already waving his arms to team manager Peter Windsor to signal that their corner of the car had been serviced. As Windsor noted that all four tyremen were indicating the same thing, he raised the lollipop that reminds the driver to keep his foot on the brakes, and as the jacks were lowered and Mansell felt the tyres touch the ground, he was away. Behind him, the right rear gunman waved his arms in futile warning, but it was all too late.

Mansell got as far as the Tyrrell pit before the nutless right rear wheel and tyre was thrown off, and it bounded into two of Uncle Ken's mechanics who were fortunate to escape serious injury. The Williams tricycle slewed to a halt in the fast lane of the pits, and confusion reigned.

Jean Alesi bagged third spot for Ferrari, after finally shaking off Martini's impudent Minardi.

"Trying to push any kind of racing car, when others are at racing speed, is suicidal," said Windsor. "Besides which, the rules preclude pushing in the pit lane." The only sensible alternative was clearly to refit the wheel and, this done, Mansell resumed in furious pursuit. He was now a lap down, and all hope of the championship appeared to have receded.

Patrese's own stop, on lap 34, put Mansell back on the lead lap, a distant 15th. Thereafter he drove brilliantly, an aura of red mist almost visible around the cockpit. Lap by lap others fell victim to the Williams: Moreno – Morbidelli – Modena and Gugelmin. The higher he rose, the tougher the opposition became, but he made another place when Nelson Piquet stopped for his third set of Pirellis on lap 43, and was catching the Brazilian's team-mate Michael Schumacher's Benetton before the German followed suit. The Williams was without doubt the best car in Portugal, but Mansell was dragging out everything it had to give with a series of fastest laps. When de Cesaris stopped his Team 7Up Jordan for a third set of Goodyears on lap 47, the FW14 was back into the points. Moreover, it was catching Ivan Capelli's strongly-driven Leyton House at 2.5s a lap. It was only a matter of time, and ahead of the Miami Blue CG911, Jean Alesi's Ferrari and Pierluigi Martini's Minardi were within striking distance too. Third place was far from an unreasonable expectation.

The mood lasted until lap 50. Two years ago Mansell claimed not to have seen the black flag shown to him after he had reversed his Ferrari in the pit lane. He had gone on to collide with Senna and earn himself exclusion from the Spanish GP that followed. This time he saw the flag the moment in came out, and for the second time in a dramatic race the Williams headed for the pits.

The race stewards had finally had sufficient time to consult their rulebooks and to determine that the Williams team had serviced its car in an illegal part of the pit road. The sensible thing would have been to make him stop and then allow him to resume, in the sort of stop-and-go penalty they levy in CART racing. However, the FISA rules do not at present allow this. The only penalty is exclusion, and Mansell was duly disqualified. There was no right of appeal. He had driven flat-out for 20 laps, risking everything, only to be told now that he had been wasting his time. It was barely surprising that he stalked off, tears flowing, and left the circuit immediately.

Whatever happened next was bound to be an anti-climax, and so it transpired. Already, one of Gerhard Berger's better showings for McLaren had ended in disappointment when he retired on the 38th lap with a misfire. The Austrian had outqualified Senna and always looked the stronger of the two McLaren drivers, which was unusual in itself, starting from the front row and pushing the two Williams initially. Alain Prost had gone, too. For the Frenchman it was another disastrous weekend, when his relations with Ferrari plumbed fresh depths amid continuing speculation that he would be quitting to join Ligier. The terms of his contract with Ferrari prevent him driving for anyone else for a season if he does not stay for 1992, but the rumours were suggesting that he was nevertheless prepared to take a

The AGS JH27 got its first proper run, but neither Tarquini (pictured) nor Barbazza qualified.

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Patrese makes the most of his pole position at the start, as Mansell prepares to pull off the overtaking coup of the season.

year off rather than stay. It was an indication of just how much he has come to detest life at Maranello.

It became sourer still when his Evolution Four V12 blew up comprehensively on lap 40, just as it appeared he was beginning to consolidate third place. He moved another step towards his first winless season since he began in F1 back in 1980.

For Ferrari, worse was to come even though Alesi would survive overshooting his pit during his tyre stop and go on to take the final podium place. To the intense embarrassment of Piero Lardi Ferrari and Piero Fusaro, there was little Pierluigi Martini hammering along all race within striking distance of the 643. Martini in the Minardi M191, the one with the Ferrari V12 engine that it won't be running in 1992.

"My car was so much better than Alesi's," said Martini afterwards. "I really think I had a good chance to pass him, because my car was handling better all round the circuit." Unfortunately, though, the Ferrari was throwing out a lot of oil, and most of Mr Agip's product was finding itself all over Piero's helmet. Once he'd worked through his three rip-off visors he was down to the helmet's visor, and the moment he tried to wipe that he discovered that his gloves were smeared with oil too. It was enough to oblige him to drop back, and to finish 10s adrift of Alesi, but the little Italian's performance, allied to Prost's retirement and the fact that the Ferraris couldn't lap within a second and a half of the Williamses, was sufficient to underline just how serious has been the decline of the Prancing Horse in 1991.

With boss Akira Akagi still under arrest in Japan, Leyton House desperately needed a fillip, and Ivan Capelli looked set to provide it by chasing Martini throughout. Gugelmin had qualified seventh and Capelli ninth, the team's best showing this year, and fifth place seemed in the bag when the manner in which the CG911s bounced over Estoril's numerous bumps finally broke the nose mountings and slid Ivan into a barrier. The damage was enough to force him into retirement, and following a delay trying to find a way by Mansell's Williams in the pits, Gugelmin could not better seventh place behind the Benettons. On this occasion Piquet was fired up enough to outqualify Schumacher and to lead him home, but the young German continued to demonstrate his raw ability and left no-one in doubt that he has an excellent F1 future. De Cesaris' penchant for following rivals too closely killed his first set of Goodyears and obliged an early stop on lap 25, and then he did the same thing and needed another set. This time the right rear wheel jammed and mechanic Steve May put his back out trying to wrench it off. Team owner Eddie Jordan was not amused, since Andrea had been running sixth by lap 42 and looked set to score the extra points that the new team sorely needs.

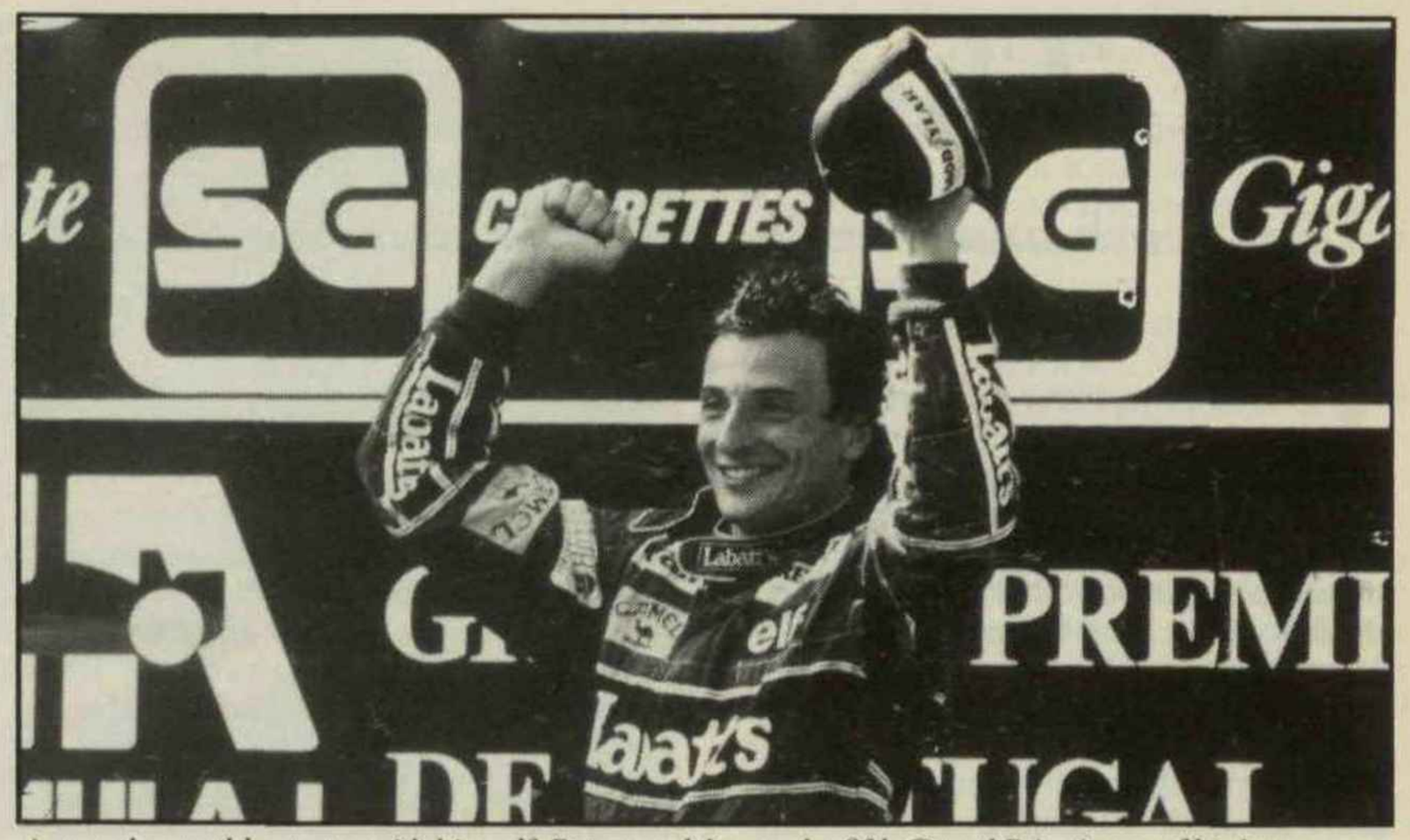
Points are something Braun Tyrrell Honda appears to have forgotten how to score since Montreal, and once again Ken's cars had a miserable outing. Stefano Modena appeared off-key throughout, but his Honda's apparent lack of power (and subsequent blow-up) were explained later when a tear-off visor was found in its airbox. Whether it was one of the Italian's isn't known, but it had blocked the intakes and

In the points again, Michael Schumacher leads Mauricio Gugelmin on his way to sixth place.

richened the mixture, and eventually the engine succumbed. Nakajima spent most of his time warding off the return of his lunch under heavy braking.

The Dallaras disappointed with understeer in qualifying and early retirements, Pirro switching off his Judd before it broke and Lehto abandoning in high dudgeon when the gear lever worked loose. The Ligiers were as gripless as usual but Comas drove another strong race to finish 11th behind Roberto Moreno, who had kept the second Jordan seat after a load of hyperbole and dealing had kept Derek Warwick out of it after all, and Lotus only got one finish as Hakkinen nursed tired neck muscles to take his second 14th place in a row. For Scuderia Italia the race marked another slip in the progress it seemed to be making early in the season. For Ligier, another catastrophe given the size of its budget. For Lotus, which lost the faster qualifying Johnny Herbert after only a lap when his clutch exploded and ignited a magnesium and oil fire around the casing, at least another chance to embarrass richer teams.

The other Britons, Blundell and Brundle, had mixed outings. After a host of suspension dramas at Spa, Brundle was not amused when he suffered another failure just after topping Friday's prequalification times, and then Blundell had something similar break on the 13th lap and plunged off into the gravel at the end of the main straight. "I was," he said with commendable aplomb, "very lucky that it broke there and not as I was exiting the corner." Circuits in more developed countries might be required to spend vast amounts on stringent safety measures, but in Portugal the run-off areas appear to be given as much thought as they were in Jerez, until Martin Donnelly proved why they are so essential last year. Brundle saw his team-mate's abandoned car, and guessed what had happened, but despite his lack of confidence in the BT60Y drove his with remarkable courage and eventually got the better of Michele Alboreto's Footwork to take a 12th place that was not an accurate reflection of the commitment of the man at the wheel.



A man thoroughly at ease with himself, Patrese celebrates the fifth Grand Prix victory of his long career.

While all eyes were on Mansell, and the battle as the cars were packed away ready for the drive to Barcelona the following week, there was nevertheless a great deal of pleasure to be derived from Patrese's fifth Grand Prix success. The most experienced driver in the business, he was once the bad boy of F1. Nowadays the picture could barely be more different, for in the Italian the sport has a thoroughly relaxed individual who is totally at ease with himself. Perhaps because he doesn't win that often, he always looks genuinely delighted when he reaches a chequered flag first. And in an age where the deadpan expression seems *de rigeur* for Grand Prix victors, that still counts for a lot.DJT

Portuguese GP, Estoril, September 22
71 laps of 4.34 km circuit (308.850 km; 191.910 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Riccardo Patrese	I	Williams FW14 - Renault V10	G	1h 35m 42.304s	1m 18.350s	38
2nd	Ayrton Senna	BRA	McLaren MP4/6 - Honda V12	G	1h 36m 03.245s	1m 18.929s	50
3rd	Jean Alesi	F	Ferrari 643 - Ferrari V12	G	1h 36m 35.858s	1m 19.418s	55
4th	Pierluigi Martini	I	Minardi M191 - Ferrari V12	G	1h 36m 45.802s	1m 19.581s	57
5th	Nelson Piquet	BRA	Benetton B191 - Cosworth V8 EXP	P	1h 36m 52.337s	1m 19.073s	45
6th	Michael Schumacher	D	Benetton B191 - Cosworth V8 EXP	P	1h 36m 58.886s	1m 19.206s	68
7th	Mauricio Gugelmin	BRA	Leyton House CG911 - Ilmor V10	G	1 lap behind	1m 19.757s	65
8th	Andrea de Cesaris	I	Jordan 191 - Cosworth V8 HB	G	1 lap behind	1m 19.210s	48
9th	Gianni Morbidelli	I	Minardi M191 - Ferrari V12	G	1 lap behind	1m 10.357s	56
10th	Roberto Moreno	BRA	Jordan 191 - Cosworth V8 HB	G	1 lap behind	1m 20.096s	57
11th	Erik Comas	F	Ligier JS35B - Lamborghini V12	G	1 lap behind	1m 20.781s	43
12th	Martin Brundle	GB	Brabham BT60Y - Yamaha V12	G	2 laps behind	1m 20.480s	27
13th	Satoru Nakajima	J	Tyrrell 020 - Honda V10	P	3 laps behind	1m 21.966s	41
14th	Mika Hakkinen	FIN	Lotus 102B - Judd V8	G	3 laps behind	1m 20.445s	35
15th	Michele Alboreto	I	Footwork A12B - Cosworth V8 DFR	G	3 laps behind	1m 20.082s	60
16th	Thierry Boutsen	B	Ligier JS35B - Lamborghini V12	G	3 laps behind	1m 20.700s	38
17th	Ivan Capelli	I	Leyton House CG911 - Ilmor V10	G	7 laps behind	1m 19.519s	45
18th	Stefano Modena	I	Tyrrell 020 - Honda V10	P	retired on lap 57 – engine	1m 20.342s	30
19th	Nigel Mansell	GB	Williams FW14 - Renault V10	G	disqualified on lap 52	1m 18.179s	36
20th	Aguri Suzuki	J	Lola L91 - Cosworth V8 DFR (Hart)	G	retired on lap 41 – gearbox	1m 21.586s	33
21st	Alain Prost	F	Ferrari 643 - Ferrari V12	G	retired on lap 40 – engine	1m 19.531s	33
22nd	Gerhard Berger	AUT	McLaren MP4/6 - Honda V12	G	retired on lap 38 – engine	1m 18.856s	36
23rd	Emanuele Pirro	I	Dallara BMS 191 - Judd V10	P	retired on lap 19 – engine	1m 22.592s	11
24th	J.J. Lehto	FIN	Dallara BMS 191 - Judd V10	P	retired on lap 15 – loose gear lever	1m 22.165s	13
25th	Mark Blundell	GB	Brabham BT60Y - Yamaha V12	P	retired on lap 13 – suspension	1m 22.801s	12
26th	Johnny Herbert	GB	Lotus 102B - Judd V8	G	retired on lap 12 – engine	1m 39.804s	1

Winner's Average Speed: 193.626 kph; (120.314 mph) **Conditions: Very hot**

Fastest Lap: N. Mansell (Williams FW14-Renault V10) 1m 18.179s on lap 36; 200.310 kph (124.467 mph)

The deal of the decade?

Footwork and Porsche are now counting the cost (and the embarrassment) of rash promises and wishful thinking

The laughter, it has to be said, cannot have been lost on the luminaries of either Porsche or Footwork, that day in April when we attended the presentation of the new Footwork FA12. It was a typical new F1 car launch, with the usual fanfares and hopes set against the background of Porsche's lavish Reading facility. All very impressive, very plausible. Nothing to provoke amusement there.

It was when Hans Metzger rose to tell us about his latest F1 engine that the mirth began. It is important to bear in mind that this is the man who created, among others things, the TAG Porsche turbo V6 which swept all before it during the apogee of its McLaren reign from 1984 to 1985, and battled strongly with the Honda V6 for another two seasons.

Important, because the moment eyes were set on his V12 in Suzuka the previous year, few could believe just how many of the basic tenets of F1 engine design appeared to have been forgotten. "When we were first shown the plans for it, I knew it was going to be big by the amount of time it took to unfold them!" said one laconic F1 designer. "When we saw it, we thought Porsche had built a truck engine," said another. They were cruel, but basically right. Compared to Yamaha's V12, also displayed in the Suzuka paddock, it was a giant. Sources spoke of an initial weight of 220 kilos, compared with around 170 for a Honda V12. And although it was a big stable, it was also woefully short on actual horses.

Metzger opened his remarks that day by denying categorically that his new baby was overweight and underpowered, then added in the same breath: "Our development programme will be aimed at reducing the engine's weight and increasing the power."

The laughter reached guffaw proportions among the more cynical media representatives as they took time off from fluttering in their dovecotes.

I was reminded of that episode recently when I re-read the Reuters pull of a statement issued by Porsche in Stuttgart in September. It said that the company would return to F1 in mid-1992, and that it still wanted to be part of the Grand Prix circuit. The interesting bit was the rider 'but only with a competitive engine *and a competitive team*' (my italics). That smacked of the pot calling the kettle black, for after the abysmal performance of the engine it ill behoved Porsche to start slinging mud at Footwork, whatever the latter's failings might have been.

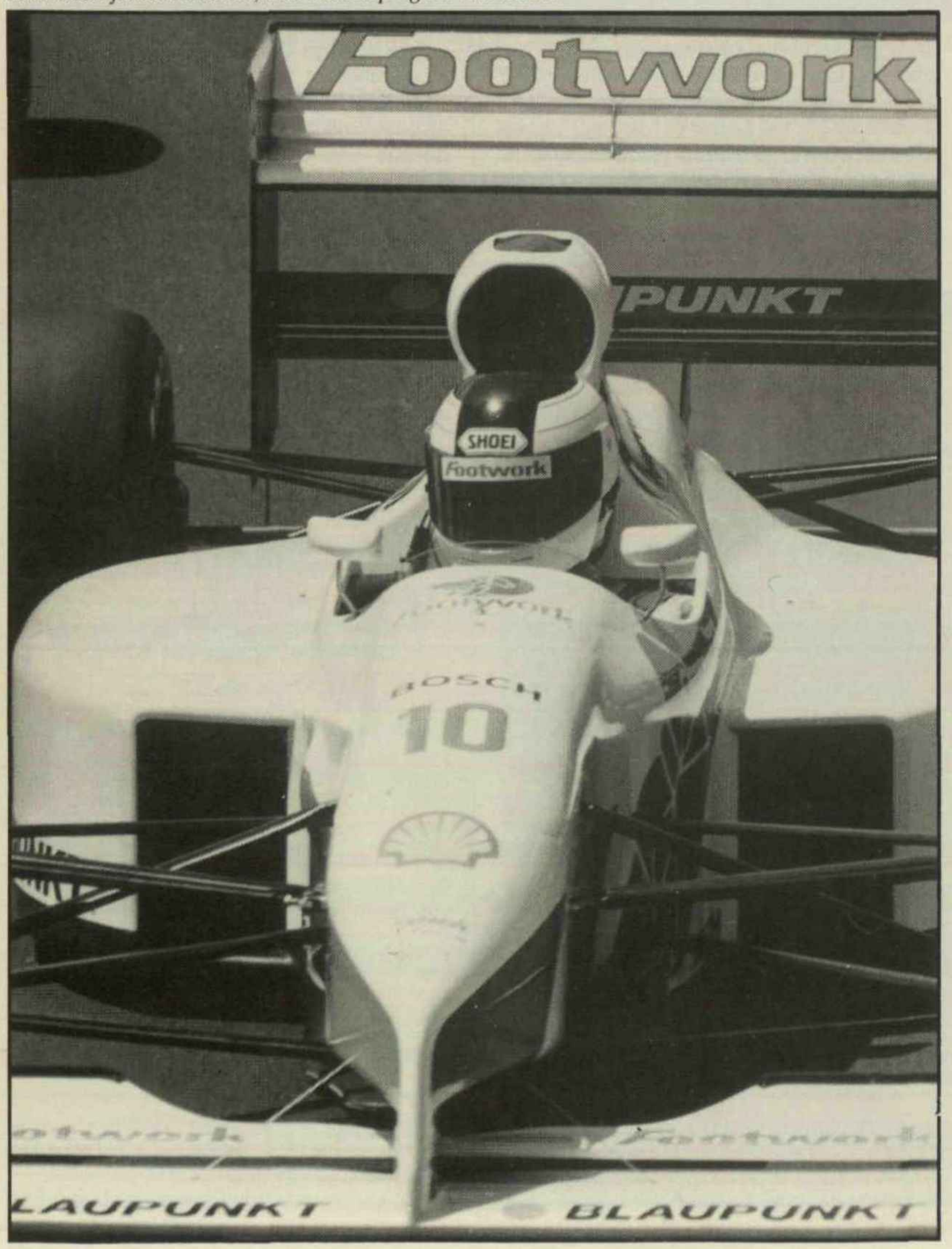
By Suzuka the marriage between the Stuttgart company and Wataru Ohashi's Footwork organisation was finally over, but only after a great deal of talking to untangle the legal side. If I'd spent the better part of $20M on an engine that is basically two TAG V6s mated together, and had seen it race only six times (all of them bad), I think I'd be a mite put out, too.

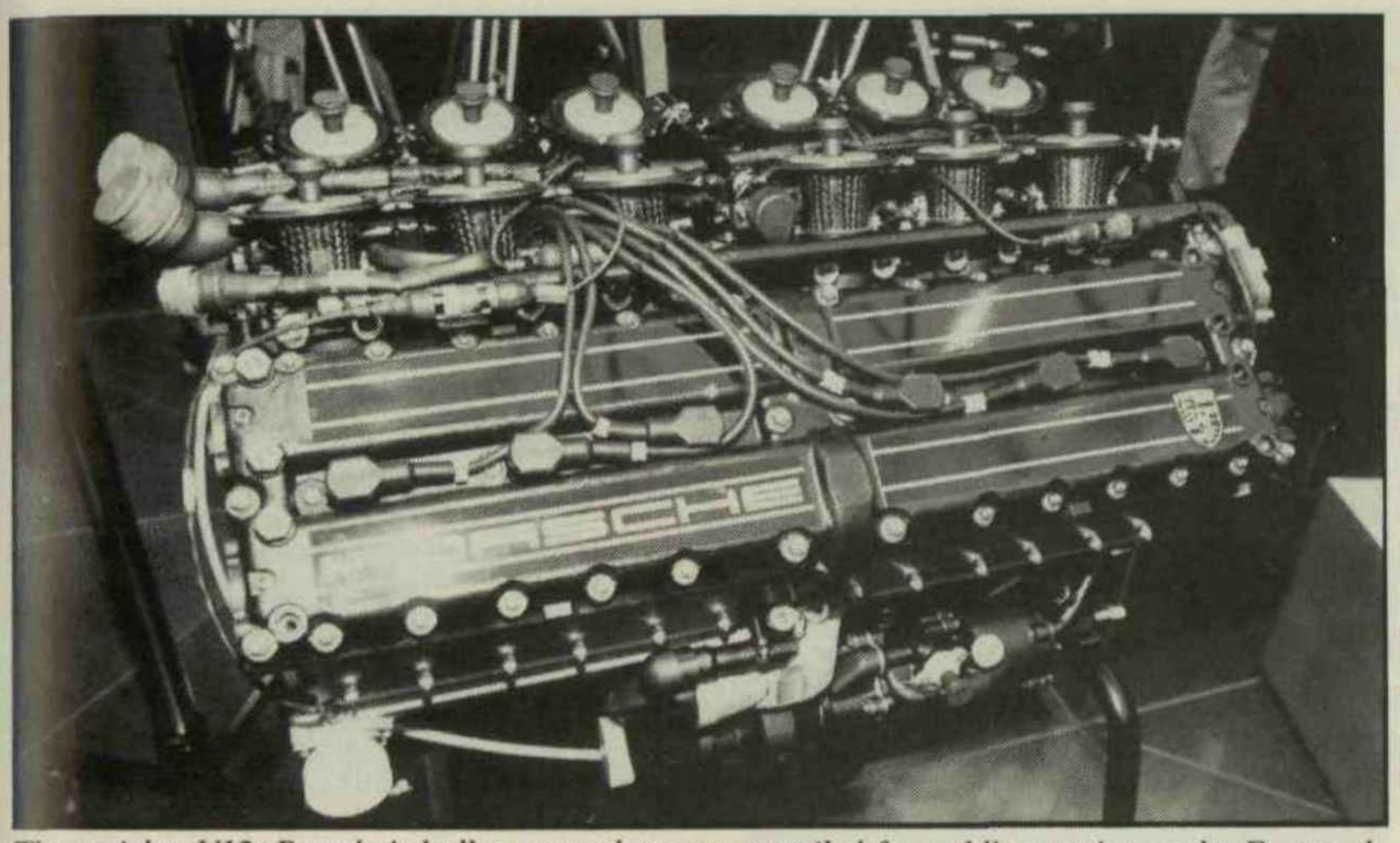
If there is a lesson to all this unhappy saga – and make no mistake, unhappy it most certainly has been – it has to be that although people such as Ron Dennis make it all seem easy at the front of F1, it certainly isn't. Jack Oliver, principal of Ohashi's team, admits he made mistakes when putting the deal together. He is not, shall we say, a man conspicuous for his levels of success in F1, but he does very nicely, thank you. Footwork is one of the few teams currently unaffected by the cold draught of recession sweeping through the senior racing category's portals, and had the necessary money to burn. It certainly went up in flames.

"I signed it before I saw the actual engine. I came away believing I'd done the F1 deal of the decade, based on Porsche's past performance. Can you blame me?"

For once, Jack, no. Like Dennis in 1983, he believed he had enlisted the technical resources of one of the few European companies that seemed to possess the potential and the will to take on the Japanese. And based on the performance of the TAG turbo, who indeed could have blamed

Imola and Monaco proved fraught for Footwork, and it was not until Canada, where Stefan Johansson joined Alboreto, that limited progress was made.





That mighty V12: Porsche's bulky powerplant was unveiled for public scrutiny at the Footwork FA12 launch. It was too heavy, and lacked both power and reliability.

him for thinking he had pulled a real stroke? The problem was the timescale, allied to the naïvete of Porsche's senior motorsport management.

"Our partnership just didn't reach the targets we had outlined for a development year. Not at all," says Porsche's motorsport pr Manfred Jantke with evident embarrassment. "The elements seemed to be there: Footwork had a modern new factory, we had our facilities. We had a reasonable budget. But the time-frame was wrong. When the deal was signed with Footwork our engine was just an embryo.

"The FA12 did not appear until late April. There was just too much optimistic, wishful thinking. On both sides."

Jantke is a racer, a man who has been at the centre of Porsche's motorsport activities for many years. The embarrassment clearly hurts somebody more used to the sharp end of the grid.

"I say that you cannot blame any one person for a bad job. The contract was made and signed but there was no realistic time base. The second problem is that the Porsche engine was designed and developed outside of the car. We had no idea when it was designed where it would end up. We now know that the modern F1 car is so sensitive that the engine and chassis must be designed and developed in parallel at any moment. That was a major weakness in our package."

It is also something that any keen student of F1 could have told Porsche years ago. Sadly, some people learn lessons the hard way. Whether personal blame can be attached or not, Dr Uhlrich Bez, head of the motorsport side of the company, was removed from his job with great speed recently, and is generally adjudged to be the man carrying the can for the disaster by Porsche insiders. On him has fallen the blame for being too optimistic, and for under-estimating the current stakes in F1. Even by the standards with which Porsche was familiar up until 1987, things have moved on at rapid pace, and Dr Bez was adjudged to have acted precipitously by his seniors in committing so soon to a racing programme.

None of this has done Porsche's image any good, just as it didn't at the end of 1962 when the company withdrew from its first, quasi-successful F1 campaign just as Dan Gurney felt it was beginning to make some serious progress. Within racing, where memories of the abortive CART campaign are still all too fresh, or in the roadcar marketplace, where 944s sit by the unsold fieldful, Porsche is now fast losing credibility. Were it not for the underlying arrogance of that April press call and that press statement, the disaster might have been treated more leniently. As it is, the racing world thinks Porsche has shot itself in the foot. The point is not lost on Jantke, nor on the urbane Max Welti, on whose shoulders ultimate responsibility for the motorsport side now rests.

"All of this has hurt Porsche very, very much," admits the former. "Motorsport is the most important ambassador for what Porsche can do, and for the past 40 years we have had a high reputation. There has been considerable damage, enormous damage and loss of face for Porsche."

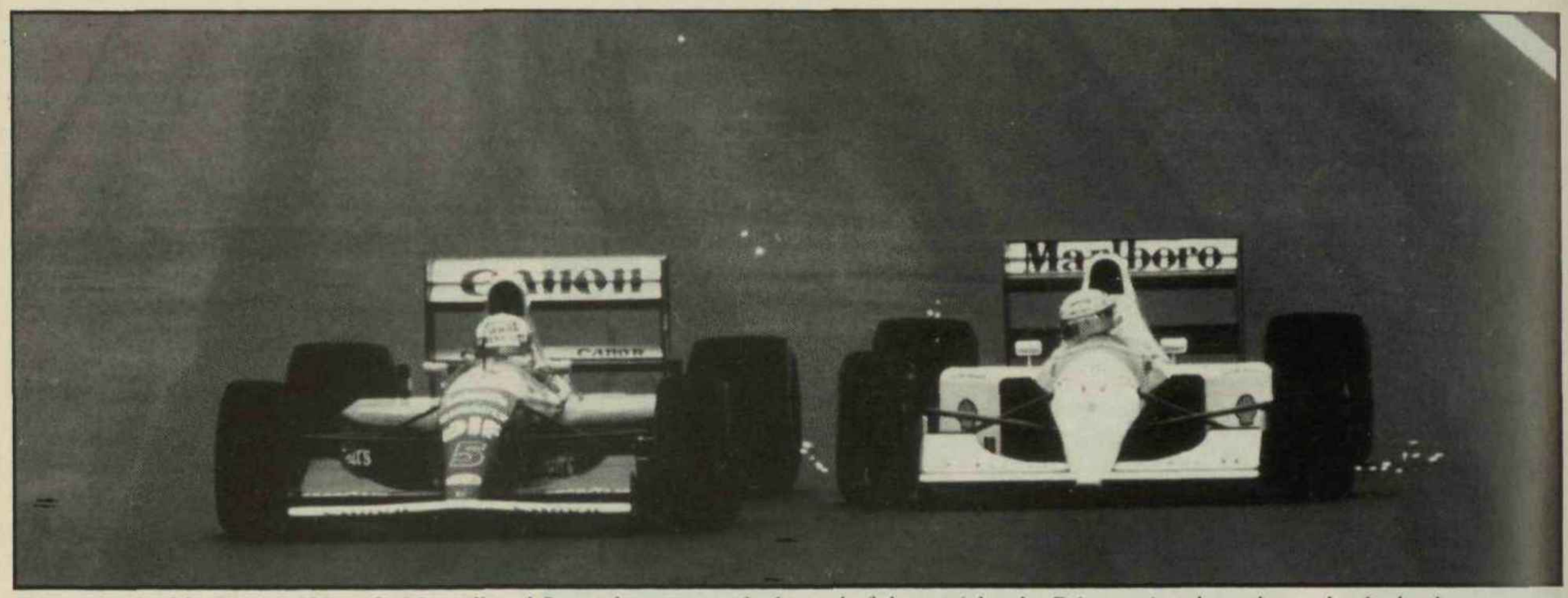
Now, like the bewildered spouse in a broken marriage, Porsche is trying to pick up the pieces. The oil surge problem that beset the V12 when it was installed in the Footwork FA12 (but not, interestingly, when it was used initially in the A11C) has finally been cured and the cars achieved more than a GP distance in testing at Paul Ricard in September. They were, however, still no faster than their interim siblings which were powered by a near 25 year-old Cosworth engine.

"The FA12 was the front half of a Camel and the rear half of a horse! The car was designed by Alan Jenkins and we ended up grafting on the rear end of Ross Brawn's old design," Oliver points out, at the same time admitting that Footwork has had its own problems during the season. Nevertheless, the lack of sparkle of the latest Porsche V12 has again embarrassed Porsche considerably. Where Honda can apparently create an all-new version of its RA121E between the British and Hungarian GPs, Porsche has struggled all season to cure an inherent problem, and there is still no sign of the promised lighter unit originally intended to race at Suzuka. Now, we are told, such development has fallen into the 1992 programme.

Almost certainly Porsche will now pull out of racing, to conduct a much-needed post mortem, and the talk is of a full return – with another team – by 1993. As Footwork moves on to Honda/Mugen V10 power and tries to forget the disappointment of what should have been Jack Oliver's triumphant year, Porsche is giving Welti the space to plan for the future. This time, the engine will be designed in consultation with the designer of the intended team, so the package can be integrated fully. Metzger will once again go through the monthly 'arguments' he once enjoyed in the days he worked with John Barnard. Like Jantke, Welti is a racer, and the main Board has signalled its intention to stay in the arena and let him fight, rather than turn tail and run barefoot on the jagged shards of its credibility.

That, at least, is a start. DJT

Hans Metzger (left) explains himself to the Italian press.



A tea bag's width apart at 190 mph, Mansell and Senna lunge towards the end of the straight, the Briton going through to take the lead.

Prolonging the dream

As a venue we feared the worst, worried that, literally, it might have nothing; as a race, it had it all. The 1991 Spanish GP was one of those epreuves for which all the portents looked bad. It was being held on a new circuit, and as with all circuits, construction was running behind schedule. Towards completion date, the slightest rain shower would multiply delays. When they held a club race to inaugurate the Circuit de Catalunya two weeks before the GP, there were no telephones and there was no running water. Days before, that was finally provided in the form of dramatic rain storms.

Despite all that, the event came through on the day. Everything worked perfectly (even the phones!) and it was impossible to argue with a logic that had taken the race from the sherry wasteland of Jerez and transported it to within 50 kilometres of that thriving metropolis, Barcelona. No, it wasn't as breathtakingly spectacular a venue as the old Montjuich Park, now sadly foundering beneath a welter of pre-Olympics construction. It was, however, a deal more toothsome than Jerez. Over the weekend the estimates spoke of 70,000 paying punters, which made a crowd around 69,500 greater than anything the Spanish GP has seen for the last six years. It made a change not to be on nodding terms with everyone in the grandstand.

All the effort – and it had been considerable – was rewarded with a superb race that left the World Championship still open as the teams headed for the final races at Suzuka and Adelaide.

You can tell an awful lot about a driver's mentality from observation of his style and Catalunya's weather conditions, allied to a circuit that drew general praise for its layout, magnified perceptions splendidly. The start was one of those affairs in which anything could happen, since a massive engine failure for Senna during Saturday afternoon's qualifying session had left one with the feeling that very few of the front runners had really got into their stride. The grid was not, perhaps, fully representative of form. Berger had taken pole the hard way, and looked the stronger of the two McLaren drivers for the second week in succession, which in itself was unusual. Mansell had joined him on the front row, leaving the unhappy Senna third and Patrese fourth ahead of the upstart Michael Schumacher and the two Ferraris. To complicate matters further, it was wet on race day, and although the skies were lightening perceptibly as the start neared, it was declared an officially wet race. Without exception, everyone started on wets, but in the cockpit of Ferrari number 27 Alain Prost was already fuming.

"We have such stupid pressure on us here," he seethed of the lamentable Ferrari management, "that they said they didn't have time to change my car to slicks. If I had had them, I could have won. It would have been the only way that I could have, but it would have been a chance." In the best pit stops all four wheels and tyres can be changed in less than six seconds. With five minutes to go before the start, Prost had an undeniable point to his latest criticism. Perhaps it was just a case of staff shortage, for it was noticeable how little attention the team appeared to be paying the man who won them five races – and damn nearly the World Championship – last season . . .

Berger and Senna outdragged Mansell down the long, long La Caixa straight and into Elf, the right, left flick at the end of it. Senna even had a peek down the inside of his team-mate, but on this occasion Gerhard moved confidently over to discourage the manoeuvre. It was another indication of the subtle turn events had taken in the McLaren camp in the last two races. Berger was quite frank about it.

"I had a bad beginning to my season in Phoenix," he admitted freely, looking markedly more relaxed than at any stage so far in 1991. "It knocked me. I had done a lot of testing, more than ever before. When you're testing everything seems okay, but you get used to 95%, and when you come to race, you can be in trouble because of that!

"If I'm honest I can still say I don't really know what went wrong for me, but now I'm feeling relaxed, very good."

Senna, by contrast, looked shaky all weekend, a quite remarkable development. In qualifying he had even admitted to lacking commitment, which would have been tantamount to heresy had anyone else voiced the thought, but it showed the way the World Champion's mind was working. Stay out of trouble, take minimal risk. Let the championship come, don't try to force it.

It was on Mansell's broad shoulders that the pressure should have been the greatest, for after the disaster of Estoril he had it all to do. Yet in the race the Briton was nothing short of superb. Prior to it, off-track, it had been a different story, with a 'friendly' football match turning bad-

NON-QUALIFIERS

No	Driver	Nat	Car/Engine	Tyres	Best Lap	Result
30	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR	G	1 min 24.211s	DNQ
34	Nicola Larini	I	Lambo 2-Lamborghini V12	G	1 min 25.330s	DNQ
12	Michael Bartels	D	Lotus 102B-Judd V8	G	1 min 25.392s	DNQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 27.501s	DNQ
10	Alessandro Caffi	I	Footwork A12B-Cosworth V8 DFR	G	1 min 24.056s	DNPQ
18	Fabrizio Barbazza	I	AGS JH27-Cosworth V8 DFR	G	1 min 24.744s	DNPQ
17	Olivier Grouillard	F	AGS JH27-Cosworth V8 DFR	G	1 min 25.305s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	Did not take part – entry withdrawn	

tempered and then further spleen-venting acrimony between him and Senna during the drivers' briefing on race morning.

As Senna eased ahead of him on that first lap, Mansell then came under dramatic pressure from Schumacher, whose soft Pirelli wets were working very well. The German scythed up to third, took second side-by-side with Senna for one corner, and remained a potential spoiler until the track began to dry. Mansell watched him with detached interest, aware that he has not raced with him often enough to trust him totally and, like Senna, mindful that he had to finish at all costs.

It didn't take him long to work back on to Senna's tail, as Berger built up a healthy advantage, and it was a racing brain working at its optimum. On lap four he took a brief look down the inside of Senna into Elf, but didn't quite have the momentum. A lap later he ducked out of the MP4/6's slipstream earlier, and the Williams and the McLaren ran side by side. Normally such incidents last but moments, but this one was prolonged deliciously. With sparks scraping from their undercar skidplates the two fastest drivers in the business sat it out alongside one another at 195mph, neither prepared to give an inch. It was Grand Prix racing just as it should be, and to their lasting credit neither of them let their morning altercation affect their conduct on the track. The advantage was fractionally with Mansell, but as he dived ahead Senna counter-attacked as they negotiated the left-hand section of Elf. Tactically Mansell

Gabriele Tarquini replaced Olivier Grouillard at Fondmetal.

ran a little wider than he might otherwise have done, and as Senna, on the outer line, had to move wider still and lost momentum, the Williams was away.

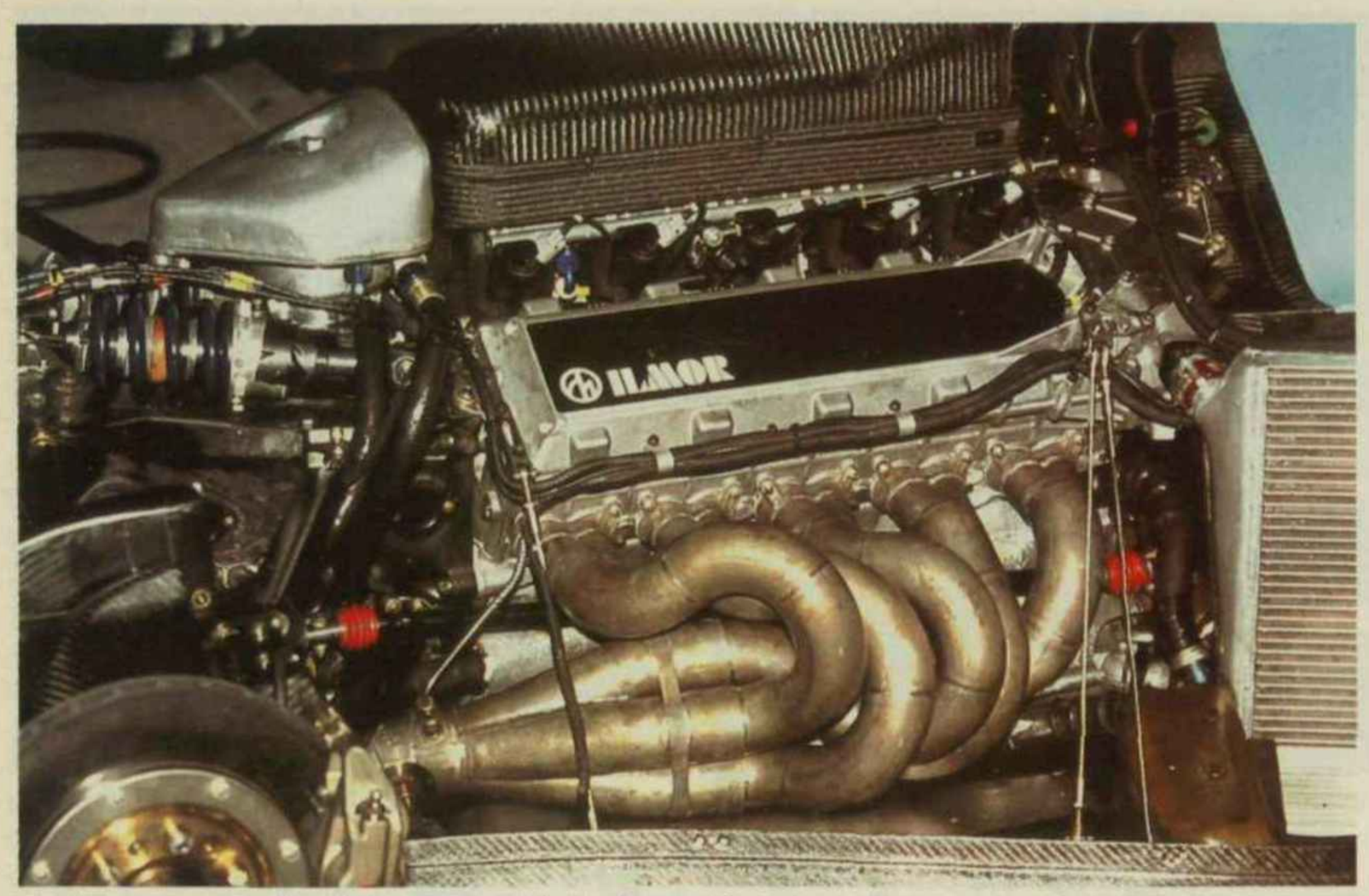
Berger, meanwhile, was still happily leading, but after a moment Schumacher was recovering and moving up again to threaten Senna and Mansell in a performance that doubly underlined his commitment. It is fashionable when a new driver appears and immediately threatens his peers to hail him as the new X or the new Y. Some were carried away with Jean Alesi last year, only to be disappointed this season. Suffice it to say, however, that the manner in which Schumacher attacks, throws his car around in slides even in the dry, and refuses to give up bears nascent hallmarks of Villeneuve and Bellof.

If pit stops were crucial in Estoril, they again played their role in Barcelona, and after Berger had been delayed badly having the tape removed from his front brake ducts after stopping for slicks on lap nine, Mansell and Senna came in together a lap later. They did not leave at the same time. Senna was down at the end of the pit road before the Williams crew got their man underway, but that was understandable. Mansell was relieved simply to leave on four wheels, he said.

This was where Senna's race came apart. Up until this point the Brazilian had looked aggressive enough, prepared to leave victory to Berger and to concentrate simply on keeping Mansell in sight. That he had been doing very nicely. Now, however, for the second race running he had gone against the advice of Goodyear on his tyre choice, opting to be conservative. He would pay dearly. All of Akron's other runners switched to softer Ds all round, but Senna wanted harder compound Cs on the left-hand wheels, just to be sure. It was a mistake.

The extent of that error became obvious as Berger, who had rejoined just behind Senna, soon eased back into the lead on lap 12. By then Mansell and Schumacher

Taking it easy. Jordan's new recruit Alessandro Zanardi was laid-back in the extreme about moving onto a bigger stage.



Having reacquired the rights to its V10 F1 design, Ilmor's name reappeared on the cam covers.

were in Ayrton's wheetracks, their softer rubber eating into his slender advantage. When he spun coming on to the main straight at the end of lap 13 it was both uncharacteristic and dramatic, for as the McLaren looped towards the pit wall he had the brakes hard on, and even before the full momentum had been exhausted he had hooked reverse and shot back across the track, on to the outfield. In doing so he narrowly missed Mansell, who scraped through on the outside, and Schumacher, who thus had a clear inner line for which to aim. It was cool-headed car control par excellence, and being Senna the luck was with him as he regained the track. The outer edge run-off areas in Spain were crushed lava, and afforded drivers sufficient grip to recover so long as they kept their engines running. He rebuilt his momentum on the run down La Caixa, leaving a trail of pebbles, but had dropped to sixth behind Prost and Piquet as well and thereafter never looked a threat.

Mansell immediately set about closing the gap to Berger, even when a light drizzle raised pulses momentarily and prompted unrealized fears of further pit stops. On lap 21 he forced Gerhard into a mistake at the end of the straight, inducing the Austrian to overbrake to try and protect his line. The McLaren's back end stepped out of line, the front slid wide as Gerhard corrected, and with the momentum temporarily interrupted, Mansell was away. All he then had to do was pace himself, deal with the backmarkers – Brundle in particular caused him problems at the 43 lap mark – and pray that the Williams-Renault would be reliable all the way to the finish. It was.

The same could not be said of Berger's McLaren. Just as it seemed that his luck might be turning, he chugged into the pits at the end of his 33rd lap, to retire with a misfire suspected to emanate from one of the coils.

At that stage Senna was still third, in for a useful four point bonus. Prost, who'd been badly compromised at the start by the antics of team-mate Alesi, had lost many places in the traffic and then stopped for the slicks he'd wanted from the start on his third lap. After that the Ferrari was flying, rather embarrassing those who have accused the Frenchman of being past it in recent months. The 643 was closing on Berger's McLaren when it retired, and keeping Mansell honest, but rather than the Ferrari posing a threat to the leading Williams, it was more a case of the second FW14 posing a threat to the Ferrari. After narrowly avoiding the second lap waltz between Emanuele Pirro and Ivan Capelli – sixth and seventh at the time – Riccardo bided his time but gathered pace as the race unfolded. Both Williamses had made a concession to the wet by running Gurney flaps on their rear wings, which hurt them slightly on top speed, but Riccardo got steadily faster and was catching Prost as the race moved into its final phase. At the same time, Alesi was pounding along in the second Ferrari, chasing after him.

It took the organisers a long time to adjudge the matter of the Frenchman's startline tactics, which saw him weaving but no more dramatically than had Mansell, Martini or Schumacher in Estoril, but eventually the word filtered through of a stop-and-go penalty. It coincided with a dramatic phase in Jean's challenge to Senna, and after he charged into the pits on lap 29 and dropped from fifth to ninth he drove that 643 with finely controlled anger. Steadily he eroded the gap to Senna, who had already succumbed to Patrese's challenge on lap 38. Indeed, that had been a strange sight, for Ayrton appeared to have the corner and the momentum, but left Riccardo the sort of gap that could not be refused. In one neat outbraking move the Williams gained a place and Ayrton con

Mansell took part in a pre-race media football match . . . and damaged an ankle!

STARTING GRID

2
BERGER
McLaren MP4/6
1 min 18.751s (1)
1 min 21.208s (2)

1
SENNA
McLaren MP4/6
1 min 19.064s (2)
1 min 19.474s (1)

19
SCHUMACHER
Benetton B191
1 min 19.733s (1)
1 min 20.779s (2)

28
ALESI
Ferrari 643
1 min 20.197s (1)
1 min 20.690s (2)

21
PIRRO
Dallara BMS 191
1 min 20.651s (2)
1 min 21.250s (1)

7
BRUNDLE
Brabham BT60Y
1 min 20.677s (2)
1 min 21.415s (1)

15
GUGELMIN
Leyton House CG911
1 min 20.743s (2)
1 min 21.319s (1)

22
LEHTO
Dallara BMS 191
1 min 20.743s (2)
1 min 21.319s (1)

33
de CESARIS
Jordan 191
1 min 21.865s (2)
1 min 22.992s (1)

23
MARTINI
Minardi 191
1 min 22.510s (2)
1 min 22.575s (1)

11
HAKKINEN
Lotus 102B
1 min 22.646s (1)
1 min 23.407s (2)

29
BERNARD
Lola L91
1 min 22.944s (1)
1 min 23.883s (2)

26
COMAS
Ligier JS35B
1 min 23.359s (1)
1 min 23.755s (2)

5
MANSELL
Williams FW14
1 min 18.970s (1)
1 min 19.971s (2)

6
PATRESE
Williams FW14
1 min 19.643s (1)
1 min 20.392s (2)

27
PROST
Ferrari 643
1 min 19.936s (2)
1 min 20.245s (1)

16
CAPELLI
Leyton House CG911
1 min 20.584s (2)
1 min 21.682s (1)

20
PIQUET
Benetton B191
1 min 20.676s (2)
1 min 20.853s (1)

8
BLUNDELL
Brabham BT60Y
1 min 20.724s (2)
1 min 21.021s (1)

4
MODENA
Tyrrell 020
1 min 20.788s (1)
1 min 21.576s (2)

24
MORBIDELLI
Minardi M191
1 min 21.801s (1)
1 min 22.523s (2)

3
NAKAJIMA
Tyrrell 020
1 min 22.114s (2)
1 min 22.480s (1)

32
ZANARDI
Jordan 191
1 min 22.580s (1)
1 min 23.448s (2)

14
TARQUINI
Fomet 191
1 min 22.837s (1)
1 min 26.214s (2)

9
ALBORETO
Footwork A12B
1 min 23.145s (1)
1 min 23.868s (2)

25
BOUTSEN
Ligier JS35B
1 min 23.553s (1)
1 min 23.623s (2)

"Let me see.If I score a couple of points in each of the last three races . . . " Senna ponders his championship chances.

ceded a point.

He finally lost another on lap 50 when Alesi's dogged pursuit caught him by surprise at Elf. As he moved over to claim his line he found Alesi already there, the Ferrari kissing the inside edge of the kerb. Senna had to brake and move left in a hurry, and after that Jean was gone. It was a bit of solid opportunism by the latter – perhaps Ayrton has forgotten Phoenix 1990 – and another indication of how alien it is to his psyche to drive for points. Spain was the nearest he has ever come to a lacklustre race, the spin recovery notwithstanding, and afterwards he pledged to be less timid at Suzuka. Watching him driving against his natural attacking instincts at Barcelona was like watching a fish trying to fly.

In the end Patrese's chase of Prost failed by a little over four seconds, and Alesi's of Patrese by just under seven, as Mansell scored his 21st success 11 seconds clear of Alain. It was a masterful drive in which, as Senna and Berger erred, he could truly have been said not to have put a wheel wrong. Afterwards we heard the familiar tune, as he limped in on his football-injured ankle and spoke hoarsely of his developing laryngitis. No Mansell finish ever seems quite complete these days without some medical ailment.

As the track dried out Pirelli's shortcomings became more evident and Schumacher made so many stops it prompted one to ponder the feasibility of Benetton equipping its cars with two sets of wheels at a time. Sixth place was a poor reward for a sterling performance. Nelson Piquet, once again firmly outclassed by the newcomer, was similarly delayed and slumped to an unhappy 11th, right on the tail of poor Brundle. Martin drove a blinder in Spain as he pulled the Brabham up into sixth place for one tour on lap 14, and thereafter worked it steadily back up to seventh in a heady battle with JJ Lehto's Dallara. It was during the course of that, as he moved ahead of the Finn, that he incurred Mansell's wrath as the latter tried to lap them. The need to stop right near the end for another set of Pirellis finally killed his chances of a championship point, and left him in the wake of Gugelmin, Lehto and debutant Alessandro Zanardi. The latter performed well enough for Jordan as Roberto Moreno's replacement, without ever reaching the heights scaled by Schumacher at Spa.

Gabriele Tarquini benefited from a game of musical chairs which saw Olivier

Schumacher starred early on, and even scored a point after his spin. The following Prost gave Ferrari a boost, taking second.

Still struggling. The Lamborghinis remained off the qualifying pace. Eric van de Poele hasn't made the grid since Imola.

Grouillard fired by Fondmetal and Gabriele hired in his place. He took the neat Fomet 1 to a welcome 12th place finish, as Grouillard, taken on in Tarquini's old AGS seat, failed to prequalify. Behind the Fomet, Martini limped his Minardi home with severely damaged right-hand rear suspension, the legacy of an attack by team-mate Morbidelli who had gone off the road trying to pass Zanardi, and shot back on to it just in time to hit his sister M191! Another appalling outing saw the two Tyrrells trailing at the back, finishing in such miserable 16th and 17th places that one wondered what on earth had happened to the promise there had been at the beginning of the season when Ken Tyrrell had started out with Honda engines and an improved version of the 019 chassis that had been so electrifying in Alesi's hands last year. It didn't help that Modena misjudged the weather and, having switched to slicks just before the drizzle on lap 12, came in again for more wets only to see the conditions improve again almost immediately.

In Spain there was again much speculation that Alain Prost might join Ligier in 1992 (Prost himself continued to say absolutely nothing on the subject), and if he does it is unlikely that Erik Comas' performance will have been overlooked.

Once again the 1990 F3000 champion marginally outqualified team-mate Thierry Boutsen, but where the Belgian was a first lap casualty after hitting Eric Bernard's Lola, Erik was in superb form. In the damp morning warm-up he had signalled his intentions with fourth fastest time, prompting somebody to suggest that the Ligier JS35B probably has more grip in the wet than it does in the dry.

From 20th on the opening lap, he decimated the field like a burst of napalm, rising to sixth by lap eight, only partly as a result of others pitting in front of him. Sadly an electronic problem on the Lamborghini V12 then doomed his efforts to failure, but it had been a perhaps timely reminder of his ability after an unhappy season trying to make the bulky blue car work.

If one Frenchman was stymied, others weren't, for Renault's men left Spain rubbing their hands and relishing a hard-won single point lead over McLaren Honda in the Constructor's Championship. For Mansell, the 16 point deficit to Senna might have seemed like a mighty mountain to scale, but for his team the very summit was in tantalising sight. DJT

Spanish GP, Barcelona, Montmelo, September 29
65 laps of 4.747 km circuit (308.555 km; 191.727 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14 - Renault V10	G	1h 38m 41.541s	1m 23.293s	62
2nd	Alain Prost	F	Ferrari 643 - Ferrari V12	G	1h 38m 52.872s	1m 23.729s	60
3rd	Riccardo Patrese	I	Williams FI14 - Renault V10	G	1h 38m 57.450s	1m 22.837s	63
4th	Jean Alesi	F	Ferrari 643 - Ferrari V12	G	1h 39m 04.313s	1m 22.978s	61
5th	Ayrton Senna	BRA	McLaren MP4/6 - Honda V12	G	1h 39m 43.943s	1m 24.771s	58
6th	Michael Schumacher	D	Benetton B191 - Cosworth V8 EXP	P	1h 40m 01.009s	1m 25.546s	61
7th	Mauricio Gugelmin	BRA	Leyton House CG911 - Ilmor V10	G	1 lap behind	1m 23.915s	61
8th	J.J. Lehto	FIN	Dallara BMS 191 - Judd V10	P	1 lap behind	1m 24.310s	60
9th	Alessandro Zanardi	I	Jordan 191 - Cosworth V8 HB	G	1 lap behind	1m 24.997s	60
10th	Martin Brundle	GB	Brabham BT60Y - Yamaha V12	P	2 laps behind	1m 25.396s	62
11th	Nelson Piquet	BRA	Benetton B191 - Cosworth V8 EXP	P	2 laps behind	1m 25.120s	62
12th	Gabriele Tarquini	I	Fomet 191 - Cosworth V8 DFR (Hart)	G	2 laps behind	1m 27.108s	55
13th	Pierluigi Martini	I	Minardi M191 - Ferrari V12	G	2 laps behind	1m 25.020s	62
14th	Gianni Morbidelli	I	Minardi M191 - Ferrari V12	G	3 laps behind - not running, accident	1m 26.606s	57
15th	Emanuele Pirro	I	Dallara BMS 191 - Judd V10	P	3 laps behind	1m 25.308s	46
16th	Stefano Modena	I	Tyrrell 020 - Honda V10	P	3 laps behind	1m 25.224s	54
17th	Satoru Nakajima	J	Tyrrell 020 - Honda V10	P	3 laps behind	1m 26.905s	60
18th	Mark Blundell	GB	Brabham BT60Y - Yamaha V12	P	retired on lap 50 - engine	1m 25.373s	39
19th	Erik Comas	F	Ligier JS35B - Lamborghini V12	G	retired on lap 37 - electrics	1m 29.807s	30
20th	Gerhard Berger	AUT	McLaren MP4/6 - Honda V12	G	retired on lap 34 - engine	1m 26.078s	32
21st	Michele Alboreto	I	Footwork A12B - Cosworth V8 DFR	G	retired on lap 24 - overheating	1m 33.079s	21
22nd	Andrea de Cesaris	I	Jordan 191 - Cosworth V8 HB	G	retired on lap 23 - electrics	1m 31.399s	22
23rd	Mika Hakkinen	FIN	Lotus 102B - Judd V8	G	retired on lap 6 - accident	1m 43.739s	4
24th	Ivan Capelli	I	Leyton House CG911 - Ilmor V10	G	retired on lap 2 - spun off	1m 56.083s	1
25th	Eric Bernard	F	Lola L91 - Cosworth V8 DFR (Hart)	G	retired on lap 1 - accident		
26th	Thierry Boutsen	B	Ligier JS35B - Lamborghini V12	G	retired on lap 1 - accident		

Winner's Average Speed: 187.586 kph; (116.561 mph) **Conditions: Damp & dry**

Fastest Lap: Riccardo Patrese (Williams FW14-Renault V10) 1m 22.837s on lap 63; 206.299 kph (128.188 mph)

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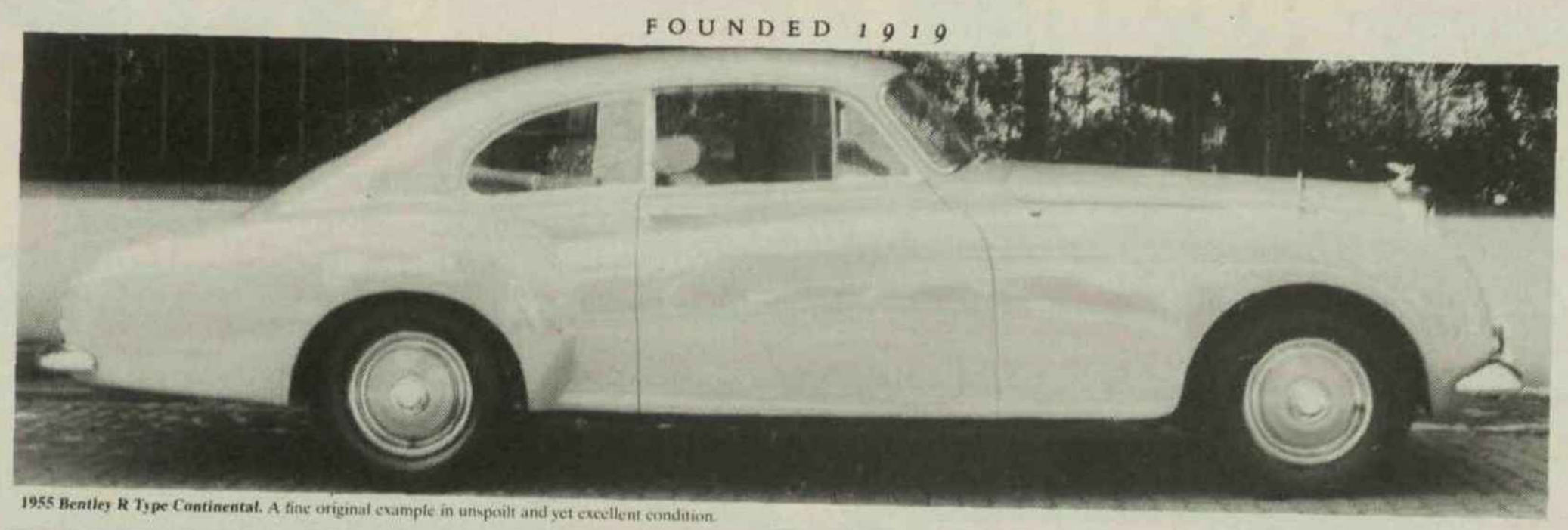
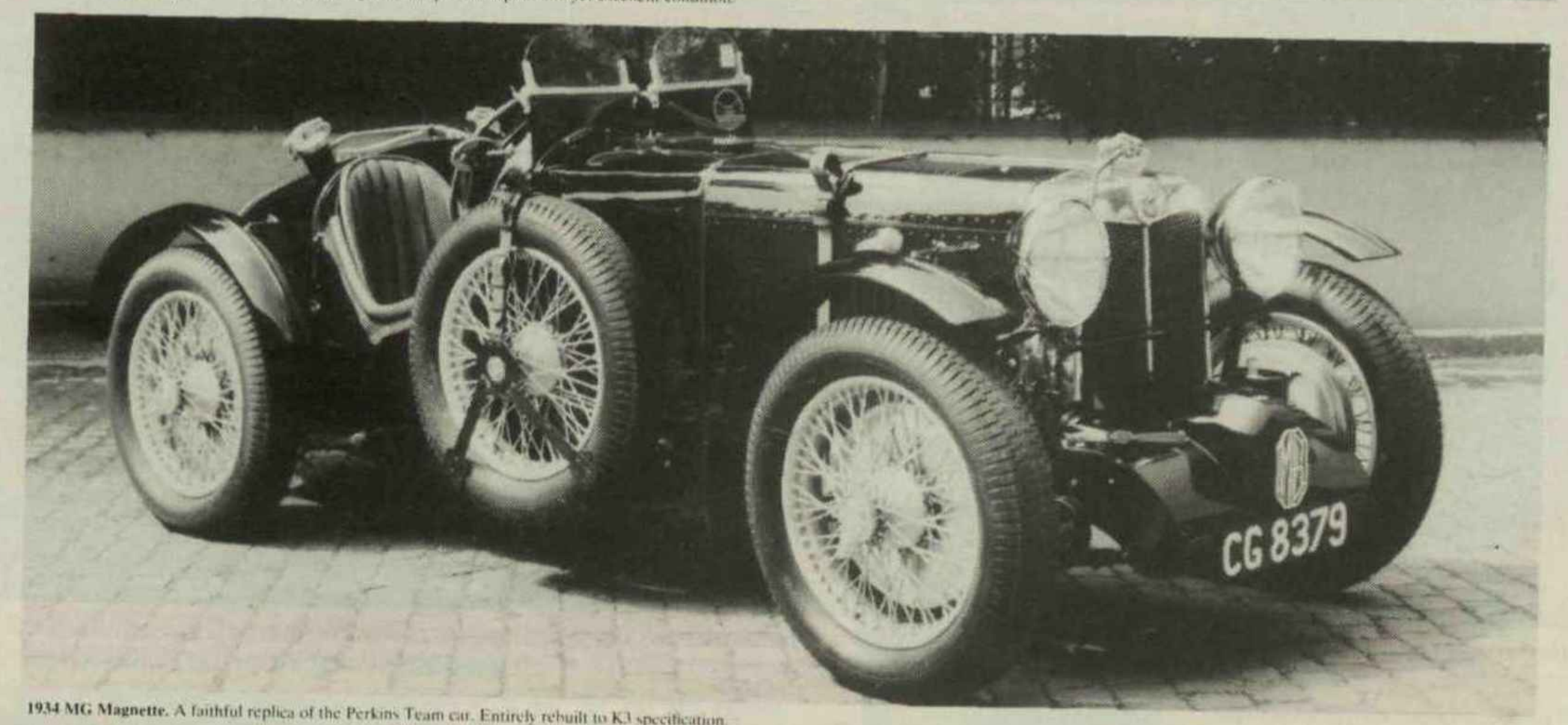


1955 Bentley R Type Continental. *A fine original example in unspoilt and yet excellent condition.*



1934 MG Magnette. A faithful replica of the Perkins Team car. Entirely rebuilt to K3 specification.

1960 Ferrari 250 SWB Competizione. The Ex-Graham Whitehead Le Mans car which achieved many important race successes, *offered in original order throughout.*

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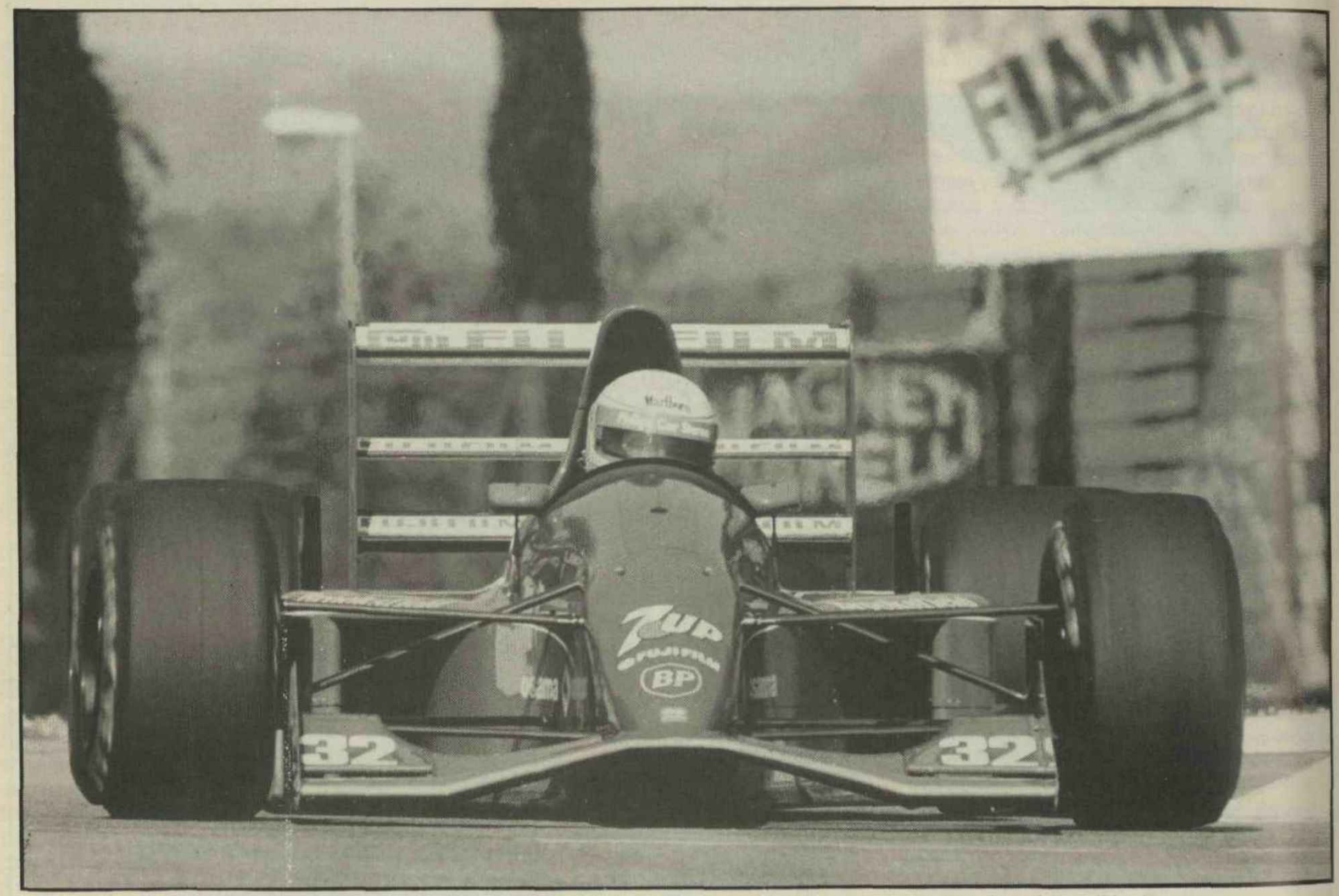


The fledgling Jordan team has made several of its peers look silly during the course of the year, despite its relatively small budget.

Worrying traits

There is little point is writing much about the F1 World Drivers' Championship in this issue of MOTOR SPORT, published on October 25, because even if you are reading it promptly the result might have already been settled at the Japanese Grand Prix, held at Suzuka on October 20. Even if the decision goes to the final race, in Australia on November 3, the best we can do is to review the outcome in our December issue, which to a lot of people heralds Christmas, but to me heralds the beginning of a new year.

Whichever way you look at it the Senna fans are going to be happy, and the Mansell fans unhappy, or vice-versa. If people did not have their own favourite driver the F1 scene would be very dull, just as it would if we were all fans of Williams and Renault or McLaren and Honda.

The unswerving ranks of Ferrari enthusiasts will want to forget 1991, just as they forgot 1948, 1950, 1954, 1957, 1959, 1960 and many more years through the '70s and '80s.

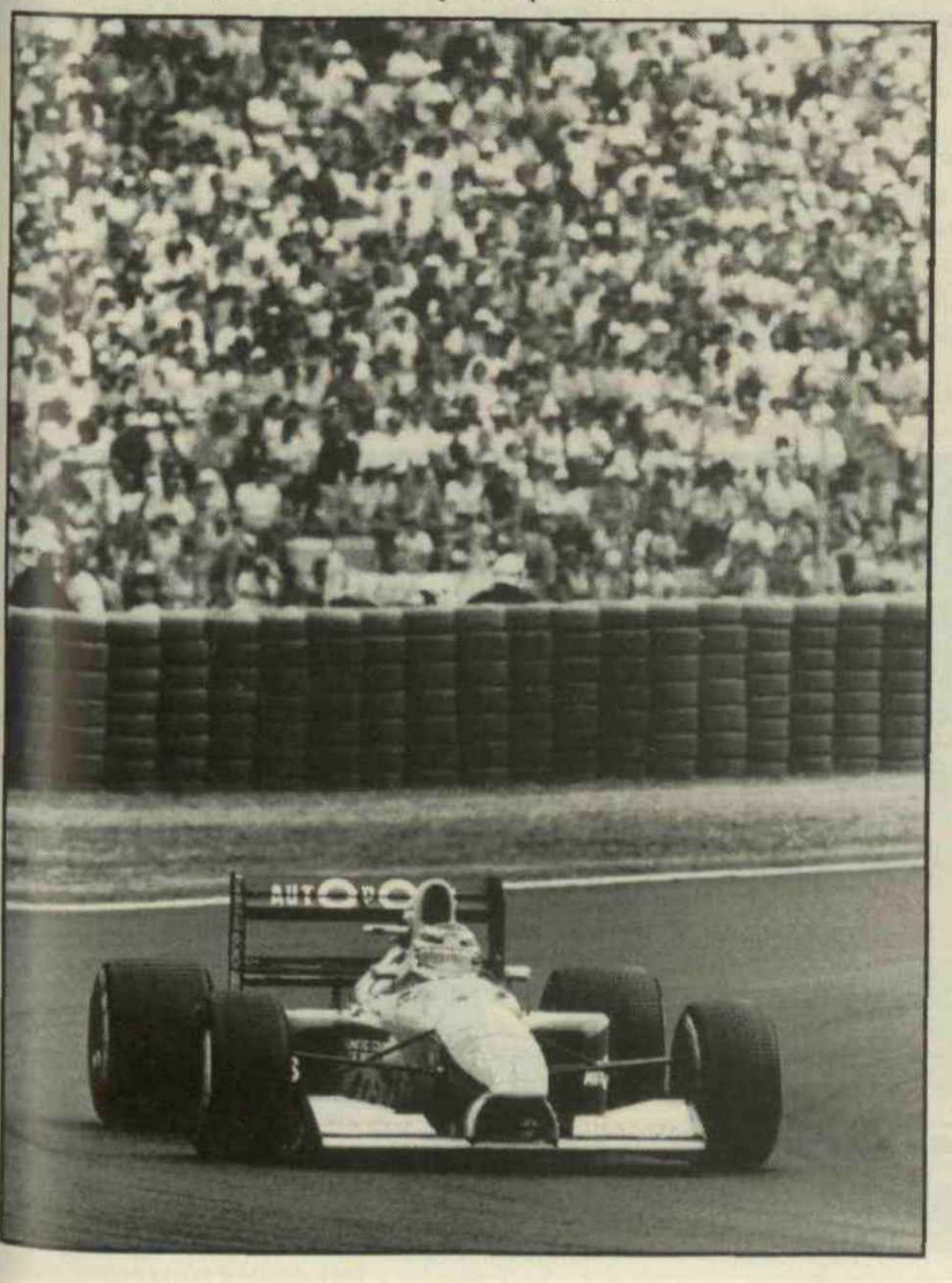
It is strange how a myth has grown up that Ferrari is synonymous with winning, especially in Grand Prix racing, for the record book does not support this. When the opposition is weak Ferrari seems to win, but when the opposition is strong it is a different story. What we cannot ignore is the fact that Ferrari has been in World Championship Formula One racing since it was invented in 1950, and has always been a force to contend with. No-one else can lay claim to that fact.

Let us not forget that Ferrari was in Grand Prix racing before the World Championship series was dreamed up, but don't tell the media men (or women) who think Grand Prix racing started in 1950.

The two races held on the Iberian Peninsula, reported in this issue of MOTOR SPORT by DJT, one in Portugal and the other in Spain, ended the European season of Formula One racing and, apart from being a big boost for Renault in their battle against Honda on the engine front, provided some unusual happenings on the circuit. The Ferrari team was clearly down in third place, behind McLaren and Williams and while Senna and the McLaren-Honda were still a force to be reckoned with in qualifying trim, Mansell and Patrese were all-powerful under actual race conditions. The Benetton-Cosworth V8, especially the one driven by the young German Michael Schumacher, was the best of the rest and the German set new standards for anyone thinking of joining Formula One, just as Nelson Piquet did when he first appeared at the Hockenheimring, Giles Villeneuve did when he appeared at Silverstone and Jean Alesi did when he appeared at Paul Ricard. Such natural talent must be very depressing for those drivers who have been working away for years to climb the F1 ladder, some of them being very good drivers by any normal standards, but the likes of Schumacher would appear to be abnormally gifted.

The Portuguese Grand Prix was held on the friendly little circuit just north of Estoril, on the way to Sintra. It is a circuit built in slightly hilly countryside that makes the most of the existing terrain and I don't think there is anywhere on the circuit where you could leave a car in neutral with the handbrake off and not have it roll away, forwards or backwards. Unfortunately the television cameras, which is the view that most people see, do not show the real character of the circuit, but it is popular with most of the drivers as being an interesting circuit to drive on. The Spanish Grand Prix was held on a brand new circuit built some miles north of Barcelona and seems to have had a successful debut as a Formula One 'facility', the modern term for an autodromo, which is itself a modern term for circuit. We

Disappointments of the year? The Tyrrell 020 (above) and Benetton B191 (below) have both suffered as a result of their creators leaving before their concepts had fulfilled their development potential.



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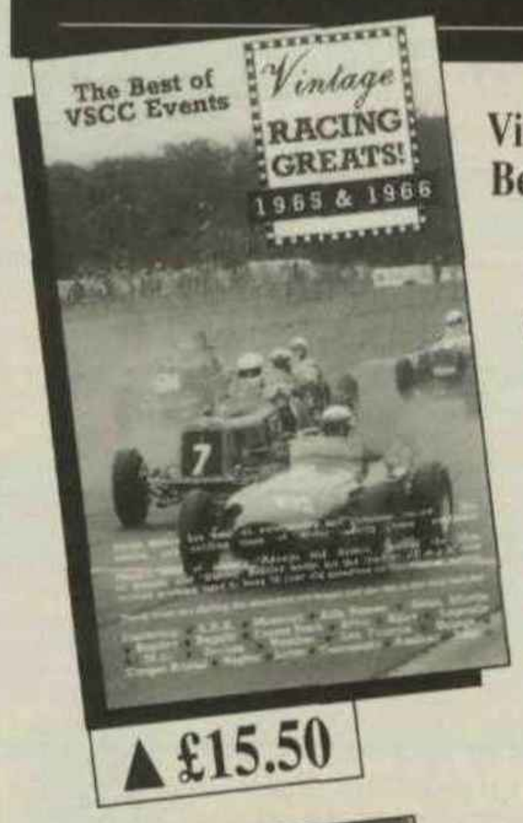

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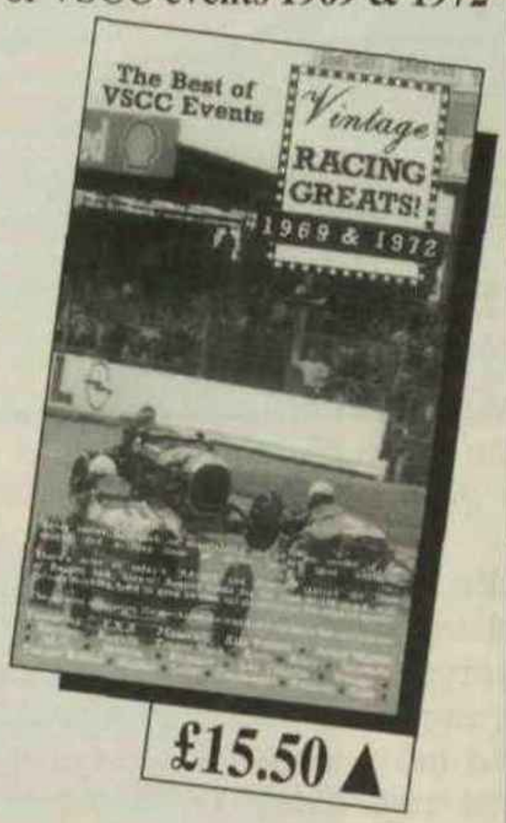

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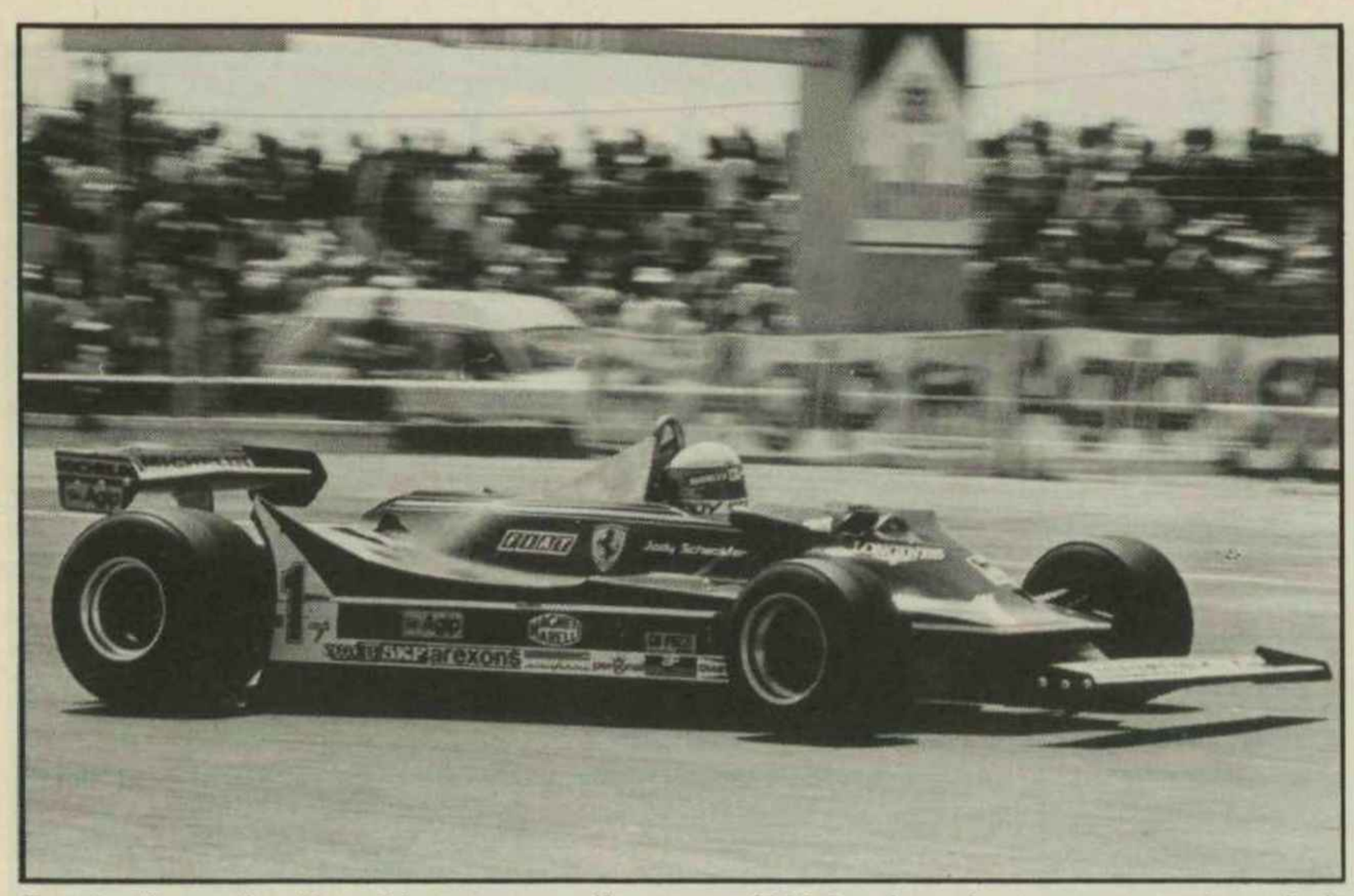


Despite the myths, Ferrari is prone to off-seasons. 1991 has been by no means unique. Jody Scheckter (pictured) and Gilles Villeneuve struggled with the T5 in 1980.

are lucky still to have the Spa-Francorchamps circuit in Belgium, which keeps everything in true perspective.

From a situation where McLaren-Honda dominated the scene, 1991 has seen the impressive rise of the Williams-Renault team, not to complete domination, but certainly to a position of being the team to beat and the overall performance of these two teams has left the rest of the field a bit out of breath.

Two teams who have failed to impress as much as was expected are Tyrrell and Benetton and both suffered from the same trouble. Promising new designs for the 1991 season were left high and dry by their designers' handing in their respective notices before their jobs were completed. Ken Tyrrell, with the help of some of his friends, signed a contract with Honda to use its V10 engine, while Honda itself concentrated on the new V12 engine for McLaren.

Dr Harvey Postlethwaite designed the Tyrrell 020 to take the V10 Honda engine, and a very nice looking car it was, with immense potential. Hardly had it got under way than he left the Tyrrell team, almost without warning, and disappeared from the Formula One scene, leastways for the moment. Having taken up a position at Mercedes-Benz, he will very likely be back in the not-too-distant future. The Stuttgart giant has already made its presence felt, with its shrewd placement of driving proteges Schumacher at Benetton and – from Suzuka onwards – Karl Wendlinger at Leyton House.

The Tyrrell 020 was thus effectively stillborn, and with the best will in the world you cannot expect those members of the staff who are left to continue with design and development of the brainchild of someone who has gone, even if he has left behind copious drawings and notes. As the season progressed, the Tyrrell 020 never really got off the ground in the way that was expected, despite a front-row qualification at Monaco and second-place finish in Canada.

The Benetton crew has been in similar trouble. John Barnard designed the B191, brand new for this season, using the works Cosworth V8 experimental engines, and then before the season was halfway through he left the team, for entirely different reasons to those of Dr Postlethwaite, and others had to try and develop the B191 not really knowing the direction in which Barnard's thinking was progressing.

While all this was going on the new Jordan team, using the production version of the latest Cosworth V8, in a car designed by Gary Anderson and masterminded by Irishman Eddie Jordan, was setting new standards for non-factory supported teams . . . and severely embarrassing Benetton.

As the season progressed Ford, who play a big part behind the scenes on behalf of Cosworth, made sure that Jordan had Cosworth HB engines that were extra good, and the Jordan team did more than justify the gesture. Before the European season ended Eddie Jordan announced his plans for next year, which involved a healthy tie-up with Yamaha of Japan. The V12 Yamaha engines have been supplied to the Brabham team for 1991 and – while not being spectacular – the engines have made steady progress and have caused a number of people to take a closer look.

Any day now an interim Jordan-Yamaha V12 will be out on test in preparation for 1992. It may be my imagination playing tricks, but since announcing the Jordan-Yamaha deal for next year, the emerald green cars have not performed as well as they were doing.

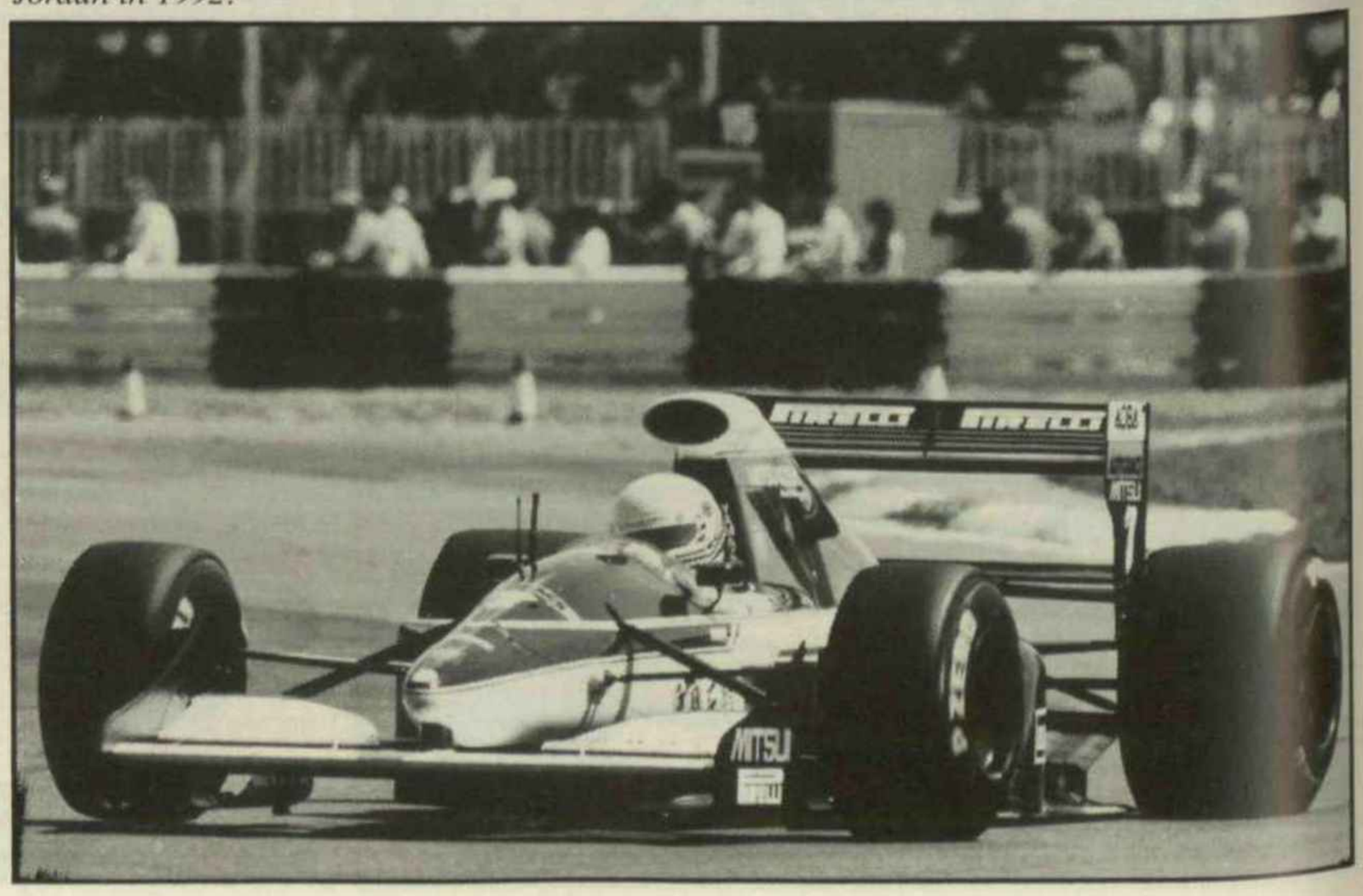
Could it be that Ford has taken the EXP label off the Cosworth V8s and replaced the HB labels? You couldn't really blame them, because Formula One is not an arena for sportsmen (it never has been amongst the winners), it is a serious business of engineering.

On a disturbing note, a colleague keeps a list of people in the world of Formula One who are in prison, or are about to go into prison and it totals something like 11. There seems to be one a month at the moment, the last being Akira Akagi, the Japanese owner of the Leyton House team. For what reason is neither here or there, but it is a worrysome trend.

Drivers have always been chopping and changing teams in an unstable manner, recently we have had a lot of chopping and changing among designers, and now we seem to be having a spate of big finance team owners being put behind bars, or in some cases simply 'disappearing'.

It is not a healthy situation for the future of Formula One, certainly among the "chorus" of the Grand Prix field. While Renault, Ferrari, Ford, Honda and Yamaha support the top end, Formula One looks stable and that situation could act as further stimulus for Mercedes-Benz, BMW, Toyota and Nissan to join in the game. DSJ

The Yamaha V12 has shown promise in the latest Brabham. Will it advance a stage further with Jordan in 1992?



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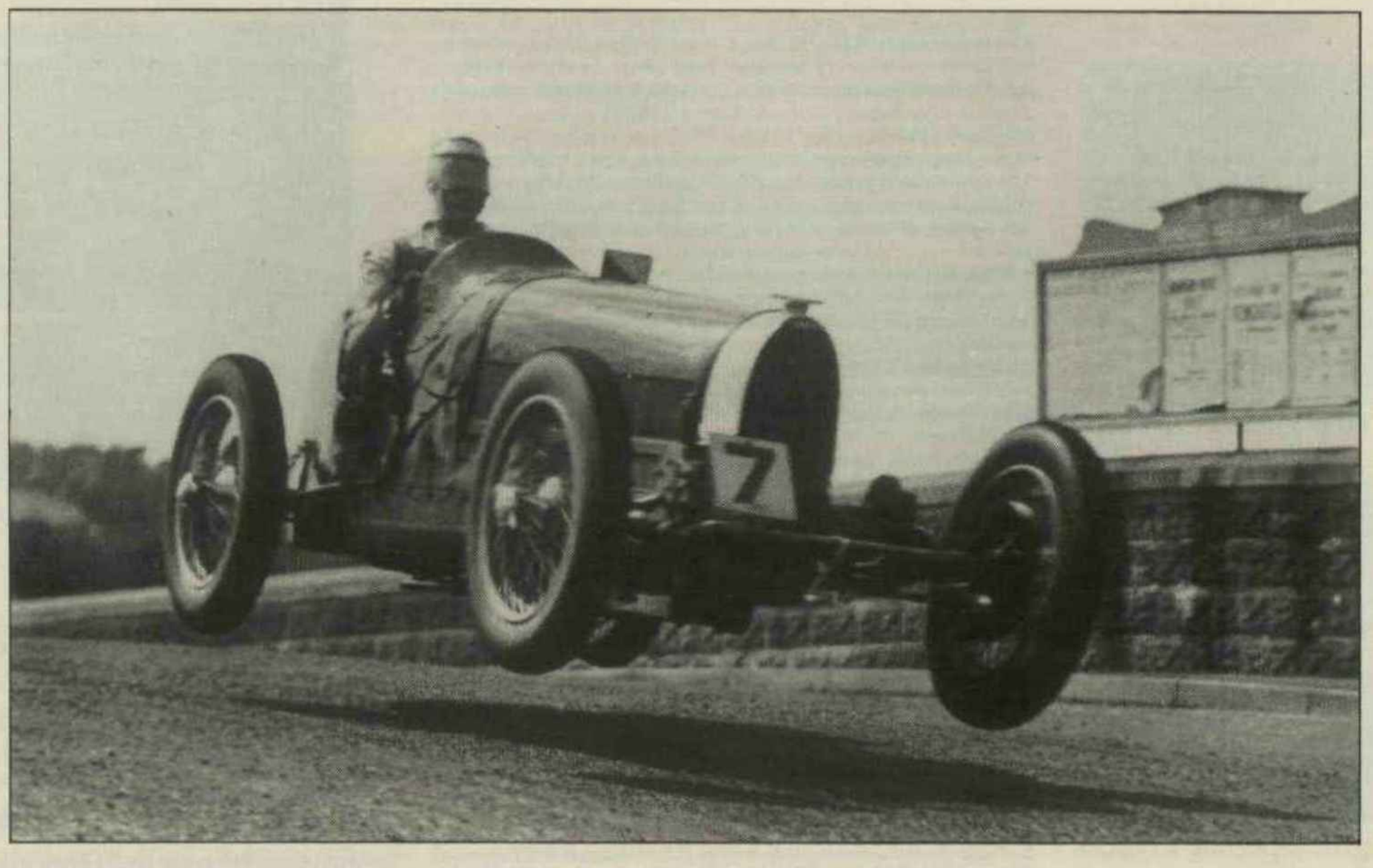

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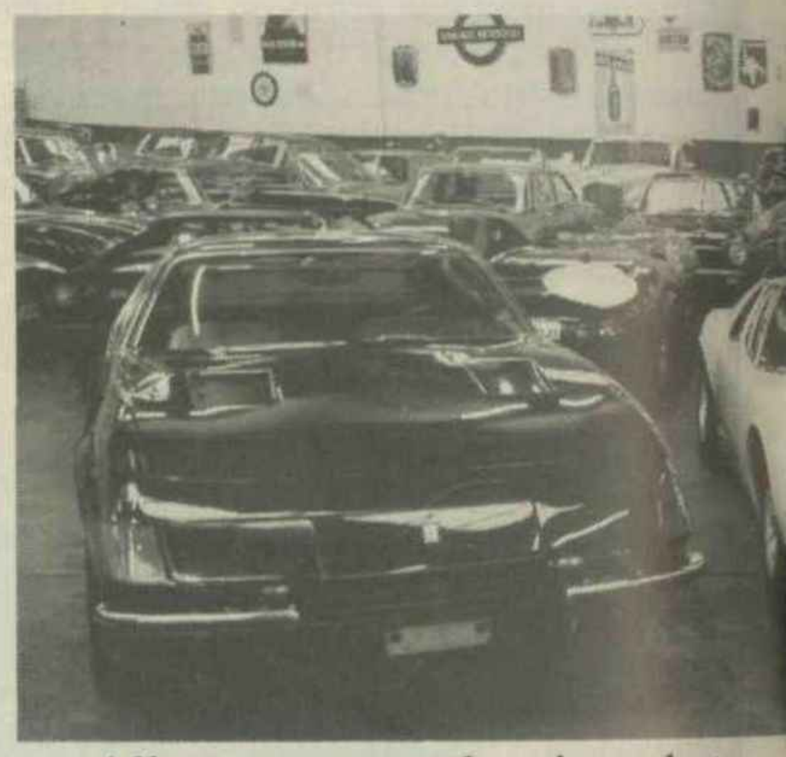

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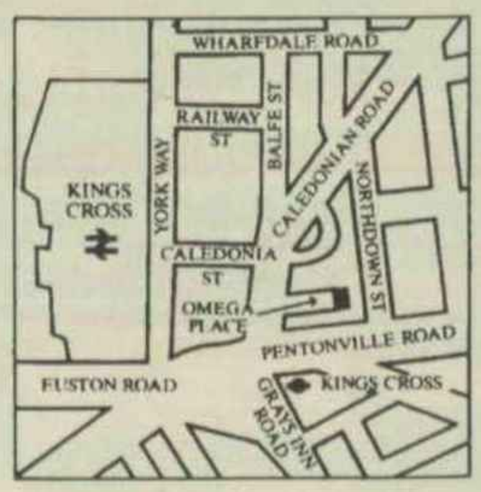

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REPORT

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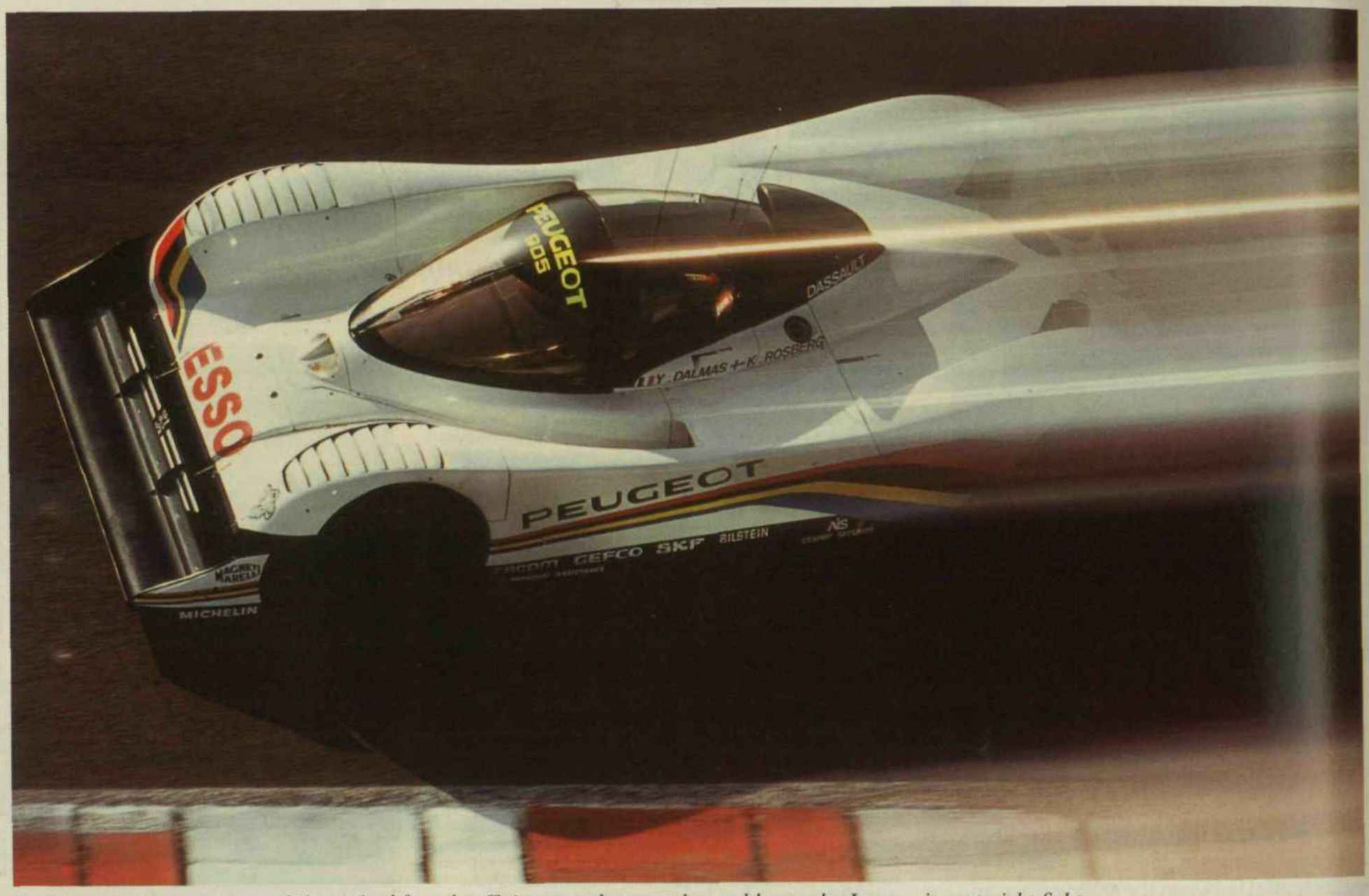


On home soil, Peugeot proved that it had found sufficient speed to match - and beat - the Jaguars in a straight fight.

Home fire burning

The Sportscar World Championship has been a one-sided contest this year, and the result of the sixth round at Magny Cours, in central France on September 15 put Silk Cut Jaguar well on the trail of the main title. What nobody predicted was that the gallant Peugeot Talbot Sport team would turn the tables on Jaguar and fairly dominate the race with a 1-2 result!

"If you'd told me at Suzuka that before the season ended I'd be lapping a Jaguar . . . I wouldn't have believed you." Keke Rosberg, winner of the 430 Kilometre race with Yannick Dalmas, found it hard to comprehend what had happened. "The progress the team has made has been quite incredible. The whole package was very good all weekend, Peugeot deserved this result, absolutely."

Faster than Jaguar in testing, quickest in all four practice and qualifying sessions, fastest lap, and total reliability — what more could team director Jean Todt have asked for? Second, 43 seconds behind the winning Peugeot 905, were Suzuka winners Philippe Alliot and Mauro Baldi, and the margin would have been a lot closer but for a messy pit stop that was beyond the team's control.

Although the purple Jaguars were comprehensively outgunned at Magny Cours, by a margin of two seconds per lap on average, the result wasn't a complete disaster. David Brabham helped Teo Fabi to a worthwhile third place and Derek Warwick to fifth after an extremely eventful run, which included a flash fuel fire and a visit to a gravel bed.

The important feature of the race, from Jaguar's viewpoint, was that Mercedes couldn't earn any points at Magny Cours, and are not realistic challengers any more. Continuing technical problems, now with porous engine blocks, blight the effort of the Swiss-German team that was almost invincible in the past two years, and in all probability will delay the decision about

Fourth place fell to the Spice of Dutchmen Euser and Zwolsman.

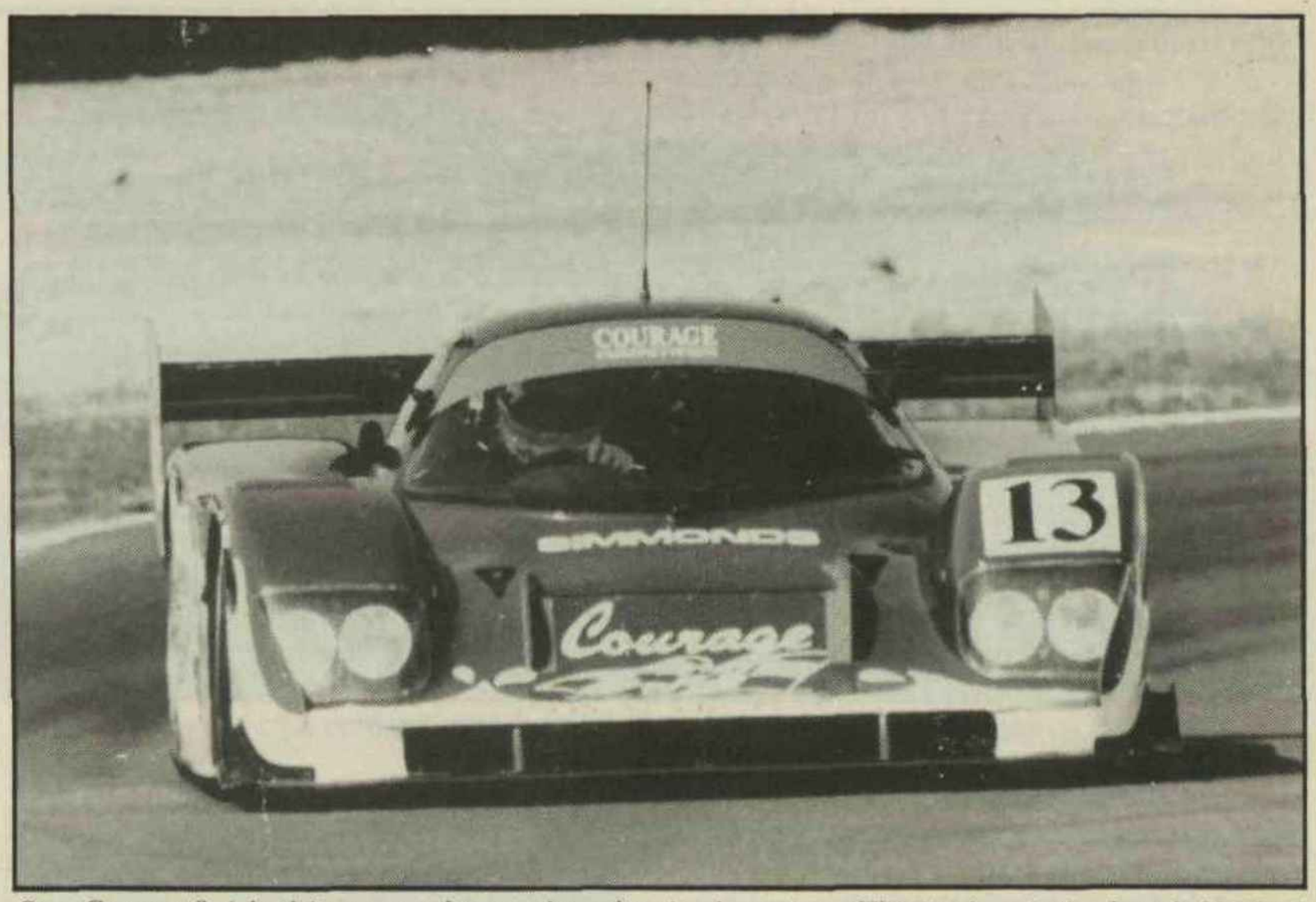
entering the Formula One arena in 1993.

Warwick's eight points at Magny Cours may not have been all he wished for, but they could be decisive in the Driver's Championship where six scores count, of eight. Fabi is well ahead, with 74 points to Warwick's 58, but if the Italian keeps up his excellent reliability record he will have to drop a score, perhaps 12 points, after the final round. Their relative positions could quite easily change if Warwick wins in Mexico or at Autopolis, a real possibility.

The Jaguar XJR-14s designed by Ross Brawn have been supremely successful for most of the season, but on fast circuits such as Suzuka (120.08 mph Group C record to Warwick), Monza (145.48 mph Group C record to Martin Brundle), Silverstone (130.80 mph outright record to Brundle) and the Nurburgring (124.58 mph outright record to Fabi).

Peugeot made real progress at the Nurburgring with the 905 bis evolution, and showed it to be superior at Magny Cours where the fastest lap was set by Alliot at 111.32mph. "No grip, no traction" were the complaints not only of the three Jaguar drivers, but of others up and down the pit lane.

The XJRs continue to be pace-setters in the fast corners, of which there are two at Magny Cours (the first and second after the pits, in fact) but were handicapped on the other five significant, and very slow turns. Some are so slow, in fact, that they're unworthy of a Grand Prix circuit, and would be more in keeping with a karting track.



One Cougar finished in a gravel trap, the other in the points. This is the ninth-placed C265 of Marco Brand and Denis Morin.

"It's a Michelin track, of course" was the other hot news of the warm weekend, but even that contention didn't bear up as Michael Schumacher claimed third place on the grid in the Mercedes C291, and Jean-Louis Schlesser made a huge effort to top the Sunday morning warm-up times.

Their Goodyears worked well when the suspensions had been set up properly, and there was the crux of Jaguar's difficulties: the XJR lacks mechanical grip, and could be in difficulties again at Autopolis unless Brawn can make a significant development.

Peugeot's team was confident from the very start, seeing that the Jaguars were laden with aerodynamic appendages to

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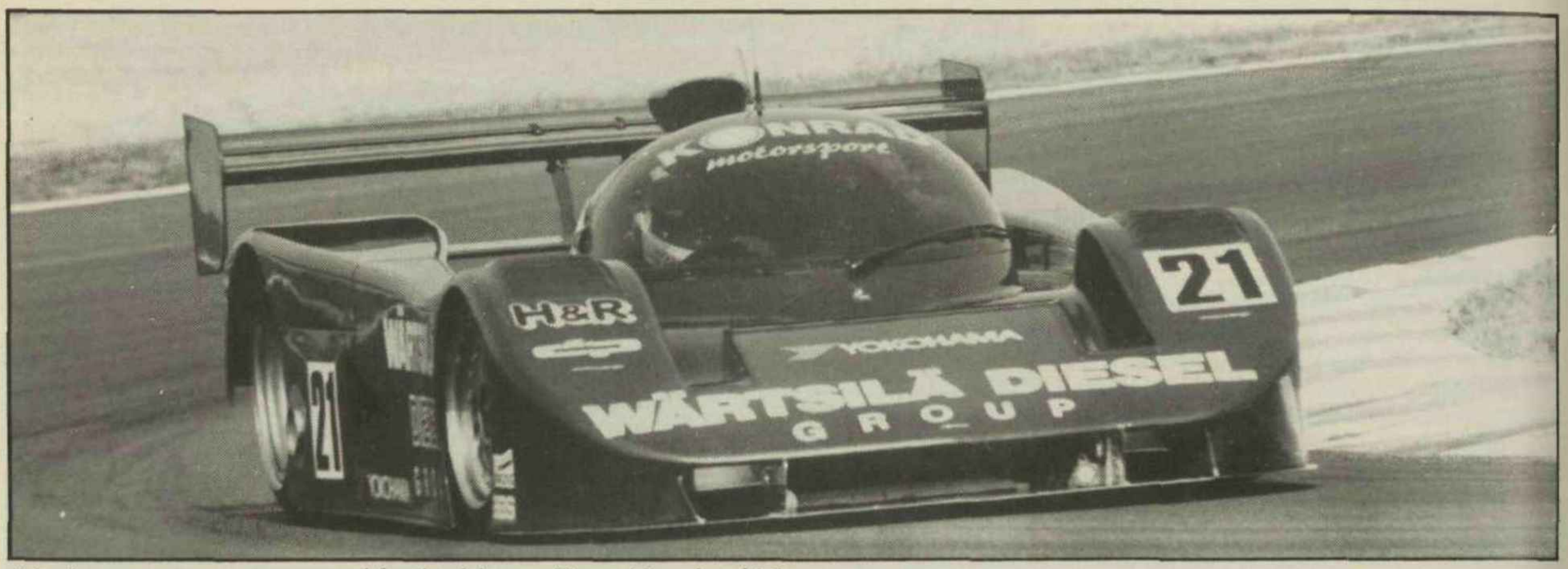


A broken starter motor accounted for the debutant Konrad-Lamborghini.

increase the downforce. In fact the 905s were in some difficulties on Friday morning with tendencies to bounce and porpoise at speed, but quite subtle changes cured the problems.

"The 905 responds to setting-up in the way a Formula One car would" says chassis engineer Tim Wright, formerly with McLaren. Wright shudders when he recalls his early experiences, on joining the team last December, when the drivers couldn't feel the difference between 200-pound and 400-pound springs.

Alliot was quicker than Dalmas in the cool of the morning, but the two Frenchmen reversed the positions as the temperature rose for the qualifying session, adding perhaps a second to the times overall. Baldi and Rosberg were asked to take secondary roles for the weekend, whic they did without demur, and Dalmas claimed pole position at 1 min 21.821 sec with Alliot close by at 1 min 22.020.

The two Jaguars and two Mercedes were far behind, in the 24s, Warwick and Fabi struggling with cars that didn't feel anything like championship contenders, and Schlesser and Schumacher coping with a crop of mechanical disasters.

Jochen Neerpasch admitted quite openly that faulty, porous castings were causing the flat-12 engines to overheat, but it was a broken differential that stopped Schumacher on Friday afternoon. The next day his intended race car lost its oil pressure, and the young German thrust the T-car to third place on the grid at 1 min 22.192 sec.

Schlesser's race car overheated so he stepped into the T-car to have another crack at qualifying, only to have the engine break on his second lap. Team director Peter Sauber wasn't enjoying the experience, but the Mercedes engineers were resigned to hearing bad news, or something worse, every time the cars were prepared for action.

Walter Brun and Franz Konrad had their new 3.5-litre cars raceworthy on their second appearance, although they didn't last any longer than the Mercedes when the race was under way.

Oscar Larrauri made all the running in the Judd V8 powered Brun C91 and qualified seventh, just ahead of the Euro Racing Spice driven by Cor Euser and Charles Zwolsman, while Stefan Johansson and Franz Konrad went through a brief, traumatic development programme to get the Lamborghini V12-powered Konrad KM-011 onto the seventh row.

Allowing that the dominant cars were white, not purple, the pattern of the race looked hauntingly familiar. Alliot claimed the first corner rather forcefully and fended off a number of lusty challenges from Dalmas (one of which put the bemused Mauricio Sandro Sala — "I thought they were team-mates" — onto the grass in his Mazda) and only one man could cause them any concern, Schumacher.

The silver Mercedes tagged Dalmas for eight laps, until Schumacher made a rather bold attempt to lap Jesus Pareja's Brun Porsche and just made the pits with a smashed front wheel. Schlesser yielded fifth place almost simultaneously as the throttle linkage broke ("like at the Nurburgring, but not in the same way" Neerpasch agreed), and Schumacher's spirited recovery ended in sixth place when the engine failed.

Johansson was amazed to find himself holding sixth place in the Konrad, despite gearshift problems and blistering front tyres, but the outing ended at the first pit stop when the starter wouldn't engage. Larrauri managed only four laps in seventh place before the Brun-Judd dumped its oil.

Fabi, running third in the Jaguar, was losing a second per lap to the Peugeots and was somewhat relieved it wasn't worse. David Brabham, holding fourth in Warwick's car, was losing more like two seconds per lap as he started on the softer Goodyear 240 compounds, and coped with chronic understeer.

Later, the car was well alight for a couple of seconds when the fuel valve jammed during the first pit stop, and Warwick was lucky to reach the end after diving into a gravel bed, and being helped out by the marshals. Ahead of him, claiming another good helping of points after a competitive outing, was the Euro Racing Spice of Euser and Zwolsman. A broken driveshaft prevented the evergreen veteran Henri Pescarolo from finishing in the second Spice, shared with Jean-Louis Ricci. MLC

RESULTS

MAGNY-COURS, SEPTEMBER 15

Pos	*Driver*	*Car*	*Time*
1st	Rosberg/Dalmas	Peugeot 905B	2h 31m 38.258s
2nd	Baldi/Alliot	Peugeot 905B	2h 32m 21.078s
3rd	Fabi/Brabham	Jaguar XJR-14	99 laps
4th	Euser/Zwolsman	Spice SE90C	95 laps
5th	Warwick/Brabham	Jaguar XRJ-14	94 laps
6th	Reuter/Toivonen	Porsche 962	93 laps
7th	Sandro Sala/Dieudonne	Mazda 767B	92 laps
8th	Lopez/Foitek	Porsche 962	92 laps
9th	Brand/Morin	Cougar-Porsche C265	90 laps
10th	Altenbach/Lassig	Porsche 962	90 laps
NC	Brun/Pareja	Porsche 962	87 laps
NC	Gonin/Taverna	ALD-Ford	73 laps
Rtd	Pescarolo/Ricci	Spice SE90C	driveshaft – 70 laps
Rtd	Schumacher/Wendlinger	Mercedes C291	engine – 23 laps
Rtd	Robert/Migault	Cougar-Porsche C265	spun off – 19 laps
Rtd	Fabre/Thuner	Roc-Ford	engine – 19 laps
Rtd	Johansson/Konrad	Konrad-Lamborghini	starter – 18 laps
Rtd	Schlesser/Mass	Mercedes C291	throttle linkage – 9 laps
Rtd	Larrauri/Pareja	Brun-Judd	engine – 5 laps

Fastest lap: Alliot, 1m 25.823s, 111.32 mph.

Where next Mr President?

MLC interviews new FISA president Max Mosley

"I looked in my shaving mirror this morning and thought, 'Gosh, at long last I can do something about the way motorsport is run'."

Five days after his election as President of the Federation Internationale du Sport Automobile, Max Mosley was slowly coming to terms with the awesome responsibilities of governing motor sports — from Formula One down to humble autocrosses, rallies and speed events in far-flung parts of the world.

Mosley inherits a lopsided World Rally Championship, a Sportscar World Championship on life support, and the delicate task of keeping the peace between European factions and the Americans on the issue of territorial limits.

It's hard to think of anyone better suited to the task. At the age of 51 Mosley, a qualified barrister, has the reputation of being a patient negotiator, a man who persuades others to share his beliefs, and above all a man who recognises that the world has changed out of recognition since the 1970s, when his predecessor was elected.

No longer will world motor sports be governed by edict, by strong-arm tactics that alienate the major manufacturers and competitors. Dialogue, and considered judgements, will be the order of the day.

On his first working day back in London, Max Mosley gave MOTOR SPORT the first interview as President of FISA. From now on he will divide his time between his family home in west London — he is married with two mature sons — his mews base in Knightsbridge, a paddock's length from Harrods, and the FISA bureau in the Place de la Concorde in Paris.

Will Mosley become a familiar figure on the Formula One podium, regularly deluged with champagne? "No, absolutely not! I may go to Grands Prix occasionally as a spectator, but I promise you that I won't go onto the podium afterwards. I shall go to one driver's briefing, in Japan next weekend, to wish them luck . . . and to tell them that it's the last one I'll be going to!

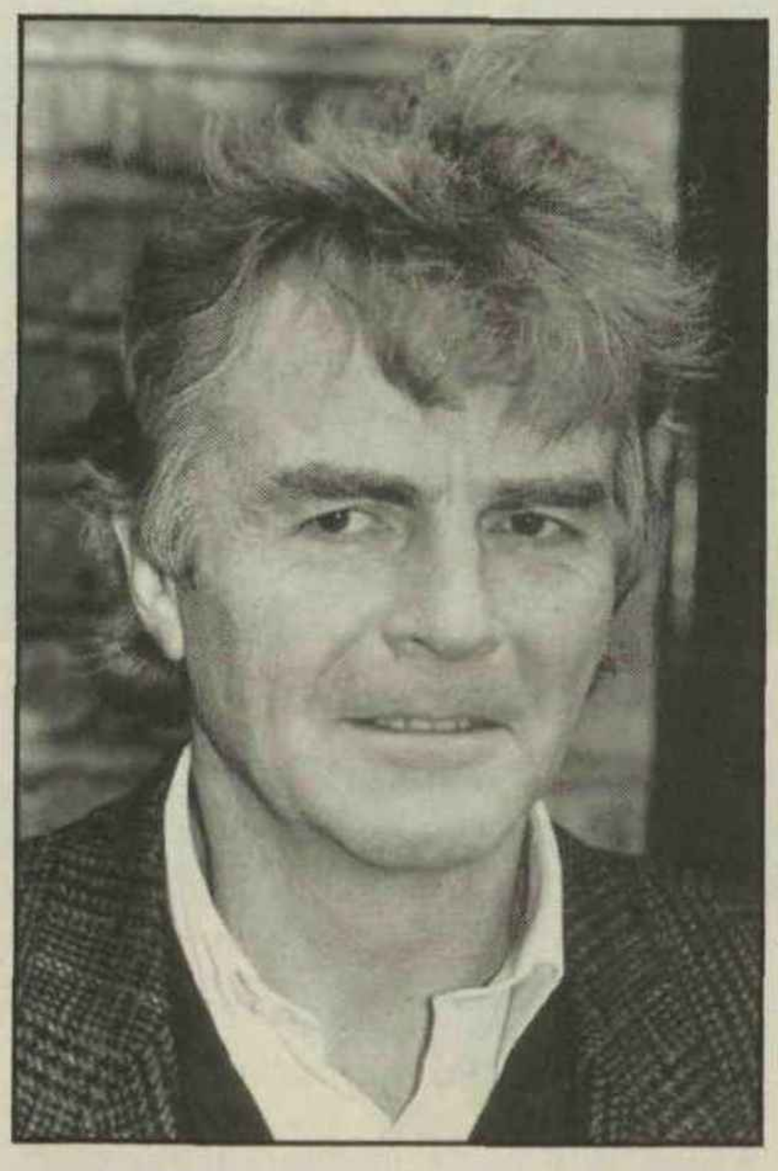
"Formula One is the one area of the sport where there are very good checks and balances. It's extremely ably run. It's not pure luck that Formula One is where it is today, it is pure management skill, largely by Bernie Ecclestone supported by the teams, and of course under the auspices of the FISA. The whole of Formula One is regulated by the Concorde Agreement, which spells out in great detail how everything is to be done, and I am going to follow that to the letter."

It was Mosley himself who drew up the Concorde Agreement, while working for FOCA, and it seems that Formula One will now "float off" and be left to its own devices while FISA concerns itself with more pressing matters.

In the election run-up, some voiced the opinion that Mosley remains "Bernie's man" although he left the FOCA organisation in 1983, to become president of FISA's manufacturers' commission; others believed that Ecclestone was none too pleased at the candidature, enjoying the status quo with the noisome President Balestre who drew all the heat.

Mosley reacts warmly. "I am certainly not Bernie's man, I am not anyone's man. It has taken a lot of time, effort and hard work to get here, and if anyone thinks I'm Bernie's stooge, or puppet, they should take a good look at my record.

"Look, Bernie is the vice-president of the



FIA, charged with promoting the FIA's championships, and I am the president of the FISA, so our jobs are a little different. It's true that you now have two Englishmen in key positions, but before you had one Frenchman in two key positions. I can't see that the new situation is worse.

"Bernie was quite happy with Balestre, and said so; they are good friends and get along fine, and I hope that he and I can do the same."

The Sportscar World Championship is, says Mosley, "one of the most difficult and urgent problems facing FISA at the present time. The most fundamental problem is the lack of public interest, and I don't pretend to know the answer to this. We have to look at our priorities, and number one is Le Mans.

"Of all the things that happen in the year Le Mans is one of the biggest and most important. We must make sure that we keep Le Mans in the championship, and that the ACO have all the cars they need. I won't say that the world championship is secondary to that, but it may be that Le Mans will be the engine that will get the championship a better following."

The survival and expansion of the Sportscar World Championship will be a priority in discussions in the next couple of months, starting with top-level meetings conducted by Mosley in Japan during his recent visit.

He will listen attentively to what the manufacturers have to say, and insists that "we'll have only one chance to get it right. Whatever we do, it must be the correct decision because we can't keep changing our minds. Above all, everyone wants stability and growth."

On rallies, the manufacturers can expect a better hearing. "The fundamental decision is whether to restrict the number of rallies to a level which is feasible for a manufacturer to do, and insist that he does them all, or to have a greater number and restrict the number that a manufacturer is allowed to do.

"If you restrict the absolute number of world championship rallies held in a year, perhaps you should have certain events held every other year, or two years out of three, or one in three. It all depends.

"I feel that there should be a better balance of events around the world. You see, you have seven manufacturers championship events in Europe and three outside Europe. But there are 18 countries in Europe and 57 in the rest of the world, so is that entirely fair?

Fostering motorsports in Asia and the Far East, in Africa and in South America is something that Mosley intends to devote much time to, saying that FISA "has a clear duty" to see how best to help the poorer, most populated nations establish motor sports at ground level.

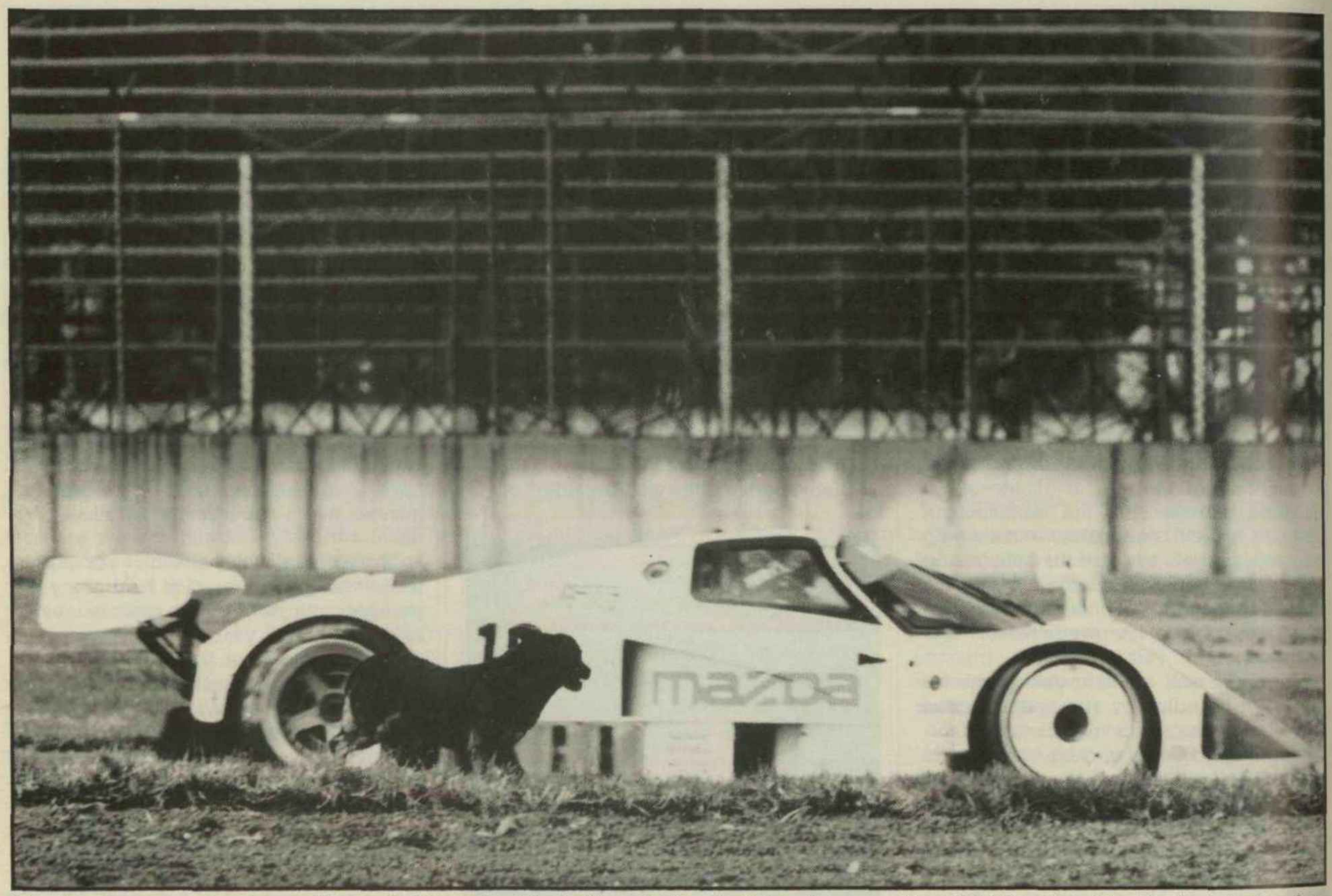
The environment is another priority, though here Mosley says that a strategic planning commission may be needed to look at environmental, political and financial pressures that lie ahead. "But not closer than two years ahead, because we must have proper, long-term plans such as any international company would have."

Of the dispute with CART, the American single-seater organisation, over territorial rights, Mosley believes that the solution will be reached swiftly and quite easily. "CART racing is essentially oval racing, and Formula One is essentially road racing, so there is a clear distinction. If the CART organisation wants to expand internationally it should be on oval circuits, and there are a number of places in the world where very serious consideration is being given to building ovals.

"This is the obvious way it ought to go, and this is how we should discuss it with the Americans. I have met all the relevant people and they are all extremely rational, sensible people. I have no doubt that a sensible solution will be found."

High Noon is not on the list of Mosley's options. "Whatever FISA decides to do in the future, there must be no quick fixes, no shooting from the hip. Policies must be carefully considered, decisions must be right first time, because having done something it's very difficult, and undesirable to undo it."

MLC



Do not adjust your magazine . . . The works Mazda is outbraked into the Peraltada by a late entry. New FISA President Max Mosley is looking into new rules for Group Canine in '92.

Double and quits

It took a while for the Silk Cut Jaguar team to react to the success in Mexico. Derek Warwick was heading for second place in the Sportscar World Championship encounter and made a late dash to the pits for slick tyres, all the better on a drying track to catch race leader Keke Rosberg.

It was a racer's choice, not a strategist's, and the gamble failed when the Jaguar's starter motor refused to engage. Nearly ten minutes later Warwick got back into the race, down in sixth place and bitterly disappointed. Success? Why, the World Championship for Teams, the most important trophy to have, was secured again for Jaguar after a two-year loan to Mercedes!

Winning the race is the most important thing, and the team was so dejected about losing a top-two result that the Teams Championship seemed almost incidental, until celebrations began in the Hotel Fiesta Americana and continued well into the night.

Jean Todt went to Mexico with a message for Jaguar and Mercedes: Peugeot's victory at Magny Cours was no fluke! The French cars were quickest in all four practice sessions, the Sunday morning warm-up, and finished the race in first and second positions, so no doubt remains that this is the team to beat.

The implications were rather serious for Teo Fabi and Derek Warwick, as they waited three weeks for the final encounter at Autopolis. Championship leader Fabi didn't even start the Mexican race, the oil pressure having failed in his Jaguar's engine before the event, and Warwick didn't capitalise as he hoped.

Mauro Baldi (still the reigning world champion driver, sharing the title with Jean-Louis Schlesser) and Philippe Alliot finished second to Keke Rosberg and Yannick Dalmas, and improved their title hopes considerably. What seemed like a two-way battle between Fabi and Warwick became a four-way contest as Baldi and Alliot closed in.

Fabi went to Japan with 74 points, Warwick with 64, the Peugeot pairing with 59. Such is Peugeot's race advantage now, likely to be enhanced on the slow Autopolis track, that the Baldi/Alliot pairing could be expected to win.

Todt would certainly not allow Rosberg and Dalmas to finish ahead of them. Fabi must finish not lower than sixth to score 80 points but nothing less than a victory will do for Warwick, who still gets angry every time he thinks of the 20 points he was denied at Silverstone in May.

There is an enormous difference between the Magny Cours and Mexico circuits, but Peugeot's advantage was just as well defined. Magny Cours is on the low plains of central France, with only one decent, fast corner, lots of stop-go turns, and a Group C lap record standing at 179 km/h.

The Autodromo Hermanos Rodriguez is 2,000 metres above sea level, though ringed by mountains, has four high-speed turns including the breathtaking fifth-gear Peraltada, is notoriously bumpy, and has a new Group C record at 195 km/h.

It was comforting for the Jaguar team to think of Magny Cours as an aberration, a place that suited the Peugeot cars and their Michelin tyres, and where the XJR-14s proved difficult to set up properly. No such comfort was justified in Mexico where the Peugeots were again at least a second a lap quicker, even though the Jaguars were apparently well adjusted, and where even their reliability factor was superior on race day.

Throughout the season, though, the Silk Cut Jaguar team has performed with distinction. Ross Brawn's XJR-14 design was immediately the best in the field, even though the first trials were carried out only three weeks before the opening round at Suzuka.

The Peugeots hold team formation at the start (above). At the other end of the success scale, the fledgling Brun was an early casualty (below).

Team manager Jean Todt, Philippe Alliot, Yannick Dalmas and Keke Rosberg celebrate a second consecutive 1-2.

There was a setback in Japan which benefitted Peugeot, but the Jaguars were consistently four seconds a lap quicker there, at Monza where they finished first and second, and at Silverstone where they were first and third. The British team's speed advantage had virtually disappeared when put to the test at the Nurburgring in August, but it was another 1-2 result which, on reflection, secured the Teams Championship.

Over the greater part of the season Silk Cut Jaguar ran rings round Peugeot and Mercedes, both in terms of speed and reliability, and a couple of late-season defeats should not cloud the fact.

More development work is needed on the XJR-14 in preparation for the 1992 World Championship, but before then a new major sponsor will have to be found to replace Gallaher's Silk Cut cigarette brand.

There are signs that the budget has been cut back already, in terms of manpower and development. TWR's failure to send a spare car to Mexico was a savage blow to Teo Fabi's championship aspirations, because although both XJR's had performed faultlessly throughout qualifying Fabi's developed a fault in the oil system on Sunday morning.

A new engine was installed in the four-hour break between the warm-up and the race (neither Mercedes nor Peugeot could have done this) but the new V8 didn't have any pressure either, so the car was pushed back from the pit-lane exit while the others set off for the warm-up lap. Warwick, on the pit wall watching David Brabham take the start, must have felt optimistic about closing the gap on Fabi.

Mercedes came right into the reckoning, both in qualifying when Michael Schumacher made a supreme effort to snatch a place on the front row, and in the race when the C291s remained honest until well into the second half of the race. At 60 laps, out of 98, they lay third and fifth overall, Schumacher merely 18 seconds behind the Peugeots after a great catch-up drive.

Schumacher has emerged not merely as a promising youngster, but as a future champion who sets the pace in Peter Sauber's team, and is now tipped to lead the TWR-managed Benetton Formula 1 team into 1992.

All credit is due to Jochen Neerpasch, Mercedes' team director, who insisted on continuing his 'junior programme' at Mercedes when others would have preferred to forget the whole thing and rely on age and experience.

Philippe Alliot's pole position time of 1 min 19.229 sec was quite out of the ordinary, although the suave Frenchman shrugged it off. "It wasn't a good lap really. Half way round the engine made a bad noise so I eased off a bit. The engine was damaged by the end, so I was surprised to see a 19."

Even so, it was more than a second quicker than Schumacher could manage with a huge effort in the Mercedes, and 1.5 seconds quicker than Warwick's best. It was four seconds quicker than Rosberg had gone the year before, second time out in the 905, and 1.5 seconds quicker than Martin Brundle's scorching pole position in the turbocharged XJR-11.

What is more, Alliot was only 2.5 seconds slower than Riccardo Patrese's Formula 1 qualifying record set in June and would have put the Peugeot onto the eighth row of the Grand Prix grid, so let no-one doubt the quality of the French team.

Keke Rosberg, pushed back to the second row of the SWC grid by Schumacher's brilliant lap, was in a black mood after being fined $15,000 by the FISA stewards for careless driving. He had driven into the side of the Kremer Porsche during the Saturday morning session, under braking at the end of the long straight, but claimed he didn't know it was there!

So far as Rosberg was concerned he passed the Porsche at the beginning of the braking area and then ceased to consider it. "Everyone knows that a 750 kilogramme prototype with carbon brakes stops quicker than a 950 kilogramme Porsche with steel brakes. It should not have been there, in my estimation."

But it was, and local hero Tomas Lopez was the one who went for a damaging spin along the guardrail. The Kremer Porsche didn't last long in the race, as Lopez parked it in gravel.

Rosberg was in the wars again even on the warm-up lap, managing to collide with team-mate Alliot in the Peraltada Curve and upsetting the Peugeot's handling. Two corners later, when the race was under way, Bernd Schneider's Joest Porsche hit Schlesser's Mercedes in the rear, neatly slicing off the wing end-plate and giving the C291 a tendency to oversteer.

At first the 430 kilometre race was rather pedestrian, as Alliot paced out a five-second advantage on Rosberg, who complained of understeer in the vital Peralta curve and consequent loss of 200 rpm down the straight. David Brabham kept a distant watch on them in third place, and Karl Wendlinger fell away in fourth position as cramp seized his right leg. He was passed by Schlesser, then stopped early to hand over to Schumacher who entered the race with enthusiasm a lap behind the Peugeots.

The Joest Racing Porsches driven by Schneider, with John Winter, and Derek Bell with Gianpiero Moretti were doing nicely in fourth and seventh positions, performing as well-prepared Porsches always do, and would both finish in the top five.

The Euser/Zwolsman Spice comes briefly to grief at the first corner.

Pit frenzy. The sixth-placed Jaguar of Warwick and Brabham undergoes a regular service before its starter motor broke.

The rarified atmosphere at 2,000 metres suits the turbocharged engines much better than the high-revving 3.5-litre engines which are reckoned to lose 10 per cent of their power (and in qualifying Baldi set a new record, missing his shift into sixth in front of the pits and wrecking the engine at 15,500 rpm!).

A fall of rain, light at first at around 63 laps, gave the race a new look. Race leader Baldi pitted a couple of laps early for the handover, and Alliot went out on Michelin intermediates; Baldi had wanted rain tyres, but the radio signal broke down.

Dalmas went to the pits next time around, when *Rosberg took the car on 'full wets' but* Warwick, the race leader for all of 30 seconds, and Jochen Mass decided to get another lap out of their slicks. The braking zone was like a skating rink at the end of the straight, and there was a rare sight of the Mexican ballet company, Mass, Warwick and Yojiro Terada (Mazda 787) pirouetting in company on the grass without coming to any harm.

Soon Alliot spun and went a lap behind Rosberg, with Warwick joyfully splitting them and making up four or five seconds a lap with Goodyear rain tyres fitted. Rosberg's 38 second lead over Warwick on lap 70 was slashed to 11.6 seconds on lap 78, but the rain had eased off and the purple Jaguar didn't make up any more ground.

It was then that Warwick decided to dive in for slicks, and an inoperative radio link prevented the team from keeping him out, for safety. Victory seemed a little unlikely, to be honest, after a pit stop with nine laps remaining, but tactically second place and 15 points would have been almost as good.

The duff starter motor put paid to that, a supreme irony since TWR have taken considerable trouble to make the system reliable after experiencing failures at Suzuka and Monza.

As the rain started Schumacher's fine drive came to an end with failing oil pressure in the Mercedes flat-12, and a few laps later Schlesser's Mercedes stumbled to a halt with water in the electrical system. The luck that always rode with the C9 and C11 seems to have abandoned the C291, but the Stuttgart engineers hope to have overcome the porosity of the engine blocks before the season ended.

A three-way fight to the finish — even a four-dimensional scrap, if the new Toyota is as good as it sounds — will provide a welcome boost for the Sportscar World Championship series, which needs a dose of optimism during the off-season. MLC

RESULTS

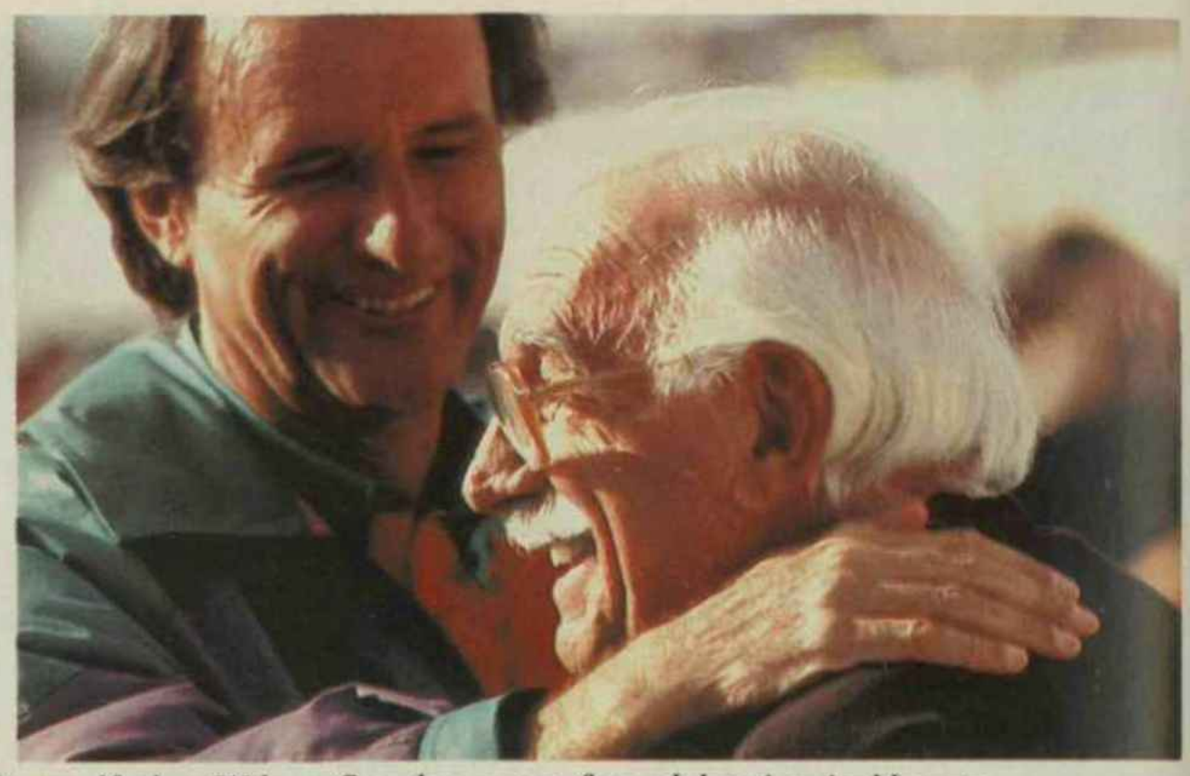
TROFEO MEXICO, OCTOBER 6

Pos	*Driver*	*Car*	*Time*
1st	Rosberg/Dalmas	Peugeot 905B	2h 29m 25.811s
2nd	Baldi/Alliot	Peugeot 905B	97 laps
3rd	Winter/Schneider	Porsche 962	94 laps
4th	Euser/Zwolsman	Spice SE90C	93 laps
5th	Moretti/Bell	Porsche 962	92 laps
6th	Warwick/Brabham	Jaguar XJR-14	92 laps
7th	Fabre/Robert	Cougar-Porsche C265	90 laps
8th	Pareja/Sigala	Porsche 962	89 laps
9th	Terada/Dieudonné	Mazda 767B	89 laps
10th	Migault/Salerna	Cougar-Porsche C265	88 laps
Rtd	Schlesser/Mass	Mercedes C291	electrics – 80 laps
Rtd	Schumacher/Wendlinger	Mercedes C291	oil pressure – 63 laps
Rtd	Konrad/Johansson	Konrad-Lamborghini	spun off – 36 laps
Rtd	Larrauri	Brun-Judd	starter – 31 laps
Rtd	Lopez/Reuter	Porsche 962	spun off – 22 laps
Rtd	Taverna/Gonin	ALD-Ford	differential – 1 lap

Fastest lap: Schumacher, 1m 21.611s, 121.18 mph.

Drivers' World Championship: 1st, Fabi 74; 2nd, Warwick 64; 3rd, Alliot and Baldi 59; 5th, Euser 48; 6th, Reuter 43 etc.

Teams' World Championship: 1st, Silk Cut Jaguar 93; 2nd, Peugeot Talbot 69; 3rd, Sauber Mercedes 50; 4th, Euroracing 48; 5th, Mazdaspeed 44; 6th, Kremer Porsche 43.



Happy family: Christian Fittipaldi (left) gave spectating father Wilson and grandfather Wilson Snr due cause for celebration in Nogaro.

Keeping it in the family

When Emerson Fittipaldi clinched the 1974 World Championship at Watkins Glen, his McLaren was powered by an engine similar in performance to that which carried his nephew Christian to the 1991 European Formula 3000 crown. While Uncle Emerson continues to ply his trade successfully in CART, the family name has this year returned to the forefront of European motor racing, thanks to the remarkable maturity of a 20 year-old.

Despite his promising pace in pre-season testing, Christian wasn't much fancied to maintain a season-long title challenge. Although he'd won F3 titles in his native South America, nobody in this hemisphere could judge the strength of the competition. One win and a string of decent results during a season of British F3 netted fourth place overall, but to jump immediately from there to F3000 smacked a little of over-ambition. Pole position for the opening race proved, however, that Fittipaldi was ready to tackle the higher formula, and he's never looked back since. Two wins from 10 races may not sound much like a championship-winning formula, but F3000 is usually tightly fought. Consistency is therefore paramount. His closest title rival Alessandro Zanardi likewise won only twice, but he too managed to hover around the top three all season. Emanuele Naspetti, on the other hand, won four races on the trot but suffered from inconsistency. "We didn't lose the title by running badly in the last two races," explains Naspetti. "Ultimately, we lost out by having the wrong chassis for the first four events."

Certainly, a Reynard was the thing to have this season. Although the Lola showed glimpses of form in mid-season, it never looked like winning. Fittipaldi and Zanardi benefited from plenty of pre-season mileage with their Reynard-Mugens, and it was fitting that the two men who started the year on the front row at Vallelunga should do so again when the series concluded at Nogaro. Once again, Fittipaldi had the pole, albeit by only 0.03s. If either of the two main title contenders was feeling the pressure, it didn't show. A win would guarantee either of them the title. Thereafter, there were numerous possibilities, with only two points separating the top three. However Naspetti, after a troubled practice, was only 15th. Unless his two adversaries collided or fell victim to mechanical problems, his task was one of Sisyphus proportions. And even if they did fall by the wayside, he still had plenty to do. In the event, he drove a canny race to finish sixth – the first time during the whole season that he had scored a point without winning a race, and therein lay the difference.

Up front, Fittipaldi was magnificent, thoroughly demoralising Zanardi with his startling pace from the very first lap. A few races earlier, Fittipaldi's championship momentum had appeared to be slipping. "That was the fuel situation though," he counters. "Both Zanardi and Naspetti had special fuel before we did, and it showed. We were caught slightly on the hop. We had some brewed for the last few races, and I think we redressed the balance."

His excellent drive at Nogaro suggests he would have won the title come what may, but it wasn't without a little good luck that he had gone to south-western France with a two-point advantage. In the penultimate round at Le Mans, he led from pole position only to spin on lap three in conditions far better suited to water polo than motor racing. He rejoined the race in fifth place, and worked his way back up to second place without actually having to overtake anybody, the three cars immediately ahead all retiring. One of these was Zanardi's, and Pacific Racing team chief Keith Wiggins is quick to concede that Christian's extraordinary mechanical reliability paid a big part in his championship success. Zanardi could only rue what might have been. "By and large I feel I should have dominated this series," he sighed after his alternator failed at Le Mans. "A driveshaft in Pau, a puncture in Enna and now this . . . that's a minimum 21 points."

At least, having been snapped up by Jordan for the final three Grands Prix

Fittipaldi outguns title rival Zanardi and the rest at the start of the Nogaro finale.

of the season, he has the consolation of a Formula 1 drive – at least for the time being. Such things are as rare as an uncomplaining racing driver. Quite how and where the cream of this year's European F3000 crop will fit into F1 presents an interesting statistical problem. The long-term F1 future of several smaller teams is in doubt, which creates even more of a bottleneck. Of the few seats that were known to be available, several are already spoken for by Japanese drivers who have access to the sort of sponsorship that remains a pipedream for most Europeans. Moving up from the Japanese F3000 series, Ukyo Katayama will drive for Larrousse, Akihiko Nakaya for Brabham. That releases Mark Blundell onto the market, so there is a proven young talent with a season's F1 experience pitching for a drive amid the F3000 graduates . . .

Fittipaldi, fortunately, has a wise approach and realises the difficulty of the situation. "I don't want to drive in F1 unless the package is absolutely right. There's no point rushing to get a drive just to be there. I'm young, so I can bide my time. The European title may help me get into F1 next year, it may not. If I can't find a good F1 drive for '92, it would be interesting to try and retain the F3000 title. Nobody's done that before." As an afterthought, he gets on

Antonio Tamburini won at gloomy Le Mans.

very well at Pacific Racing, which has F1 plans of its own, although not until 1993 at the earliest . . ..

Naspetti too has high hopes of a quick graduation to F1. "Sure, the title would have been nice, but it really doesn't matter too much that we didn't win the title. The important thing is that I've won a few races, so the teams think I'm worth talking to."

If access to F1 is difficult for the top three, you can imagine what it will be like for the rest. Antonio Tamburini, who drove magnificently to win in dreadful conditions at Le Mans, is seriously considering a lucrative offer from Alfa Romeo to contest the 1992 Italian Touring Car Championship. "I'd love to do F1, and I have a few contacts, but they all need me to find massive sponsorship. If I drive for Alfa, I can make a good living."

After a season's duty as Williams's test driver, Damon Hill also feels the time is ripe for a change. "It's just so difficult though. All the top drives are taken by established aces, and trying to get a foot in the door just so that you can show a glimpse of your ability requires a pot of gold." After a frustrating year in F3000, Hill at least had the chance to remind everyone of his worth at Nogaro. At the helm of a Reynard hired for the weekend by Middlebridge, the Barclay Team EJR driver was the only man who could live with Zanardi and Fittipaldi. Only when his team-mate Vincenzo Sospiri drove him off the track while being lapped, in the most stupidly obstinate manoeuvre of the season, did Hill lose any hope of finishing second. So far ahead were the first three that he was still able to regain the circuit and take a place on the podium.

Frenchmen Jean-Marc Gounon and Laurent Aïello have both done a good job this season. Gounon is a master of improbably good starts. Time and again he has made amends for average grid positions with stonking first laps. At Mugello he gained 14 places, at Le Mans 11 and at Nogaro – parts of which make Mallory Park look like Silverstone – he gained eight . . . He and 3001 Ralt team-mate Andrea Mon-

"F1 here a couple of us come (maybe)." The class of '91. Back (from left): Lavaggi, Giovanardi, Apicella, Sospiri, Aïello, Naspetti, Montermini, Bugatti, Zanardi (sneezing!), Furlan, Collard, Velay, Hélary. Front (from left): Stewart, Fittipaldi, Hill, McNish, Tamburini, Amati, Gounon, delle Piane, Colciago, Belmondo, Gache.

Alessandro Zanardi suffered further water in the electrics at Le Mans, alternator failure costing him a certain second place.

termini have suffered as a result of the inconsistency of their chassis; of the two, Ferrari and Dallara F1 tester Montermini's contacts give him the greater chance of making F1 next year.

As for Aïello, he has made the most of a generally bad job in the Marlboro/DAMS works Lolas, usually outpacing his more fancied team-mate Allan McNish. McNish's relative loss of form has been blamed on several things: demotivation, inferior treatment from the team, loss of morale...1990 must seem like an eternity ago to the young Scot, who has endured a negative season for the first time in his career. A certain amount of reputation restoration is required here, due in no small part to his team-mate's speed, relatively speaking.

Aïello's star has been firmly in the ascendancy. He has channelled his aggression into driving around the imbalance problem that has afflicted all the Lolas, and was comfortably the quickest of the Huntingdon manufacturer's representatives in the final two races. In his second season, he should mature into a winner. As for McNish, his career will only benefit from another year of F3000 if he rediscovers the winning habit.

Mind you, Marco Apicella now faces a *sixth* season in the formula, and nobody is writing off his career. Never previously one to give up, even Marco's spirit appeared to be broken as his PSR Lola showed no sign of going any faster towards the end of the year. Then, eight laps into the final race, he woke up. After a pit stop to replace a damaged nose, he emerged to reveal that the old Apicella fire was still burning, setting fourth fastest race lap in a masterful display of controlled aggression.

If he does stay on next year, he may find himself racing in Formula Two. By the time you read this, FISA should have met to discuss the route F3000 will take. We are fully in support of the name change (see *Arront Nonsense*), and would also welcome the proposed adoption of control fuel, to eliminate the expense to which teams have gone having assorted performance-enhancing cocktails brewed up. The plan is that FISA will supply fuel from a common tank, which will be taken to all races. The supplier will not be identified, in order not to embarrass trade fuel suppliers whose logos are carried by some teams.

Other possible changes include a complete ban on spare cars and the outlawing of testing at circuits hosting a round of the championship, carbon brakes, ABS and telemetry systems. All of this would make perfect economic sense. The same is true of the proposed regulation stipulating that engines must be of 90deg V8 configuration, thereby keeping out sleeved-down versions of the more complicated narrow-angle designs that proliferate in F1.

For the formula's sake, the above should all be ratified and incorporated within the 1992 regulations. Finding a full F3000 has been getting harder and harder in recent years. Of the major motor racing sponsors, only Marlboro has supported the formula since its inception. Barclay, a new face in 1991, is not likely to be around next season. They could have two fully-sponsored F3000 cars for the price of a rear-wing endplate in Formula One, yet are likely to opt for the latter on account of the increased media exposure available . . .

SA

1991 EUROPEAN FORMULA F3000 CHAMPIONSHIP
— final positions

1	Christian Fittipaldi	Pacific Reynard 91D	47 pts
2	Alessandro Zanardi	IBR Reynard 91D	42 pts
3	Emanuele Naspetti	Forti Lola T91/50/Reynard 91D	37 pts
4	Antonio Tamburini	Pacific Reynard 91D	22 pts
5	Marco Apicella	PSR Lola T91/50	18 pts
6	Jean-Marc Gounon	3001 Ralt RT23	13 pts
7	Damon Hill	EJR Lola T91/50/Reynard 91D	11 pts
8	Vincenzo Sospiri	EJR Lola T91/50	9 pts
	Eric Helary	First/Cobra Reynard 91D	9 pts
10	Andrea Montermini	3001 Ralt RT23	8 pts
11	Giuseppe Bugatti	IBR Reynard 91D	6 pts
	Karl Wendlinger	Marko Reynard 91D	6 pts
	Fabrizio Giovanardi	Forti Lola T91/50/Reynard 91D	6 pts
14	Heinz-Harald Frentzen	Vortex Lola T91/50	5 pts
15	Laurent Aïello	DAMS Lola T91/50	4 pts
16	Allan McNish	DAMS Lola T91/50	2 pts
	Philippe Gache	Galaxy Lola T89/50, T91/50 & Crypton Reynard 91D	2 pts
	Alain Menu	Cobra Reynard 91D	2 pts
19	Gabriel Furlan	Junior Reynard 91D	1 pt

Damon Hill's frustrating season was partially revived when he took his leased Reynard to third place at Nogaro.

Is Formula 3000 heading in the right direction, or is a change of name vital to its future success?

What's in a name?

Last month, we pointed out that Formula 3000's name meant very little to the world at large, and that it sounded more like a brand of furniture polish than the final proving ground for young drivers with an eye on Formula One.

A few days after MOTOR SPORT closed for press, the F3000 teams regrouped at Le Mans for the penultimate round of the European Championship. During the weekend, team representatives met with FISA's Yvon Leon to discuss proposals geared towards reducing costs. After various topics had been bandied around, the question of changing the category's name to Formula Two was raised. By and large, the suggestion met with approval. Its eventual acceptance – or otherwise – rests on the somewhat unpredictable shoulders of FISA's World Motor Sports Council.

Formula 3000 is of course the modern equivalent of the old Formula Two, the name change occurring when radical new regulations were drawn up for 1985. In the last few years of its European life (it carried on for a couple more seasons in Japan), Formula Two had been in poor health. Honda supplied its purpose-built V6 only to the factory Ralt team, and the rest of the field had to make do with BMW's worthy, but aged, production-based four-cylinder unit. In 1984, the Ralts were not once beaten in a straight fight, mechanical problems accounting for their defeat in just two of the 11 races.

With entries having dwindled to around a dozen, something had to be done. At the time, a change of name seemed like a good idea, so poor had the public's perception of F2 become. With hindsight, that was clearly a mistake. Nowadays, Formula 3000 is consistently confused with F3, and race meetings promoted with F3000 as a main feature mean nothing at all to the layman or casual spectator.

"It's very difficult to explain F3000 to a sponsor," says Paul Stewart, who is in the unique position of being both a driver and a team owner. "I am forever being asked by guests what it is like to drive an F3 car. They simply don't understand what F3000 is. If it was called F2, its place in the overall scheme of things would be immediately apparent."

That same Le Mans weekend, the penultimate round of the British F3000 series was also taking place, across the Channel at Silverstone. The following day, *The Daily Telegraph* headline referred to Fredrik Ekblom's "F3 success". It is easy to see why those involved in the formula are dissatisfied. Attempts to promote it as a bright international racing formula peppered with the F1 stars of the future have thus far met with disinterest; a few years ago, Brands Hatch promoted its F3000 meeting as the Brands Hatch GP, and the crowds came trickling in as usual.

The French make a better go of it. Pau, being a street circuit in a highly populated, sprawling town, has something of an unfair advantage, but it works hard at attracting the public. Part of the programme now comprises night racing, to which admission is free, followed by a fireworks spectacular. Birmingham tried to bring a splash of carnival flair to Britain's only street race, but the whole event proved too costly. Sadly, it was dropped for 1991 and there is no immediate sign of its reinstatement.

Despite the public's apathetic response, Formula 3000 remains healthy on the surface, but how long entries in excess of 30 cars can be sustained is debatable. For too long, teams have been sailing rather too close to the wind for comfort. This season, GA Motorsport was forced to close its doors – after just two events in a 10-race season.

Some of the topics tackled at Le Mans, including the introduction of control fuel (chemists have played almost as big a part as drivers for much of the 1991 season), the banning of spare cars, carbon brakes, ABS and free-for-all testing, will certainly help stem spiralling costs, but many insiders place equal importance on a fresh – or leastways revived – identity.

Given that FISA is unlikely to be changing Formula One's name to F3500 in the near future, readoption of the F2 name is vital to the formula's future credibility. SA

With Vauxhall, BMW and Toyota all producing winning chassis, there has been welcome variety at the front of the BTCC fields this season.

Hoy fever

The British Touring Car Championship ran as a one-class two-litre formula for the first time in 1991. Gone were the GpA supercars with near-F1 outputs and gone was the multi-class system which few but the competitors ever understood, but which had been a central philosophy of touring car racing since its inception. The idea of the new format was to encourage more manufacturers into the series and in this it has been a qualified success, with BMW and Vauxhall joined by Toyota in a major way, Ford, Nissan and Mitsubishi in a lower-key fashion.

It has been an *un*qualified success however, in terms of providing a close, exciting championship between various configurations of cars. The series went right to the last round and was fought out between a rear-drive BMW and a front-drive Vauxhall, Will Hoy triumphant in his Vic Lee Motorsport Securicor M3 over John Cleland's works Cavalier. Furthermore, of the 15 races comprising the championship, eight were won by rear-drive, seven by front. You can't get much closer matching than that.

An 8500 rev limit and a weight formula offsetting the theoretical track advantage of rear-wheel drive prevented the M3 from wiping the floor with the competition. Vauxhall and Toyota showed that a comparable racer could be derived from a properly developed mid-range family car given this set of rules. It was a brave and intelligent initiative by the RAC MSA. Instead of vainly trying to stay in the afterglow of a golden era, it has instead created a better one. Virtually every manufacturer has an eligible, potentially competitive model in its range.

What it also seemed to do though, for the

Ford runners struggled to stay on terms, though Dave Brodie came up with a competitive colour scheme for his 4x4 Sapphire.

first time almost, was to give some purist racing credibility to the BTCC. No longer is it seen as an old man's hobby formula, with a sprinkling of specialist aces. No, this year F3 team managers could be observed watching the touring car pitboards, Formula Ford drivers were heard enquiring where Tim Sugden or Jonathan Palmer had qualified. This year, with only one class, qualifying grids *meant* something, just like in single-seaters. This year, the *tempo* of the thing seemed to step up a pace and somehow the shrill engine notes and power-shifting of six-speed gearboxes reflected this.

There are still the specialist aces like Steve Soper, Andy Rouse and John Cleland, but the presence too of those from a purer racing background emphasised the quality of those specialists. From F1 came Palmer and Julian Bailey, from Group C Will Hoy and Ray Bellm, from Formula Ford and Formula Renault Tim Sugden, from F3 Gary Ayles. Andy Middlehurst too has a useful single-seater pedigree. All shone at various times, but the fact that they couldn't dominate over the truly classy perennials added to *their* stature rather than detracted from those from outside saloon backgrounds. Palmer now has big respect for Soper's abilities, Ayles for Rouse's.

But all must have respect for those of Will Hoy and his entrant Vic Lee. Lee was running as a privateer, a BMW customer. He had secured major backing, running four cars for two major sponsors, but as far as technical development was concerned, he was on his own. Prodrive was the factory-backed UK arm. It was quite an achievement for Lee to have triumphed over the works in this way.

The first weapon in his armoury was Hoy himself. Seriously underrated in his home country for years, Will brought with him not only a deceptive speed – disguised by a relaxed fluid style almost at odds with the nature of these cars – but also vast experience, including Japanese Touring Car titles. This at a time when the works was relying for its championship push on Jonathan Palmer – a fine driver, but one for whom touring cars were a whole new ballgame. Palmer's class showed through eventually, as he was regularly very quick by the season's end. By which time, of course, Hoy's points tally was a long way out of his reach.

Lee's next point of advantage was the crucial one of tyre choice. The BTCC featured a real tyre war this year between Yokohama, Pirelli and Dunlop and while the latter two both had moments where they seemed to have a genuine speed advantage over a single lap, the Yokohamas were, as ever, sublime over a race distance. Particularly if conditions were hot. Which, given the summer of '91, they usually were. Lee's team ran on Yokohamas, Vauxhall on Dunlops, Prodrive on Pirellis. The T26 Yoko – introduced to selected customers, including Lee, at midseason – added more grip to the consistency and durability of the standard E.

Thirdly, Lee continued to go his own way on engine development, his units prepared

Just champion. The title fight went to the final race, Will Hoy – here leading Andy Rouse at Brands – eventually scooping the honours for BMW.

at Eurotech in Coventry. His cars had a plain straightline speed advantage over the works M3s at the start of the year, though later this was reduced as Prodrive set about rectifying matters.

The backbone of Hoy's championship was laid with back to back victories in the opening two rounds – the whole combination really was ready from the off – and thereafter he scored only one further win. His drives were invariably neat, intelligent and quick and it's somewhat ironic that the only time he got himself into trouble was at the penultimate round when he was deliberately driving at less than full attack in order to play safe.

Vauxhall and Cleland stayed in the hunt until that final round thanks to the Scotsman's speed and sheer fire. He actually won four races, though one of those – the infamous rain-shortened event in June – didn't count for points. The Cavalier was almost certainly a more difficult car to drive quickly than the M3, but it had a straightline speed advantage borne of superior aerodynamics and a fast corner stability advantage thanks to front-wheel-drive. On the other hand, it – and all the other front-drivers – lost out scrabbling for traction exiting slower corners and lacked the M3's almost single-seater-like turn-in response. Its competitiveness was increased further when Dunlop switched from crossply to radial construction in the season's second half.

Some days the Cavalier's qualities combined with Cleland's prodigious speed to just disappear. Other times, it started near the front then faded as quickly as its tyres. It was this inconsistency which prevented a much stronger tilt at the championship.

Andy Rouse took third place in the series with the Kaliber Toyota Carina. Taking a car with no competition pedigree and turning it into one of the most formidable pieces of equipment in the championship speaks volumes for Rouse's engineering prowess and the budget made available to him.

The combination started off the year just a little way off a winning pace, but the breakthrough came in the Donington double-header race in July where Rouse won twice. He won again at Brands in August. Aside from a performance blip at Thruxton, the Carina/Yokohama/Rouse

John Cleland emerged as Hoy's chief title rival, but lost out to the consistent Will despite taking one more victory.

combination was probably the quickest of all in the second half of the year. Much of that superiority came from a noticeable straightline advantage even over the Vauxhall, though generally it was less nimble than the Cavalier or M3.

There was plenty to suggest that the 'works' BMW team, operated by Prodrive, had underestimated the quality of the opposition. It began the year with a power deficit and its championship chasing driver was new to touring cars. But, like Vauxhall, probably the most critical variable in its overall performance was that of tyres. The Pirellis were fully competitive with the best Yokohamas in cool conditions. But there weren't many cool races . . .More usually, Palmer, Steve Soper and Tim Sugden would find themselves struggling after a handful of laps. Ironically, Palmer failed to win a race – though he did set pole at the penultimate round – while both Soper and Sugden triumphed in the second car they shared between them. It was Soper who took fourth in the series thanks to three immaculate wins, fitted in when his German programme allowed. Sugden took an excellent debut win on a cool June day at Brands.

Tim Harvey waited until the final round before opening his winning account in the Labatt's-backed M3 that was run by Vic Lee alongside the Securicor Hoy and Bellm cars. He had, however, been pushing hard for victory in each of the previous two rounds.

Reflecting the quality of the field, there were several front-running non-winners aside from Palmer, including Jeff Allam in the second Vauxhall, Hoy's team-mate and mentor Ray Bellm and Gary Ayles in the second Toyota. Andy Middlehurst had a promising first BTCC season with Graham Goode, who did a splendid job on limited resources in developing a normally-aspirated 16-valve Ford Sierra. The Janspeed Nissan Primeras were developed in low-key fashion and had begun to show genuine promise in the hands of Kieth Odor and, latterly, Julian Bailey. Previous champions Robb Gravett and Frank Sytner had desultory seasons with their respective Trakstar Ford Sierra Sapphire and Pyramid M3, interspersed with the odd good result.

While the feeling of awe when watching the 550 horsepower RS500s being driven at their limits had virtually disappeared when watching the new breed of racers, there was still spectacle to be observed. Spectacle of a different nature, that's all. The sight of multi-model doorhandle scraps provided both spectacle and a case against those who said that one car would always dominate. The success of the formula looks set to be reflected by greater manufacturer involvement with Renault, Mazda and Peugeot all rumoured to be running next year. A genuine RAC-inspired success story.

MPH

The Nissan Primera progressed during the year, and showed signs of real potential.

Congratulations

TO

WILL HOY

VLM

ON WINNING THE

1991 ESSO BRITISH TOURING CAR CHAMPIONSHIP

LISTERINE

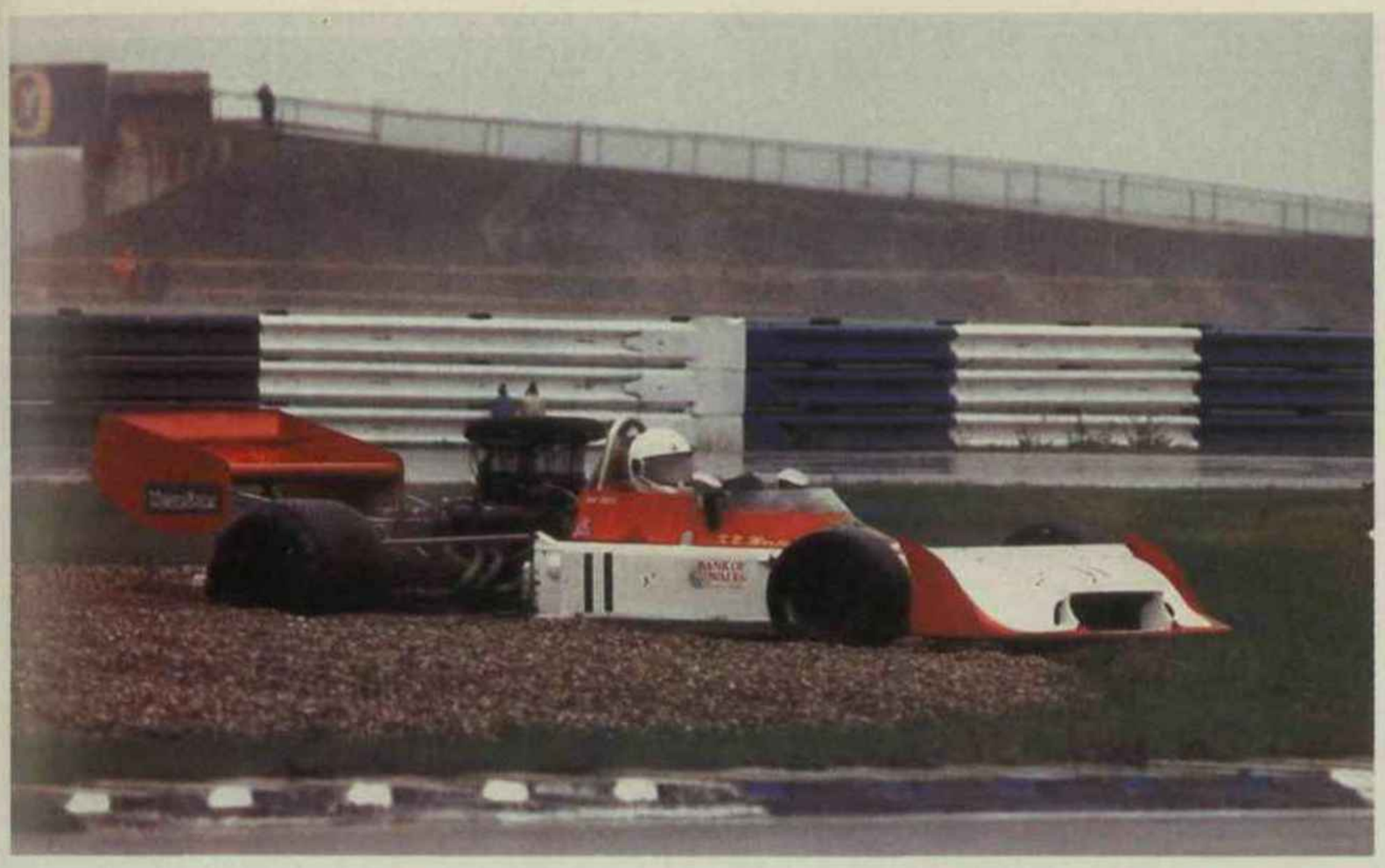
SECURICOR
OMEGA
EXPRESS

The ultimate combination of strength and speed

Wet, wet, wet

They might just as well have held the meeting in a jacuzzi, such were conditions for the HSCC's Silverstone meeting in September.

Through rooster tails of spray that were doing passable impersonations of tidal waves at some points on the circuit, Willie Green overcame a 10-second start penalty (after a broken fuel union prevented his getting any qualifying mileage) to blitz his way through from the back of the grid. Already seventh at the conclusion of the opening lap, Green's Surtees TS20 – the last actual F1 chassis built in Edenbridge – was up to second next time around and



The MOTOR SPORT F1 Trophy Race was held in appalling conditions (opposite top), the weather deteriorating considerably after the Concours d'Elegance, won by David Cottingham's Ferrari 860 Monza (opposite below). This page, clockwise from top left: John Narcisi's Trojan comes to grief at Luffield; John Surtees (left) oversees Willie Green's pre-race preparations; Paul Wood's Bentley took second in the Concours d'Elegance; Dave Abbott's March won its class despite the spins.

moved into a lead he never relinquished by lap three.

"John Surtees himself is looking after me, which helps," grinned the victor afterwards. "I've always liked the wet anyway, but the car is just a treat to drive." With a quickest lap some 3.5 seconds faster than his closest rival's, he could afford the luxury of a mid-race spin at Becketts.

Such lapses were commonplace throughout the field. Geoff Farmer, who started alongside Green at the back after his Theodore N183's Cosworth had steadfastly refused to fire up during the morning's dry practice, survived a couple of spins on his way to second spot.

John Fenning took a steady third place in his Wolf, just ahead of Dave Abbott's class-winning March 761 (another double spinner). The race was split into three classes: for cars built and raced after December 31 1977; for cars built and raced before December 31 1977; and for Formula 5000 chassis. Unfortunately, Abbott was the only Class B starter in the field of 16, though he did have an entertaining tussle with John Narcisi's F5000 Trojan. This ended when Narcisi finally found a gravel trap after his umpteenth spin. Prior to that, Narcisi had been comfortably quickest of the F5000 contingent, although pole-winner Tony Trimmer's conservatism in the conditions eventually paid dividends, his Lola T330 winding up a class-winning fifth.

Prior to the sodden circuit activity, judging took place for the third annual MOTOR SPORT Concours d'Elegance. David Cottingham, who won the trophy last year with his Ferrari 375 Plus, retained the award, this time displaying his Ferrari 860 Monza, which scored a maximum 280 marks. Cottingham has an unparalleled history of success in this particular contest. He was runner-up in 1989, and backed up his 1990 victory by finishing third as well. . .

Second place went to Paul Wood's Bentley R-Type, ahead of Andrew Hall's Rolls-Royce Phantom II. Most interesting car of the day was adjudged to be an ex-Peter Whitehead Ferrari 250 SWB Competition, exhibited by Simon Kidston on behalf of Coys of Kensington. SA

Top Australian Ross Dunkerton attempts the butterfly as he points his Mitsubishi towards seventh place.

Delta Wave

When Carlos Sainz crashed out of contention whilst leading the 1000 Lakes Rally it was an uncharacteristic lapse, for he is the most precise of drivers, always taking great pains to perfect his notes and not being satisfied until he considers their detail to be flawless. Indeed, he has been known to return after an event to the scene of an error so that he could better analyse the incident and satisfy himself as to its cause.

He has been a perfectionist since he began making a World Championship name for himself, but he is not the machine that some people have chosen to call him. He is human, can make human mistakes, and can be wrong when it comes to estimation.

The ability to estimate when it not possible to measure accurately comes to the fore when rallies do not permit practice at anything higher than a rigidly controlled speed limit. Assessment, no matter how well founded on experience, is no substitute for actual sampling and the careful analysis and verification of results.

In Finland, practice at anything approaching rally speeds was forbidden. Sainz crashed. In Australia during late September, speeds during the reconnaissance period were also subject to strict limits. Sainz crashed again, this time on no less than three occasions before he retired.

By pointing this out we have no intention of calling the man's ability into question. He is an impeccable driver of unusually high talent for which we have nothing but the greatest respect, but his meticulous mind does seem to require not only the radar-aid of pace notes, but their precise refinement at speeds approaching those which he will attain during the rally itself.

On the other hand, we could be completely mistaken. Two years ago he was leading the RAC Rally without any forest notes at all. So much for the opinions of mere observers!

It's all very well to theorise, but when it comes to the crunch during a hotly-contested special stage, all manner of things can happen at the whim of a piece of straw, especially when competition is as fierce as it is today between the leaders of the World Championship. And who are we to attempt to identify that piece of straw?

Australia's Commonwealth Bank Rally bears little resemblance to the country's previous major international event, the Southern Cross Rally. The latter took place on the East Coast, in the mountainous forests inland from Port Macquarie, whereas the present World Championship qualifier is in Western Australia, based at Perth. The terrain is different and, more importantly, the character and surfaces of the roads are different.

We once heard a loud-voiced air traveller proclaim, „Oh yes. I know Australia. I've been to Sydney three times". That remark was just as ludicrous as a suggestion that a trip to Michigan would make you familiar with Arizona, or even that Kielder Forest can be likened to Romney Marsh.

Australia, like most large land masses, has an immense variety of geographical, climatic and other conditions, but the feature of the Western Australia part of the Commonwealth Bank Rally which is of greatest importance to competitors, especially those new to the place, is the nature of the roads used as special stages.

Unlike many forest roads which have a constant character and have bends which follow each other in a near-rhythmic, predictable manner, the dirt tracks used by this event are almost beyond categorisation. The bends vary in style, camber, width, severity, gradient and surface, and they are strung together as though they were designed and built not by a single engineer but by a large committee.

Reconnaissance is all-important, for driving on sight through such an endless series of hazards and traps will give a competitor no chance at all of matching the times of those who have notes. And notes made at reduced speeds are better than no notes at all, provided the driver tempers with a little

caution any in-contest upgrading from, say, a spoken "fast" to a driven "very fast".

The surfaces are treacherous, to say the least. One bend can be fairly abrasive and provide reasonable grip, whilst the next can be covered in "marbles", small chippings which provide the surface with as much grip as wet murram in Kenya or a snowy track in Sweden.

Preparation for the event was therefore as difficult for the tyre companies as anyone else, and both Michelin and Pirelli produced new variations, each resorting to hand-cut treads for use when required.

Car set-up was also important, and the two major teams, Toyota and Lancia, went to great lengths in their test sessions to emerge with cars that would satisfy their drivers. Other teams spent less time in such testing, and it was a little embarrassing for Timo Salonen to hit a tree with his actual rally car when out testing with it only a day or two before the start. But when the Mitsubishi appeared on the rally, there was no sign of damage and it was as pristine as a showroom example.

It must be said, of course, that Toyota and Lancia probably have budgets considerably larger than those of other teams, which is why they can undertake more painstaking development and can mount more comprehensive service support operations. It also shows in the results!

The five major teams in Australia were Toyota, Lancia, Mitsubishi, Mazda and Subaru. Toyota took just two Celica GT-4s for Sainz/Moya and Schwarz/Hertz, but the team's test car was refettled for the rally and entrusted to local crew Bates/Jorgensen. Lancia had a similar turn-out, with two new cars for Kankkunen/Piironen and Auriol/Occelli, the latter in Fina colours, and the rebuilt test car for Recalde/Christie.

Ralliart took two 6-speed Mitsubishi Galant VR-4s for Eriksson/Parmander and Salonen/Silander, whilst a third such car, albeit a 5-speed version shod with Yokohama tyres rather the Michelins of the UK-based team, was entered locally for Dunkerton/Gocentas. A privately-entered Galant was driven by Ordynski/Mansson.

Winning style. Kankunnen kept his title hopes very much alive.

Mazda Europe sent just one 323 GTX from their Brussels base for Carlsson/Carlsson, but expatriate New Zealanders Millen/Sircombe had their California-built car to chase points in the Asia Pacific Championship. New Zealanders Wilson/Saunders drove a private Mazda.

The Subarus looked like Legacies, but their badges announced otherwise. The model is called a Liberty in Australia, so some facial cosmetics were carried out for the sake of local continuity. Driven by Alén/Kivimäki and New Zealanders Bourne/Freeth, they were built by Prodrive in the UK but had Japanese-built flat-four engines. A separate entry was put in by Subaru Japan for Kenyan-Australian pair Njiru/Shearer, and by the time this issue of MOTOR SPORT appears, Njiru, who worked for a while in Japan and speaks Japanese, will also have made the journey from Nairobi to Pretoria for the Total Rally.

Finally, the Australian Hyundai importers entered two of their Lantra models for Bell/Boddy and Carr/Stewart.

Based at Perth, the rally ran from Friday to Tuesday, heading out each day from the base town. The first day was just a local trip to a "superspecial" stage, but the others ran through ten, eleven, thirteen and four real stages, forming two loops to South and two to the East. Total distance was 1,287 miles, of which the 39 special stages accounted for 368.

From the Saturday start, when the meat of the rally got under way and which we shall call the first day, there was no doubt that Lancia and Toyota were going to have the fierce battle which everyone expected, but before the end of the day some steam went out of the contest when Sainz had the first of his mishaps. The Subaru team was also reduced by half when Bourne's gearbox broke on the sixth stage, whilst the two works Mitsubishis did not seem to be shining at all.

On the second day, on the very first stage in fact, Sainz caused real consternation in the team when he rolled again, once more being able to continue. However, the stage-by-stage fettling which usually follows such incidents didn't last for long, for two stages later the Spanish driver rolled yet again, this time being unable to carry on.

Alén also went off after having complained, as he did in Finland, that the engine management system caused a power drop whenever it detected a rise in engine temperature. He said the problem did not arise on short stages, where the engine did not have time to get hot, but on the longer ones he was frustrated by having less power than usual. Perhaps his accident was due to late braking in an attempt to compensate for lack of speed. He was able to continue, but needed a completely new rear suspension after the stage. He was not at all sympathetic towards the car and later needed a new clutch, rear shock absorbers and front struts.

Markku Alén pauses for a check-up on his way to fourth for Subaru. The top four places were filled by different manufacturers.

Not again. Sainz endured no fewer than three inversions, this one proving terminal.

As first driver on the road, Kankkunen was not enjoying being "the bulldozer" through the marbles, but he made very little comment and carried on as usual. Unlike Sainz, he was brought up in a different driving environment and is perhaps able to cope with the unexpected a little better than his Spanish rival. On the other hand, he may be just a little more experienced at upgrading his notes from practice speed to rally speed, as Finland has had strict recce speed limits for some years.

On the third day some of the morning stages were repeated in the afternoon, and there was an expectation that the sweep of the morning would have cleared the roads of much of their chipping top dressing. There was also the thought that any pace note improvement discovered in the morning would produce higher speeds in the afternoon. This is highly unlikely, however, because when a co-driver is reading notes at rally speeds he can hardly indulge in writing as well. Nevertheless, Schwarz, whose speeds had not matched those of Sainz, was noticably quicker in the afternoon, perhaps an indication of his own good memory, or perhaps testimony to the skill and experience of co-driver Hertz.

Auriol had moved ahead of Kankkunen for a while, and some said that the Finn had slowed deliberately in order that he would not have to sweep away the chippings for a while. However, towards the end of the day the French driver suddenly lost all power as he was pulling away from the start of a stage and, realising that his engine was finished, he immediately pulled over and stopped so that he would not slow his team-mate by his dust and thus give an advantage to Eriksson.

By this time, the latter driver was up to second place and was no doubt causing concern to Kankkunen by his presence and his apparently new-found turn of speed. Even with serious brake loss, caused by an overheating wheel-bearing, he was still remarkably fast.

By that time, Carlsson had gone out when his Mazda rolled badly. He struggled on for a while, dazed from a knock on the head, but stopped when his engine began to rattle, all its oil having been pumped out through a split in the cooling radiator. Low branches also presented a hazard in places, Eriksson and Auriol (before he stopped) cracking their screens and Kankkunen losing a wiper blade.

Even on the final day Kankkunen was not sure what kind of performance Eriksson was likely to put up, and he did not intend to relax at all until he knew what the situation was. However, a flattened exhaust pipe reduced Eriksson's power for a while and the result was a win by Kankkunen, his second in a row and his fourth of the year, by the margin of a minute and thirteen seconds.

Behind, the battle between Dunkerton and Millen for Asia Pacific Championship points was resolved in Millen's favour when a seven second difference was turned into a 25-second advantage for Millen when Dunkerton lost turbocharger pressure. The Group N category went to Ordynski, whilst Schwarz capured a FISA A-seeding by his third place.

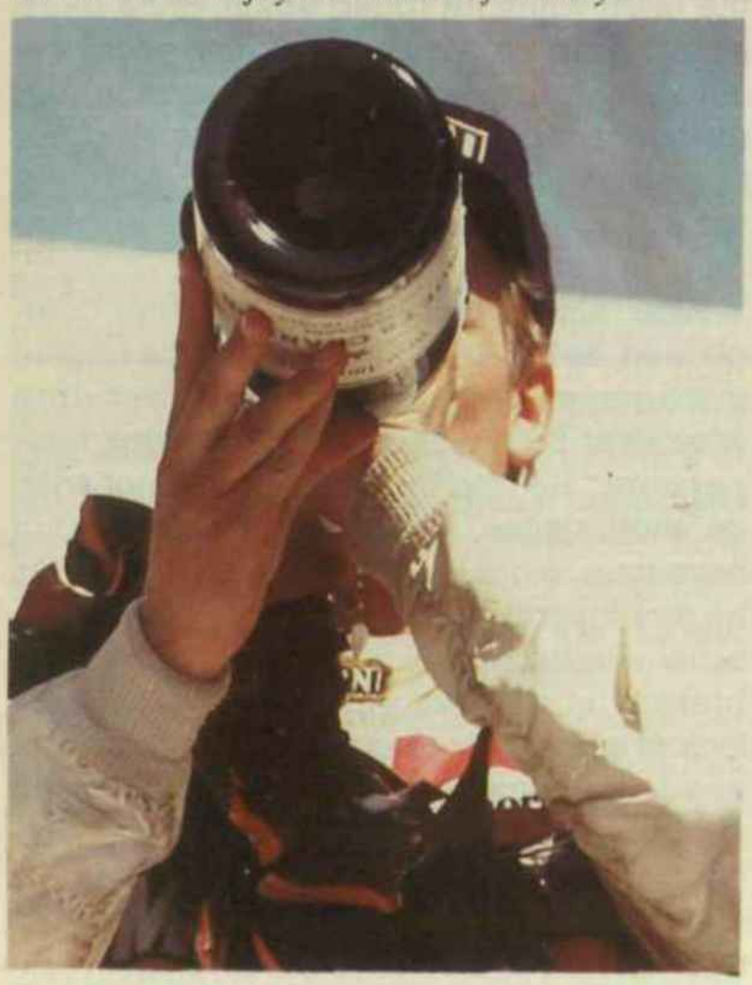
Finally, we must mention a change in the results of the 1000 Lakes Rally as a result of Salonen's disqualification from his third place after analysis of fuel samples taken during the event showed that his octane rating was higher than the permitted maximum for that event. Those behind move up a place, improving the scores of Mazda, Ford and Nissan. Drivers' scores are also improved, the most significant being that of Sainz who moved up from fifth to fourth.

Eriksson, driving the second Mitsubishi, moves up from fourth to take Salonen's third place, his car in Finland not having a fuel sample taken for subsequent analysis.

The World Championship points shown in the accompanying table include the changes caused by this FISA decision, and indicate that both series are still open. Lancia leads Toyota by three points in the makes series, but since each has already scored eight times (maximum is seven), in the remaining two rounds as much will depend on scores dropped as on scores gained. Toyota's lowest score is 14, Lancia's 17. A win in Sanremo for the latter team will therefore mean just three more points, whereas a win for the former will add six points to its score.

In the drivers series, Sainz leads Kankkunen by just two points, and there are four rounds left. Maximum number of scores is nine. Sainz has scored seven times and Kankkunen eight, so the former has the advantage. GP

Kankunnen enjoys the taste of victory.



Commonwealth Bank Rally (Australia) – 20 - 24 September, 1991

Results

1.	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta HF Integrale, Gp A	5h 48m 48s.
2.	Kenneth Eriksson (S) / Staffan Parmander (S)	Mitsubishi Galant VR-4, Gp A	5h 50m 01s.
3.	Armin Schwarz (D) / Arne Hertz (S)	Toyota Celica 2000 GT-4, Gp A	5h 54m 42s.
4.	Markku Alén (SF) / Ilkka Kivimäki (SF)	Subaru Legacy Turbo 4wd, Gp A	5h 58m 15s.
5.	Timo Salonen (SF) / Voitto Silander (SF)	Mitsubishi Galant VR-4, Gp A	6h 00m 54s.
6.	Rod Millen (NZ) / Tony Sircombe (NZ)	Mazda 323 GT-X, Gp A	6h 04m 37s.
7.	Ross Dunkerton (AUS) / Fred Gocentas (AUS)	Mitsubishi Galant VR-4, Gp A	6h 05m 24s.
8.	Jorge Recalde (RA) / Martin Christie (RA)	Lancia Delta HF Integrale, Gp A	6h 09m 21s.
9.	Neil Bates (AUS) / David Jorgensen (AUS)	Toyota Celica 2000 GT-4, Gp A	6h 20m 04s.
10.	Ed Ordynski (AUS) / Harry Mansson (AUS)	Mitsubishi Galant VR-4, Gp N	6h 35m 00s.

59 starters; 36 finishers.

World Rally Championship Situation

Drivers (After 10 of 14 rounds)

Carlos Sainz (E)	125 pts.	Armin Schwarz (D)	32 pts.
Juha Kankkunen (SF)	123 pts.	Mikael Ericsson (S)	27 pts.
Didier Auriol (F)	81 pts.	Jorge Recalde (RA)	23 pts.
Massimo Biasion (I)	54 pts.	Mats Jonsson (S)	21 pts.
Kenneth Eriksson (S)	51 pts.	Ingvar Carlsson (S)	13 pts.
Markku Alén (SF)	40 pts.	54 drivers have scored points.	

Makes (After 8 of 10 rounds)

Lancia	131 pts.	Subaru	32 pts.
Toyota	128 pts.	Nissan	16 pts.
Mitsubishi	45 pts.	BMW	6 pts.
Mazda	38 pts.	Renault	4 pts.
Ford	34 pts.	Daihatsu	2 pts.

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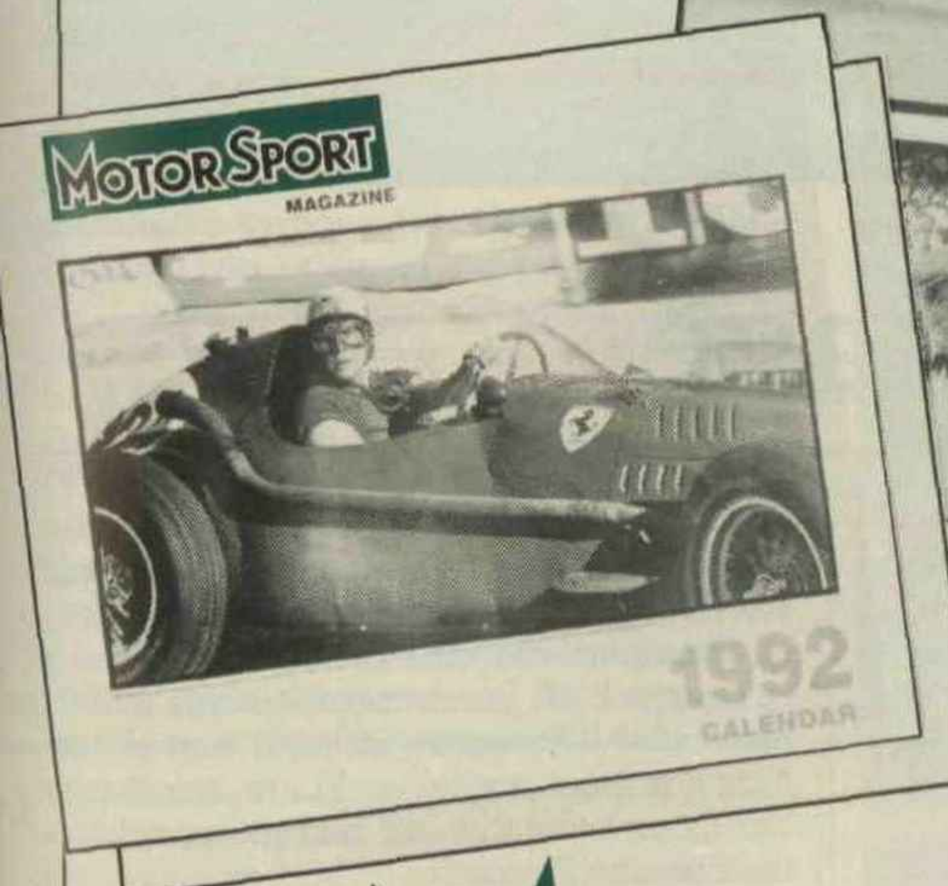

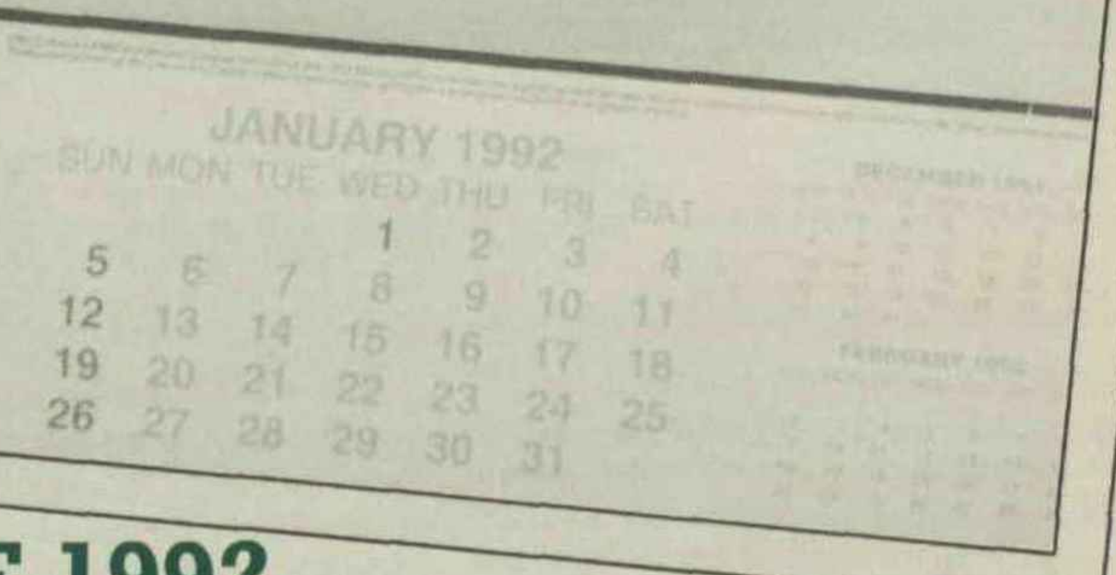

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Instant Heritage

Despite the absence of a rear "+2" seat and the presence of a firmly mid-mounted engine, the Honda NSX makes everyday sense. For the first time in our post-war experience, Porsche has a rival in the practical supercar stakes.

If the Porsche 911 was the choice of the affluent in the '70s and '80s, the NSX feels as though it might well achieve equivalent status in the '90s and into the next century; a truly current expression of balanced performance.

Just how serious Honda is about its two-seater project may be gauged from the fact that it built a fresh factory at Tochigi to construct only this model.

In the NSX Honda set itself the task "that the NSX had to be as easy to live with as any other Honda." The company also set performance parameters of "no more than 11lbs (5kg) for each horsepower to achieve no less than 160mph and the standing quarter mile in under 14 seconds." More important than Carrera 2/4 Porsche performance was to be a feeling of handling competence that was to take the mystery and sting from mid-engine motoring, whilst allowing levels of grip and driver satisfaction that would enable Honda constantly to compare its flagship with the world of Formula One.

As we all know "there are no free lunches," and Honda have not provided an amiable McLaren MP4/6 that will lap Sainsburys as easily as Suzuka. What it has done is realise new world standards in blending tremendous all-round levels of performance with the ease of motoring at its more mundane levels.

The UK Range

The first snag emerges when you read the two NSX specifications that are provided in Britain. However we pleaded, and however often Honda UK postponed the test because "the test car has been crashed into, on its way to you," we could not avoid receiving an automatic.

This automatic aversion was not mere fashion on our part: we have driven both manual and automatic models in Germany and the five-speed manual is a delight that highlights some dynamic deficiences in the automatic equivalent — defects which are far removed from just the obvious performance considerations. Not only does power drop 19bhp and rpm by 200, but you also lose the best steering system, a limited slip differential and the pleasure of a fine gear change.

To cap it all the automatic costs £3000 more (£58,000 versus £55,000) and is far from the best available. There are many European units that are better, especially the Porsche Tiptronic.

Technical Analysis

Some six years development proceeded upon a series of tightly targeted objectives. Weight and unneccessary bulk were seen as the major obstacles to the success of the project, and the decision to construct pri-

marily in aluminium was an integral part of the project even when mule engines were being operated.

Only one steel tube section is used in the monocoque, which runs transversely beneath the dash. Other body materials included injection-moulded elastic plastics for the bumpers, vacuum double glazing of the hatchback and double layer windscreen.

Whereas Audi has only just shown a prediction for an aluminium bodied coupé (at the Frankfurt show, also a V6), Honda was building four prototypes in the late '80s and picking the best production possibility. The Japanese say the result is "an extremely rigid monocoque weighing 462lb (210kg) including doors bonnet and trunk: ie 40 per cent less than a conventional steel body."

At just over 173in (14.4ft) long and 71in (nearly 6 feet) wide the NSX is not compact in the classic 911 mould, but the near-100inch wheelbase does ensure a comfortable ride.

Honda engineers placed a number of engine choices before the board. Honda R&D knew they required 250 to 280 bhp, provided a kerb weight of less than 3080lb (1400kg) was achieved. Among the options they considered and dropped were a 300bhp twin turbo V6 – and a dohc per bank V8 of 280bhp. Both featured Honda's simple but effective Variable Valve Timing (V-TEC) systems. The twin turbo was dismissed for its breadth and weight, and likely fuel consumption. The V8 was also a plumper package than Honda wished to pursue, expected to add 70lbs in total.

The unit selected was a 90 degree V6 with every normally-aspirated technical trick Honda could summon to make a Jekyll and Hyde/City and Country unit. In manual transmission trim the 3-litre gives 92bhp per litre, the automatic only 85bhp.

Electronic fuel injection and ignition management was accompanied by a coil for each spark plug, but the company also employed the V-TEC valve timing that their Civics now routinely employ to generate the previously sacred 100bhp per litre, or outstanding fuel consumption. In the NSX this is accompanied by a variable volume induction system (VVIS). This deploys a magnesium plenum chamber, below and separate from the main intake manifold but connected by six butterfly valves. These are activated by vacuum conditions in the primary manifold, remaining closed below 4800rpm and allowing resonance effects to be created that enhance low to middle rpm pulling power. Beyond 4800rpm one large chamber is deployed to dispense with these resonances in favour of sheer air flow and maximum performance between 5000 and 8000 rpm, depending on engine specification.

The dual exhaust system has a "special" cast iron construction for the top manifolds and stainless steel for the rest, which includes two separate 3-way catalytic convertors. The exhaust note appears to have been as carefully created as the rest of the car and can be summarised as Porsche 911 flat-six courting a Ferrari Dino.

Cooling and air flow are naturally high priority subjects in a mid-engine car, air being taken in on the rear quarter panels. Australian testing disclosed the need for fan-assisted cooling in the engine compartment, the needs of the alternator met by a right-hand intake. The aluminium water radiator is mounted at the front, but engine temperature is also soothed via a compact oil-filled heat exchanger.

The major technical achievement in the running gear is to make the mid-engine car exceptionally friendly in its handling. Aside from providing properly located and rigid suspension arms and comparatively long-stroke struts with softish spring rates, Honda place the emphasis on their "compliance pivot" bushes.

These are installed at the pivot mounting points of the front and rear suspension arms. They are key elements in allowing excellent ride and stability without the use of traditionally stiff settings.

Action

It is such a striking vehicle that you do spend a little time looking around, as do onlookers to a marked degree. We could see that the tail-end fit and finish of our silver demonstrator was not quite the flawless exhibit that had delighted us in red for our German sorties.

We were slightly disappointed that the front "bonnet" opens to reveal a rather sprawling assortment of hardware: the dreaded spacesaver spare and a brake servo against the bulkhead, where one might have hoped to steal a little more luggage space and to cover the clutter that could not be housed elsewhere.

In compensation there is a very fair boot. The carpeted compartment took two large squashy bags, wet weather jackets and a couple of tennis rackets. Its other test was a complete week's shopping for three at ASDA, which it did with the aid of some careful packing of the interior.

The overall cockpit effect is as if a more mundane Honda, perhaps right down to the Civic line, had been bloated and crammed with every convenience feature. The central locking and electric windows, even the complex sound system, were appreciated. Yet the finest feature in this mid-engine greenhouse was the air conditioning. We have never seen a system of such clarity and efficiency.

A standard Bose HiFi cassette player and radio is neatly integrated into the heavy black plastic and leather of the oppressive cabin. The absence of a handbook meant we spent much of the test learning one particular tape track note by note.

The steering wheel conveys a mass of conflicting messages. The size and rim texture are suitably business-like, but the centre shouts "SRS AIRBAG". One wonders if this is a particularly offensive Japanese insult in the American idiom, rather than a reassurance that protection lies within.

The deliberate styling emphasis on a fighter plane cockpit does not, thankfully, extend to "head-up" instrumentation displays on the steeply raked windscreen. Instead, six of the clearest and largest black and white dials in the business are scanned by red needles. The 180mph speedometer is balanced by a 9000rpm tachometer redlined at 7600 and enforced by an rpm limiter at 7800.

All the creature comforts are forgotten as you move off, an exercise that seems as easy with the cable operation 5-speed (with its light twin plate clutch) as the automatic. Honda engineers must have aimed at their own standards of ease of driving in the front-drive range, for there is absolutely no trick to guiding the NSX at urban speeds. Beyond that your judgement needs to be beyond average, simply because the car has such enormous abilities.

Although we had driven the NSX previously, there was a major surprise on setting off in the British demonstrator. The steering felt light and deft whilst parking, but any kind of cornering effort felt so heavy that we thought the power assistance had failed. Over a thousand miles it became less disconcerting but we think the electronic control unit has been pro-

grammed to convey the "heavy steering is good steering" that any Lotus disproves.

At town speeds there is some bumping and thumping from the very high pressures run in the standard Yokohamas, but beyond this the NSX is better natured than machines such as the Porsche 911 turbo — and this applies to its handling traits too.

We found the levels of grip so high (on both Yokohamas and Bridgestones) that even the handling circuit at Millbrook and two determined drivers did not witness more than momentary slides. All were corrected as much by the car's laziness to snap toward the usual mid-motor spin as by any steering correction. Purist drivers of racing championship skills at the German launch said they could just tell the difference between the NSX and some more prestigious badges on the ultimate limit. So could we. This middle-motor machine does not readily punish the clumsy, yet the NSX is perfectly capable of truly satisfying drivers of Grand Prix merit.

Pushing on over open A and B-roads is exactly like one would imagine contour flying on the ground would be. The Honda seems to surmount every crest and ripple, occasionally wriggling over larger camber changes, but remaining poised and ultra-rapid over all but the worst of tarmac. The antilock braking action is set very late and we encountered no problems in the action of the set fitted to the manual car: in the case of both automatics we suffered either brake judder or notable fade.

The engine deserves an essay upon its tuneful change in character as the VVIS butterflies flip open around 4800 rpm, but you are probably more interested in the performance provided. Departure from a standing start is leisurely by 250 horsepower standards, but once the automatic is interested in making rapid changes 0-60mph is despatched in 6.8 seconds and 0-100mph can take less than 16 seconds, so long as you ensure the gear change is held to over 7500 rpm, rather than leaving the automatic to deliver little over 7000.

Travelling at more than 150mph was uneventful in the Honda, which has outstanding straightline stability for a mid-engine motor car. It indicated 160mph and 6950rpm while actually achieving 154/155mph regularly. Noise levels are not low at a sustained 7000rpm, but the NSX feels every mph the thoroughly developed product that one would expect.

Verdict

Honda did not set out to build a 200mph Ferrari F40, Jaguar XJ220 or a Lamborghini Diablo. Honda knew that its small factory would be happiest at production rate of 25 vehicles a day (roughly 8000 vehicles a year) which is beyond the total output of Ferrari and Lamborghini put together. Honda had to build a sensible supercar of the broadest possible appeal.

Obviously we would not have selected the automatic transmission to assess, but we could find precious little else that attracted adverse comment. Perhaps the cockpit could be a little more exotic.

We have no objection to very high performance coupés utilising automatic gear selection, providing that they are gearboxes of equally exceptional merit, particularly in regard to permitting the driver full manual control of every ratio on instant demand. The Honda NSX automatic is a very mundane unit for such a motor car and eliminates much of the special driving experience that should be the hallmark of a car in this category. Still, of the 95 already delivered in the UK, about a third are automatic.

We think the NSX is a worthy selection for those who might otherwise buy Porsche or Ferrari. It is sufficiently different to have marked out its own territory.

The Honda NSX, despite taking styling cues from all over the world, is an original piece of thinking that will doubtless earn its own classic status, having been produced (just) in the lifetime of Sochiro Honda.

JW

MOTOR SPORT TEST RESULTS – HONDA NSX

SPECIFICATION

ENGINE: Water cooled, light alloy block and DOHC 12-valve heads (24v), 6 cylinders in vee; DOHC 4-valve per cylinder head,operating the Honda Variable Valve Timing system: V-TEC. Capacity: 2977cc (90 x 78mm). Electronic ignition (direct, coil per plug) and PGM-F1 fuel management with Variable Volume Induction System (VVIS); 10.2:1 cr. Catalytic convertor. Max power: 255 bhp @ 6800 rpm. Peak torque: 209 lb ft @ 5400 rpm.

TRANSMISSION: Honda 5-speed. Mid engine, rear drive, Honda Traction Control System (TCS). Final drive, 4.066:1.

GEAR RATIOS:

First	2.611	
Second	1.466	
Third	1.025	
Fourth	0.777	22.8 mph per 1000 rpm

BODY: Aluminium monocoque, steel tube brace, extensive further use of cast alloys for subframes and suspension arms. 2-doors, front spare wheel/component area, not for luggage. Separately locked rear boot compartment and separate hinged engine compartment cover. Petrol tank of 70 litres/15.4 gallons. Drag coefficient 0.32 Cd.

DIMENSIONS: Wheelbase, 99.6 inches/2530mm; front track, 59.5 in/1510mm; rear track, 60.24 inches/1530mm; width-,71.26 inches/1810mm; length 173.42 in/4405mm; height,46.06 in/1170mm. Kerb weight: 3102 lb/1410 kg.

FRONT SUSPENSION: Double aluminium wishbones, nitrogen gas-filled strut damping and short coil-over springs; drop linkage anti-roll bar. Steering: Electrical pump, power assisted recirculating ball acts on the rack and pinion, 3.1 turns lock-to-lock; 38 ft turning circle.

REAR SUSPENSION: Double aluminium wishbones, longer coil springs and nitrogen gas dampers in strut format; anti roll bar acts on linkage.

BRAKES, WHEELS, TYRES: Vented 11.1 inch/282mm diameter front and rear discs with dual pistion steel calipers, front. Honda (4-channel) electronic anti-lock braking (ALB). Forged light alloy wheels 6.5J × 15 (front), 8.0JJ × 16. Yokohama AO22 205/50 ZR 15 and 225/50 ZR 16 inch rears.

PRICE: £58,000 UK taxes paid. Bose In-car entertainment standard.

MANUFACTURER/IMPORTER: Honda (UK) Ltd., 4 Power Road, London W4 5YT.

CLAIMED PERFORMANCE: Max speed, 161.5 mph (auto); 0-62 mph, 5.9s (manual); 0-400 metres (0.25 mile), 13.9s (manual only).

TEST RESULTS

Test conducted at Millbrook Proving Ground using 1991 Correvit electronic measuring gear. Weather conditions: Dry, sunny.

ACCELERATION:

0-30 mph	2.97 seconds
0-40 mph	4.08 seconds
0-50 mph	5.25 seconds
0-60 mph	6.79 seconds (6.9)*
0-70 mph	8.61 seconds
0-80 mph	10.62 seconds
0-90 mph	12.90 seconds
0-100 mph	15.7 seconds (16.0)*
0-110 mph	19.19 seconds
0-120 mph	23.24 seconds

* automatic time, all others taken by manually shifting at 7600 rpm

FLEXIBILITY:

Second gear 50-70 mph	3.58 seconds
Third gear 50-70 mph	5.25 seconds

Standing 0.25 mile/400 metres: 15.17 seconds @ 98.1 mph

Maximum speed:
Millbrook 2.029 mile bowl: 154.23 mph
Best observed speed: 157 mph

Maximum gear speeds: At 7800 rpm

First	50.2 mph
Second	89.1 mph
Third	129.0 mph

Overall Fuel Consumption: Average: 20.8 mpg (95 RON cheaper unleaded). Test track :15.2 mpg

Government mpg figures: Urban: 19.4 mpg.
@ 75 mph: 33.6 mpg. @ 56 mph: 28.8 mpg

Alfa Romeo 164 3.0 Cloverleaf

Alfa Romeo has been riding the British recession effectively. Unusually, it is the largest car in the line, the 164 saloon, which breathes life into Romeo. The British Alfa 164 price-span is now almost exactly £10,000, with the 2-litre Twin Spark starting at £16,791 and our test Cloverleaf 3-litre V6 retailing (and probably achieving) a list cost of £27,299. For that substantial sum – a Jaguar 4-litre XJ6 demands £25,500 – Alfa in Britain provides generous standard equipment and the fastest production 164, claiming a 147 mph maximum and 0-60 mph in "under 7.5 seconds." More importantly, the Cloverleaf 164 is an excellent drive, massaging the driving instinct with a road rendition of Monza Memories played on the more powerful V6. Extensive engine modifications avoid the need for quadruple valves per cylinder, and amass a positive feast of pulling power. The changes include enlarged intake and exhaust manifolding, plus compression ratios elevated from 9.5:1 to 10:1 and camshaft profiles shared with that brutal collector's delight, the SZ.

And the effect on this 2959cc (93 x 72.6mm) short-stroke unit? Some 200 bhp at a lowly 5800 rpm and 198 lb ft of torque at 4400 rpm, although that peak torque figure feels totally arbitrary as there is apparent and abundant torque at every point between 2000 and 6000 rpm. It is a lovely engine, one to make even a BMW straight six appear banal.

Alfa Romeo has conscientiously improved braking ability with increased diameter for the quartet of discs which, as for the engine, are electronically manipulated by Bosch. Other chassis changes include "electronically controlled semi-reactive" Boge dampers that have a sport or automatic mode controlled by Marelli. More importantly, Alfa has attacked the front end MacPherson strut geometry vigorously to avoid torque-steer, extending its efforts to lowering the engine 30mm/0.5 in, and the ride height is also reduced (by 20mm/0.78 in).

The red Alfa with hideous beige leather clashing discordantly with any attempt at subtlety was an immediate success with our drivers. The standard provision of outstanding air conditioning helped in the Indian Summer of 1991, but it was the driving pleasure conferred at two or six thousand rpm that attracted the bulk of the comment.

Take it for granted that every electronically assisted or controlled gizmo you could reasonably want is present, and that covers a CD player as standard. You might want Recaro seats with a memory facility, but these are the only options we could spot.

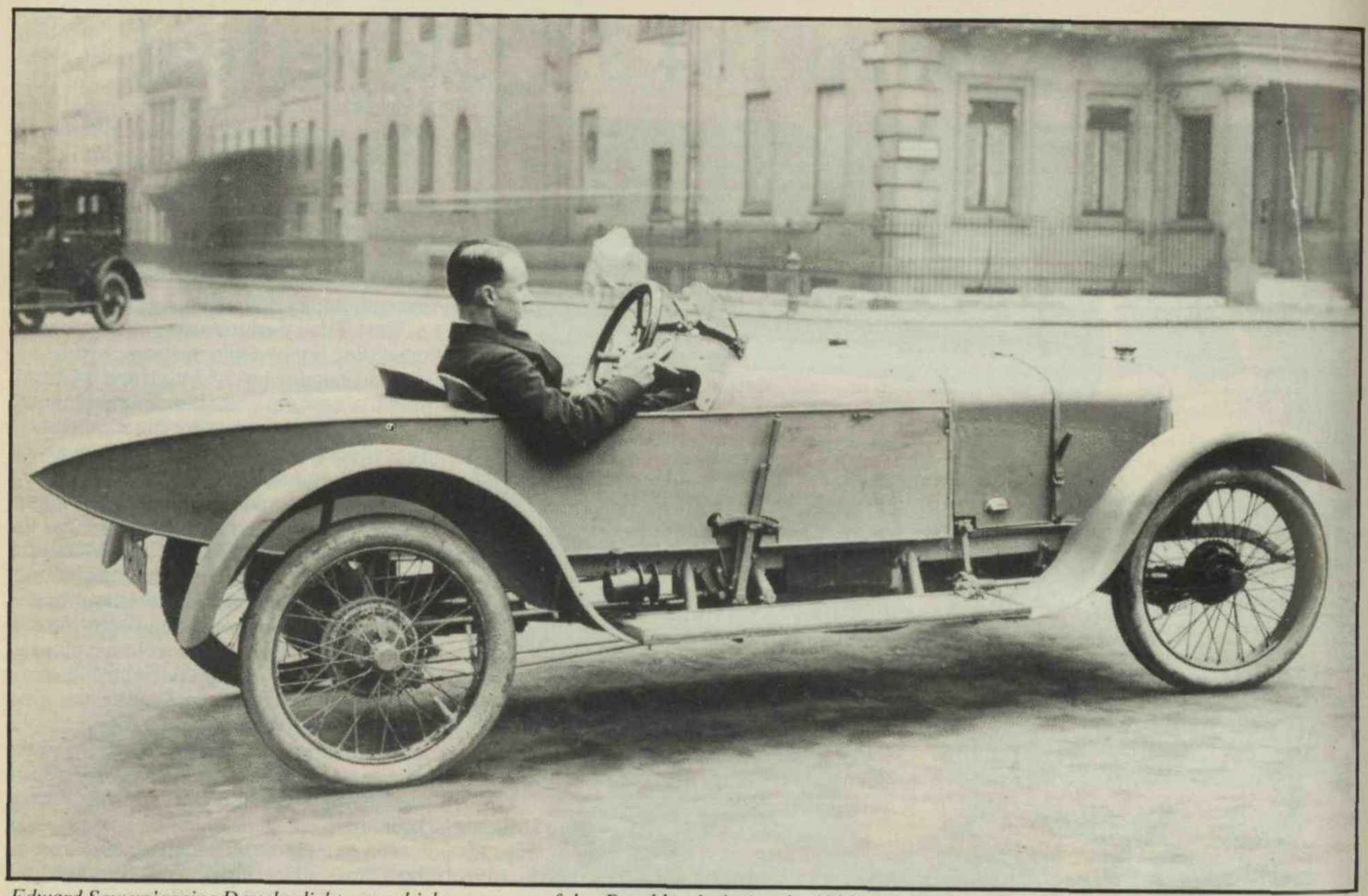
The 164 was utilised as weekend transport to and from a Donington race meeting and left some strongly positive memories. Although the intermediate gearing has been numerically raised to assist acceleration, the 164 Cloverleaf remains an outstanding motorway machine. The extended front and rear spoilers are matched by side sills, all contributing to exceptional stability at speed.

The Alfa performance claims were credible, but we did not crack the 7.5-second barrier for 0-60 mph and 145 mph was the best we calculated. One of those: "we-are-really-that-late-for-practice" drives recorded 15.3 mpg. When common sense prevailed, some 23.1 mpg was recorded, in line with the manufacturer's urban claim of 21.7 mpg.

Away from the delights of the M40 (how many plain livery police cars can you spot between Oxford and Birmingham?) the 15 foot-long Cloverleaf handles with true Alfa agility. Of course it will wriggle and squirm if you apply full throttle over bumps in first or second, but Alfa has done a fine job in taming the more obvious front-drive/large engine quirks whilst retaining driving enjoyment and a ride quality that rates in the Citroën/Jaguar bracket.

The two electronic suspension alternatives are unlike most rivals in that they provide discernible differences in ride characteristics. We only used automatic setting for town work in which the sport selection could provide too much bump and thump. This over the decayed inner city tarmac the City of London calls by street names, but which are rougher than many Forest of Dean rally stages.

There are severe snags to the Alfa Romeo 164 Cloverleaf, mostly centred on interior quality and ergonomics, but these did not alter the fact that this model was one of the surprise pleasures of 1991. Perfect for the executive who does not want to join the West German herd. JW



Edward Sawers' racing Douglas light-car, which was successful at Brooklands during the 1920s season in road-trim, in the days when it was possible to park in a London square without impeding other traffic.

The Douglas Light Car

Douglas motorcycles were known and esteemed the world over in pre-war days. The famous belt-drive flat-twins were ridden by numerous Dispatch Riders during the First World War. Afterwards Douglases were raced by more riders than I have space to list, but who included Freddie Dixon in the TT and Cyril Pullin at Brooklands, the former the first to exceed 100 mph on a 500cc machine, Bert Denley, Vic Horsman who won his class on one in the 1921 500 Mile Race before going over to Triumphs, Rex Judd, T Eve, the Australian Bailey, Amery, Kickham, Emerson, the Thorpe brothers etc. In fact, a Douglas first appeared at the Track in 1909 and had its first win (Bailey) in 1912 and in 1920 the side-valve 350cc models had their own race, won by Amery at 53½ mph from Mrs Violet Longden. When Speedway became the rage at Wembley, Wimbledon, and Lea Bridge, etc, Dirt Track Douglas made quite an impact. On the road this popular motorcycle appeared in 600cc EW form by 1926 and the famous company at Kingswood, Bristol was active in fact from 1907 to 1956.

Its motorcycles will always be remembered with affection by many people but the Douglas light-car is largely forgotten. Having been so successful with their mainly flat-twin motorcycles and the boom in cyclecars having broken out like a rash in 1912, the Douglas folk looked at the market in inexpensive four-wheelers a year later. The result was a cross between a cyclecar and a proper small car, using a Wilkinson flat-twin motorcycle engine (which is why I still buy their razor-blades, instead of American ones), of square 88 x 88mm (1071cc) dimensions.

The proximity of a terrible war did not help promotion but William Douglas used a coupé version of his son Willie's design and another closed-body version was favoured by Mr (later Sir) John Alcock, the pilot of the Vickers Vimy that was to make the first non-stop Atlantic crossing by an aeroplane in 1919. Production continued up to about 1916, £184 being asked for a two-seater.

After the war other motorcycle firms such as BSA, Matchless, Ariel, and later AJS and Brough Superior, etc, branched out into car manufacture; Douglas continued in this field after the war with a heavier version of the pre-war four-wheeler. As a boy of about seven I was a keen reader of any issues of *The Light Car & Cyclecar* that came my way and although I was aware that in the issue dated June 19th, 1920 there was a road-test report on the Douglas, I was far more interested in the story about "The Fastest Cyclecar in the World", namely Capt AG Frazer-Nash's GN Kim. Looking back, one sees that this report on the 1920 Douglas light-car was quite informative, especially if one read between the lines, road-test reports in those days being nothing if not cautious, aimed at procuring advertising and avoiding libel actions. However, the *Light Car* tester was favourably impressed by the little car from Bristol. It now had a water-cooled flat-twin side-valve engine of 1224cc, the cylinder dimensions again square, at 92 x 92mm. There was a three-speed gearbox with ratios of 12.8, 7.9 and 4.6 to 1, and an enclosed prop-shaft took the drive to a bevel-gear back axle. As before, there was a proper pressed-steel chassis frame. At the front this was sprung on half-elliptic leaf springs but at the back Douglas preferred to use the proprietary AFS system which incorporated helical springs and links to the axle. With a track of four feet and an eight-foot wheelbase, the two-seater Douglas weighed 12cwt. A Zenith carburettor fed the two cylinders and

between them was mounted the chain-driven magneto. The dynamo for the CAV lighting and starting set was above the gearbox, driven by a whittle-belt. Engine and gearbox were one unit, with the fabric-faced cone clutch in the aluminium casing. Splash lubrication was used, with a pump to maintain oil level in the troughs. There were two independent back-wheel brakes. The sump held enough oil for some 3000 miles and the petrol tank behind the dash held five gallons and was replenished through a filler which protruded into the dashboard, where it must have severed a few friendships as it dripped onto the girl passenger's stockings. . .(The Douglas was not alone in this risky matter, however.)

With wire wheels, scuttle-mounted headlamps that economised by using two bulbs each so that side-lamps could be dispensed with, and a bull-nose radiator, the Douglas was quite a nice-looking little car, or would have been if it had not had a rather squashed-flat aspect, emphasised by a longer than usual bonnet. In 1920 it was priced at £500.

If this sounds expensive for such a humble little car of this vintage, it should be taken into account that a shortage of materials, and strikes, had made car manufacture difficult in this post-armistice period and that the magazine that had tested the car was, in the very same issue, debating whether the £250 light car was possible. Also that there were other small cars priced at this or similar figures - the Singer Ten and the Mercury cost the same, the Briton, the little Lagonda, the McKenzie, the Swift Ten, the Cotay and the Zebre only five pounds less and several light car far more, such as £525 for the AC, £625 for the Charron-Laycock, £630 for the 11hp Riley, £685 for the 10/30 Alvis and £850 for a 1½-litre Bugatti, at the 1920 Motor Show.

The *Light Car* tester of the Douglas, which was described as having a sporting two-seater body, although no sports model was listed, was most impressed when it climbed Pebble Combe hill in second gear, the first car they had tested to do this. Of the other Surrey gradients which were the stamping ground of the testers in those days, the Douglas held on to top gear at Ranmore Common until second was required to get round the 1-in-6 hairpin, at 15mph, and the same gear sufficed for the worst parts of Coombe Bottom, in spite of meeting an unusual amount of traffic on this occasion (two cars!), the second climb being a 1-in-5 hazard. Newlands Corner was another, and easy, second-gear hill, before reaching Dorking, described as the village(!), on which part of the route the speed test was taken at a comfortable 35mph, and 40mph on the speedometer on full throttle.

Reading between the lines, the snags were a rather unusual amount of leg room (in other words, a very uncomfortable driving position), the not exactly pleasing sensation that one gets in a boat when there is a bit of a swell on, and the tail was rather inclined to sway (i.e. the patent coil springing was too soft) and the hand brake being absolutely positive; the foot brake, although effective, was not so certain (which meant that coming down hills like White Downs you were advised to keep hauling on the hand brake!). Also, although the second-gear ascent of Pebble Combe was the memorable feature of the test, before it had been accomplished the Douglas had conked out, because the petrol feed was taken from the forward part of the tank, so that on a steep hill starvation set in.

For 1921 the radius rods to the back axle had received attention and two new models were introduced, a two-seater with dickey and a four-seater in which access to the back seats was by worming past the front seats, to avoid fitting extra doors. However, this four-seater, which still had a somewhat sat-on appearance, had a four-speed gearbox, and cost £525. When Brooklands reopened after the war a number of people thought the Douglas was what they wanted to race, whether because of memories of good service from Douglas motorcycles or some other reason, I do not know. In that 1920 season those so mounted numbered Capt J R Lane, Capt Vivian Hardie, the London Douglas agent, and Miss Addis-Price, joined in 1921 by Edward Sawers, S L Bailey, and E L Mather who drove for Miss Addis-Price, who after she died in the 1950s got into the papers because she had been a racing motorist and because she left a considerable fortune to her life-long lady companion.

Tuning of these racing Douglases made them far outpace the 40mph of that 1920 test car! Vivian Hardie used aluminium pistons, lightened con-rods and a Claudel-Hobson carburettor for each cylinder. He dealt with the rear suspension by fitting 60 x 90mm tyres on the rear wheels (the production cars had 700 x 80mm tyres) and Houdaille shock-absorbers front and back. A hand-pump enabled extra oil to be fed to the cylinders from an auxiliary tank clipped to the steering column and the aluminium body was ugly but efficient, with a brass centre strip to the radiator. Miss Addis-Price drove this Douglas in a 1920 JCC Ladies' Race, finishing second behind a GN. By 1921 Mr. Sawers was getting 31bhp at 3250rpm from his Douglas engine and by taking it to 3600rpm he was timed at 75mph over the half-mile, on a 4-to-1 axle ratio and 710 x 85mm tyres. He used a plywood-panelled wood-framed two-seater body which was only 2 ft 4 in wide, and his car weighed 10cwt.

Miss Addis-Price had designed a smarter body for Vivian Hardie's new Douglas, which she got Mather to drive. During this season Bailey's saxe-blue Douglas eventually lapped at 78.06mph, Mather at 70.84mph, Sawers at 70.66mph, Lane at 63.19mph. In BARC races these Douglases netted nine places between them, Sawers the most successful, but the only win going to Bailey. After which, like the proverbial Arabs, they stole away, never to race again.

Miss Addis-Price did do another lesser race at the Track in 1922 but it was virtually over for the Douglas car, production ceasing that year. An idea of a 750cc revival in 1932 was still-born. The first Douglas car I saw was at a Bristol MC & LCC old car run shortly after WW2 and I rate them as now very rare indeed. WB

0 – 100 – 0

We see that a weekly contemporary is organising a competition for its readers to see which of their cars can record the best time on a 0-100-0mph thrash. We note further that four warming-up and six timed runs are envisaged, which sounds like a pretty daunting ordeal for the cars involved. Some 33 years ago Roy Salvadori set the ball, or actually an Aston Martin DB4, rolling in this respect.

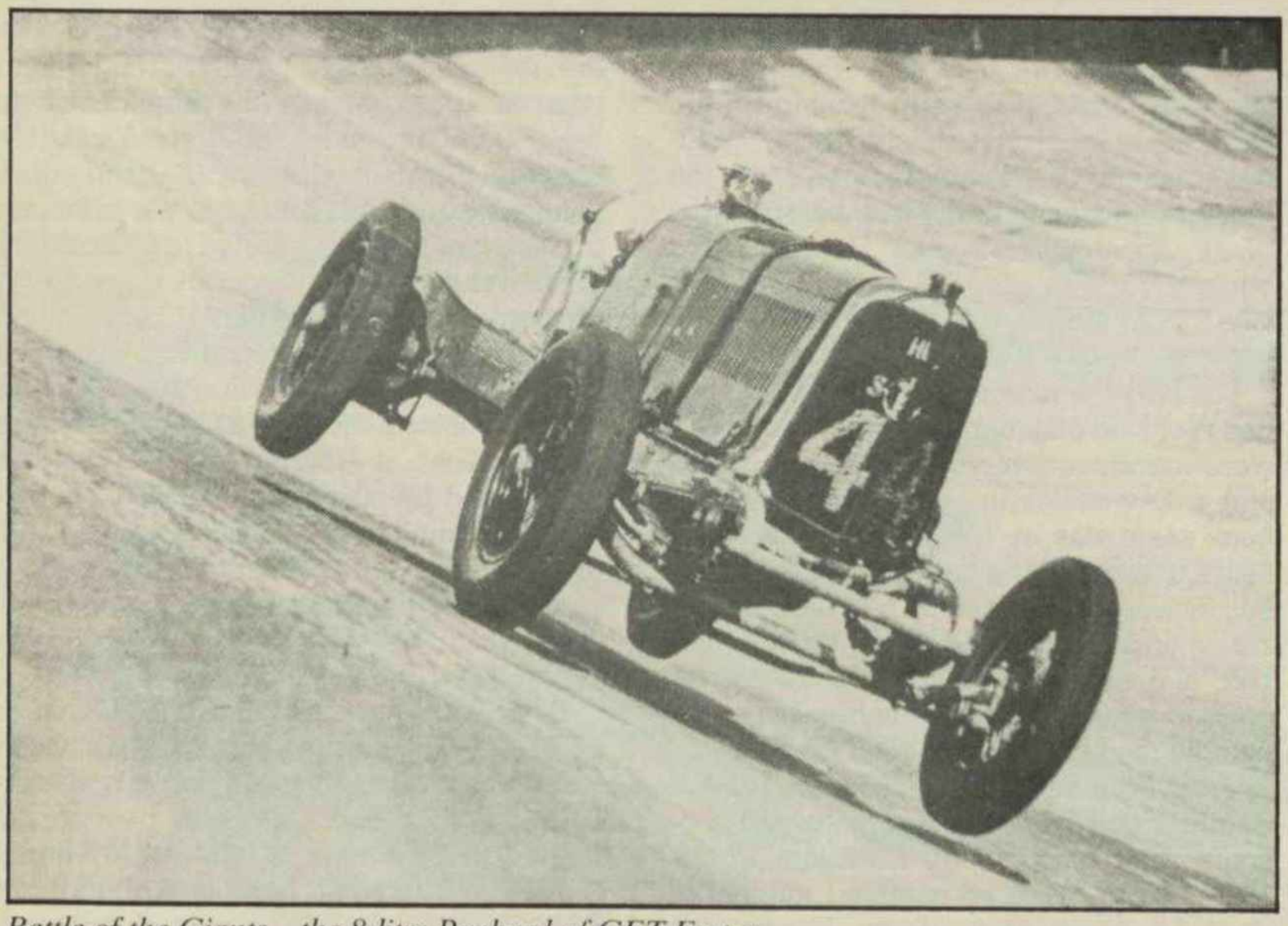
When we were road-testing a Facel Vega FVS in 1958 we thought about this performance of desperate acceleration and heavy braking, and decided to see what the 5.8-litre Chrysler-powered French coupé could do in that respect. The time came out to just over the 30 seconds clocked by Salvadori (although without elaborate test equipment it is almost impossible to tell when the ton has been reached and abandon floored accelerator for the brake pedal) - except that the car wouldn't stop. It rolled on, the brakes having faded completely.

The particular type of Facel Vega had 15 in wheels necessitating 11 in diameter Alfin brake drums (we were told that the lining area worked out at 95.5 sq/in per ton) which just couldn't cope. After we had returned the car to HW Motors we had a 'phone call from George Abecassis, who told us that we had cracked the Alfins, about which he didn't seem very pleased.

So this can be very tough on a car, and doesn't prove very much, surely? It leads me on to say that I am not very enamoured of the 0-60 mph and similar acceleration times the road-testers get up to, when obtaining figures to publish in the various journals (including MOTOR SPORT). Car owners seldom get going from rest by banging in the clutch and departing with spinning wheels. So a more realistic test of acceleration must be to start things from a steady rolling speed, such as 10 mph, having of course first calibrated speedometer or rev-counter to give a correct reading at which to depress the throttle pedal.

In pre-war times this is what MOTOR SPORT testers did, when compiling the acceleration graphs we used to publish. It saved the borrowed test car some punish-ment and the figures were more realistic.

It may be of interest that a 1.5-litre Meadows-engined HRG tested in 1937 took less than 0.2 seconds longer to accelerate to 50 mph from a steady 10 mph than it did from a wheel-spinning standstill, and the difference to 60 was 0.7 seconds. So much for burning clutch lining and tyre rubber away from the lights! WB



Battle of the Giants – the 8-litre Panhard of GET Eyston.

A Classic Protest

Protests over the results of races or rallies are nasty things! Necessary perhaps but nasty nevertheless. They can cause ill-feeling and friction, delay the publication of results, and cast doubts as to the validity of the outcome. There have been some classic protests, like the one relating to yellow headlamps on the Monte Carlo Minis, the refusal of the Le Mans scrutineers to accept Colin Chapman's 750cc Lotus as an Index of Performance entry, and many others along the years.

One such protest was that about who had won the highly exciting British Empire Trophy Race which the BRDC put on at Brooklands in 1932. The idea was to have a race over 100 miles or 36 laps of the outer circuit, the runners decided in shorter heats. The Final was clearly going to be an enthralling battle, as indeed it turned out to be, with the starters including Sir Henry Birkin with the lap-record-holding blower 4½-litre Bentley single-seater, John Cobb in the old but formidable 10½-litre V12 Delage, experienced George Eyston with the 8-litre single-seater Panhard Levassor, and Jack Dunfee in Woolf Barnato's 6½-litre Speed Six Track Bentley. A battle of giants was in prospect, and no-one was disappointed, speaking for the spectators that is.

In fact, this turned out to be one of the closest very fast races ever seen. It was won by Cobb in the big Delage at 126.363 mph. He was just 2/10ths of a second ahead of Capt GET Eyston in the Panhard, after some of the most intense motor racing imaginable. So close were they that the difference in race average speed was a mere 0.009mph. Eyston protested that he had been baulked and was given the verdict. Cobb counter-protested to the RAC and was later awarded first place. (These drivers won the Empire Trophy and £100, and £50, respectively). At that time I said I found that decision satisfactory. Now, with hindsight, and having before me the official lap-by-lap times for this remarkable race, it seems opportune to take a fresh look at what occurred down at Weybridge on that eventful 30th of April 1932.

The BRDC's Secretary HN Edwards and its race sub-committee usually chaired by Lord Howe, thought more entries would have been acceptable and the closing date was extended, at the existing fee of £11 per car. The prizes were donated by Sir Harold Bowden and Edwards had taken upon himself to name those for the heats the South Africa, India, Canada and Australia trophies. He had used HRH Prince George's name in Press hand-outs, and later the Prince stated that he had no objection. (It was hoped that the Prime Minister might be invited to take some part in the forthcoming BRDC 500 Mile Race).

From the beginning there was anxiety about the very fast cars involved being subject to overtaking problems. The faster of them were required to keep to the left of the black line at the Fork, except when overtaking, as laid down by the BARC itself in 1931. Drivers in the BE Trophy race were required to sign the back of the final Race Instructions to show they understood this rule. Eyston, however, wrote "Disagree entirely with regulation black line, want to ignore this, otherwise don't start", which has a significant bearing on the protests which were to follow.

Eyston did start, of course, so was persuaded to ignore his objection. Why did he express it? He had raced at Brooklands but more recently had used Montlhéry Track, whereas his chief rival John Cobb was extremely well versed in lapping very fast round Brooklands, having started with the aged 10-litre Fiat in 1925 and holding the Class A lap-record at over 132 mph with the Delage.

It seems to me that Eyston was aware that the 10½-litre V12 Delage could out-accelerate the 8-litre Panhard, which was a not-much-younger car (which proved to be the case) and that if he kept to the left of the Fork black line and Cobb passed him, he would never be able to catch the bigger-engined car. Or it may be, perhaps a subsidiary thought, that Eyston feared he would lose too much pace and concentration if he had to so place the heavy-handling Panhard when pulling it off the Byfleet banking as to keep the black line to his off-side.

This BE Trophy Race was obviously between the two Bentleys, the Delage and the Panhard, Earl Howe's 1½-litre GP Delage and Widengrin's 1½-litre OM being outclassed.

Thanks to help from the BRDC archives, we are able to analyse what happened, lap by lap. AV Ebblewhite signed the time-sheets, so they can be regarded as infallable, while laps were timed to the nearest 1/5th of a second. If drivers did cross a forbidden line (but see earlier) or were thought to be baulking another car, they were to be shown a black flag bearing a white cross, and all signal flags were to be a uniform size.

As the starting flag fell Cobb accelerated away and led the first lap by four seconds from Eyston. Birkin then got the blower Bentley into its stride and overtook Eyston, to lead the race at the end of lap 4. This continued until, with a bang which was mistaken for a burst tyre, the Bentley cracked its cylinder block and retired on lap 18, when 4.6 sec ahead of Eyston. So far as the Eyston/Cobb duel went, the Delage kept ahead of the Panhard for the first six laps, by margins of 4, 4.8, 3.2, 1.6, 0.8 and 0.6 sec. The Panhard then got past and ran in first place for the next 19 laps. The margins varied as follows: 1.0 sec on lap 7, then by 1.2, 2.6, 3.6, 3.2, 2.4, 3.0, 2.4, 1.8, 1.2, 2.2, 1.4, 1.0, 2.6, 2.6, 3.8, 1.8, 1.4 and 0.4 sec. (One wonders if the slower time on lap 22 may have been caused by Eyston weighing up the position after realising that Birkin was out, or wanting to conserve his tyres?).

Cobb had said he would not open right out until about five laps from the finish, and Eyston was known to be troubled about the life of the Panhard's tyres. Eyston may have eased off a fraction, because the Delage slipped past on the inside as they entered the Railway straight, to lead by 0.8 sec. at the end of lap 26. Its lead dropped to 0.6 sec. on the next circuit and then the Delage, rather earlier than intended, was opened up, to lead by 1.6 and 1.2 sec.

However, Eyston had clearly seen the danger and put the Panhard in fierce pursuit. He closed to within 0.4 sec on the following two laps and from lap 31 to the finish line he had the Panhard within a mere 0.2 sec of the Delage on every lap; but he was unable to overtake.

Just think about it! We are used to James Hunt explaining that in modern GP racing a car close up to the one in front encounters turbulent air, loses downforce, handles badly and wears out its tyres. I would not dispute that, or the anxiety of matching the moment when your opponent bangs in the power out of corners. But I think Eyston and Cobb were quite brave, driving these big racing cars at over 130mph within very close proximity of the unprotected banking edge, knowing that if the car in front got ever so slightly out of control they had virtually no brakes with which to cope — and there was also the ever-present risk of tyre bursts. In fact, Eyston lost a tyre tread immediately after the race had ended.

It must have been some spectacle, these two giant cars lapping to within a lap-time of 1/5th of a second of one another, for those final furious six laps. Eyston had done his best, attempting to pull his heavy car early off the Byfleet banking in the hope of taking the Delage on the inside across the Fork. To no avail. Nor had he the surplus acceleration to overtake Cobb along the half-mile of the Railway straight. But far from leaving his challenge to the last six laps, Cobb confessed he had had to drive flat-out for the final 12 laps or so, catching and passing the Panhard but thereafter keeping it only slightly in arrears. (Eyston's minor changes in times on laps 28 and 29 were probably the result of his unsuccessful bids on awkward lines to pass the Delage).

Whatever your verdict of the outcome of the two protests is, you must surely agree it had been a magnificent track race. Earl Howe thought it the best yet. It must have rivalled the fine display of aerobatics in a Fairey Firefly 11M which F/Lt Chris Staniland had given before the race commenced! We now know that Eyston protested verbally at his inability to pass the Delage, saying he had been baulked, while still sitting in the Panhard, immediately after finishing. He was informed that such a protest could only be accepted in writing, accompanied by the requisite £5 fee. Now Eyston was one of the most gentlemanly of racing drivers and no doubt that spoken comment was the reaction of a very tired and disappointed man. I understand that Eyston did not want to take any further steps. But friends, including Kaye Don, apparently pointed out that the Panhard had been brought over from France for the purpose of winning this well-publicised race and that as a professional driver, if he thought he should have won, Eyston should protest. So he did!

The Stewards called both drivers before them, debated for two and a half hours, and found in favour of George Eyston. John Cobb then put in a counter protest to the RAC and a proper legal hearing was instituted.

My comments? The Observer called to hear Eyston's protest agreed with the Stewards that it should be upheld, and during Heat 4 the blue flag had twice been shown to Cobb, who was deemed to be preventing Dunfee from overtaking, it being recommended that the Clerk of the Course speak to the driver, at his discretion.

It took Dunfee seven laps to get by, although he got within 0.2 seconds of Cobb. It might also be noted that in this 18-lap heat Eyston passed Cobb on lap two, to lead throughout, winning at 126.21mph, Cobb settling for third place after both Birkin and Dunfee had passed him, Birkin later falling back. But nothing conclusive there, except that the Panhard was nearly a minute ahead of the Dunfee Bentley at the finish, as Cobb may not have been trying. (Cobb had a mere 0.2 sec lead after that first lap, and was three seconds in arrears after the next lap.) Eyston made fastest lap, at 131.41mph, quicker than Parry Thomas's old Class B speed.

The race itself involved another protest, when Dunfee was crawling round on the last lap with a burst tyre and was inadvertently flagged into the Finishing straight instead of over the Fork finishing line, giving third place to Howe's little Delage. The Stewards found that there was no proper liaison between the finish line officials and the parking officials but that the driver should have continued until seeing the prescribed finish flag. It was resolved by awarding Barnato and Dunfee consolation prizes.

The Cobb appeal became a legal battle. Lewis & Lewis, a leading firm of solicitors, instructed the Hon Ewen Montague, KC, who had driven ABC, Riley 9 and OM cars in MCC trials, to act for the Delage driver, assisted by Mr Brian Davis. Ernest Hancock represented Eyston. The BRDC stewards Sir Algernon Guinness, Lionel Martin and SCH Davis had well-known MCC member, trials driver and solicitor, D Duncan-Smith, to look after their interests. The case was heard at the RAC, before RAC stewards Lord Cozens-Hardy, Sir Arthur Stanley, GJF Knowles, HB Shackleton, Percy Short, and Maurice Burton.

Unfortunately the RAC no longer has the depositions, but apparently the Hon Ewen Montague advanced the argument that as the drivers of the faster cars had agreed to pass, as far as possible, only on the Railway straight (this in spite of all that fuss over that black line at the Fork!), Eyston had no sound reason to complain that he could not overtake the Delage on the Banking. He made the further point that once Cobb was in the lead he had every right to choose his place for entering the Byfleet banking and could not be expected to ease up and wave his rival on.

It was also put forward that the Delage was the faster car, at which Eyston expressed surprise. The only evidence for this assumption seems to have been that eight years before the BE Trophy race, René Thomas had done a two-way mile at Arpajon at 143.31mph and that Albert Divo was supposed to have lapped Montlhéry at 138.5mph, at a time when the Delage was less highly-tuned and had a lower cr than it had by 1932, whereas when Eyston broke the Hour record at Montlhéry earlier that year, the Panhard's best lap was at 137mph. There were those who said that as the V12 Delage had a capacity of 10,688cc and weighed 34cwt, against the Panhard-Levassor's 7938cc and 42cwt, the Delage had been bound to win. Which overlooks the respective hp-per-litre of the engines, and the Panhard's better streamlining, etc. (Both drivers could be described, I think, as equally skilled and determined.) If the advantage possessed by the Delage was valid, it does seem somewhat odd that Cobb was satisfied to leave such a small margin between himself and Eyston for the final six laps of this very intense race.

The appeal lasted more than four hours, after which the RAC stewards took only ten minutes to award the race to Cobb. It was all settled amicably, with Eyston standing Cobb dinner afterwards. As usual, it was the public who suffered, because the hearing did not take place until 26 days after the race had been held — a long delay in deciding the outcome. WB

VSCC Kentish Rally

Moving to Kent on September 15th, the VSCC ran a rally divided into four classes, for newcomers (nine of them, of whom the best performer proved to be G Crabtree in a 1929 4½-litre Bentley), those equipped with Edwardian cars, vintage light cars or vintage touring cars, the fortunate beings in vintage sports cars, and drivers and navigators in post-vintage-thoroughbreds. The only unfortunates not to finish the course were the Pilkingtons in their Ulster A7. The rest of the 52 competitors survived the 13 time-controls and a dozen route-checks to gain the following awards:

First Class: P Hart (1930 16/50 Humber) who lost only ten marks, against a lowest score of 448 by a Le Mans Aston Martin whose crew I will not name, K Burnett (12/50 Alvis), J Creed-Miles (Ulster A7), W Mahoney (1100 HRG), and A Lupton (1938 Lea-Francis).

Second Class: C Hanna (A7), P Blakeney-Edwards (Bentley), P Weston (Ulster A7), B Ducker (Riley 9), and G Tomlin (12/60 Alvis).

Third Class: B Sudjic (Hotchkiss), P Gallifant (Alvis SE), F Moore (Lancia Lambda), P Binns (1100 HRG) and J Gathercole (Riley Imp). The navigators were no doubt indispensible and we apologize for not having space in which to list them. WB.

A head-on view shows the overhead valve gear on one of Edward Riddle's two GNs.

Two GNs

Having re-acquainted myself with a fast Morgan three-wheeler recently, I thought it would be fun to do the same with a GN. Who better to approach than Edward Riddle, who is a firm believer in the creations of Ron Godfrey and Capt Archie Frazer-Nash, competing regularly with them in VSCC events? Edward was receptive to the idea. Indeed, his generosity extended to letting me try not one GN, but two.

Meeting him in rural Dorset, we began by talking about the older motor-cars in general and it transpired that Edward had become enthralled with them, as I had, even before the VSCC was formed. From 1922, in fact, when the family bought their first car, an 11.4hp Citroën, to be garaged in the coach-house attached to their Blackheath house. To make room for the new acquisition a 1914 Grand Prix Morgan with that tall Napier-like radiator cap, which was temporarily occupying the space, had to be started-up and driven away. A fascinating sight and sound for a small boy!

However, it was Major Malcolm Saunders, on the staff of *The Commercial Motor* at the time, who a couple of years before this, had sparked-off Riddle's interest in GNs, this gentleman having spent his Army gratuity on one of these sporting cyclecars, to his wife's great annoyance. In the meantime, family cars followed. There was a Crossley, a Chenard-Walcker, a much-liked Humber, and a Newton Ceirano which tended to run its big-ends. So motoring was early instilled into the boy and while at Dulwich he bought his first GN and introduced the idea to his friend John Garland.

By way of variation Edward invested in a twin-cam Salmson and a bull-nose Morris Cowley with the Oxford engine. But he always returned to GNs because, he says, he found them more satisfying to drive. Meanwhile, his sister was driving her fiance's 1½-litre Alfa Romeo coupé, with her brother's approval, although Edward thought its small six-cylinder engine a little light on torque, due to the luxurious body . . . The war then intervened and motorcycles were favoured for economy reasons. When peace broke out Edward bought a 24hp Ford Model-A coupé, which was a vintage car, as it was a 1929 model. This served equally well for a holiday in Barcelona as it did as day-to-day transport. Then, in 1958, he was fortunate enough to obtain a sort of triple-basket-case of dismantled GNs. With the addition of JV Bolster's old Vitesse engine, discovered in Caterham, and with the knowledge of these cars which he had accumulated in pre-war times, Edward was able to tackle a number of reconstructions with reasonable confidence, including his familiar touring ioe GN and the Vitesse GN now owned by John Blake.

Running parallel with his favourite make, in a second attempt at diversifying, there was the 1921 Model-T Ford coupé, kept for 25 years, an 8/18 Humber which was a nice little car but limited in cruising-speed, and a 120/50 Alvis, regarded as good but thought over-rated. After which came another Morris Cowley with Oxford engine, still in action.

These days the "Chain-Gang" theme takes precedence. The two GNs I was to try over the Dorset by-ways were Edward's well-known ioe touring version and his push-rod vertical-ohv model. But first, with his help, let us look at the background to the various permutations of these 90-deg vee-twin engines. The overhead inlet, side-exhaust-valve engine was the normal offering, designed by HR Godfrey, it is said by scaling-up a 1903 Clement Bayard 300cc vee-twin motorcycle engine and later discarding automatic inlet valves for those prodded by push-rod and rocker. It seems likely that the over-hung crankshaft of the GN engine was logically adapted from steam-engine practice which Godfrey would have been aware of during his apprenticeship at Willans & Robinson's at Rugby. For racing, both valves were put upstairs, and such a vertical-valve push-rod engine is thought to have been used for Godfrey's belt-driven GN "Bluebottle". This ohv arrangement was also used for the regular 1920 sports GN. However, as Capt Frazer-Nash was not the sort of person to allow his business partner to possess a racing GN as fast as his own, oh-valves inclined at 90-deg were used on his famous "Kim 1" single-seater.

Ordinary GN heads with slightly inclined valves are few and far between, but I did once have a pair, which ended up among Basil Davenport's stock of GN bits and pieces. Some of the French built GN engines used this layout, with hairpin valve springs, but normally such GNs had ioe engines, made under licence by Salmson, which were virtually the same as those being turned out at Wandsworth. Last year Riddle found one in Maidstone which he has restored as a spare engine, kept in his bedroom, to the annoyance of his wife . . . . The push-rod vertical oh-valve heads were offered as a sort of extra power-option, around 1924. None has survived and these days the rockers have to be copied, the most nearly-accurate set being on Tony Carlisle's GN, although Edward's set are pretty close to the original.

Here I should remark that Riddle has a theory, formed after owning both push-rod ohv and Vitesse oh-camshaft GN engines, that there is no worthwhile power-advantage to be gained by using inclined valves actuated by overhead-camshafts, relative to the more simple vertical-valve layout. "Why should there be?", he asks. The difference in technology is not sufficiently marked for it to matter, remembering that both heads are cross-flow and that the over-hung crank limits one to 2200rpm, so valve bounce is hardly a factor. He does not think many customers took up the push-rod ohv option anyway. Perhaps 98 per cent of all GNs had the ioe engine. Thus if total output was 2500 cars, only about 50 had ohv as standard and perhaps another 50 the "bolt-on goodies" ohv conversions.

For serious racing however, GN built overhead-camshaft engines. The GN that won the 1100cc section of the ambitious 1921 JCC 200 Mile Race at Brooklands had overhead-camshafts operating four valves per cylinder, driven by a vertical shaft and a cross-shaft. For the 1922 race the same arrangement was repeated, but with two of

the GNs having the oh-camshafts driven by shafts running up the front of each cylinder barrel. Late in 1922 the ohv Vitesse engine had its oh-camshafts driven by a long chain behind the cylinders.

However, Edward Riddle believes that *oh-camshafts* on a vee-twin are madness. He points out that the camshafts are miles away from the oil and that chain-stretch on a Vitesse engine upsets the valve-timing. He thinks push-rods are more sensible, as then the cams are centralised and can be properly lubricated, that with the aforesaid rpm limit there is no worthwhile advantage in power output, and that the engine looks more like that of an ordinary GN.

It was now time for me to sample Riddle's 1921 ioe GN. It is quite normal apart from a raised compression-ratio and an old-fashioned brass-bound Solex carburettor instead of the more usual Capac. I was reminded that the original phosphor-bronze main bearings are still in place after 90,000 miles, plus the previous owner's mileage. I found the GN experience quite fascinating, as we devoured the sunlit lanes at a cruising speed of 45mph, to the gentle beat of the air-cooled vee-twin engine. There is nothing with quite so much character as a GN cyclecar. It is as different, one might say, from an Austin 7 as a Hillman 14 is from a Mercedes Sixty. I felt that Godfrey and Nash had got the formula for 1920's economical motoring just about right! The long wheelbase ensures a comfortable ride, on those quarter-elliptic springs, ingeniously restrained at the front, there is more than ample leg-room in the doorless two-seater body (with cape-cart hood had it rained), and the dashboard, with just a 60mph Smith's speedometer before the passenger, emphasised the simplicity of the cyclecar theme. Ahead, the pointed prow has only the GN-inscribed petrol-filler cap to break the stark outline of the bonnet.

I enquired about economy and was told that 40 to 45 mpg is customary, giving a range exceeding 100 miles from the three-gallon tank, but that driven with thrifty circumspection a GN driver might get as much as 65mpg. Lubrication is on the total-loss system; Riddle believes that the GN's demise was linked closely to failure by first-time buyers to make proper use of it, although motorcyclists were conversant with it. The oil tank holds three-quarters of a gallon. It is streamlined for a neat appearance in its stance on the off-side running-board and its plunger-pump should be operated every five miles; on both his GNs Edward reaches across and rotates a minute turn-button on the dash, rather like lap-scoring, to remind him that he has carried out this essential operation. I was captivated by the GN's simplicity. Apart from that speedometer, all the dash carries is a Bowden-lever for the choke, a cut-out button for the Bosch magneto, two tiny lamps-switches ("They work if I have a battery on board"), and a GN plaque donated by Ron Godfrey.

Allowed to drive, I found the very direct steering accurate and certainly not heavy, the response immediate. It was expedient to use the brakes alternately on down grades, to even-up the wear, as the pedal applies the shoes in one drum, the out-side lever those in the other drum, on the differential-less back axle. The hand-brake ratchet is contrived by spring-loading the lever against a rack on the side of the body, as on many veteran cars. The rh lever actuating the famous chain-and-dog transmission is inside the body. It selects reverse and top towards the driver, first and second being forward; the shifts are made very easily but a careless movement out of bottom will cause the reverse gears to grate.

Open up and you are rewarded by brisk pick-up, to the crackle of the twin cylinders. So much more fun than the subdued purr of the average four! That is GN motoring and very enjoyable it was. I would have been happy to have gone on all day in the August heat over those deserted country roads in this cyclecar that is as adept at going down the road to buy a paper as it is winning awards in VSCC trials and driving-tests. Or, for that matter, undertaking long-distance tours, as many GN owners did in the 1920s.

What else? The tyres are those excellent Avon 3.25 x 19 Triple Duty Mk 11 Sidecar covers well-known in A7 circles. There is the typical single headlamp, and Fontayne side-lamps. Also a "Heath Robinson" hand-propelled screen-wiper, and a one-gallon spare petrol can on the off-side matches the battery box on the near-side running-board. There should be a full-length under-tray but like most GN exponents Riddle has retained only the rear one, to protect the chains. Having been shown the fun and fascination of a touring GN, it was off in Edward's push-rod ohv car. The greater urge was immediately apparent, with a fiercer bark from the engine, as it accelerated up to a 50mph cruising pace, accompanied by a rather enchanting scream from the straight-cut bevel-box gears.

Otherwise the two GNs are similar. The ohv car has a Brolt System "cyclops" head-lamp, by Brown Bros, and Smith & Sons of

Riddle's typical touring ioe GN – a familiar sight on VSCC competitive events.

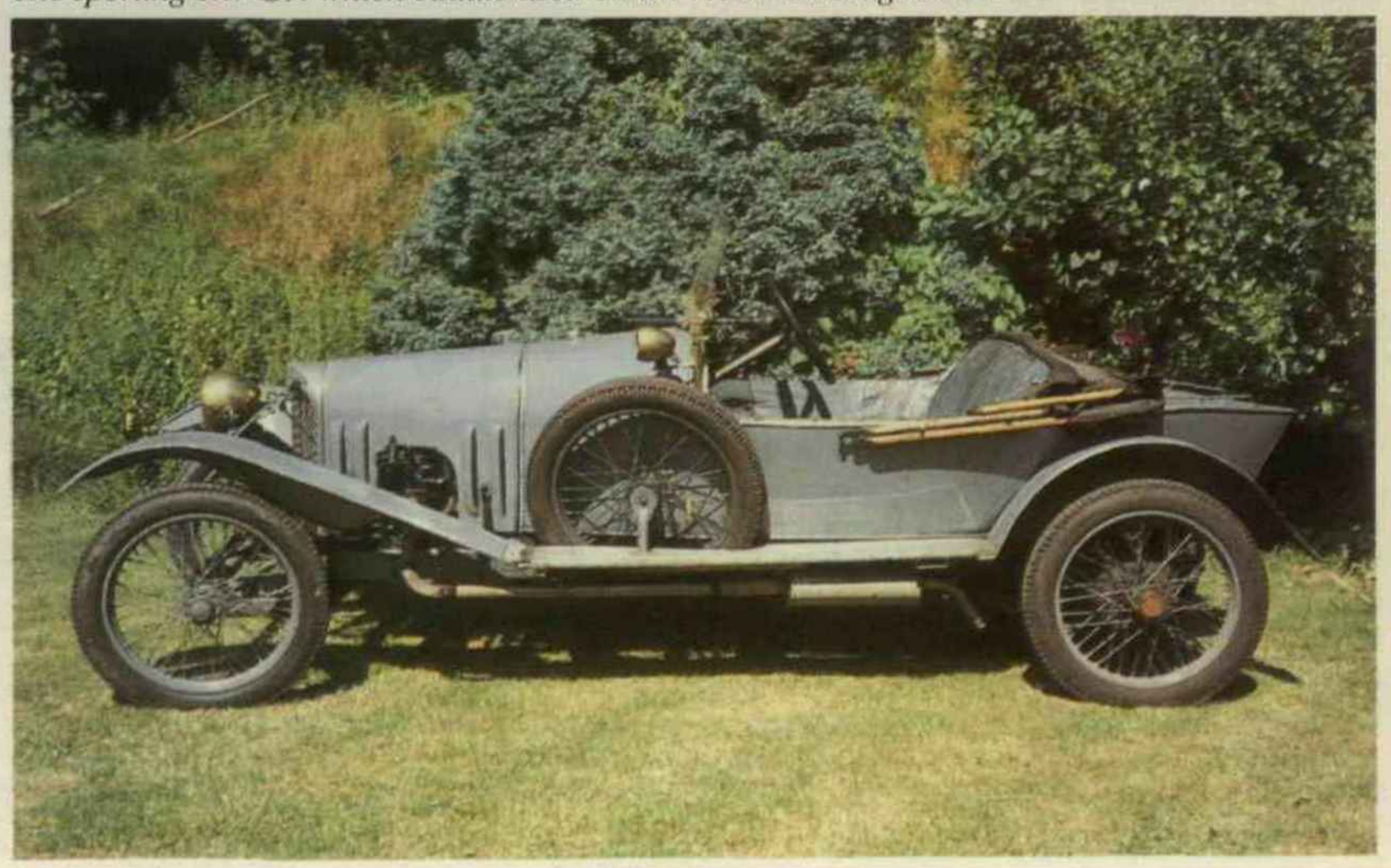
Great Portland Street sidelamps. The dash is equally uncluttered, but with another 60mph speedometer for the passenger to study. Exciting as this ohv GN is, Riddle points out that it does not give the some-times expected 60mph. Considerable improvement in acceleration and hill-climbing ability, yes. More speed, no. He finds that an ohv GN will cruise at 50mph or a shade more, against the ioe's 45mph. But that is all! This theory he explained eloquently in the summer issue of *The Light Car*, journal of the Light Car & Edwardian Section of the VSCC, stating that the reason is that power will go up by only about 3bhp with ohv, to about 16bhp, whereas to get 60mph another 13 or so bhp is required.

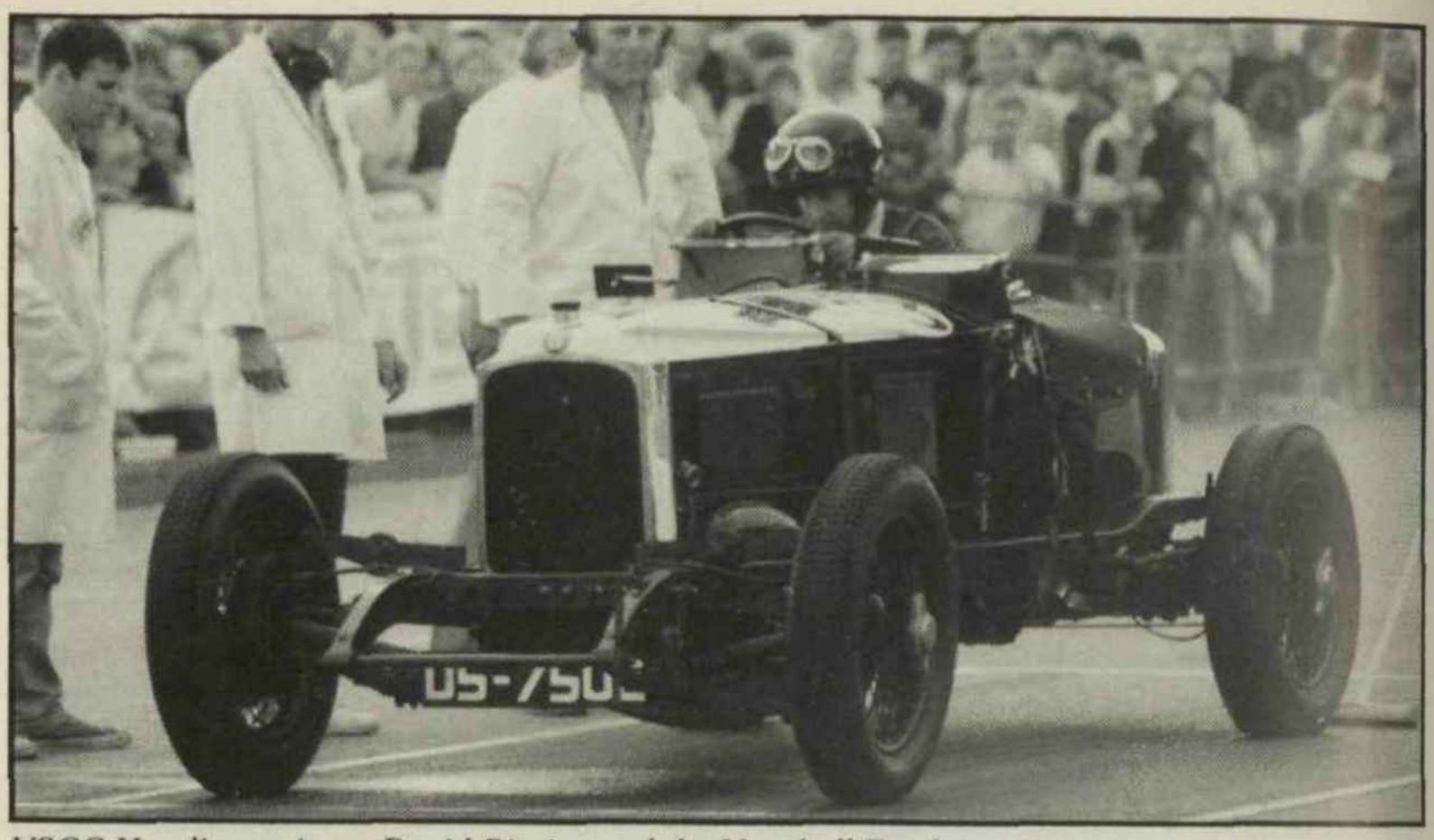
Riddle believes that all good vintage touring cars, if you are honest, be they 12/50 Alvis, Anzani Frazer Nash, Rolls-Royce Twenty, bull-nose Morris or A7, cruise at about 45mph, because power to overcome air-resistance has to be increased as the cube of the speed. With this cube-law, their relatively low power, and high drag-factor, it is, Edward says, easy to see why vintage light-cars have a sharply restricted top speed.

The 'Nash felt taut, was quiet and accelerative — but its best cruising speed was around 50mph. It has, by the way, the three-speed transmission but with its ratios like the upper three of a four-speed 'Nash. In this nice aluminium-bodied product of the old AFN concern we went to look at the

Continued on page 1059

The sporting ohv GN which Riddle used on the recent Presteigne trial.





VSCC Handicap winner David Biggins and the Vauxhall Rowley.

Brighton Speed Trials

A dull grey morning with a calm sea and a trace of dampness in the air gave splendid conditions for fast times on Madeira Drive for the 86th Brighton National Speed Trials on September 14th. A crowd approaching 20,000 filled the paddock, were four deep along Madeira Terrace overlooking the start, and occupied every vantage point to the finish line. They were treated to a new course record (see Diary, p1002).

An excellent entry for the Vintage and Historic classes included five Grand Prix cars, an Indianapolis car, and a good variety of VSCC sports cars. Practice was enlivened by a fierce duel: Anthony Mayman in R4D, the ERA with seven previous FTDs at Brighton driven by Raymond Mays and Ken Wharton, posted a fast 19.56sec, while the Class record holder David Beckett made 19.99sec in his Lister Chevrolet Costin.

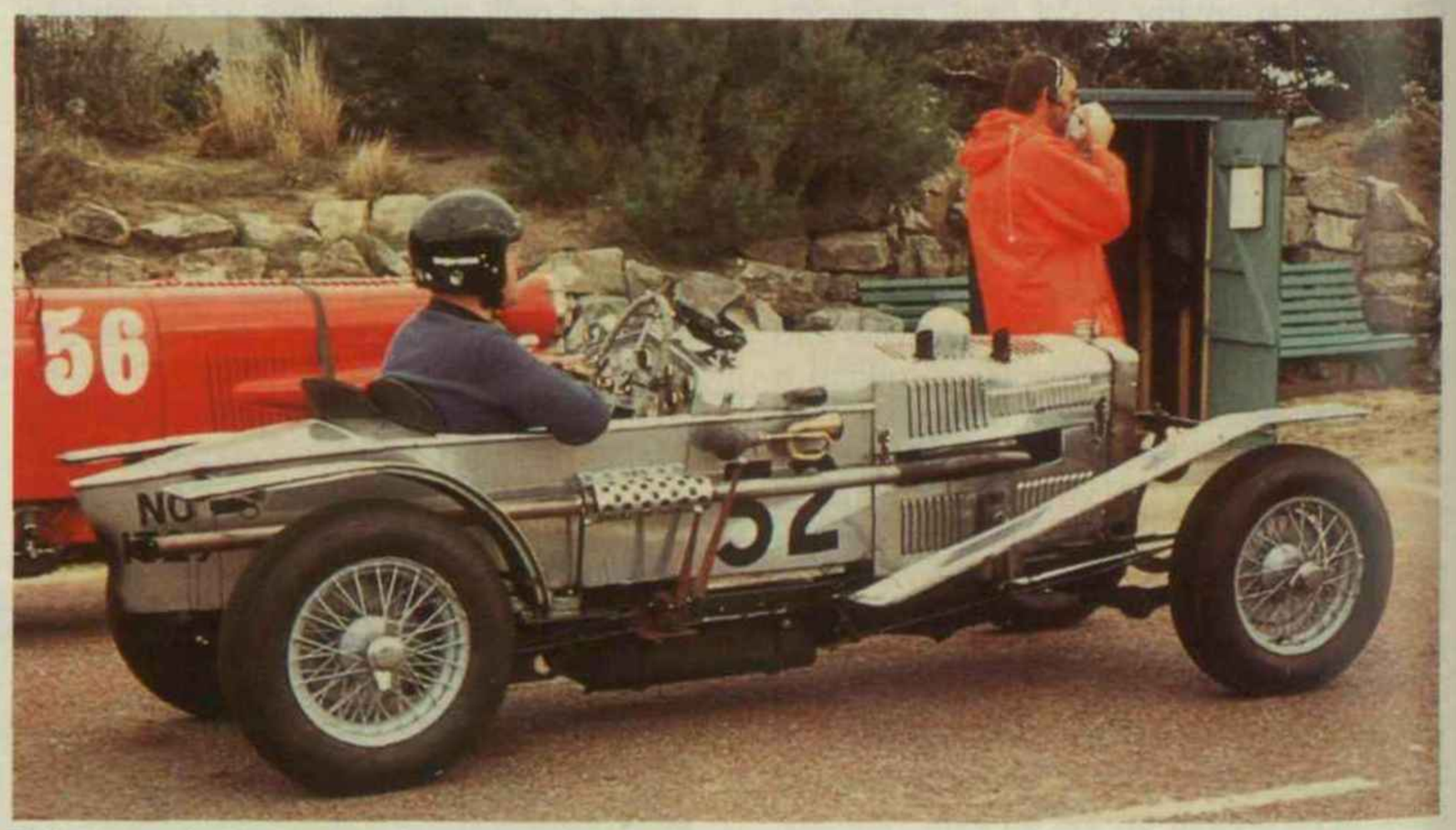
Bruce Spollon (ERA R8C, the ex-Earl Howe car) was also under the class record with a fine practice time of 20.11sec. David Duffy's Connaught B-type, painted in the Rob Walker colours of blue and white, was not far behind with 21.53, and looking to improve.

The duel between Mayman and Beckett continued on the first timed runs with the ERA doing 19.82 and the Lister 19.84. Spollon's first run was 20.33. His second run ended when the throttle linkage came undone and the ERA was out. David Duffy improved to 21.27sec but was unable to better this on his second run.

The beautiful 4½-litre Talbot Lago which ran in the 1949 British Grand Prix was much admired; Tony Bianchi did very well with an impressive 22.93sec in this heavy long-distance Grand Prix car. Bob Burrell, long-time exponent of large Bentleys and a frequent competitor at Brighton, thought a touch of sea air might be beneficial to his latest V12 blown 8-litre Bentley. A time of 23.49 sec is a good start for the new car. Neither the Indianapolis Sunbeam nor the Lea Francis were running well, disappointing for Tom Delaney who first raced at Brighton in 1934. David Biggins was consistent with the Vauxhall Rowley and won the VSCC handicap.

The final runs produced a superb win for Anthony Mayman with 18.91sec, crossing the finish line at 139mph — a new class record for this fine old racing car and its sporting driver.

NG



Rob Burton's GN Spl, with ohv Ford A power.

VSCC at the seaside

From early times the seaside resorts of Britain have seen speed-trials on their beaches and promenades. Weston-Super-Mare has been well endowed in this respect, and the VSCC returned there again on October 6th, fielding their typically sunny weather.

Anthony Mayman with ERA R4D, which arrived in a big Fiat transporter, made FTD and set a new class-course-record of 4.34s. Martin Morris in R11B, displaying a Chester MC badge, did 15.52s Donald Day in R11B clocked 15.65s but Bruce Spollon's R8C broke its back axle and had to be towed back. In this class Hulbert's blown SE Alvis took vintage honours (17.45s). In the 1½-litre racing-car class Chris Mayman also set a new record (15.99s) in ERA AJM1. Chris Gordon in the Silver Hawk beat a later, larger Bugatti to win the vintage division (24.84s). Keeling's blown PB MG won the 1100 cc racing-car class (17.98s), in which the best vintage run was by the Amilcar-Riley (18.95s – another class record). The post-war historic cars had all funked it . . .

Nickall's Lagonda Rapier scored in the small sports-car class (21.05s) and was but 0.06s. slower on his second run. Tony Jones was fastest vintage runner in his famous Frazer Nash (22.03s), beating his daughter by 0.10s. Blackeney-Edwards in Miss Collings' 4½-litre Bentley had both sections of the over 1½-litre sports cars' class sewn-up (20.08s), Drewitt's Riley Special took the hybrid class (19.41s), in which Beddow's Lea-Francis led for the vintage contingent (24.30s), and of the bigger sports cars Craig Collings and the 8128cc Bentley had the distinction of setting best vintage time (16.57s) on a single onslaught on the half-kilo course. The quickest lady was Miss Burrell, who drove the formidable 8-litre Bentley-Royce, displaying a JCC badge, to a fine 18.42s, 1.09s slower than her dad in his supercharged edition, and with the spur of BRDC and BARC badges. Harold Smith's Indy Sunbeam led the Edwardians (21.88s) and Nick Ridley was rewarded by a Handicap-win in the purple 1914 TT Sunbeam he had driven down from Suffolk, clocking 25.81s, although young Ben Collings on the veteran Mercedes was quicker. The motorcycles demonstrated, a Douglas going through the speed-trap at 100mph, compared to R4D's 124mph. Nice to see some old-time seaside speed.

WB

VSCC Donington

The last VSCC race meeting of 1991 was also a first, in that it brought the Seaman Trophies to the appropriate venue of Donington Park.

Malcolm Grist warmed up his father's Monza by beating the Rileys of Robinson and Watney in the five-lap Brooklands Society Trophy which opened proceedings, before the 50s sportscars appeared for the Duncan Hamilton Jaguar Trophy. And it was Jaguar power all the way, the Listers of Gary Pearson and David Ham being split at the line by John Harper's D-type. Thomas Bscher's howling V8 450S Maserati was a rare and welcome fourth.

There was an unexpected upset amongst the Post-War racing cars when Anthony Mayman failed to win; however, the winner, John Harper, was driving another of Mayman's cars, the 250F Maserati. As usual Mayman (Lotus 16) led from the start, pursued by Rod Jolley's Cooper, but the Lotus began to overheat after Harper had passed Jolley. Harper then went round the outside of Mayman's slowing car at Redgate and into the lead. Jolley was second, with Mayman babying the Lotus to third.

To celebrate 60 years of 8-cylinder Alfa Romeos there was a 6-lap scratch race - won by a 6-cylinder Maserati. This was Mayman's fault, as he ran away from the field in his 3.7-litre car. But Paul Grist and James Lindsay restored some Alfa pride with a good second and third pairing in their Monzas.

On to the Richard Seaman Historic Trophy, where Duncan Ricketts (1.5-litre ERA) provided the excitement by spinning and stalling out of second place at the chicane, promoting Chris Mayman's recently built ERA one place. Ure (ERA) held a safe third, though fourth was contested at times by Spollon (ERA) and Paul Jaye's rapid Alta, before Hannen's Maserati grabbed it. Oh, and somewhere up front was Anthony Mayman in R4D . . .

Tim Llewellyn's 8.4-litre Bentley has not been out much this season, and there is nothing worse for a racing car than inaction. But it made up for its disappointing last appearance by collaring the Vintage version of the Seaman Trophy, the first at Donington. Alex Boswell could have been a threat in the 12-litre BequetDelage - until one of the two gearboxes broke, giving second to Dave Caroline's Morgan. But the high point was the tussle between Stuart Harper (Morgan) and Martin Stretton's Frazer Nash. The six-lap scrap for third finally fell to Sideways Stretton. Fifth was John Howell, racing the 16-cylinder Bugatti.

Three wheels and four legs per entry signalled the Morgan race, in which passengers were allowed under ACU rules. Speeds varied radically, but Bill Tuer and Graeme Bibby threaded their 1100cc mounts through the traffic for first and second.

Stuart Harper narrowly beat Thompson's Lagonda in a five-lap scratch, and Jo Moss took a handicap win in an 4.5-litre Invicta.GC

C E Allen's Ulster Rep at Gopsall Park.

Gopsall Park by A7

After investigating the Henry Laird Morgan "Yellow", owned by CE Allen, BEM, which we reported last month, we went on to photograph the entrance to the Gopsall Park speed-trial venue, where, as outlined in recent issues of MOTOR SPORT, such trials took place in the 1920s and 1930s.

To get there we went in "Titch's" Austin 7 Gould Ulster Replica, which with advancing years he finds more practical than the Morgan. As I have one myself, this was interesting. Allen's has an aluminium cylinder head with 18mm spark plugs, thought to be from a "Grasshopper" Austin 7, and the usual semi-downdraught SU on post-war Morris Minor manifolding.

"Titch" has the benefit of a four-speed gearbox, but a 4.9 axle ratio makes for high gearing. But this does make gear-changing easier — I find the big gap between first and second and the loss of time engaging top gear on the normal three-speed box on my A7 rather disconcerting. Anyway, it was fun cruising at an indicated 50mph (on the Ford's speedometer) behind an aeroscreen on this warm day — sad reminder that my Gould Ulster has a full-width screen not made to fold flat! WB

To those who know that there is no reason why the older cars should not be used as normal transport is is good to hear of vintage examples that are used regularly or for the same purpose as moderns. So we were glad to hear that Ben Collings used the 1913 Brixia-Zust to pass his driving test on his 17th birthday. WB

Nev Churcher's 1927 Type VAL-3 four-push-rod Salmson ran badly at Prescott due to the butterfly of its Solex carburetter jamming half-open. The car had been a CAPA racer and was discovered in a derelict shed in 1972 and mechanically restored ny Mike Tietze, and a new body was made. We hear that since then the Salmson has done 8000 reliable miles in three years, giving 36mpg cruising at 50mph, and used as everyday transport.

Obituary: Paddy Denton

We regret to report the death, aged 70, of Paddy Denton, one of the driving forces behind Oulton Park's inauguration as a racing circuit in August 1953.

After fighting with distinction in the second world war, Paddy embarked upon a competition career, contesting many VSCC meetings in an Alta. In 1951, Aston Martin nominated him as a reserve driver at Le Mans, though ultimately he wasn't called upon to drive.

In addition to his VSCC interests, Paddy maintained a healthy interest in contemporary motorsport. Despite his ill health, he was still a frequent visitor to Oulton in recent months.

MOTOR SPORT extends its sincere condolences to his family and friends. SA

GN – Continued from page 1057

impressive view from Shaftesbury's battlements and visited the town's cobbled Gold Hill. After which I drove back to Warminster for the night in the 2-litre Ford Sierra 4x4. As I did so I reflected on what a pleasure in must be to own a GN. I have always wanted one. But by the mid-1930s they were getting scarce and those that did turn up were quickly snapped up (the going price was 6/11d), so that they could be lowered, the steering centralised, the body scrapped, ready for an appearance at Shelsley Walsh. I had to be content with a few GN parts found in Leeds during the war, the chains in an old hip-bath of dirty oil . . .

I can understand Riddle when he says that if he had his life over again (we are both the same age) he would be content with a bog-standard ioe GN with a well-sorted engine, the doorless D-back two-seater body, and in it to travel at 40 to 45mph, with nothing to prove. For trials he would use a big sprocket, to get hill-climbing equal to that of an ohv GN, and he would still enjoy better performance than that of the average A7. A spare ioe engine would obviate the car being laid up for overhauls, giving Edward time to polish his brass and tidy the body, rather than having to attend to recalcitrant push-rods and rockers.

Well, it seems to me he has not done too badly as it is! Apart from the three cars I have described, he has completed a rather special GN ohv engine of some 1700cc, thus following the lines adopted by Basil Davenport for "Spider", and before that by GN themselves for Brooklands' record-breaking. The aim is to get effortless cruising speed and hill-climbing without exceeding that crucial 2200rpm. With this in mind, the cr is only 4½ to 1, and a slightly overweight flywheel is fitted, together with a small carburettor and weak valve springs, the whole plot compounded with a 2.5 to 1 axle-ratio, in the hope of proving that "there is no substitute for litres". WB

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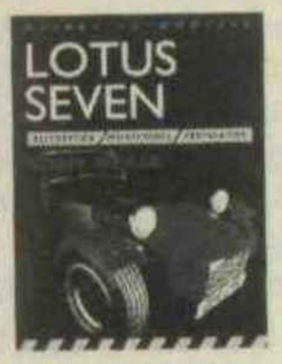

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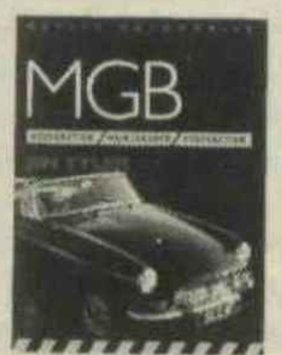

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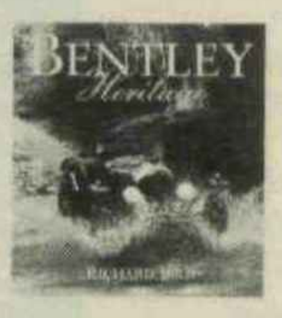

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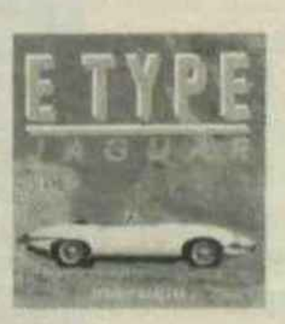

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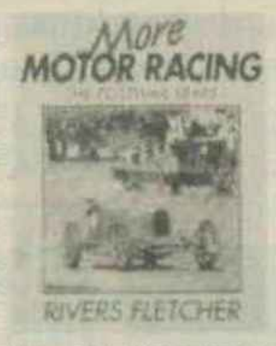

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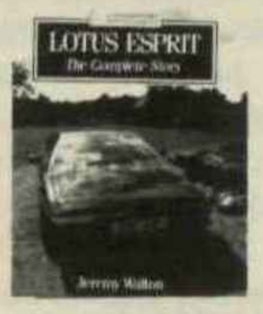

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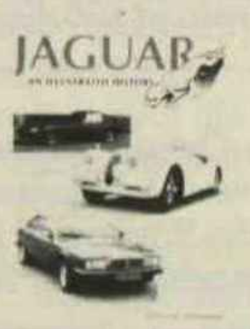

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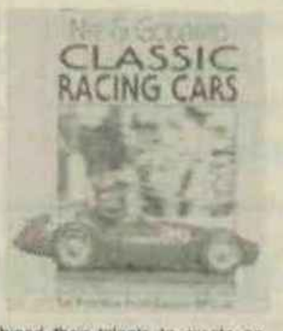

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Royal Rolls-Royce Motor Cars *by Andrew Pastouna, 223 pp. 11in x 7¾in. Osprey Publishing, 59 Grosvenor Street, London, W1X 9DA. £25.00.*

For years, the British Royal Family favoured Daimlers. Then all that changed and the State Carriages in the Royal Mews became Rolls-Royces. This book is about those cars and very complete and interesting material it is. But do not get the impression that Pastouna ignores the Coventry make. Far from it. Indeed, Daimlers crop up in chapter after chapter and we are reminded that the make returned to Royal useage to a lesser degree than formerly in later years — along with Rovers, Ford, Austin Princesses, and HRH Prince Charles's present Bentley Turbo, etc.

Here is an author who exhibits enthusiasm for his subject and knows about it, having owned a pair of ex-Royal Daimlers, and who is now restoring a Hooper-bodied Bentley. His book is exceedingly informative about the Rolls-Royces of the Monarchy and the illustrations, some in fine colour, coachwork drawings, reproductions of letters and invoices relating to these cars, etc, are absolutely in keeping. The chapters number 16, but no13 is omitted because R-R never used it on their cars. It is a nice touch to devote many of them to individual users of the cars the book is about; thus "The Duke of Edinburgh's Choice", "The Queen's First Phantom", "A Brace of Phantoms for the Queen", "The Queen Mother Becomes a Rolls-Royce owner", followed by chapters about The Rolls-Royces of Princess Margaret, The Princess Royal; Princess Mary; the Prince Henry, Duke of Gloucester; Princess Marina, Duchess of Kent; Prince Michael of Kent, and The Princess Alexandra of Kent. The names given to the Royces used by these Royal personages are quoted but I will not spoil the author's research by quoting them.

A final chapter is about the Royal Mews and a whole chapter is devoted to "The Move Away From Daimler", in which the speculation does not funk suggesting the Docker poor taste as being a very likely factor. This is a book which no R-R EC member or R-R advocate will be able to resist. Little maladies that befell even the Royal cars are referred to, the enthusiasm of the Duke of Edinburgh for his first Rolls-Royce is very evident and this car is covered in much detail and the big mileages done by the Royal cars may come as a surprise to many. The photographs include many of the Royal Daimlers, including one rather sad one showing the Queen's Rolls-Royce at a visit to the Royal Navy in 1953 with the late King George VI's straight-eight Daimler relegated to the position of second Royal car. There is a picture of Hooper's showrooms, a great many shots of car interiors, and your wife or girl-friend will want to look at the cars' occupants.

HRH the Duke of Gloucester contributes the Foreword and the R-R EC and it's headquarters get a mention. Very well done. Irresistible! Its far removed from sporting motoring, but I am just about to read it again. WB

Mazda MX-5 Le Mans *Mazda (UK) LTD, Tunbridge Wells. 156.5in x 65.9in. £20,499*

In celebration of the company's first-ever Le Mans victory this year, Mazda has built a limited edition eyesore. Looking like a cross between a stick of Blackpool rock and a jar of Swarfega, the MX-5 Le Mans is equipped with BBR turbo kit (boosting power to 150 bhp) and body addenda. It does not come with a free respray voucher, but that doesn't appear to have dissuaded potential customers, as all 24 have now been sold at £20,499 apiece. SA

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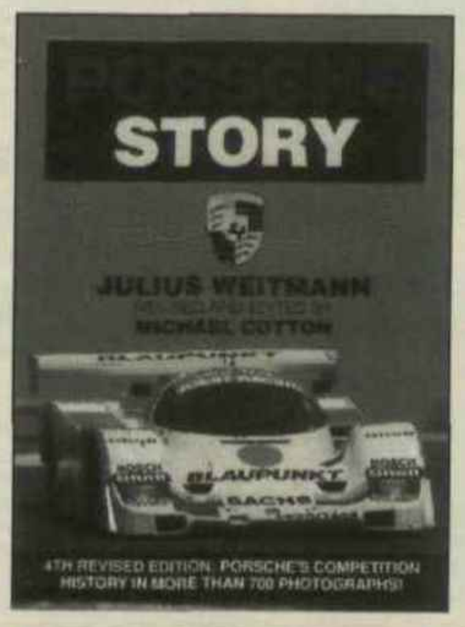

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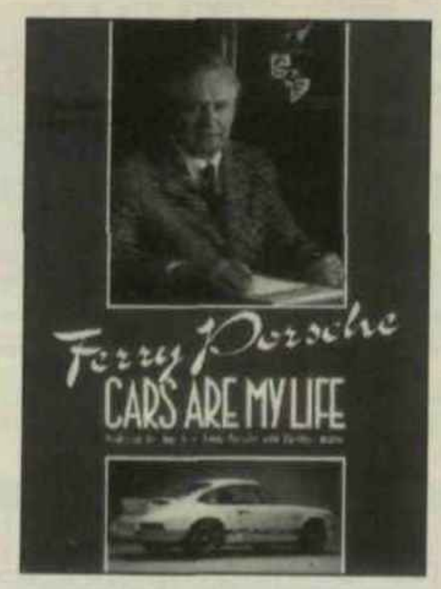

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Motorway diversions

Sir,
I was most interested to read the September "Matters of Moment" about Motorway Madness. like many others I spend quite considerable time on the overcrowded British motorways and often see the results of "motorway madness", poor driving or sheer lack of attention.

Having just returned from a holiday in the Ticino area of Switzerland, it was a delight to drive on the Swiss and French motorways. In France, probably because they are "toll" roads, the motorways were virtually empty. However, with many drivers completing distances of hundreds of kilometres in a day on these European highways, tiredness and lack of attention must become a real problem. In many areas the authorities have addressed "motorway boredom" by stimulating the attention of drivers through providing non-distracting art beside the motorway. This comes in the form of abstract art around the tunnel entrances, brightly painted designs along the concrete crash barriers and 3-D visual art along side of the motorway. Near Chalon-sur-Marne the motorway embankments are decorated with a selection of attractively coloured pyramids, spheres, cubes and totem poles. These decorations extend for a distance of many miles. Not only did it relieve the tedium for me but it also amused my family.

The investment in this sort of art along the motorways of Britain could prove an aid to road safety since I am sure that it would reduce frustration for those drivers in traffic jams as well as combating motorway boredom for both the driver and passengers. It would also have the secondary effect of providing a much needed commitment to modern British artists.

BJ Walsh,
Leicestershire.

Belsize spark

Sir,
I enjoyed your good article on the Belsize Bradshaw. Yes, I had one of these strange animals! I bought mine for £27 in London one evening and drove home to Bath where I was then living. It was dark and the dynamo was driven by belt off the prop-shaft. The battery was a bit down and with the belt slipping it got more depressed, as I did. I managed on side-lamps by keeping close behind other cars and, when they left me, waiting for another.

The engine was an uncertain starter due to the inherent bother with a weak spark on a 90-degree twin with a magneto; as you say, later models had a coil, which I did not know. Petrol consumption was about 40mpg and oil also was about 40mpg. All the same it did me quite well but I had to be careful when putting the gear lever into neutral as it was easy to centralise the lever in the gate and still leave one gear engaged; a poke with a screwdriver cured this. In the end the splines on the prop-shaft wore away and there was no drive. A new shaft was obtained from a London firm

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

called Elephant Motors (do you remember them?) (Yes! WB) and then I disposed of the car. Shortly after the new owner drove her the drop-arm broke and he went through a hedge, without any damage to himself! You may remember that Zenith fitted some Bradshaw flat-twin 500cc engines to their bikes and that Montgomery also used single-cylinder 350cc Bradshaws. A friend of mine had one and we used to tour together. It was a truly pleasant little bike; this would have been in 1926 I think. MOTOR SPORT as good as ever! I must be one of your oldest readers; started at age of 18 or 19.

Richard Chapman,
Corsham, Wiltshire.

Orient excess?

Sir,
Re Matters of Moment, October: I realise that it is unfashionable now that Britain is becoming a mere assembly plant for "Nippon International Corp" to question any product or institution of the Land of the Rising Sun, but there are still a few "old fashioned" types around.
Really, DJT: "The Orient prides itself on its business ethics". Really? Have you not heard of the continuing scandals on the Japanese Stock Market? The corrupt "backhanders" flying around finance houses and dealers? The shady dealings of 'front' organisations for crime syndicates? The dubious relationships between big business and leading politicians?

Japanese business is riddled with what we in the West would call corruption; the scandals have been reported by the financial programmes.

However, the over-riding ethics of Japanese culture appear to be what they always were; it's 'good' if it promotes Japan (and blow the consequences for the rest of the world). And I haven't even mentioned the merciless exploitation of natural resources in developing countries in order to feed the greed of Japanese industry!

John Clegg
Manchester.

(We said the Orient prided itself. We made no comment on how justified such pride is. ED)

Alpha particulars

Sir
I read with great interest your article "A Breeding Improvement" in the September issue. However some specific references to the Weber Alpha Engine Management System caused us concern.

Contrary to your writer's understanding there is no requirement for 2 ECUs as stated.

We are running successfully 12-cylinder and full-house DFV F3000 engines with a single ECU. The statement detailing the function of the hall-effect crankshaft sensor implies that the magnetic type is of inferior accuracy. This is not the case and indeed this type of device is used extensively by most vehicle manufacturers as Original Equipment.

With regard to a misfire at 620 0/6300rpm the Weber recommendation was in fact to use our capacitive ignition pack and an offset to the crankshaft trigger. This configuration will run a V8 engine up to 14000rpm. Weber Alpha remains the only proven complete aftermarket engine management system available in the world.

G Bangs,
Weber Concessionaires Limited,
Middlesex.

Derby winner?

Sir
Reference Ray Amm Remembered (Letter to Readers, Oct): surely the fastest lap of 147mph at the Montlhèry track was not achieved by a Grand Prix car, but by Mrs Gwenda Hawkes in her husband's 2-litre fwd Derby Special way back in the 1930s. I suggest my good friend Jenks refers to the interview of Mrs Hawkes by the late Dennis May, which appeared in the July issue of *Speed*. In this a lap at 147.2mph is mentioned, which I am quite prepared to admit could have been fractionally improved upon by a Grand Prix car after the Hitler war.

Joe Bayley,
Kent.

Morgan hunter

Sir,
I have recently purchased a Morgan Plus Four, built in 1952 and registered KUY 474. The first owner was J Ray of Prescott Lanes who drove it successfully in many competitions for a period of approximately two years, some of the results of these are noted in a number of Morgan-related books. The car then passed to KH James who drove it in at least one competition. I wonder if you or your readers could assist me in tracing any further history of this car or in contacting former owners?

PA Lideliard,
Maidstone, Kent.

Summit Clock

Sir
Some years ago you asked what had happened to the Shap Summit Leyland Clock. I cannot remember if this was resolved but it was recently pointed out to me on view at the entrance to the Folk Museum in Appleby.

P Hitchman,
Birmingham

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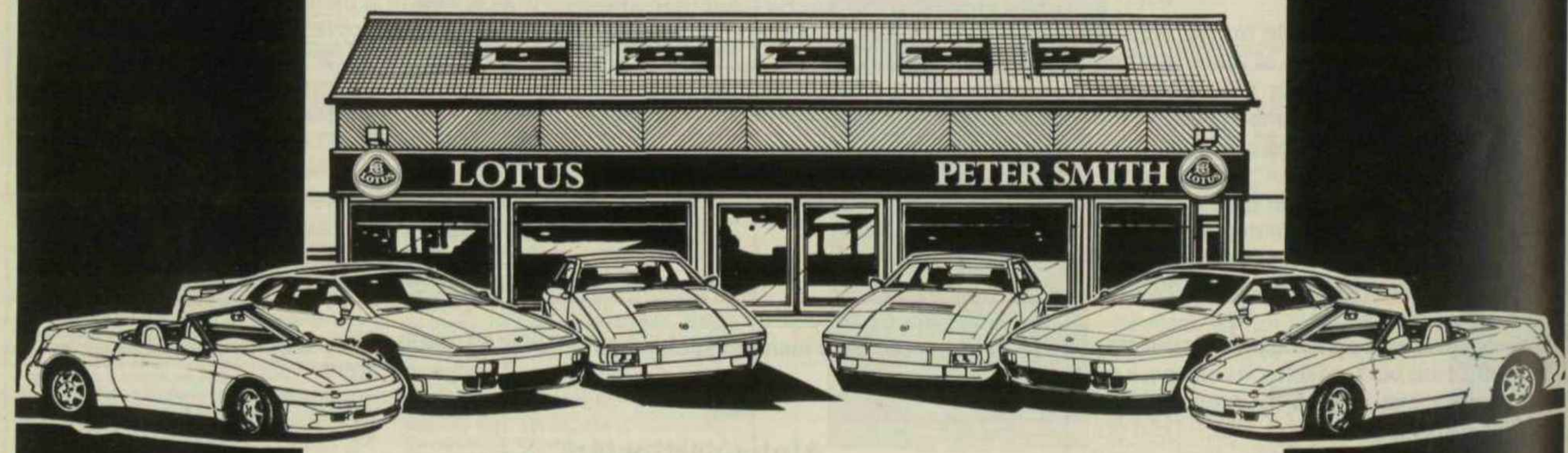

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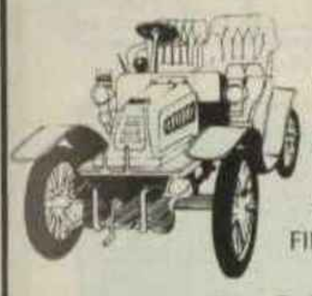

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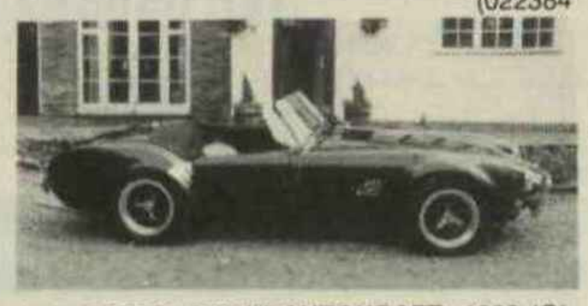

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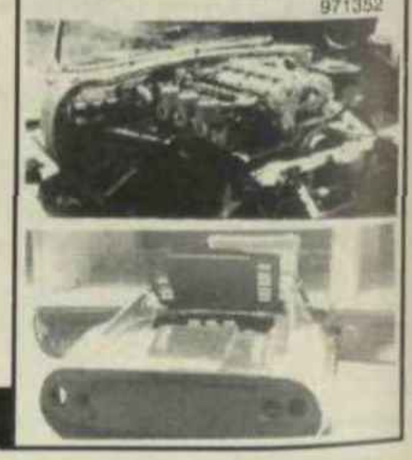

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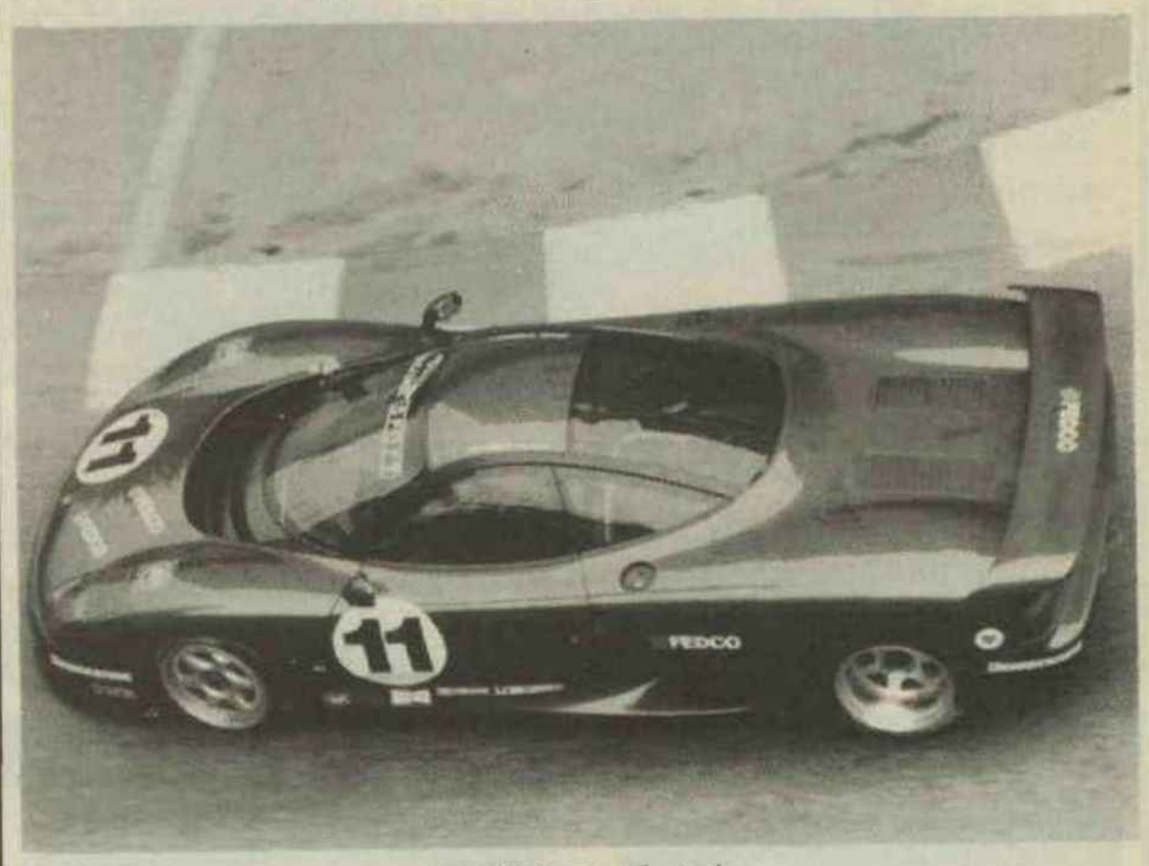

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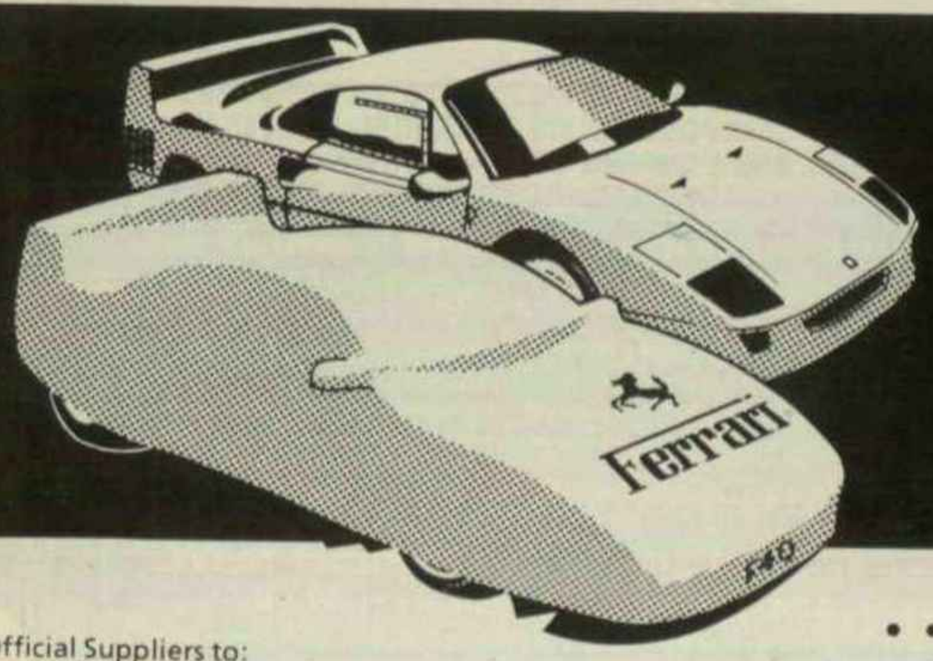

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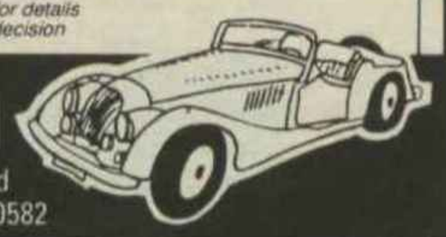

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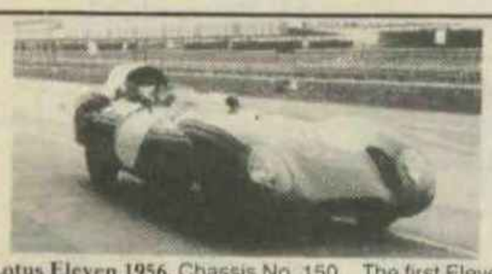

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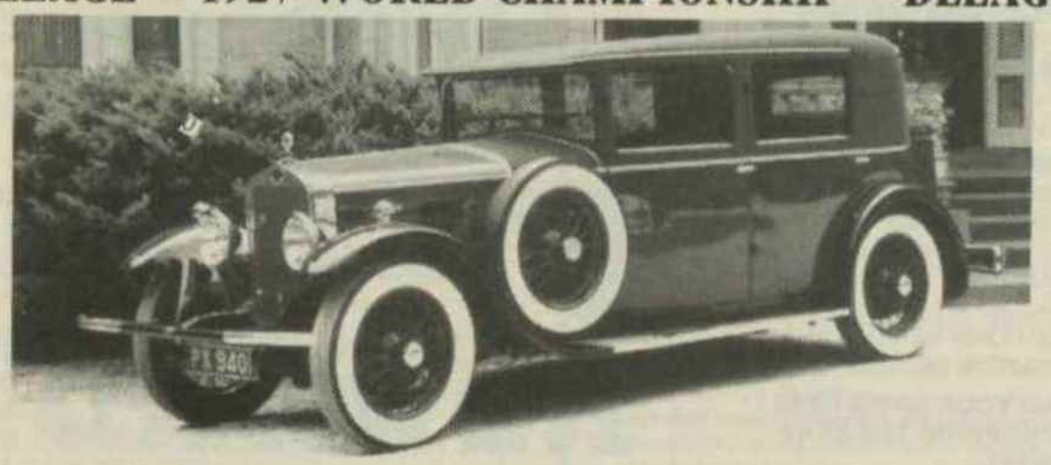

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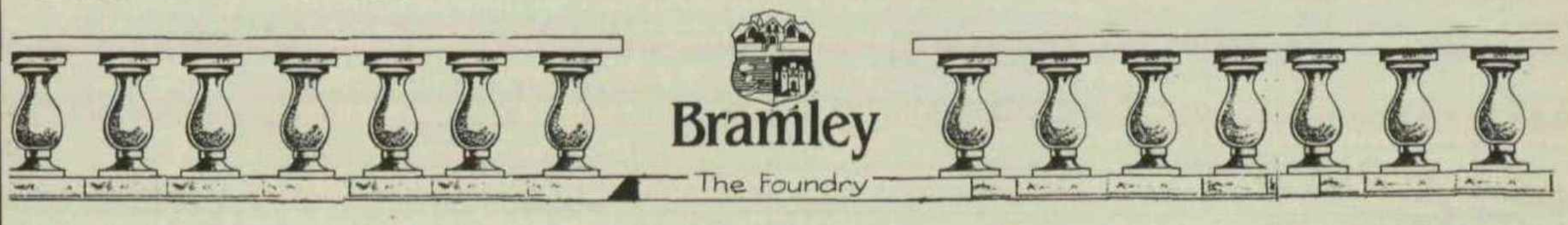

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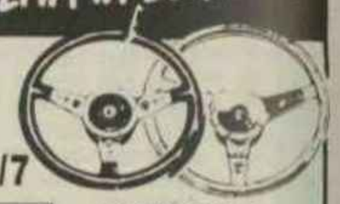

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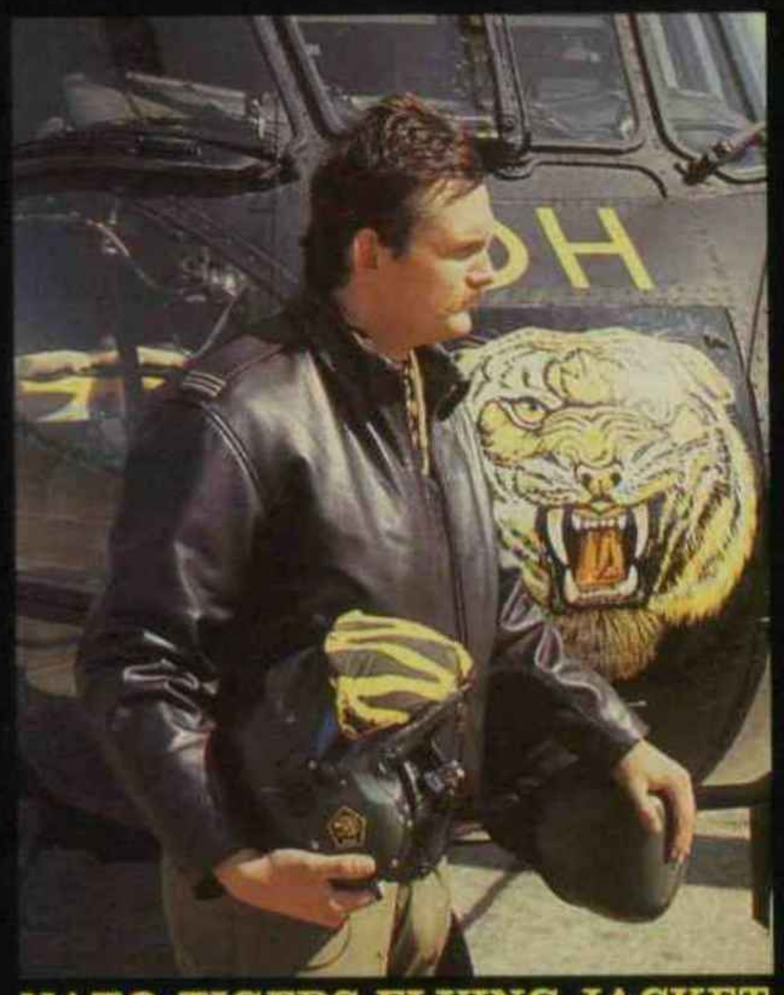

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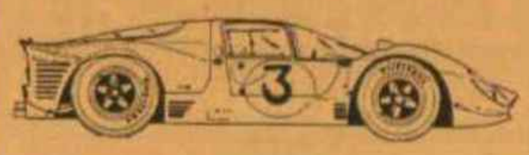

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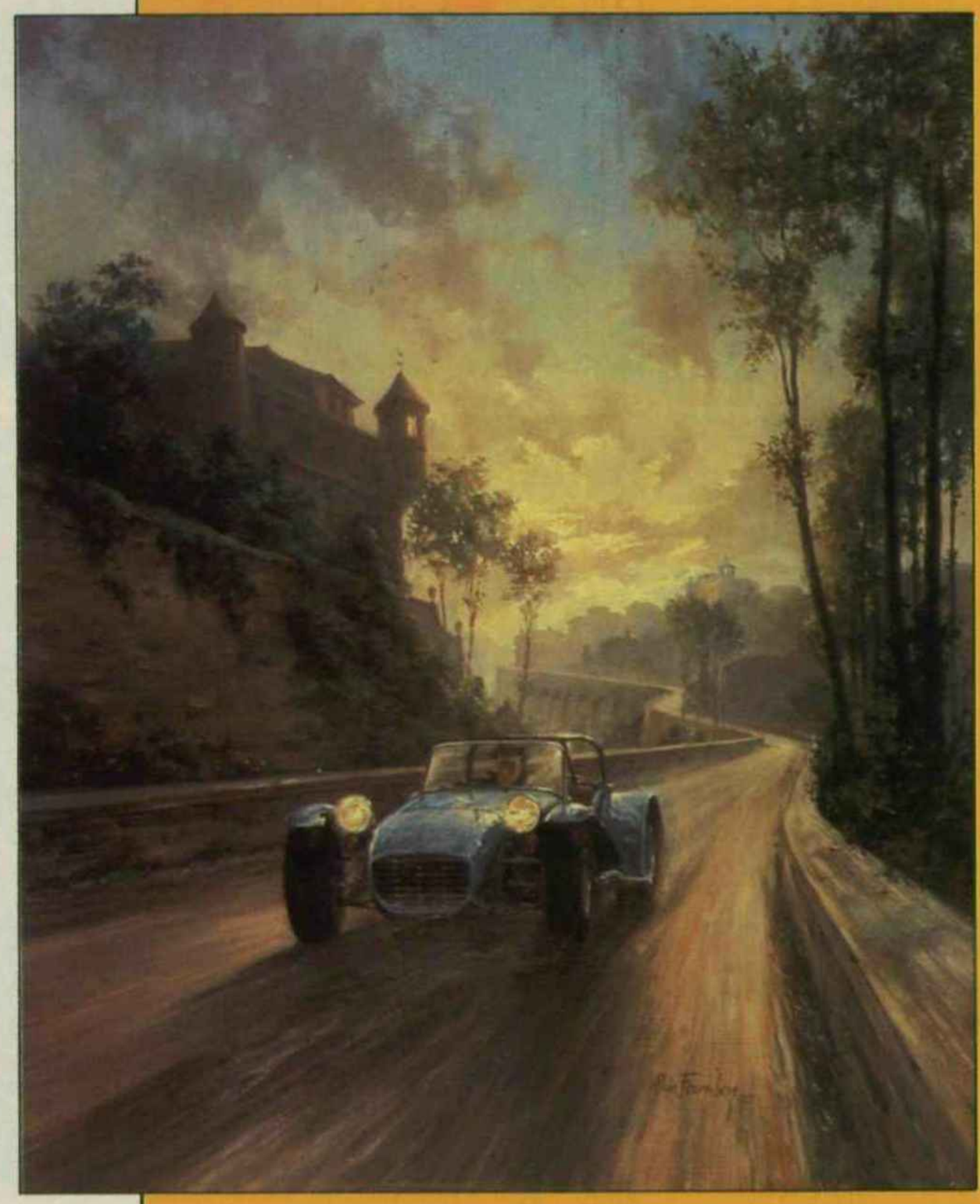

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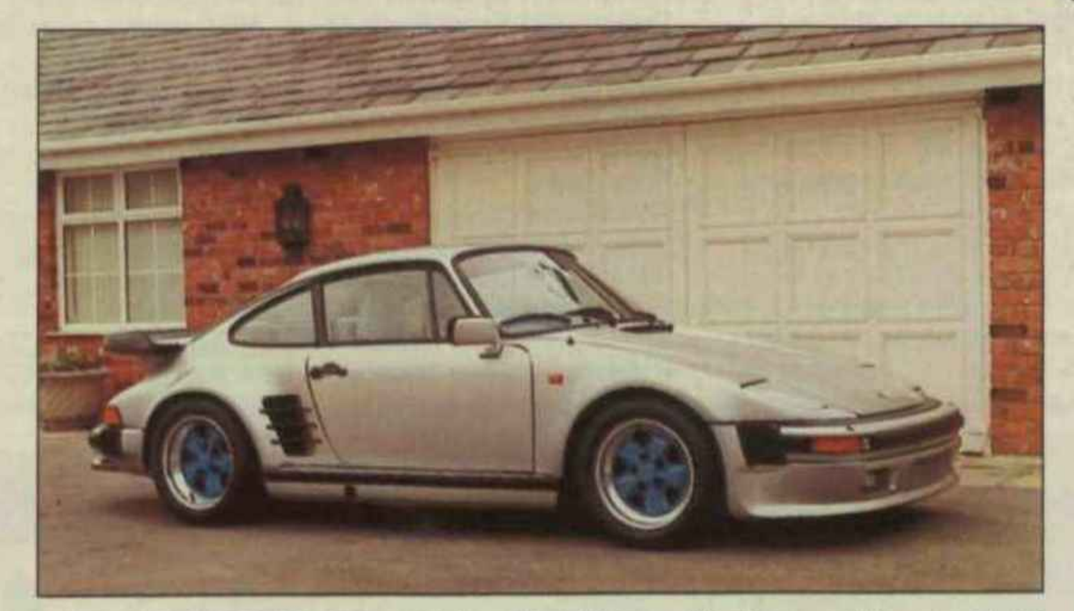

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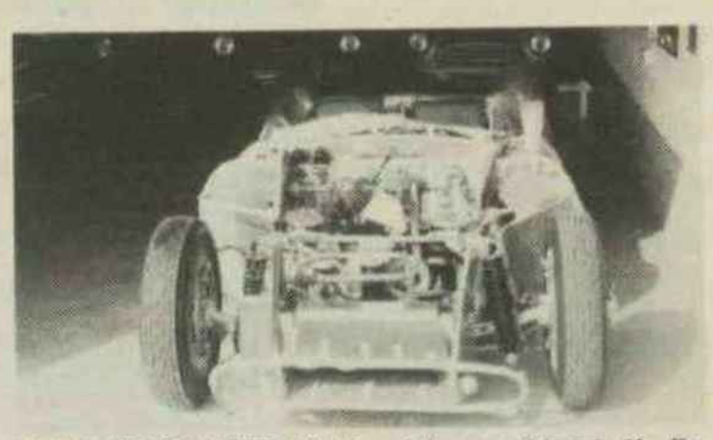

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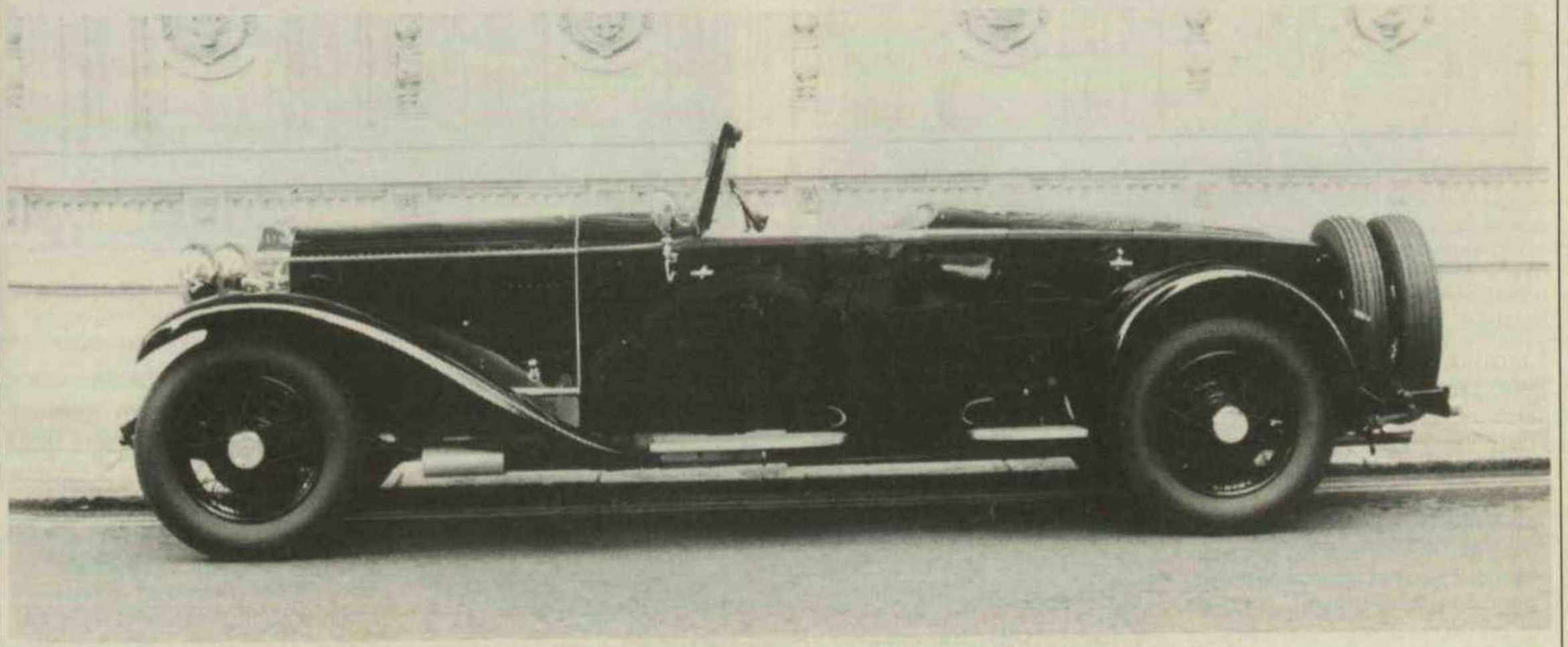

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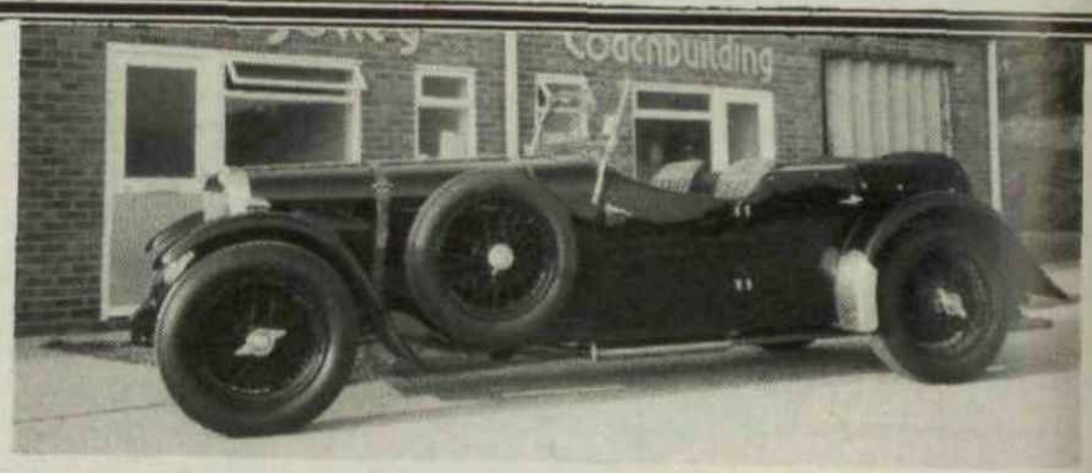

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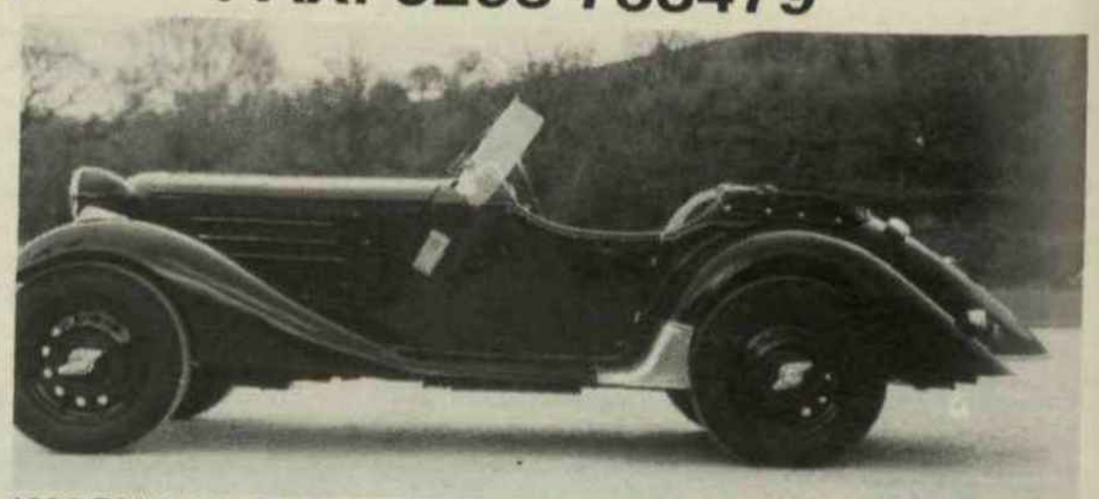

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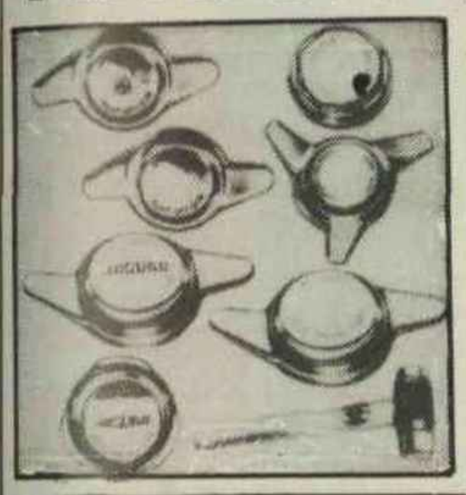

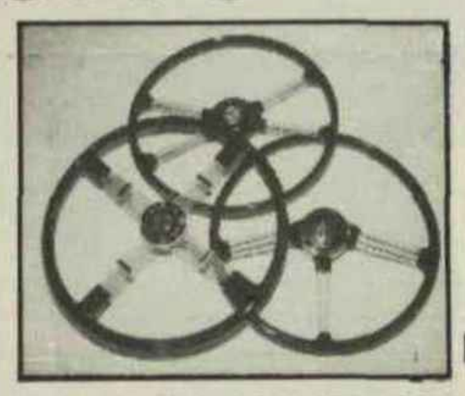

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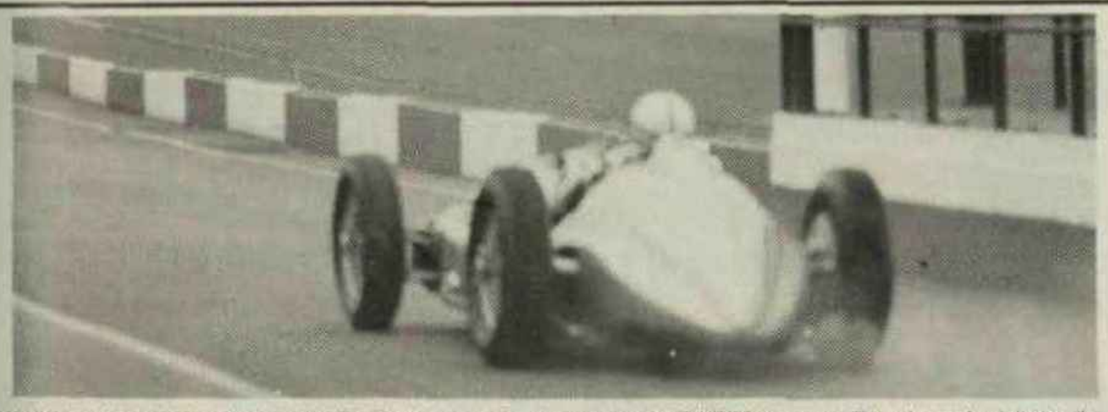

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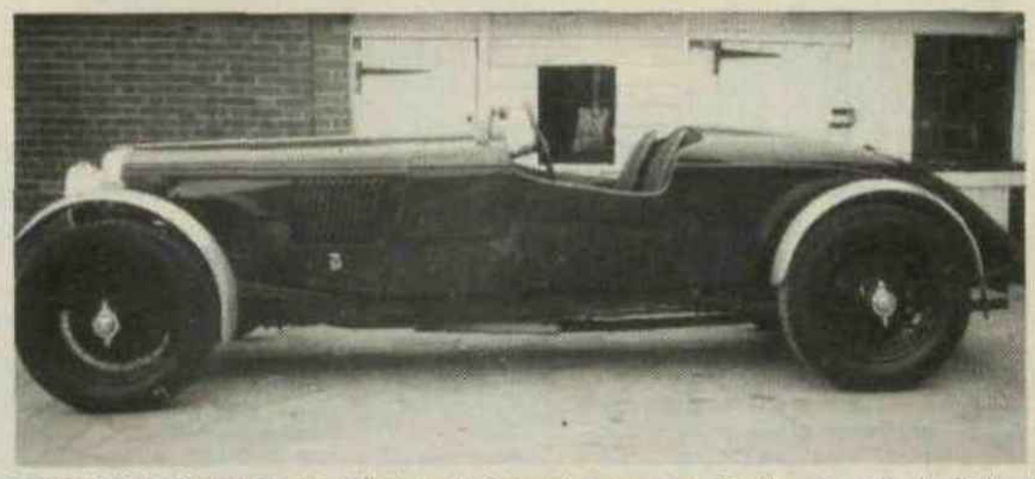

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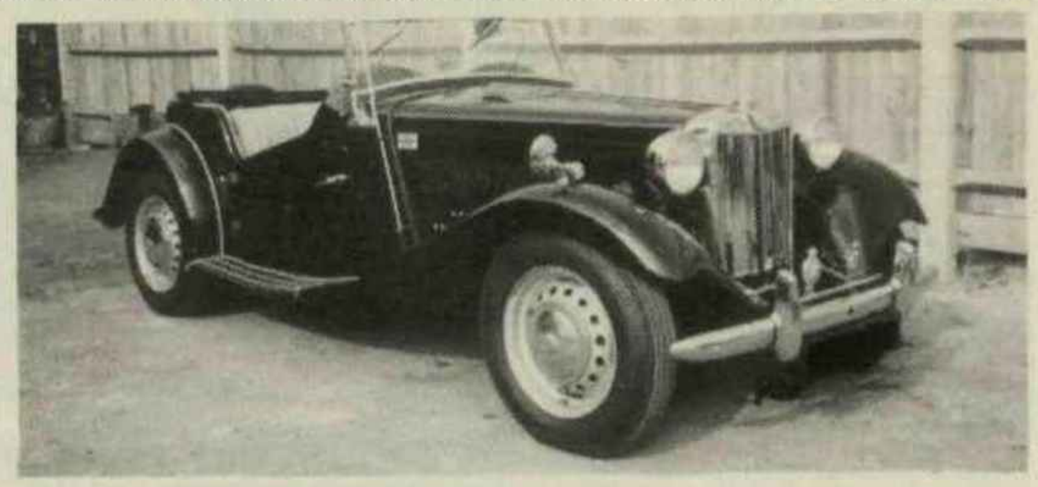

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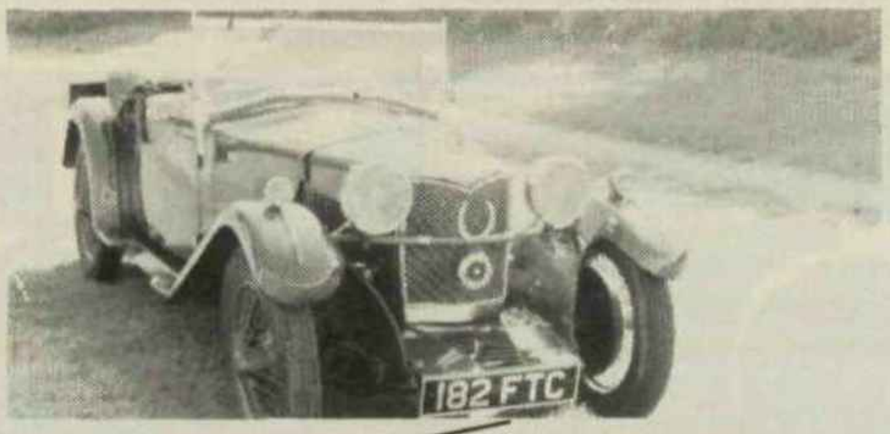

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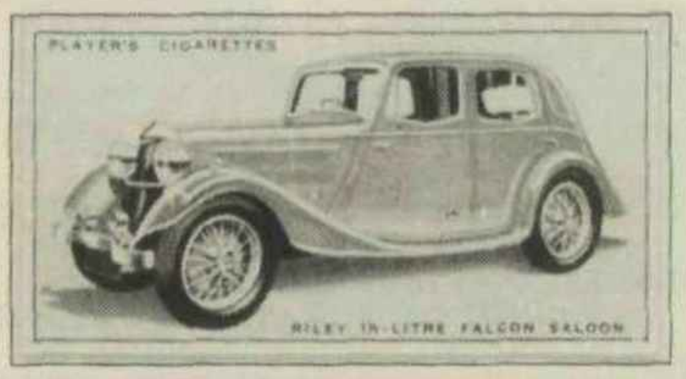

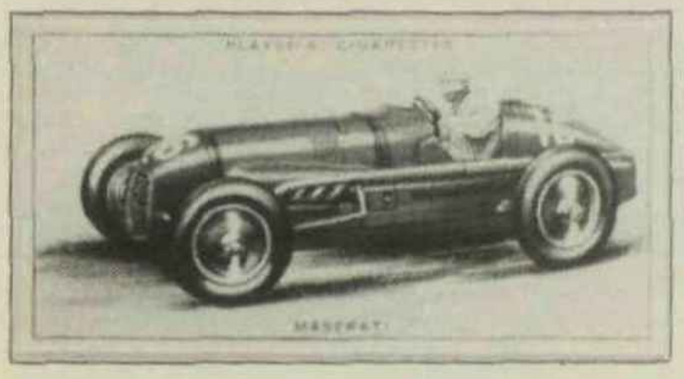

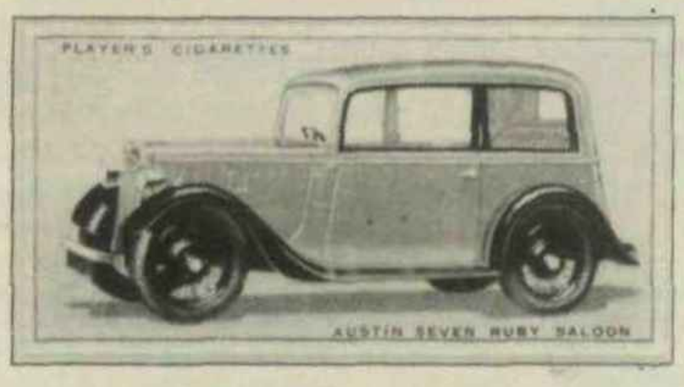

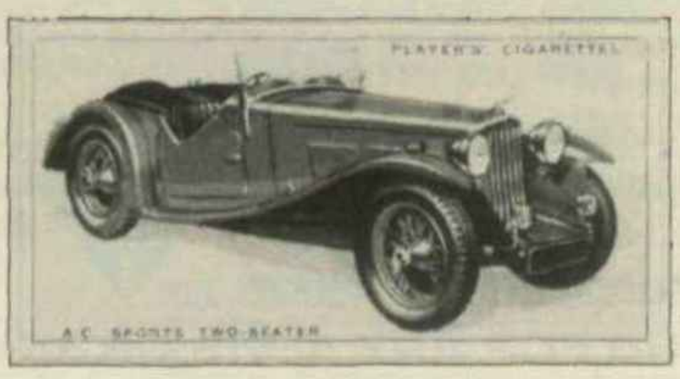

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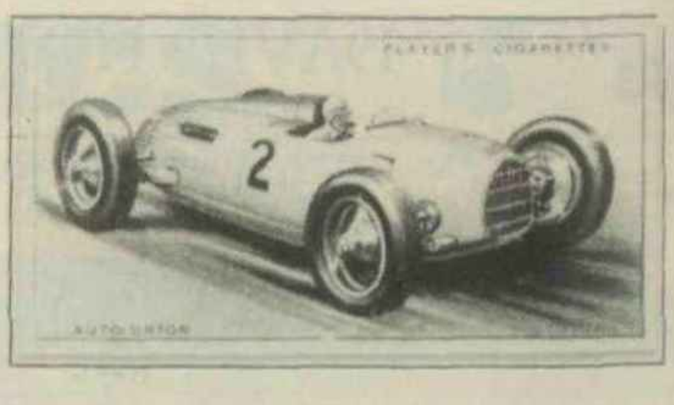

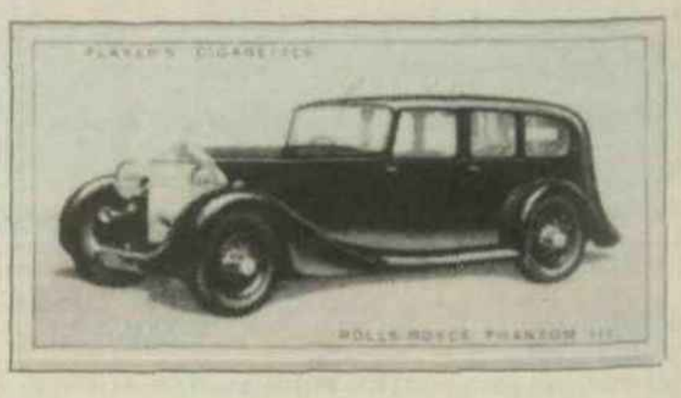

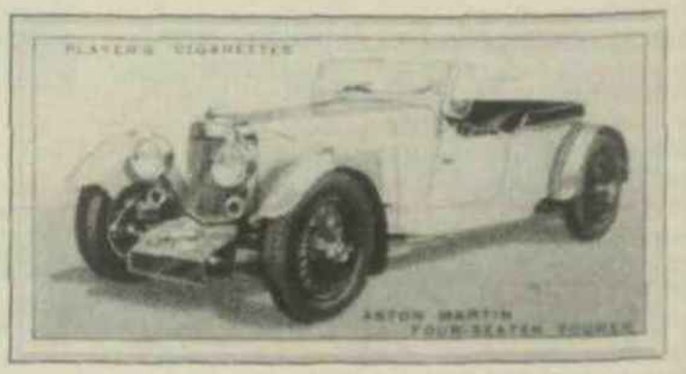

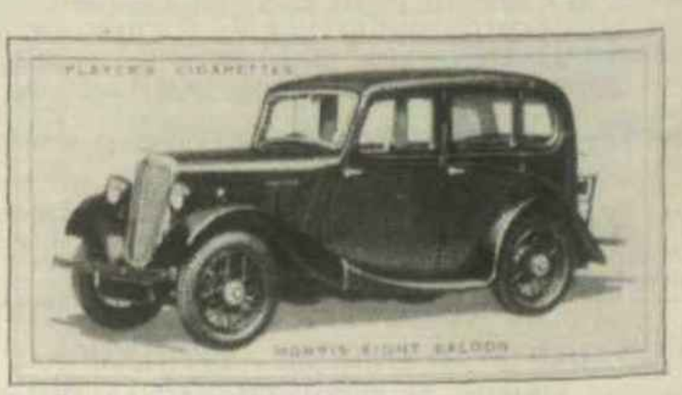

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1934 Lagonda M35. Fitted with T9 open touring body and finished in black. Restoration within the last 5 years including complete upholstery in red leather with new hood and weather equipment. Chassis Z11210.
Ferrari 250 MM — See race cars.
1965 Jaguar E-Type FHC. Original RHD, Indigo blue with tan hide, CWW. An older restoration with wonderful patina. Modified to the better 3.8 litre engine with the adv of 4.2 gearbox and brakes. Real value at **£16,000**
1926 Amilcar Pointed Tail Roadster with small rear seat for children. Delightful style, beautifully restored, inexpensive vintage motoring.
1972 Jaguar E-Type V12 Roadster. Manual gearbox, with hardtop, Ivory with deep red hide, chrome wheels, only two owners from new and a genuine 35,000 miles. A rare investment and a real bargain at **£35,000**
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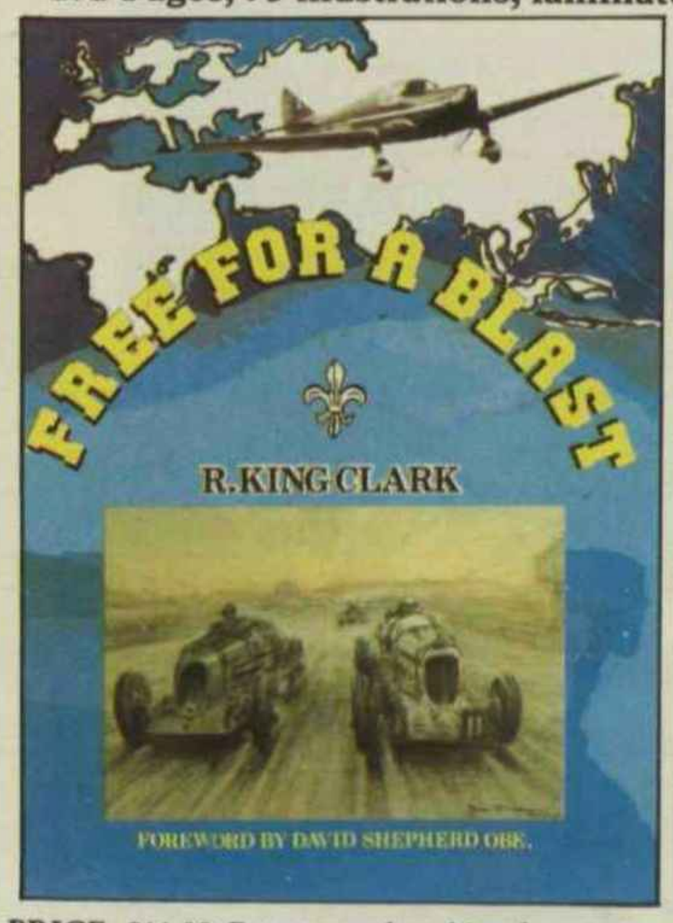

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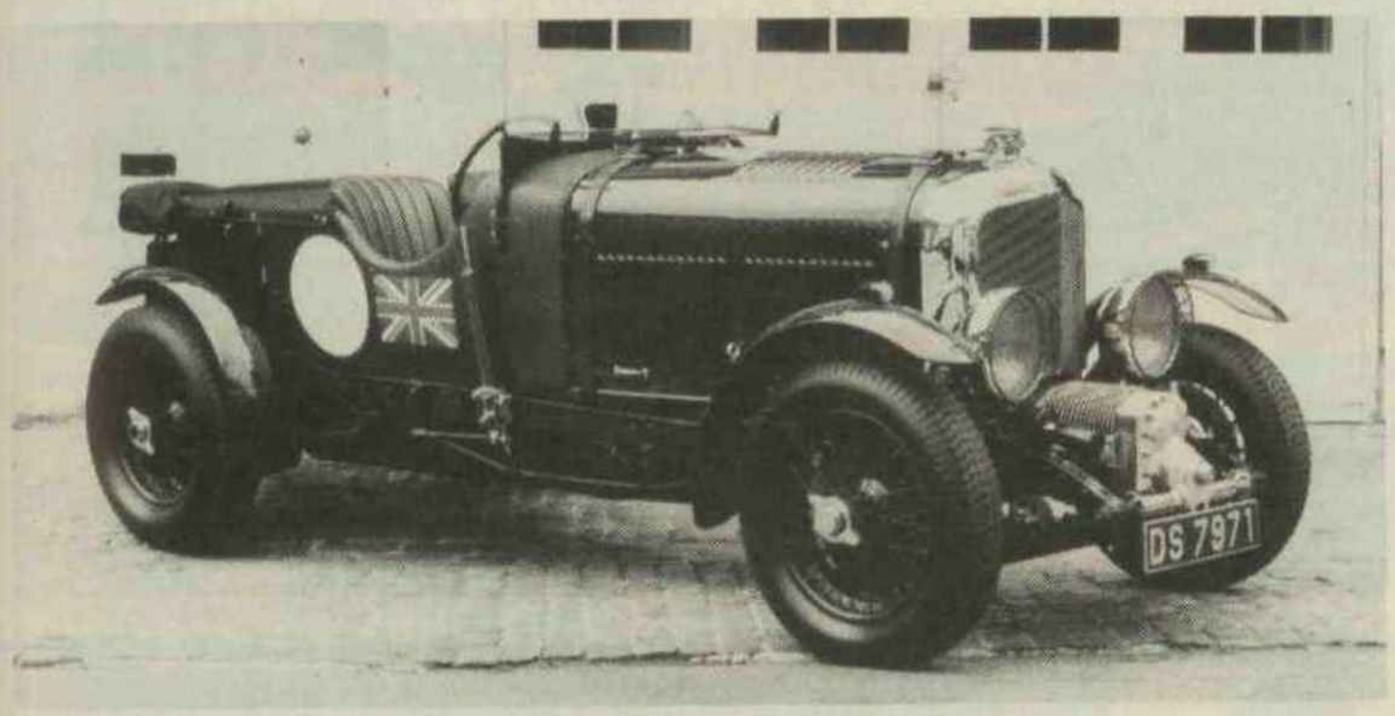

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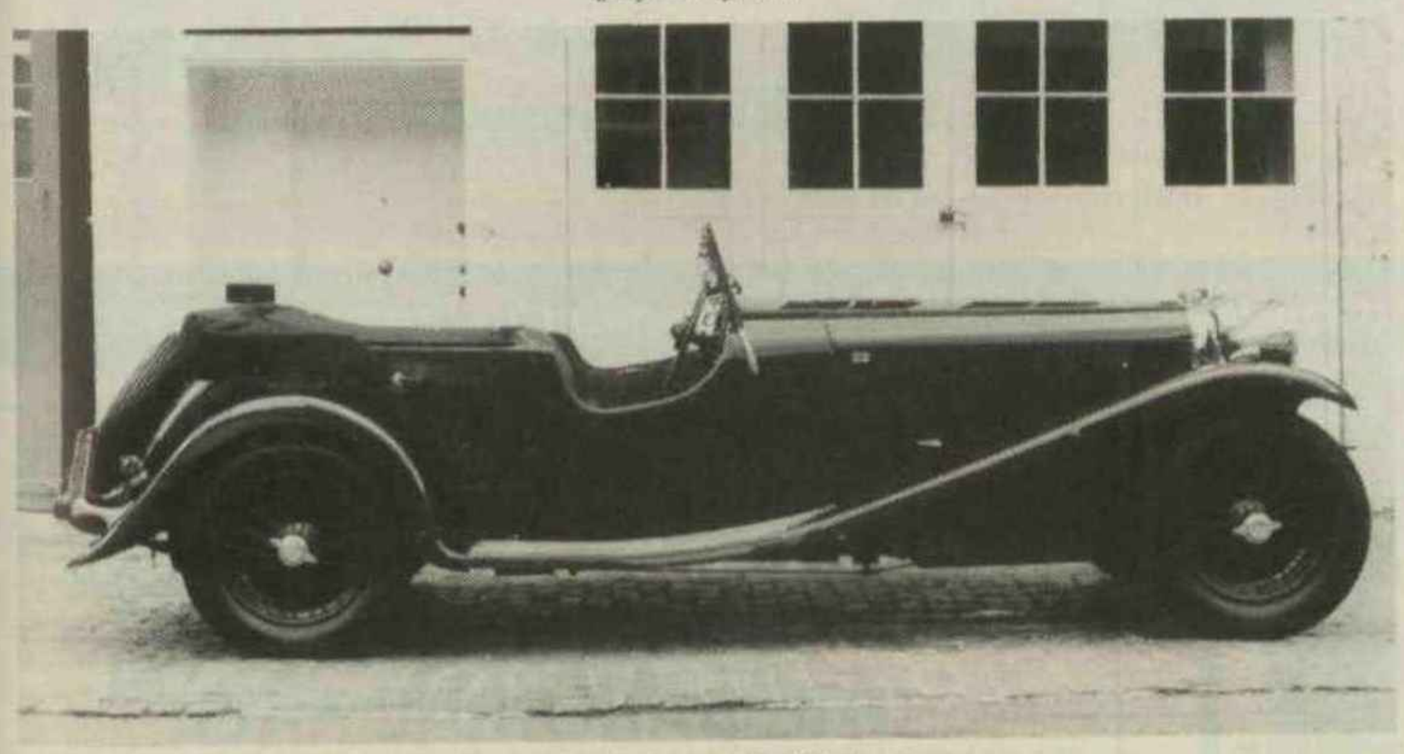

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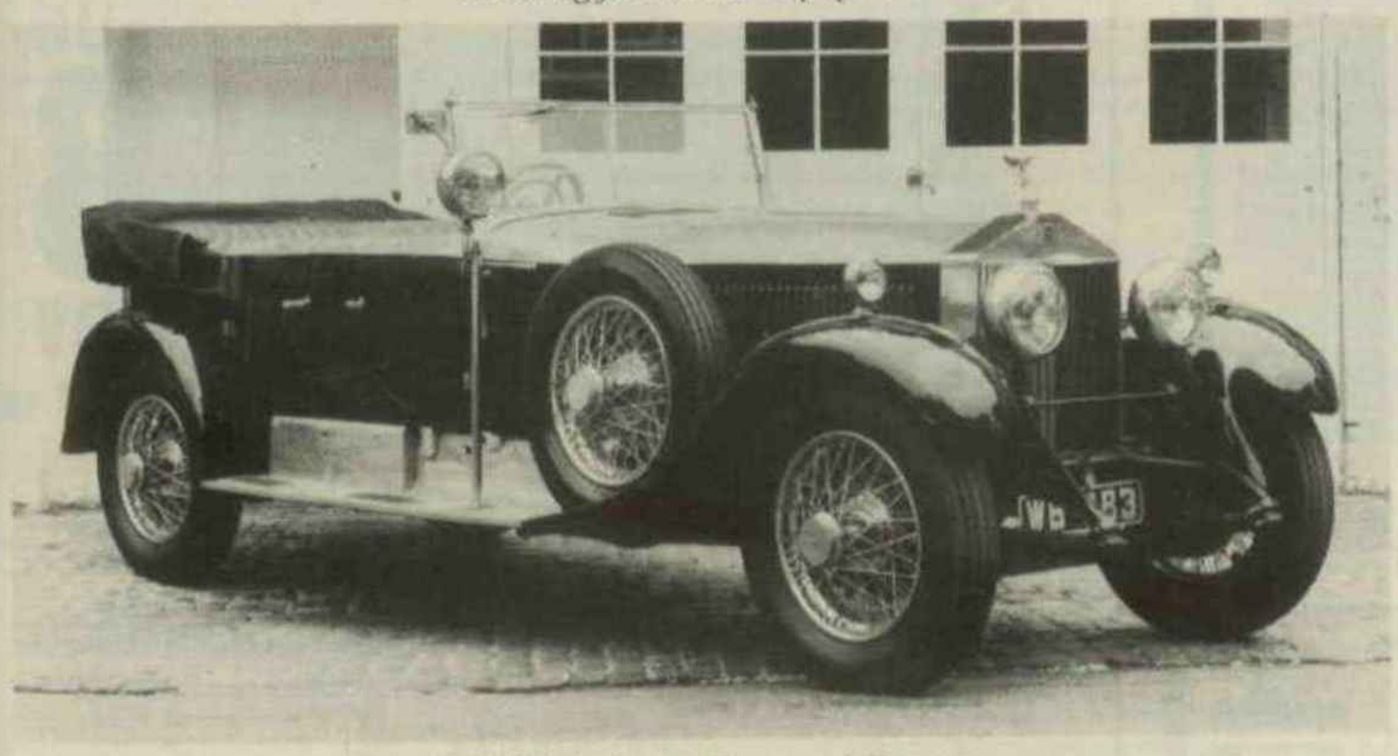

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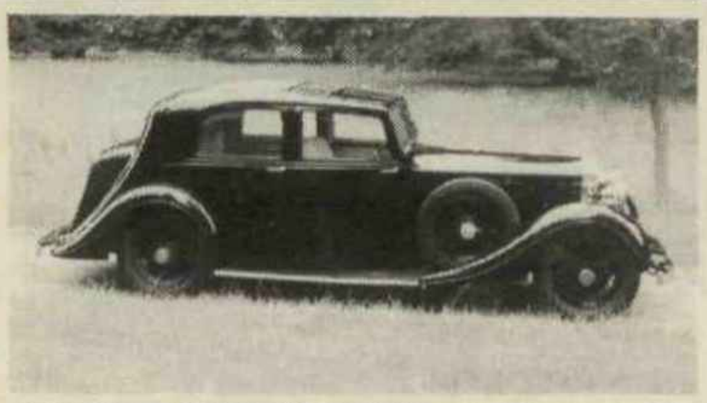

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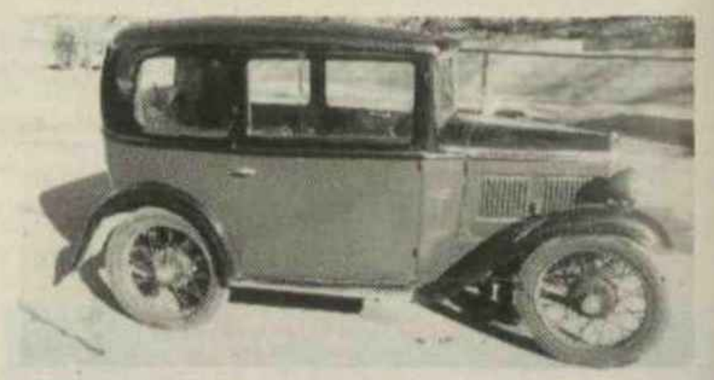

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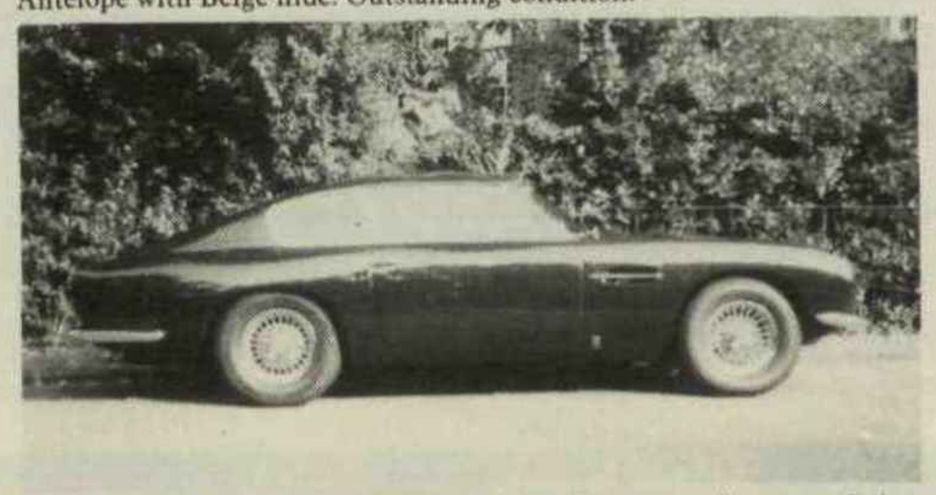
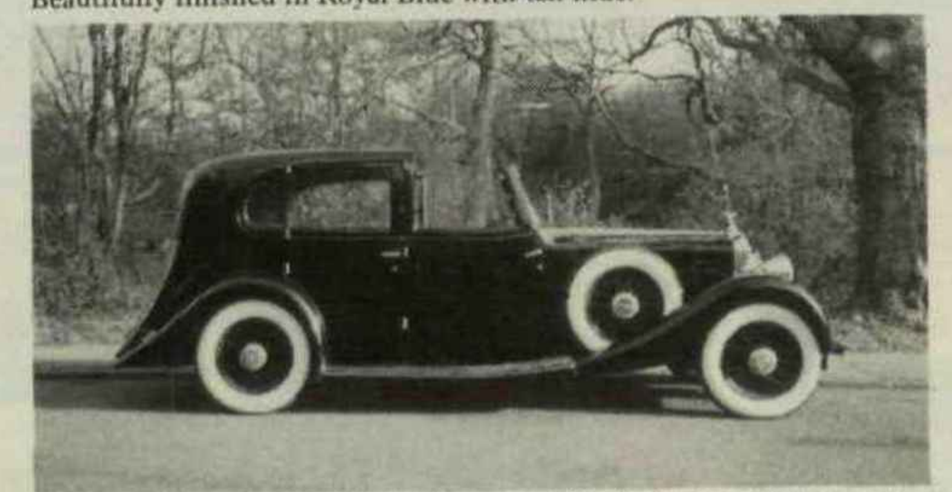


1967 ASTON MARTIN DB6 MK 1 with automatic transmission. Beautifully finished in Royal Blue with tan hide.



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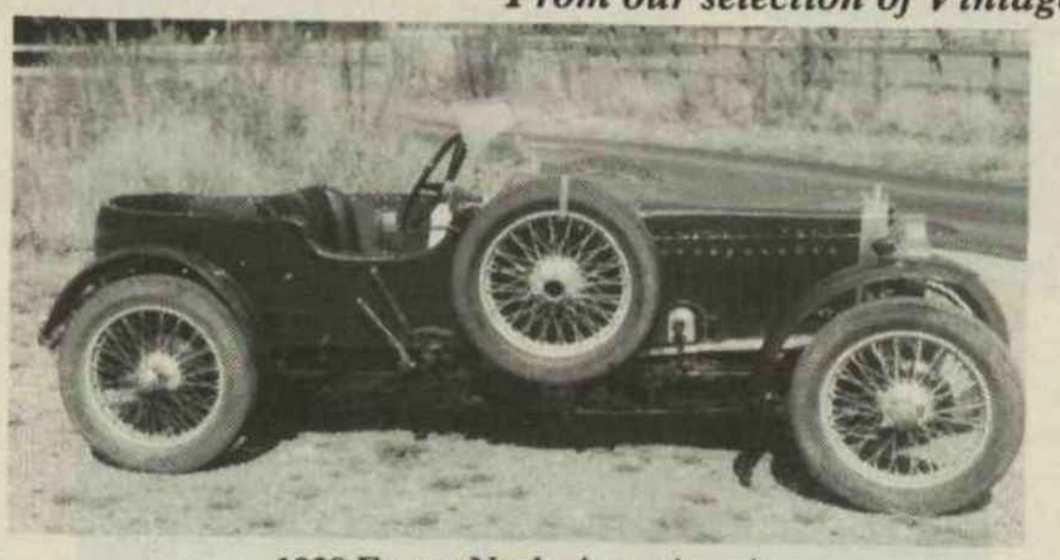

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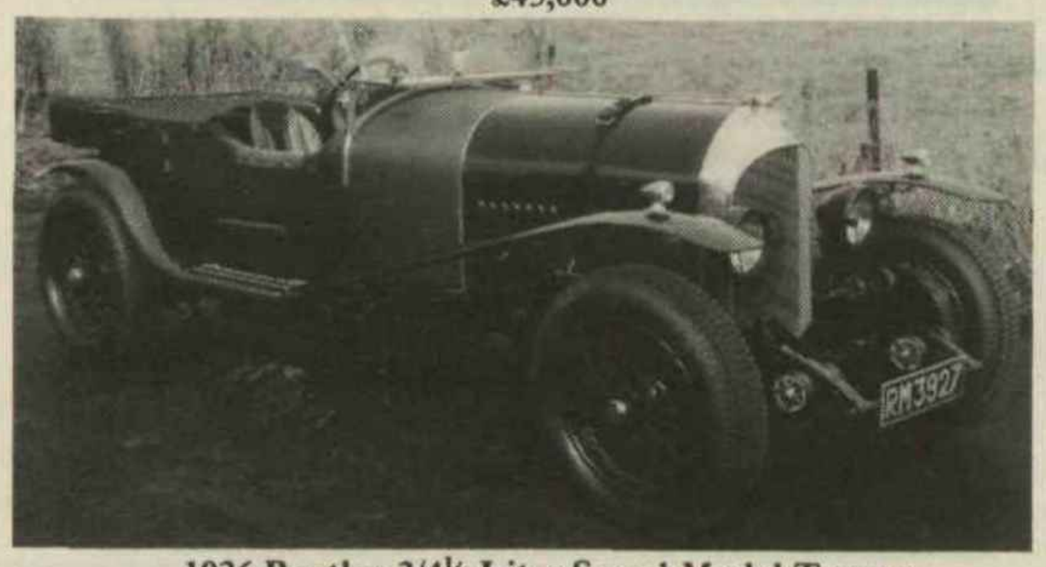

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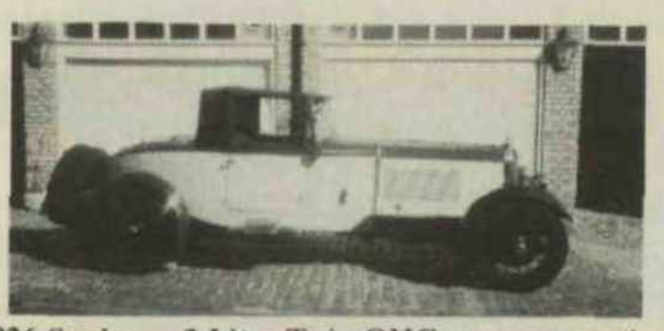

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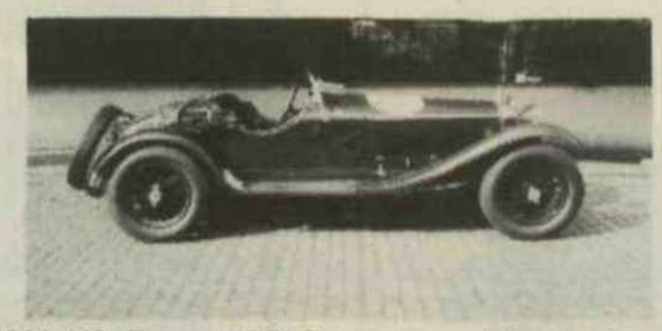
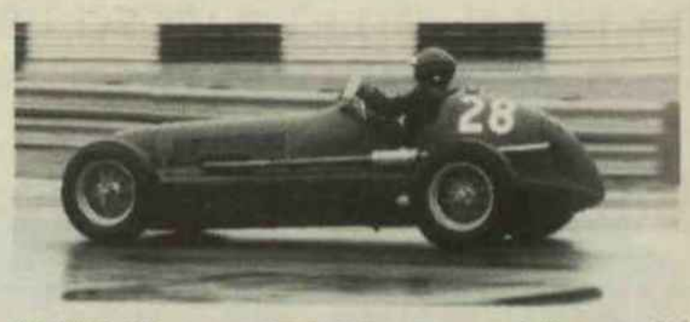


1931 Alfa Romeo 1750 Supercharged Zagato Grand Sport. Original full history.



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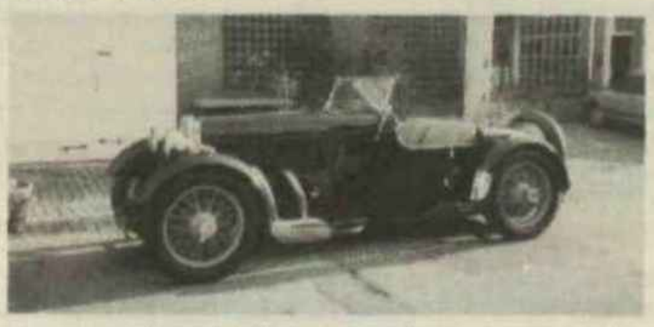

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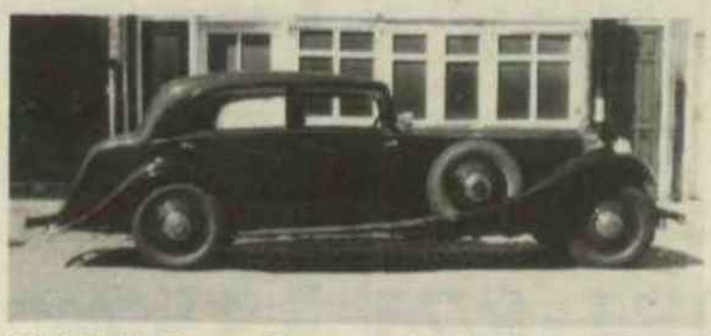

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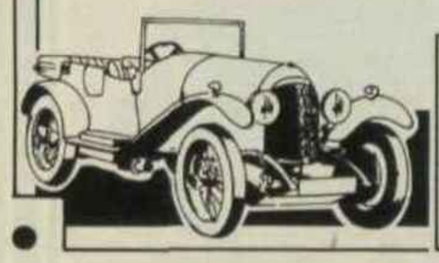

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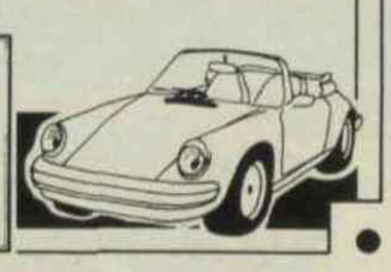

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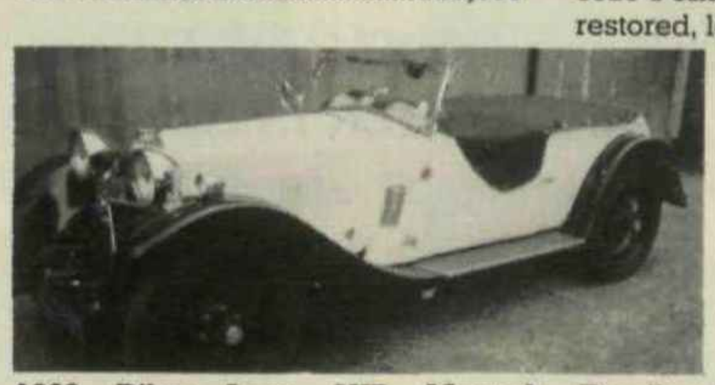

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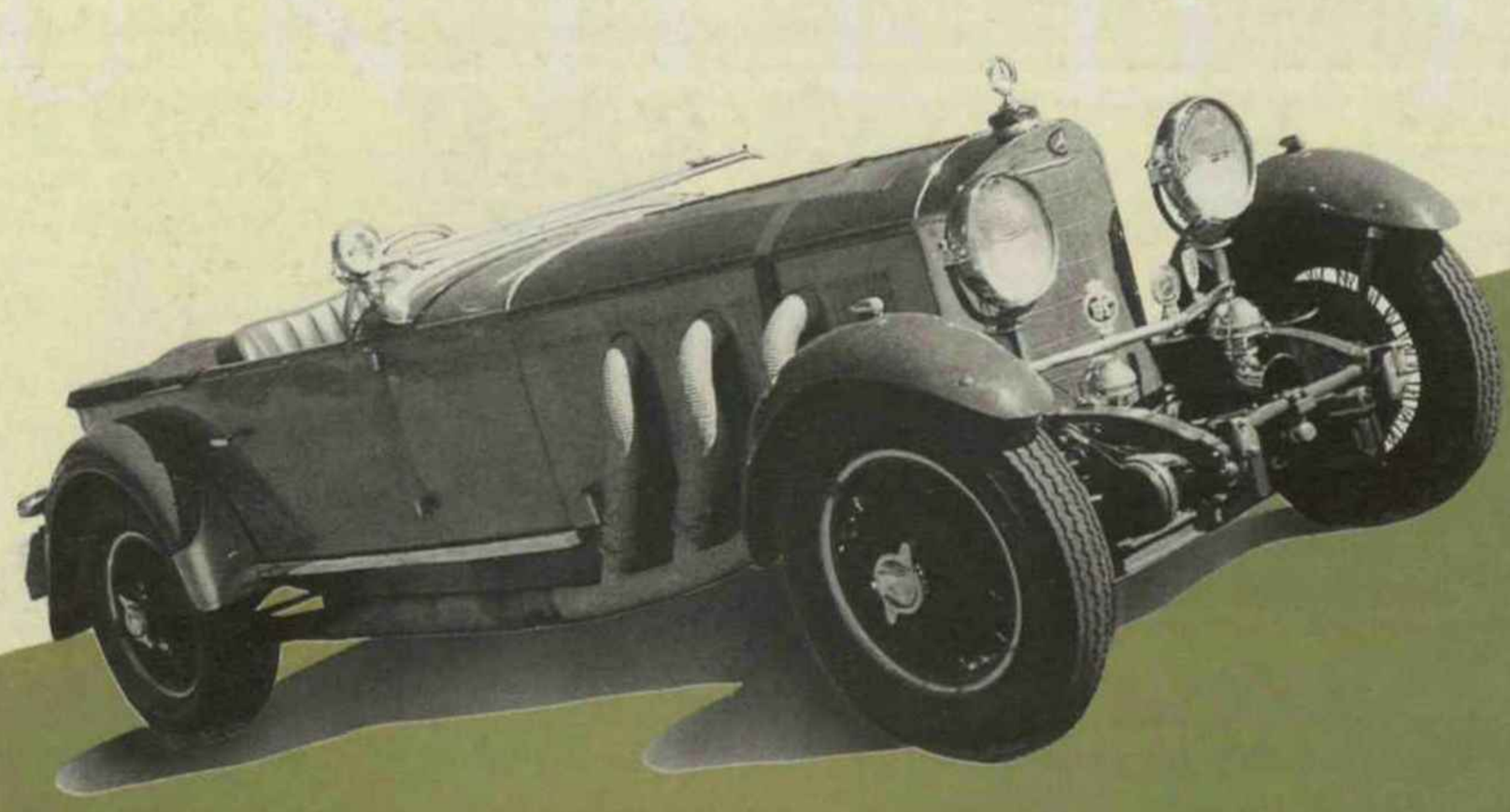

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