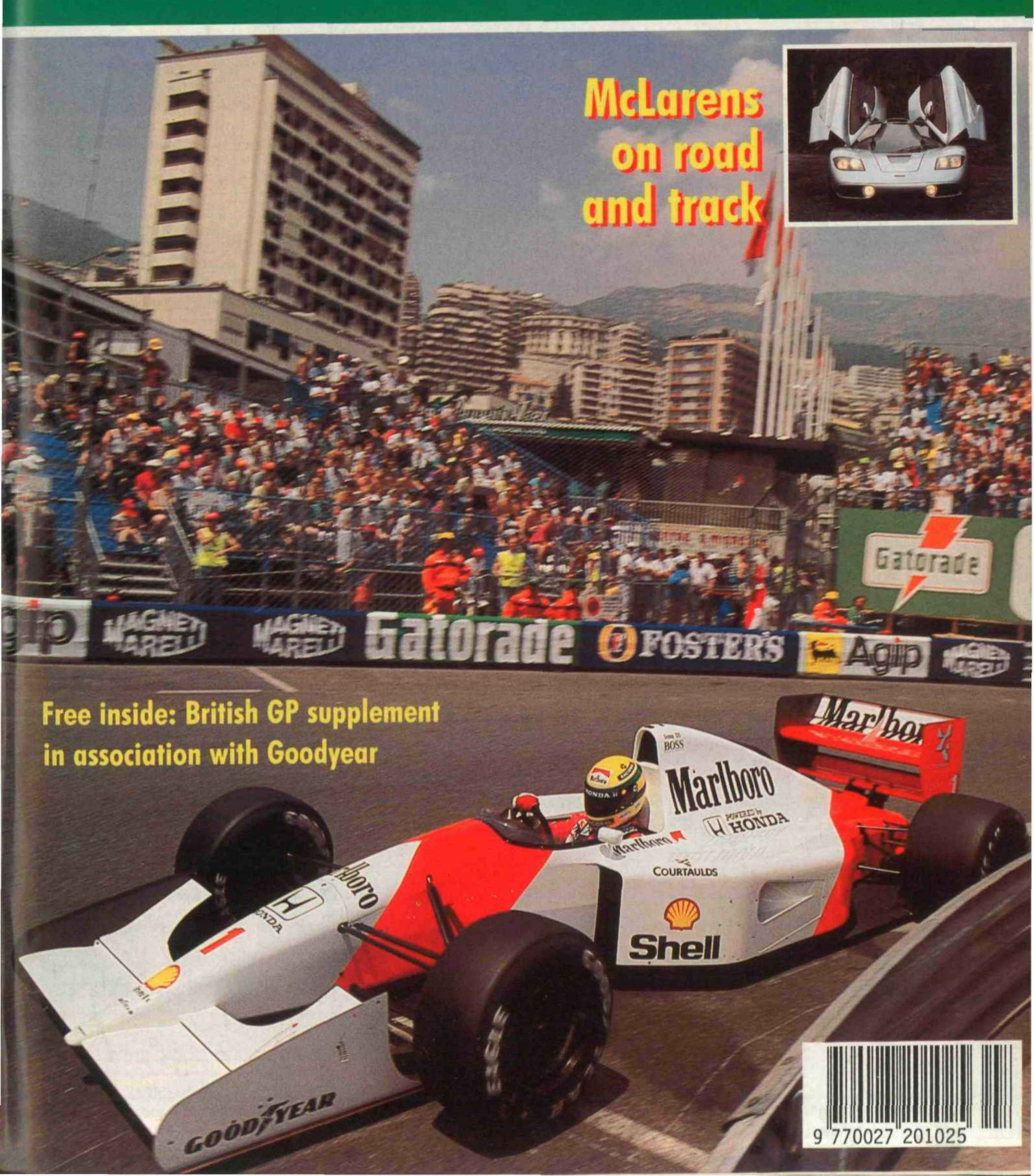
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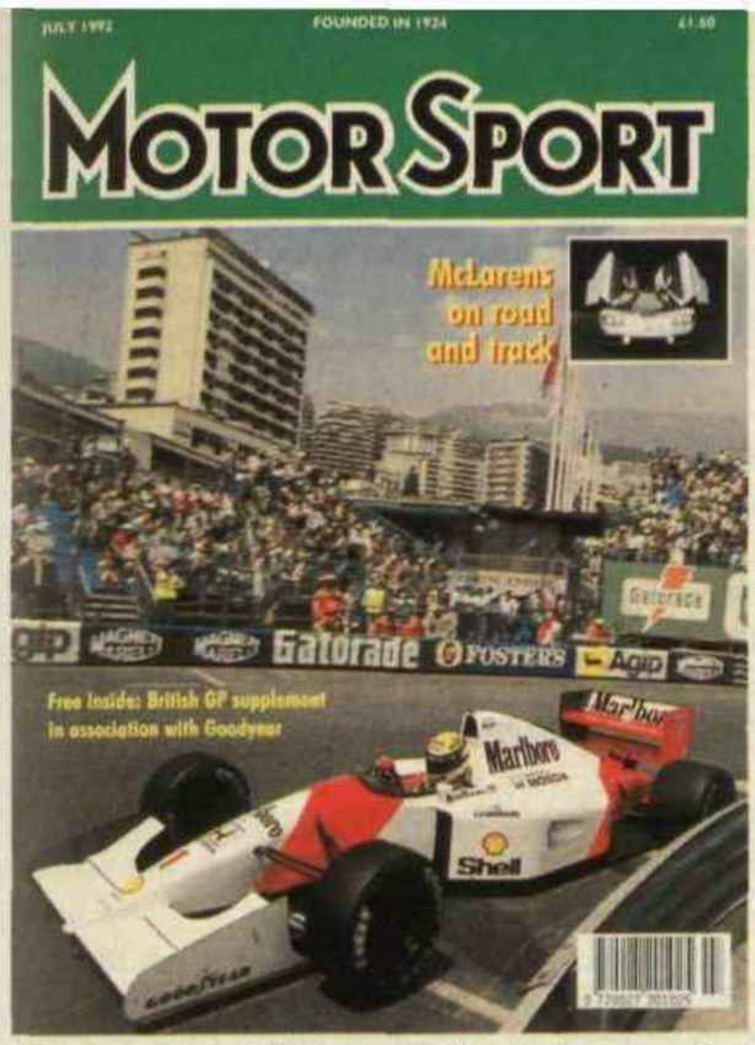
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Front cover: McLaren's first victory of the Grand Prix season, in Monaco, coincided with the launch of its striking new road car (inset).

MOTOR SPORT

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*

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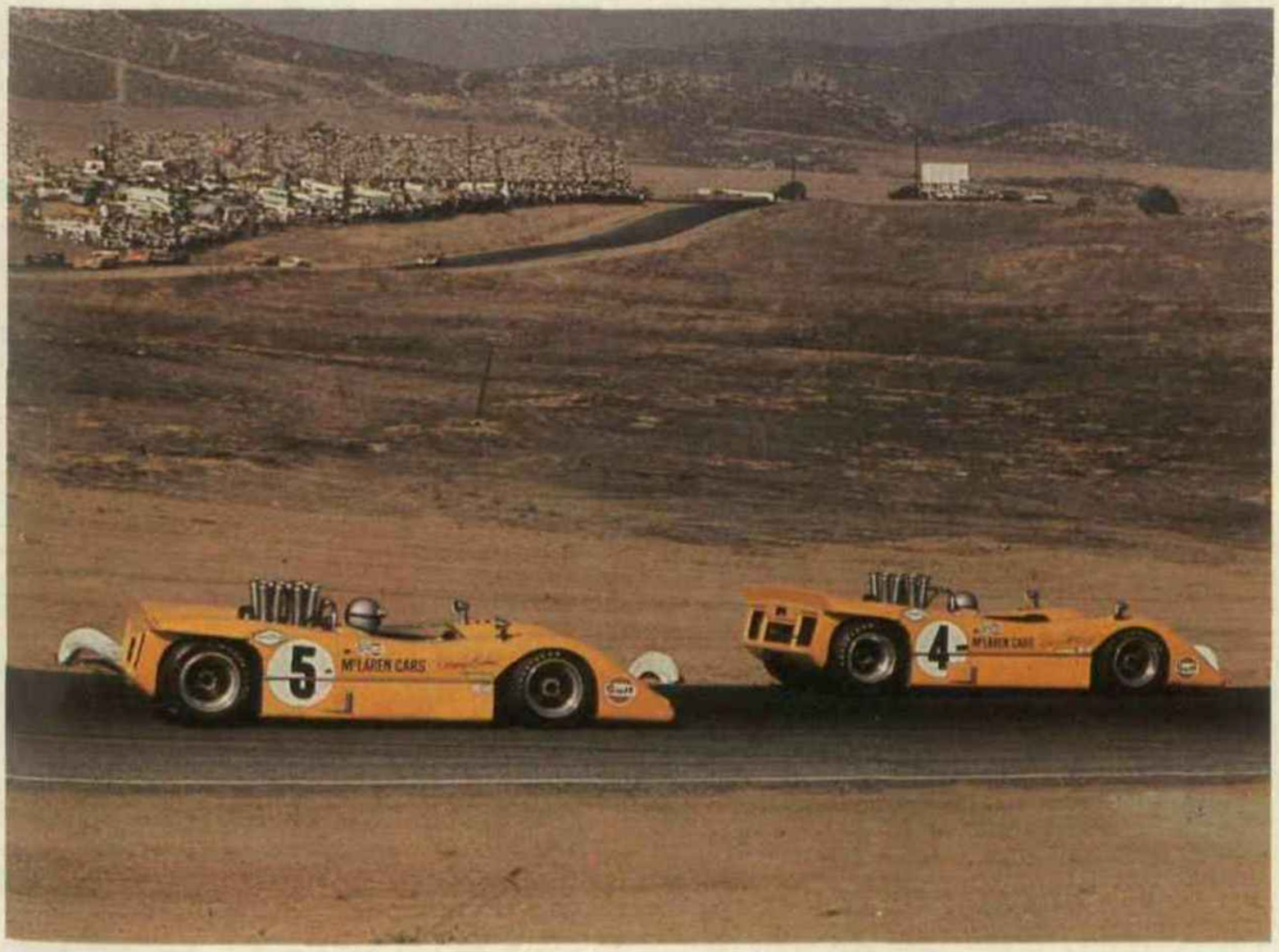
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FREE SUPPLEMENT
In association with Goodyear, we are pleased to present a comprehensive preview to the 1992 British GP.



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The month in MOTOR SPORT

May 14: March Cars' creditors agree to accept a rescue proposal put forward by Andrew Fitton. Pending completion of the relevant paperwork, Fitton is set to take control of the ailing manufacturer, which will henceforth concentrate on F3 and Formula Atlantic while it tries to get back on an even keel.

May 14: FISA issues a list of 46 entries for Le Mans, around 30 of which are reckoned to be halfway realistic.

May 14: A new Japanese F1 team, Trebron Racing Services, announces its intention to enter the 1993 Formula 1 World Championship, with two Judd V10-powered chassis. The cosmopolitan team, which will be directed by Englishman Richard Lloyd, is the brainchild of Norbert Hamy, a German-born Canadian.

May 15: The build-up to the Indianapolis 500, already blotted by several serious accidents, notably to Nelson Piquet, is further marred when Filipino rookie Jovy Marcelo dies from head injuries received during a practice crash.

May 16: Lyn St James becomes the second woman – after Janet Guthrie – ever to qualify for the Indy 500, at 220.150 mph.

May 16: In Malcolm Wilson's hands, the Ford Escort Cosworth wins its first event on UK soil, the Centurion Rally.

May 16: Bertie Fisher (Subaru Legacy) wins the Manx National Rally.

May 16: NASCAR runs a night race at Charlotte. Davey Allison wins the accident-strewn three-part event.

May 17: Nigel Mansell becomes the first man in history to win the first five Grands Prix in a World Championship season, heading another Williams-Renault 1-2 in the San Marino GP at Imola. Ayrton Senna takes third place, ahead of Martin Brundle, who finishes a race for the first time since joining Benetton.

May 17: Having switched from Bowman to Alan Docking Racing earlier in the week, Philippe Adams is rewarded with his first F3 victory since 1989 when he wins the sixth round of the British Championship at Brands Hatch. Second place maintains Gil de Ferran's comfortable series lead.

May 17: Gualter Salles wins the GM Lotus Euroseries round at Imola. Gareth Rees finishes second to maintain his lead in the points table.

May 17: Pedro Lamy triumphs in the German F3 double-header at the Nürburgring.

May 17: Will Gollop moves into the lead of the European Rallycross Championship, after winning round four at Ritomaki, Finland. Martin Schanche receives a hefty fine and a two-month ban for standing in the middle of the track and causing the stoppage of the A Final, having himself been punted out in a first lap incident . . .

May 19: Alessandro Zanardi tests a Benetton F1 car for the first time. The Italian is entrusted with the Ford V8-powered B191B, as the V12 is still not ready to run in anger.

May 20: Footwork recruits David Brabham to assist with testing duties.

May 21: Alain Prost and Ferrari settle their legal dispute, which dated from the Frenchman's dismissal prior to the 1991 Australian GP. The two parties reach an out-of-court settlement.

May 23: Chris Smith wins the Toyota Atlantic race at Lime Rock. Russell Spence fails to finish and slips to third in the points standings.

May 24: Al Unser Jnr takes the closest victory in the history of the Indy 500, heading Scott Goodyear across the line by half a length. Completing the Unser family's satisfactory day, Al Snr takes third. The race is marred by accidents. It is a bleak day for the Andrettis; Michael loses the lead with fuel pump failure shortly before the end, Mario breaks two toes and Jeff suffers serious injuries to both feet and ankles.

May 24: The fourth round of the Japanese F3000 Championship at Suzuka is overshadowed by the death of Hitoshi Ogawa, whose Lola somersaults into the debris fencing. Volker Weidler wins the shortened race. Briton Anthony Reid continues to dominate the country's F3 series, taking a fourth straight victory.

May 24: F3 action in Europe produces victories for Franck Lagorce (Dijon, France), Pedro Lamy and Diogo Castro Santos (Nürburgring, Germany) and Max Angelelli (Varano, Italy). There are national touring car victories for Ellen Lohr and Roland Asch in Germany, and Nicola Larini in Italy.

May 24: Dale Earnhardt takes his first NASCAR victory of the season, in the Coca Cola 600 at Charlotte.

May 24: GM Lotus Euroseries leader Gareth Rees extends his advantage with a clear victory at Zeltweg.

May 24: Toyota wins round five of the IMSA GTP series at Lime Rock, courtesy Juan-Manuel Fangio II.

May 24: Will Gollop takes a second consecutive European Rallycross victory at Sweden's Kinnekullering.

May 25: Will Hoy takes his first BTCC victory of the season, at Snetterton.

May 25: Yvan Muller wins the third round of the British F2 Championship at Brands Hatch.

May 25: Gil de Ferran further stretches his British F3 championship lead, winning at Silverstone.

May 26: Derek Bell and son Justin are confirmed as members of the ADA Porsche team at Le Mans, alongside Tiff Needell.

May 26: FISA discusses the expulsion of four-wheel drive cars from the European Rally Championship.

June 2, Goodwood. His Excellency The High Commissioner for New Zealand, George Gair, and Pat McLaren-Brickett, Bruce's widow, unveil a stone commemorating the life of the popular Kiwi, who perished at the Sussex circuit 20 years previously, while testing one of his own CanAm designs.



May 27: Radical proposals for the 1993 British Rally Championship include adoption of FISA's 'Formula 2' ideal, for front-wheel drive, normally aspirated cars up to 2000 cc. The news receives mixed reactions.

May 28: The Andrea Moda team gets through pre-qualifying for the first time, Roberto Moreno practising third fastest in Monaco.

May 28: Tom Walkinshaw reports that Silverstone needs to keep pace with developments at other circuits around the world if Britain's future slot in the GP calendar is to be guaranteed.

May 28: An eye complaint forces US drag racing legend Don Garlits to quit the sport.

May 29: McLaren launches the F1 road car in Monaco.

May 29: The European Alliance of Motorsports, a new pressure group geared to representing the industry's interests around the world, takes shape in Monaco. Former FISA president Jean-Marie Balestre is one of the members.

May 30: Germany's Marco Werner (Ralt-Opel) wins the Monaco F3 GP.

May 30: Vauxhall withdraws temporarily from British F3, pending further development of its new engine. Contracted driver Warren Hughes will continue in the series with Mugen Honda power and GM's blessing.

May 31: Nigel Mansell controls the Monaco GP until a loose wheel nut forces him to dive into the pits with several laps to run. The championship leader returns to the track and puts new leader Ayrton Senna's McLaren under intense pressure for the last three laps, but the Brazilian hangs on to take his first win of the year by 0.2s.

May 31: Davy Jones takes IMSA honours for Jaguar at Mid-Ohio, Harry Gant does likewise for Oldsmobile in the Dover NASCAR round.

May 31: Lancia makes the surprising announcement that world rally champion Juha Kankkunen *doesn't* feature in its plans for 1993.

Jun 2: On the 20th anniversary of Bruce McLaren's death, a memorial stone in his honour is unveiled at Goodwood.

Jun 2: Didier Auriol wins the Acropolis Rally, closing to within two points of runner-up Juha Kankkunen in the points table. The works Toyotas all crash out.

Jun 3: Less than three weeks before the Jerez round of the European F3000 Championship, with flights arranged and hotels pre-paid, teams receive a fax from FISA asking them to re-route to Barcelona instead . . .

Jun 4: Leading representatives of all F1 teams meet at Fiorano to discuss future rule implementation. They vote against the reintroduction of mid-race fuel stops, but accept possible reduction in tyre widths.

MATTERS OF MOMENT

Common-sense controls

Shortly after this issue of MOTOR SPORT closed for press, leading representatives of Formula One's chief trade suppliers were due to meet to discuss the future of Grand Prix racing. One topic scheduled for debate was that of fuel, following calls to have the specification of racing petrol more tightly controlled.

It might be argued that the adoption of less volatile liquids could pave the way for the reintroduction of mid-race refuelling, a concept against which we argued strongly in last month's *Matters of Moment*, and of which we are pleased to see that the leading F1 representatives disapproved when they met to discuss the future of the sport in Italy on June 4. We hope that that particular idea is quickly forgotten altogether; combustible fuels of any nature represent an unacceptable hazard in the pit lane, particularly when being handled during a mid-race stop, a high-pressure situation in which the human fallibility factor has also to be considered.

Tighter fuel controls *are* certainly required, and FISA only needs to look at the difference the adoption of control fuel has made to this year's European F3000 Championship to appreciate the benefits. In the first two rounds of that series, the quality of the racing has been better (ie closer, and more exciting) than it was at any time during a largely processional 1991, which unquestionably increases the series' worth as a proving ground for tomorrow's F1 graduates. Plus, of course, the fuel is much cheaper and those who work within the frequently cramped confines of the pit lane are no longer subjected to the vile olfactory assault of the potions that prevailed for much of last season. Remember the chilling sight of F1 refuelling crews wearing gas masks at Kyalami?

We aren't suggesting that control fuel needs to be enforced in F1, where there is, generally, more money available (£20 per gallon for last year's F3000 juice was bad news for many a budget that was already stretched to capacity) and free thinking should not be discouraged (competition, after all, is believed to improve the breed).

However, in the present climate – both financial and ecological – it is in the sport's long-term interests that such technical innovation is contained within a tighter set of parameters. **S A**

JULY FIXTURES

Date	*Venue*	*Event*	*Type*
June 25-28	Ypres, Belgium	24 Heures d'Ypres	N
June 27	Oulton Park	FF1600, Metros	R
June 27-28	Carmarthen	K&N Filters Rally	R
June 27-28	Brands Hatch	F2, ProSport 3000, Honda CRXs	N
June 27-28	Donington Park	MGs, Minis	R
June 27-28	Snetterton	F3, Clubmans	N
June 27-28	Mondello Park	Irish FF1600 Festival	N
June 28	Milwaukee, USA	CART	INT
June 28	Watkins Glen, USA	IMSA	N
June 28	Knockhill	FF1600, GTs	R
July 3-5	Snetterton	Willhire 24 Hours	N
July 4	Daytona, USA	NASCAR	N
July 4	Oulton Park	Historics	R
July 4	Castle Combe	F/First, road saloons	R
July 4	Donington Park	F/Vee, Formula 750	R
July 5	**Magny-Cours, France**	**French Grand Prix**	**INT**
July 5	Loudon, USA	CART	INT
July 5	Mallory Park	Historics	R
July 5	Pembrey	Historic touring cars	R
July 10-12	**Silverstone**	**British Grand Prix**	**INT**
July 11	Aberystwyth	Plains National Rally	N
July 12	Enna-Pergusa, Sicily	European F3000	INT
July 17-19	Donington Park	SWC	INT
July 18-19	Oulton Park	F2, ProSport 3000	N
July 18-19	Pembrey	Formula E, F/Vee	R
July 19	Toronto, Canada	CART	INT
July 19	Laguna Seca, USA	IMSA	INT
July 19	Pocono, USA	NASCAR	INT
July 19	Brands Hatch	FF1600, F/First	R
July 19	Cadwell Park	F/Forward, S2000	R
July 19	Mondello Park	FF1600, GTs	R
July 20-26	**Buenos Aires, Argentina**	**Argentine Rally**	**INT**
July 24-26	Silverstone	Historic GP	INT
July 25	Hockenheim, Germany	European F3000	INT
July 25	Kirkistown	FF1600, GTs	R
July 25	Llandrindod Wells	Quinton Stages Rally	R
July 25-26	Brands Hatch	FF1600, Caterhams	R
July 25-26	Knockhill	BTCC, Vauxhall-Lotus	N
July 26	**Hockenheim, Germany**	**German Grand Prix**	**INT**
July 26	Talladega, USA	NASCAR	INT
July 26	Portland, USA	IMSA	INT
July 26	Donington	Tandon F3, Thundersaloons	R
July 26	Mallory Park	FF1600, MGs	R
July 26	Snetterton	Toyota F3, Alfas, MGs	R

DIARY

Jun 5: Gabriele Tarquini shakes down the new Fondmetal GR02 at Fiorano.

Jun 7: Motor racing's unhappy 1992 continues. British veteran Ian Taylor loses his life in an accident during the Rover 216 GTi Challenge round at Spa.

Jun 7: Philippe Adams wins the British F3 race at Silverstone, but second place for Gil de Ferran keeps him in a healthy championship lead.



Vauxhall: profiting from Toyota's BTCC woes.

Jun 7: Toyota scores an own goal at Brands Hatch, when the Carinas of Will Hoy and Andy Rouse tangle and crash out of the BTCC race while disputing the lead with John Cleland, who goes on to head a Vauxhall 1-2. Cleland also takes over the series lead from Rouse.

Jun 7: Bobby Rahal takes Indycar honours in Detroit, ahead of Raul Boesel and CART debutant Stefan Johansson.

Jun 7: French F3 honours fall to Jean-Christophe Boullion at Pau; Niko Palhares beats the Italian F3 opposition at Mugello. Also in Italy, Nicola Larini dominates both heats of the touring car contest at Vallelunga.

Jun 7: Ernie Irvan wins the Sears Point NASCAR race.

Jun 7: Pat Doran takes his first European Rallycross victory, at Bergerac-Faux, France.

Jun 7: Gareth Rees is declared winner of the GM Lotus Euroseries round at Anderstorp, after Oliver Martini receives a penalty for a jump start.

Jun 8: Emanuele Naspetti survives a clash with compatriot Andrea Montermini to win the second round of the European F3000 series in Pau. A spectating Alessandro Zanardi, runner-up in the '91 championship, says he will be back before the end of the season . . .

Jun 8: Swamped by rumours that Julian Bailey is about to join the team, Brabham insists that Eric van de Poele and Damon Hill will keep their places for Montreal.

Jun 12: Some 25 years after winning the World Championship, Denny Hulme is awarded the OBE. The news is made public too late to be included within the interview with The Bear, which appears on pages 636/637 of this month's MOTOR SPORT.

Jun 14: Gerhard Berger becomes the third F1 winner of the season, profiting from the retirements of Nigel Mansell and Ayrton Senna in Montreal. CART stars Michael Andretti and Al Unser Jnr are amongst the interested spectators, fuelling further speculation about the pair's future F1 plans.

Elliot: back into the F2 championship lead.



Jun 14: Jason Elliott returns to the head of the British F2 Championship by a solitary point, holding off Yvan Muller in a tight finish at Thruxton.

Jun 14: Alan Kulwicki takes the NASCAR spoils at Pocono.

Jun 14: Anthony Reid's run of success in Japanese F3 is ended by transmission trouble. Jacques Villeneuve, son of the late, great Gilles, takes his first F3 win at Nishi Sendai.

Keeping it in the family. Colin McRae (pictured) won the Scottish Rally, with brother Alister second and father, Jimmy, fourth.



Jun 14: The McRae family dominates the Scottish Rally. Colin wins, Alister is second. Dad, Jimmy, is only fourth . . .

Jun 15: Final hopes of any Jaguars appearing at Le Mans fizzle out. One team which will be going, Euro Racing Lola, announces that it has signed Heinz-Harald Frentzen.

OBITUARIES

Ian Taylor

British motor racing was dealt a sharp shock on June 7, when news filtered through that Ian Taylor had lost his life while competing in the Rover 216 GTi Challenge at Spa. He was 45.

Taylor achieved much in a long career. He was the first ever Formula Ford Festival winner, in 1972, and the following year won the Forward Trust F3 Championship in his Baty March. He planned to move up to F5000 with the Dempster March team, but when that fell flat he turned to the then new FF2000 category, winning the championship in 1976. After a spell with the Unipart March F3 team, hamstrung by a Triumph Dolomite engine, he moved on to Sports 2000, Formula Atlantic, Thundersports and, latterly, saloons, taking several national championship titles along the way.

Hand in hand with his racing activities he ran the successful Ian Taylor Motor Racing School at Thruxton, where staff recall with fondness the wry sense of humour that lurked beneath his aura of professionalism.

He leaves a widow, Moya, and two sons, James and Oliver. To them, the rest of his family, the staff at the school and to Ian's countless motor racing friends we extend our heartfelt sympathies. He will be sorely missed. **S A**

Hitoshi Ogawa

An accident in the Japanese F3000 round at Suzuka on May 24 took the life of Hitoshi Ogawa, one of Japan's top professional racers.

Aged 36, Ogawa progressed through F3 and F2 in his homeland, and first raced in F3000 in 1988. The following season, he became Japanese champion.

More recently, he was co-opted onto Toyota's Sportscar World Championship team, sharing the winning TS010 with Geoff Lees in the opening round of this year's SWC at Monza.

We mourn the loss of a true gentleman and an accomplished racer.

Bill France Snr

The founding father of NASCAR died recently, aged 82. Bill France's achievement in turning the downbeat world of stock car racing into the multi-million dollar circus it is today is firmly etched in US racing folklore.

He leaves behind a plethora of racing series and an empire that includes NASCAR superspeedways at Daytona, Talladega and Darlington.

In 1972, he handed everyday running of his empire over to his son, Bill Jnr, under whose guidance it continues to flourish today.

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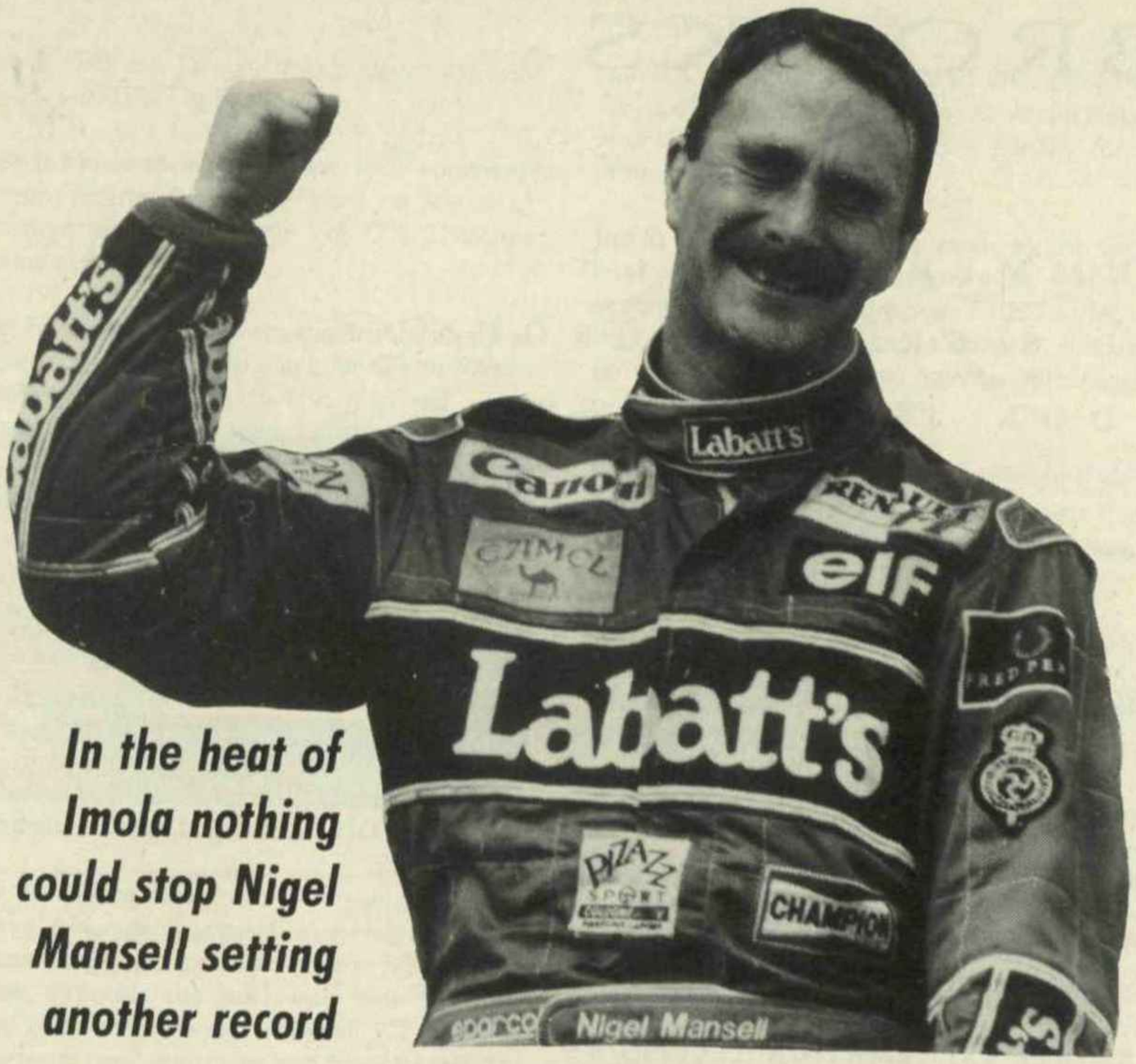
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In the heat of Imola nothing could stop Nigel Mansell setting another record

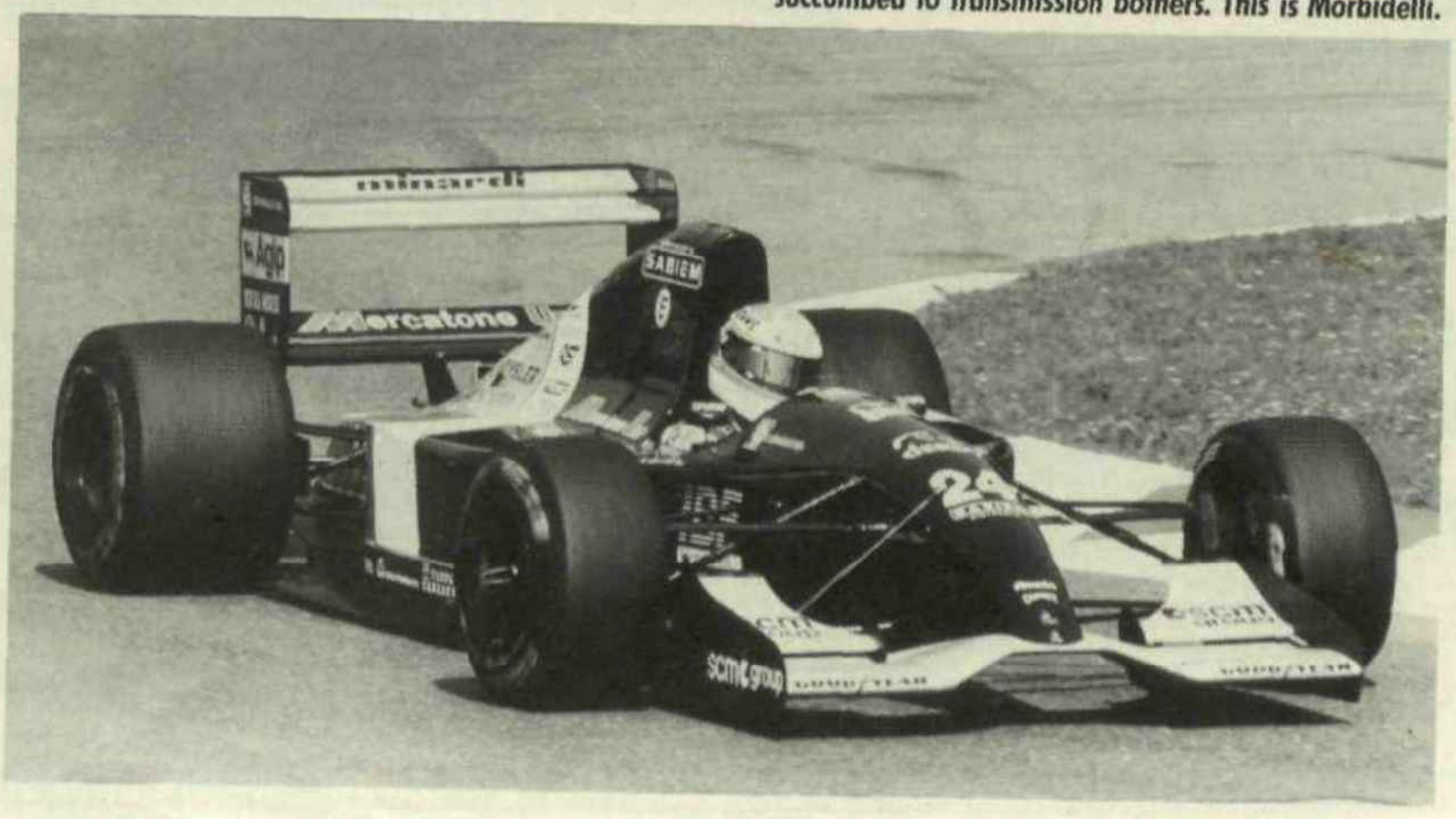
Gimme five!

This time last year, at the fifth Grand Prix of the season, Williams-Renault had firmly indicated the strength of its challenge to McLaren-Honda. That race, the Canadian GP, ultimately fell to poor old Nelson Piquet in the Benetton-Ford, but only after Mansell's last minute drama. Senna had won the previous four, but both Patrese and Mansell had shown the pace of the FW14 and its ultimate challenge was inevitable.

If McLaren had hoped to pose a similar threat as the F1 circus rolled into the Autodromo Enzo e Dino Ferrari in mid-May, it was in for an unpleasant shock.

After the inconclusive event in Spain expectations were raised for Imola, and when Senna finished Friday's first free practice session a mere tenth adrift of Mansell, having been very close also in pre-race testing, pulses began to race. Perhaps, after all, we were going to have a real race? The truth, however, was that Mansell had been unhappy with the set-up of his Williams. That afternoon he wrapped up his fifth consecutive pole position, well over a second clear of Senna, and after all manner of drama awaiting an engine change that day, Riccardo Patrese came out fighting on Saturday afternoon too. Though a second slower than

Both Minardi drivers used the new M192, but both succumbed to transmission bothers. This is Morbidelli.



STARTING GRID

5 MANSELL
Williams FW14B
1m 21.842s (1)
1m 22.440s (2)

1 SENNA
McLaren MP4/7A
1m 23.086s (1)
1m 23.151s (2)

19 SCHUMACHER
Benetton B192
1m 23.701s (1)
1m 24.177s (2)

27 ALESI
Ferrari F92A
1m 23.970s (1)
1m 24.103s (2)

9 ALBORETO
Footwork FA13
1m 24.706s (1)
1m 26.519s (2)

10 SUZUKI
Footwork FA13
1m 25.134s (1)
1m 25.909s (2)

26 COMAS
Ligier JS37
1m 25.543s (2)
1m 25.739s (1)

22 MARTINI
Dallara BMS 192
1m 25.838s (1)
1m 26.331s (2)

30 KATAYAMA
Venturi LC92
1m 25.982s (2)
1m 26.900s (1)

29 GACHOT
Venturi LC92
1m 26.182s (2)
1m 26.403s (1)

24 MORBIDELLI
Minardi M192
1m 26.681s (1)
1m 27.051s (2)

32 MODENA
Jordan 192
1m 26.774s (2)
1m 26.939s (1)

23 FITTIPALDI
Minardi M192
1m 27.229s (1)
1m 27.282s (2)

6 PATRESE
Williams FW14B
1m 22.895s (2)
1m 23.876s (1)

2 BERGER
McLaren MP4/7A
1m 23.418s (1)
1m 24.393s (2)

20 BRUNDLE
Benetton B192
1m 23.904s (2)
1m 25.239s (1)

28 CAPELLI
Ferrari F92A
1m 24.192s (2)
1m 24.274s (1)

25 BOUTSEN
Ligier JS37
1m 25.043s (1)
1m 25.276s (2)

16 WENDLINGER
March CG911B
1m 25.483s (2)
1m 27.019s (1)

4 DE CESARIS
Tyrrell 020B
1m 25.637s (1)
1m 26.337s (2)

21 LEHTO
Dallara BMS 192
1m 25.865s (1)
1m 26.215s (2)

33 GUGELMIN
Jordan 192
1m 26.056s (1)
1m 26.659s (2)

3 GROUILLARD
Tyrrell 020B
1m 26.404s (2)
1m 26.953s (1)

15 TARQUINI
Fondmetal GR01
1m 26.765s (2)
1m 26.959s (1)

17 BELMONDO
March CG911B
1m 27.914s (2)
1m 28.515s (1)

12 HERBERT
Lotus 107
1m 27.270s (1)
1m 27.357s (2)

Did not qualify:
HAKKINEN (Lotus 102D) 1m 27.437s/1m 27.912s
CHIESA (Fondmetal GR01) 1m 27.756s/1m 29.297s
HILL (Brabham BT60B) Time disallowed/1m 28.423s
VAN DE POELE (Brabham BT60B) 1m 29.347s/1m 28.832s

Did not pre-qualify:
MORENO (Andrea Moda S921) 1m 28.943s
McCARTHY (Andrea Moda S921) 1m 37.537s

Mansell's pole, and half a second off the Briton's best in that session, the local boy pushed Senna off the front row altogether.

Qualifying is one thing; racing another. And never was that more apparent than when the field finally got away properly after the first start had been cancelled when Karl Wendlinger stalled his well-qualified March on the original grid.

Coming out of the final corner every lap you could hear both Williams-Renaults apparently

SAN MARINO GRAND PRIX



Lap one, and the two Williams-Renaults are already pulling clear as the field streams out of Tosa.

up against their rev limiters; it was in fact the traction control device at work, and now that it also operates on first gear as well the system allowed both Didcot drivers to make terrific starts. Within three laps Mansell was 3.2s clear of Riccardo, behind whom Senna lay a similar distance. Effectively, even at that stage, it was all over bar the shouting. In previous races Mansell has rather put his foot in it at subsequent conferences, but this day he was perfection itself. Without apparent effort he drew away from Patrese, made the perfect pit stop on his 23rd lap for a fresh set of Goodyear's softer D compound race tyres, and emerged from his pit with his lead intact. There were momentary worries, such as when Berger and Alesi left debris all over the road after colliding at Tosa on lap 40, and when a marshal ran out to recover some of it, but they were of minor nature. So, too, were the leg cramps he suffered from time to time. That Sunday Mansell was utterly invulnerable as he stamped his mark on yet another Grand Prix. The success took his score to 26, one behind Jackie Stewart in third place behind Prost (44) and Senna (33), and accorded him the accolade of the first man to win the first five races of a season. It is hard to see what else he could have done bar set fastest lap.

That, ultimately, fell to Patrese on his final tour, and it was always going to be one of the Williams FW14Bs that set it, such was their dominance.

One had to feel sorry for Riccardo. The Friday prior to the race he had suffered a huge accident at Tamburello during testing, when a tyre deflated slowly and then exploded as he went flat-out through the corner. He had escaped with bruising, but presented himself in apparently unabashed form on Friday only to spend most of his day waiting for an engine change to be completed. Such is the complexity of the modern F1 car that Williams and Renault finally realised that it could not be achieved in time to send him out in the official session, whereupon he was entrusted with Mansell's spare which was equipped with the latest Renault RS4 V10. Both men liked the new power unit, although it would be kept in hand as yet more ammunition against McLaren-Honda as they raced the trusty RS3C.

In the race Patrese looked strong again, and cannily made his stop for tyres on lap 19 just as he was in danger of running into backmarker traffic. It was a superb stop, not only because his crew serviced him quickly, but also because he minimised his time decelerating and accelerating and only lost an effective 10s. Nevertheless, just as he did not lose a place during his stop, so Mansell did not lose his lead, and though the gap was 2.5s between them on the 24th lap, Mansell was able to stretch that as he obliged Riccardo to settle again for second.

In their wake, Senna trailed home an exhausted third and sat for a long time in his McLaren as he nursed upset nerves in his shoulders. It was a similar problem to the one he suffered in Brazil last year, where the seat belts aggravated the nerves in his chest and shoulders, but though the pain passed eventually, McLaren's suffering had no immediate end in sight. After seven laps the World Champion had been more than nine seconds adrift of Patrese and 13s behind Mansell, and was struggling not only to keep ahead of team-mate Gerhard Berger but also the Benettons of Brundle and Schumacher. Certainly, McLaren had made sufficient progress to get its cars ahead of the yellow and green machines for this race, but the B192s had struggled for grip in qualifying and both Brundle and Schumacher looked as if they could have gone quicker if they had been able to find a way past the MP4/7As in the race.

This time, for the first time in the season, Brundle was very close to Schumacher in qualifying, even though the German had the benefit of the latest Series VII version of the Ford HB as opposed to Brundle's Series VI. And in the race the Briton sped round the outside of his team-mate as Berger rudely chopped over to the left and lost Michael momentum as they left the grid. That put the Briton into fourth place momentarily and he nearly had a look at Senna, but uppermost in his mind was the need to finish the race and score points. A clash in qualifying on Friday with Alesi had unsettled him, and he wasn't about to try anything too risky. When Senna then treated a corner with greater than usual caution, Martin found himself having to back off in a hurry, and lost a place to Berger.

Thus the two McLarens and the two Benettons circulated nose to tail for the first 18 laps, Senna just clear enough of Gerhard to resist attack, Schumacher darting every which way in his efforts to unsettle the Austrian and Brundle. The latter looked in control of the situation, although one wondered at times if the two Benettons might not have got the better of the second McLaren by working together rather than fighting each other. Uncharacteristically, the German made a mistake in the second Rivazza on his 19th lap, spinning the Benetton into the wall backwards. Though he continued to his pit and made one more slow lap, his race



Britons at large: Brundle, in conference with Tom Walkinshaw (above), scored his first points of the year. Perry McCarthy (below) at last undertook his first full lap during a GP weekend.



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– and his run of points finishes – was over.

Brundle spun, too, in the last corner on his 25th lap, but with great presence of mind he kept his orientation and headed straight for the pits for fresh tyres. That allowed Alesi through into fifth place, and when the McLarens stopped for tyres the Frenchman rose as high as third as he attempted to go the distance on Cs. To the intense dismay of the tifosi, the Ferraris were again no match for the McLarens and the Benettons, let alone the Williamses, but at least Alesi tried top take the fight further than the car wanted to. Team-mate Ivan Capelli again looked detuned, although he qualified close to Alesi, and was running a lonely race in eighth place in the spare after electrical failure in his race chassis, when he was caught out by locking rear brakes at Acque Minerale on lap 12 and ended his race in the sandtrap.

Johnny Herbert debuted the new Lotus 107 (above). It showed promise, but his race was short-lived. Right, points-scorers Alboreto and Martini sandwich Suzuki. The Japanese again played second fiddle to his Footwork team-mate.





Ayrton Senna's efforts to retain third place for McLaren brought him close to physical collapse. The following Berger crashed out with Alesi.

Prior to the race Brundle had gone down to Ferrari to shake hands with Alesi, even though all observers of their Friday altercation laid the blame squarely on the Frenchman's shoulders. Informed of this fresh *entente cordiale* between two drivers who had clashed strongly in Brazil, Berger laughed aloud and predicted: "For sure they crash together in the race!" He was correct in his prediction about Jean, but wrong about the other party. As Brundle chased from them sixth place Senna managed to pass Alesi, with the latter's help, in Tosa on the 40th lap. Berger thought he saw a gap too and dived into it late, whereupon Jean defended his position. The result was yet another collision and instant retirement for both, which elevated Brundle to the fourth place he held to the end. Afterwards he was honest enough to admit that the car was capable of beating Senna, but that he did not believe the risk of no points at all was worth jeopardising the three he finally took home.

Michele Alboreto's Indian summer continued with another storming race for Footwork in which he thoroughly outclassed team-mate Aguri Suzuki. The previous week the Italian had worried his team in testing by suggesting that they could win at Imola, and while that proved wide of the mark he did drive a superb race. Once Suzuki had got the last corner all wrong on lap eight while trying to stay with him, the pressure on Michele came from the battling Dallara duo of Martini and Lehto, but just as he finally pulled clear of the former by lap 49, Michele came up behind . . . his team-mate! Suzuki resolutely refused to let himself be lapped, with the result that it was lap 56 before the Italian overtook. By then Martini was flying again but Alboreto held him off by 2.5s as they took the final points. Unlucky in the closing stages were Lehto, whose engine developed an electrical fault in sight of the finish, and de Cesaris who had again driven well in the Tyrrell and was chasing Gugelmin's seventh placed Jordan when his fuel pump broke.

For Jordan that was a fillip, after a qualifying in which it had gone through some seven or eight Yamaha 0X-99 V12s and, one suspects, not a little patience. Where Modena butchered his transmission into submission, the Brazilian's more delicate touch brought a much needed result. Wendlinger again looked good as he qualified the March 12th, but after starting from the back after stalling he clobbered Johnny Herbert's new Lotus 107. The Austrian went on to finish an unhappy 12th, but after posting 10th fastest time in the morning warm-up after all manner of mechanical problems with both the 107 and the old 102D in qualifying, Herbert lasted only another seven laps after an early stop for a bent track rod to be replaced. The untested 107 had stuck in third gear, but had shown promise.

The two Venturi drivers were notable for their bravery, Gachot in particular adding a spectacular dimension in his recovery after getting away very slowly, but perhaps inevitably his out-of-his-skin drive ended in the sandtrap at Tosa on lap 34.

This time there were no arguments to spoil Mansell's great day, and as he flew home he could savour a 42 point lead over Senna. Last year the Brazilian had a similar advantage which was subsequently eroded, but by then the Williams-Renault had already begun to show its hand. For McLaren-Honda, 1992 seemed to hold nothing like the same promise. **DJT**

SAN MARINO GRAND PRIX, Imola, May 17
60 laps of 3.132 mile (5.039 km) circuit (187.92 miles; 302.363 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Reason For Retirement	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14B-Renault V10	1h 28m 40.927s	1m 26.588s	36
2nd	Riccardo Patrese	I	Williams FW14B-Renault V10	1h 28m 50.378s	1m 26.100s	60
3rd	Ayrton Senna	BR	McLaren MP4/7A-Honda V12	1h 29m 29.911s	1m 27.615s	28
4th	Martin Brundle	GB	Benetton B192-Ford HB V8	1h 29m 33.934s	1m 27.410s	27
5th	Michele Alboreto	I	Footwork FA13-Mugen V10	59 laps	1m 29.078s	38
6th	Pier-Luigi Martini	I	Dallara BMS 192-Frrari V12	59 laps	1m 29.282s	39
7th	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	58 laps	1m 30.560s	38
8th	Olivier Grouillard	F	Tyrrell 020B-Ilmor V10	58 laps	1m 29.739s	38
9th	Erik Comas	F	Ligier JS37-Renault V10	58 laps	1m 29.095s	58
10th	Aguri Suzuki	J	Footwork FA13-Mugen V10	58 laps	1m 29.612s	38
11th	JJ Lehto	SF	Dallara BMS 192-Ferrari V12	57 laps – overheating	1m 29.187s	30
12th	Karl Wendlinger	A	March CG911B-Ilmor V10	57 laps	1m 30.369s	19
13th	Paul Belmondo	F	March CG911B-Ilmor V10	57 laps	1m 30.024s	36
14th	Andrea de Cesaris	I	Tyrrell 020B-Ilmor V10	55 laps – fuel pressure	1m 28.802s	55
15th	Ukyo Katayama	J	Venturi LC92-Lamborghini V12	40 laps – spun off	1m 30.458s	25
16th	Jean Alesi	F	Ferrari F92A-Ferrari V12	39 laps – accident	1m 28.071s	38
17th	Gerhard Berger	A	McLaren MP4/7A-Honda V12	39 laps – accident	1m 27.250s	31
18th	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	32 laps – spun off	1m 29.659s	28
19th	Thierry Boutsen	B	Ligier JS37-Renault V10	29 laps – engine	1m 29.699s	24
20th	Stefano Modena	I	Jordan 192-Yamaha V12	25 laps – gearbox	1m 31.953s	20
21st	Gianni Morbidelli	I	Minardi M192-Lamborghini V12	24 laps – transmission	1m 30.671s	24
22nd	Gabriele Tarquini	I	Fondmetal GR01-Ford HB V8	24 laps – overheating	1m 31.064s	24
23rd	Michael Schumacher	D	Benetton B192-Ford HB V8	20 laps – accident	1m 29.183s	7
24th	Ivan Capelli	I	Ferrari F92A-Ferrari V12	11 laps – spun off	1m 29.832s	10
25th	Christian Fittipaldi	BR	Minardi M192-Lamborghini V12	8 laps – transmission	1m 31.944s	6
26th	Johnny Herbert	GB	Lotus 107-Ford HB V8	8 laps – gearbox	1m 30.976s	4

Winner's Average Speed: 127.130 mph (204.552 kmh) Conditions: hot, sunny
Fastest Lap: Riccardo Patrese, 1m 26.100s on lap 60, 130.943 mph (210.687 kmh)

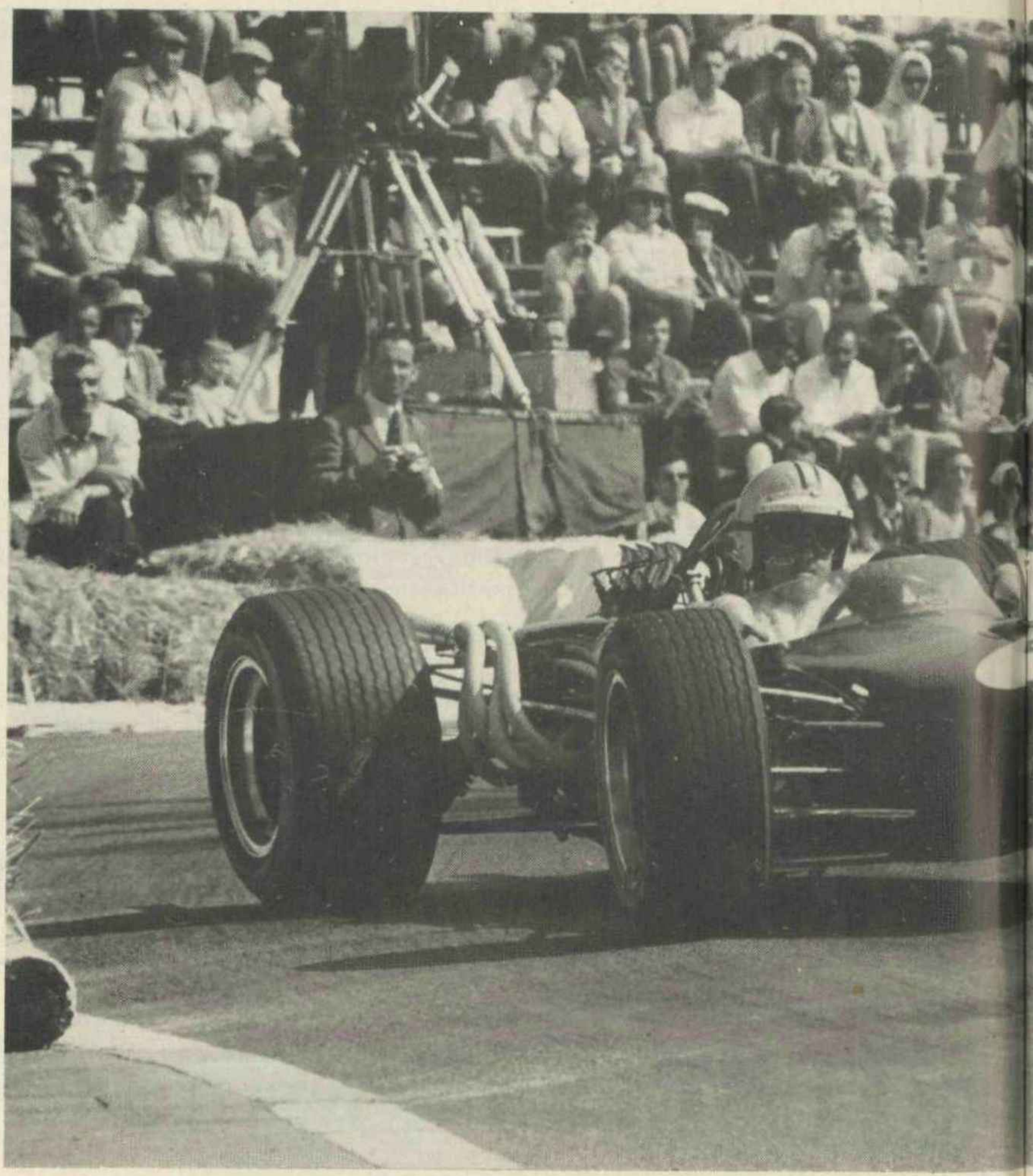
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Hard men and histrionics

To Monaco came a welcome reminder of the days when Grand Prix drivers endured pain with clenched teeth and sealed lips

Television viewers the world over cannot have failed to observe – perhaps even been saddened by – the histrionics of Nigel Mansell as he sagged, near to collapse, at the end of the Principality's 50th Grand Prix.

I found myself wondering what Denis Clive Hulme made of it. At the Ford motorhome on Saturday morning we wiled away the time during free practice, and the conversation turned to the burns 'The Bear' suffered at Indy back in 1970, only days before the McLaren team was thrown into further turmoil with Bruce's death at Goodwood.

At the time nothing much was written about Denny's accident, for the simple reason that Denny said little about it. He discouraged questions anyway. "The Bear reputation was justified. I gave people a hard time," he grinned. "I used to try my best in the car and I didn't want any other joker hanging on being nice. If I was going to do it, I was going to do it on my own. I'd look at Mohammed Ali and his entourage a mile long – that wasn't for me."

He got burned on May 23, 1970, testing the new Indy McLaren M15. "There were two caps up front and we had a curly spring and a button to hold them shut, but USAC didn't like that. They made us fit a gate spring. Well, the harmonic vibration of the Offenhauser sprang one of them open earlier that day, and we just closed it back down. But the harmonics opened it again like a banjo-type twang. I was out on the track and I saw what I thought was water on the screen. The next lap I saw more, and I assumed it was rain. I was waiting for them to throw the yellow. On my third lap – boof! The thing caught fire. Methanol burns with an invisible flame and all I saw was the screen and my helmet visor just folding up. It was real hot in there.

"I'd got out on to the back stretch, out of Turn Two, halfway down. Doing 200 plus. It was uncanny how the fuel had come forward, against the wind pressure. A freak of aerodynamics. It just expelled it and it exploded. At first it never dawned on me that there was something wrong, except that everything was melting. It was like an oxyacetylene torch. I was damp with fuel, like a sponge. I was well on fire when I jumped out. When I tried that the first time it didn't work – I'd forgotten the seat belts. Second time, my hands had shrivelled to nothing. I had Nomex overalls but only leather shoes and gloves. It was only the beginning of the Simpson boot and glove era. It was silly really. We knew all about the problem.

"My hands were claws but I managed the button. I stood up and turned round so I could see the back wing, and I jumped. I didn't give a damn about the car, but I wanted to clear that wing. All I did was rip my toenails after I dived out backwards.

"The fire trucks all went to the car; the only marshal who came near me felt the wall of heat. Luckily, when my visor melted it welded itself all round. The paint on my helmet was blistered to hell. The heat was enormous.

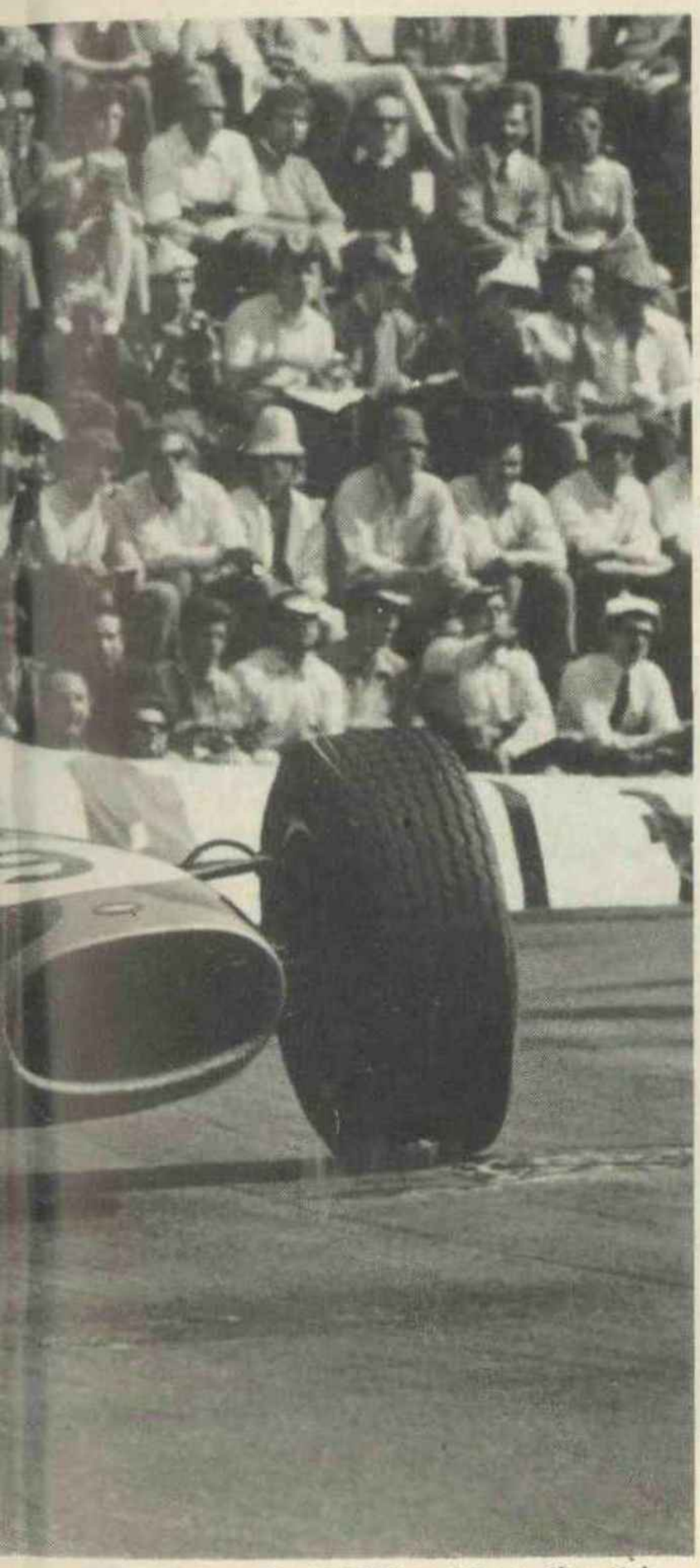
"The ambulance arrived and the doc used trick scissors to cut my gloves off. When he took them off, all the skin came off too. I looked like a skinned fish. The pain was instant. On the way to the Methodist Hospital they gave me a saline solution to put my hands in. I drank it, I was so thirsty.

"Later on, I had to get off the morphine, because I was hallucinating so bad. I knew something was wrong. I told the doctor I'd put up with the pain. If that's what the druggies get out of it, they've got rocks in their head."

Four weeks later Denny Hulme raced at Mosport's CanAm opener. Possibly only he knew how important it was for the team that he did, for Bruce had died on June 2 and his men were shattered. They looked to the injured but unbowed Bear for their lead.

"I remember one day Greeta just pushed some money into my bandages and off I went by train up to Harley Street. For the life of me I can't figure out why I didn't get taken up by car. Standing there on the platform, waiting for somebody to open the door for me.

"That day Bruce was killed was the worst of my life. I heard it on the radio coming back



Monaco, May 7 1967, and Denis Clive Hulme (above) throws his Brabham BT20 around Monaco for 100 laps prior to sauntering up the steps to the Royal Box. Just over 25 years later he was reunited with a CanAm McLaren M8D at Goodwood (right), and he loved it.

from Harley Street. I'd had no reaction to my hands, no shock, no self-pity. Then suddenly Bruce was gone. It was the worst ever in the week or so after that, because the reactions to both things hit me at the same time."

And still, Denny never said a word to the outside world. Never betrayed his emotion. Even in the weeks that followed, when after every race removing his gloves meant removing a layer of new skin, he never looked for sympathy. And he never gave up. He won the CanAm title that year in the M8D, against the odds. For Bruce. The doctors told him racing would make his hands take twice as long to heal, but he carried on. In Crete, his father Clive had won the VC. They don't give them for motor racing, but if they did Denny would have got one too.

"In January '68 I was mechanicking around a car with a spanner and I knocked the bone out of the end of a finger. It had always stuck out and been painful since Indy, but had bleached itself and was never infectious. I knocked it off, and a few days later the hand was right as rain."

Denny was in Monaco to celebrate the 25th anniversary of his first GP victory there, with the Repco Brabham in 1967. He'd led in South Africa in the previous race, only to be robbed by brake problems. But once Jackie Stewart's BRM had broken its transmission, it was The Bear all the way through the streets with the nimble BT20. "The car was the best there all day. Its handling was superb. The track was slippy with oil going into the chicane, and that's probably what grabbed Bandini. Jack blew his engine early in the other Brabham, and there was a lot of oil and sawdust down there. And we carried a lot of fuel in those days because the race was 100 laps and lasted over two and a half hours. A stack of fuel. My car oversteered there and was a beaut to drive. I virtually didn't have to turn the wheel in a corner, I just threw it round. Bandini was catching a little, but when you're bushed like he was you tend to put your foot down harder. It's debatable anyway whether he'd have caught me."

He liked being back, loved the freedom of having a FOCA pass that got him in without hassle. "Jeez, did I ever hate the aggravation getting in in the old days! The place isn't like it was then, but progress needs to go ahead. But it was bloody lovely to walk down the hill from the hotel. Jack and I haven't been recognised at all" – that wasn't strictly true – "but it doesn't worry me at all. It's nice to go incognito."

What was his abiding memory of that win, the first of eight, I asked him. Denny's face creased into the usual grin. "Well, at the end of the day I stopped at the Royal Box and Louis Chiron was Clerk of the Course. I'd been leading for at least two hours of the bloody race and he came over and leant in the cockpit and said, 'What was your name, Monsieur?' It bloody pissed me off. He was well past his sell-by date, I reckon!"

Denny was one of the sport's great pragmatists, a cautious man with deep concern over safety issues, yet capable of electrifying performances, as Kyalami 1973, or Sweden later that year, proved. But his real element was the CanAm, the Bruce and Denny Show.

"I always looked forward to the CanAm more than F1. The cars were so damned nice to drive. They'd get round the corners pretty good. They were so exciting, with instant power. You got it to jump, or you just eased it on. You made your foot do the work. Where they were scary was at the top end. You got real high speed, near 200. Your biggest worry in traffic was that you'd lose the front-end downforce. Sometimes I'd hear the front wheels pattering, especially at Riverside. Turn Nine there was my favourite. Go in with your foot down and come out an inch off the wall. That was always a treat . . . "

He remembers the backflip he did at Road Atlanta in the M20 in '72, when the vortex from the rear wing of George Follmer's turbo Porsche sucked him into the air, but the thing he can't figure is the way Team McLaren did some things. "We were quite scientific, but my fastest race lap was always the second flier, on fresh Goodyears and with full tanks. We never figured to run the car low and put fresh rubber on it at the end of qualifying. We didn't figure what it was telling us."

He hadn't been to Goodwood for 20 years when he went back recently on the 22nd anniversary of Bruce's death, for the unveiling of a memorial stone. In the old days he'd be there every Wednesday, testing for the CanAm. He was reunited with an M8D, Robert Horne's beautifully prepared car, and he loved it. The byelaws restricted him to 50mph, supposedly, but Denny had fun in the few laps he did. It was written in the smile that stayed on his face long after he'd removed his helmet and mask.

"That was great," he growled quietly, preparing to spring from the cockpit. Then he paused. "Maybe I should do a Mansell," he suggested, and slumped helplessly back into the seat, face crimped with pain. His audience cracked up. We'd learned after all what The Bear was thinking after the Monaco Grand Prix.

DJT



STARTING GRID

5
MANSELL
Williams FW14B
1m 19.945s (2)
1m 20.714s (1)

1
SENNA
McLaren MP4/7A
1m 20.608s (2)
1m 21.467s (1)

2
BERGER
McLaren MP4/7A
1m 21.224s (2)
1m 22.359s (1)

20
BRUNDLE
Benetton B192
1m 22.068s (2)
1m 23.872s (1)

12
HERBERT
Lotus 107
1m 22.579s (2)
1m 25.979s (1)

9
ALBORETO
Footwork FA13
1m 22.671s (2)
1m 23.774s (1)

33
GUGELMIN
Jordan 192
1m 22.863s (2)
1m 24.235s (1)

29
GACHOT
Venturi LC92
1m 23.122s (2)
1m 23.606s (1)

23
FITTIPALDI
Minardi M192
1m 23.487s (2)
1m 25.561s (1)

10
SUZUKI
Footwork FA13
1m 23.641s (2)
1m 24.340s (1)

32
MODENA
Jordan 192
1m 23.890s (1)
1m 23.909s (2)

26
COMAS
Ligier JS37
1m 23.974s (2)
1m 24.816s (1)

15
TARQUINI
Fondmetal GR01
1m 24.479s (2)
1m 25.614s (1)

6
PATRESE
Williams FW14B
1m 20.368s (2)
1m 22.309s (1)

27
ALESI
Ferrari F92A
1m 20.895s (2)
1m 22.942s (1)

19
SCHUMACHER
Benetton B192
1m 21.831s (2)
1m 23.150s (1)

28
CAPELLI
Ferrari F92A
1m 22.119s (2)
1m 23.813s (1)

4
DE CESARIS
Tyrrell 020B
1m 22.647s (2)
1m 23.552s (1)

24
MORBIDELLI
Minardi M192
1m 22.733s (2)
1m 24.567s (1)

11
HAKKINEN
Lotus 107
1m 22.886s (2)
1m 25.809s (1)

16
WENDLINGER
March CG911B
1m 23.264s (2)
1m 23.978s (1)

22
MARTINI
Dallara BMS 192
1m 23.508s (2)
1m 25.665s (1)

21
LEHTO
Dallara BMS 192
1m 23.862s (2)
1m 25.050s (1)

25
BOUTSEN
Ligier JS37
1m 23.909s (2)
1m 25.222s (1)

3
GROUILLARD
Tyrrell 020B
1m 23.990s (2)
1m 24.533s (1)

34
MORENO
Andrea Moda S921
1m 24.945s (2)
1m 25.185s (1)

Did not qualify:
VAN DE POELE (Brabham BT60B) 1m 25.702s/1m 24.981s
HILL (Brabham BT60B) 1m 26.889s/1m 25.394s
CHIESA (Fondmetal GR01) 1m 27.140s/1m 25.660s
BELMONDO (March CG911B) 1m 26.501s/1m 25.750s

Did not pre-qualify:
KATAYAMA (Venturi LC92) 1m 28.310s
McCARTHY (Andrea Moda S921) 17m 05.924s



What *did* go wrong?

What was it that lost Nigel Mansell his sixth consecutive victory with only seven laps to go?

If Imola confirmed that Williams-Renault is still the dominant force in Grand Prix racing, Monaco served as a reminder of Ayrton Senna's sheer class and the old adage 'It's not over until the Fat Lady sings'.

As usual his McLaren was no match for the Williams-Renaults in qualifying, yet in a manner rendered unobtrusive by their sheer pace he was quick enough to carry the fight within reach of Patrese's to line up third on the grid he has dominated since 1987. And he was clever enough to pounce on the Italian right at the start. "I didn't want to pinch Nigel, so I was a little cautious," admitted Riccardo. Senna expected that, in a nice piece of psychological warfare. He edged alongside, left his braking as late as he dared, and just managed to beat the second Williams without running into the back of the first as they filed through Ste Devote. That, in its way, won him the race. For while Mansell piled it on to pull out a 22s lead by half distance, Senna was ahead of the other major threat. Mansell had no buffer.

As the race went on, in fact, Patrese's handling got worse as he coped with fairly violent oversteer and a steadfast challenge from Michael Schumacher that began building from lap 22. But had he been ahead of Senna, the Brazilian would have been stymied just as the Benetton driver was. Senna knew this, of course, hence that big effort at the start.

Look at photographs of the Williams and the McLaren cornering, and the roll is as evident in the latter's comportment as it is absent from the former's. The active FW14B was blindingly quick in Mansell's hands as he and Patrese waged a shoot-out for pole position on Saturday afternoon. The Briton eventually won it with one of those supreme laps when he missed all the abundant traffic, and though Riccardo's effort was thwarted after an altercation with Bertrand Gachot which later almost led to blows in the pit lane, he was honest enough to admit that though he might have dipped beneath 1m 20s, he would not have bettered his team-mate's startling time.

If Riccardo struggled in the race, Mansell did not. From the green light he was gone, and there was nothing anyone else in the place could do about it. His fate, literally, was in his own hands.

In the past this year he has been criticised for



End of the road: after five straight wins, Mansell was on course for a sixth until a loose wheel nut intervened.



Closing drama: Senna holds off Mansell's desperate late effort to resume control.

continuing to pile on the pace, of setting fastest laps right up to the end despite the size of his lead. In Monaco, ironically, he did the opposite. That he was on a 'cruise' was underlined by the manner in which he almost casually stretched his lead by two full seconds just on lap 59, yet it would not be sufficient when the Great Drama unfolded on lap 71. Monaco has a notoriously slow pit lane entry, and by most reckonings you need 35s or more in hand if you need to come in without losing a place. When it all began to go wrong for Mansell that lap, he had only 30s on Senna, and eight of them had come on lap 60 when the Brazilian had had to come to a virtual halt at Mirabeau as Michele Alboreto recovered from a spin.

But why the pit stop? What did happen in the tunnel that lap when the car felt so unsettled?

Monaco being Monaco, there were some great suggestions. Mansell had decided on a little gamesmanship that backfired. He had been 'prevailed' upon to enliven the race for the television cameras (which in any case missed his stop on the live broadcast!). Somebody had shot at one of his tyres in the tunnel!

The man himself had this to say: "Coming through the tunnel I almost lost it and the back end just went down. I felt immediately that I had a puncture. The problem was that I was halfway from the pits so I had to drive so slowly that I lost 15s or so just getting there."

The more sensible suggestions appeared to be discounted one by one. He hadn't sustained a puncture. Goodyear spokesman Barry Griffin confirmed that the left rear tyre had been inflated when Mansell pulled into the pits. Mechanics dismissed thoughts that a wheel nut had worked loose. "And it wasn't a wheel bearing. Nigel would never have been able to run a lap in 1m 21.598s when he went out again if that had been the problem," said Patrick Head. "But something had caused interference between the wheel rim and the upright, and we found magnesium swarf from the wheel where something had machined it out."

A stone? Could such debris have momentarily become jammed, caused the wheel to snatch as it was expelled violently enough to machine away part of the rim, thus giving Mansell the impression that the rear end had dropped? After Patrese's Imola testing shunt, when a tyre had been punctured for half a lap but the active suspension had tended to disguise it from him, he could be forgiven for feeling cautious. Especially at unforgiving Monaco, especially as a new software package to detect such problems was not quite race ready.

Days after the event the theories changed again. "The wheel *was* loose," confirmed a spokesman. "Therefore the wheel nut must have been loose. That let the wheel rub against the brake caliper, hence the swarf we found. There is nothing on the telemetry to suggest a puncture. All the evidence points to a loose wheel nut, but it's unbelievable that it didn't come off."

"We are still processing the reasons why the nut came loose," said Head the following Thursday. "Since Hungary '87 we've gone to great lengths to avoid this sort of thing, and in all our racing and testing since then we've never had any indication of the problem. Coming in was exactly the right thing to do; otherwise he might have had a three-wheeler out on the circuit . . . "

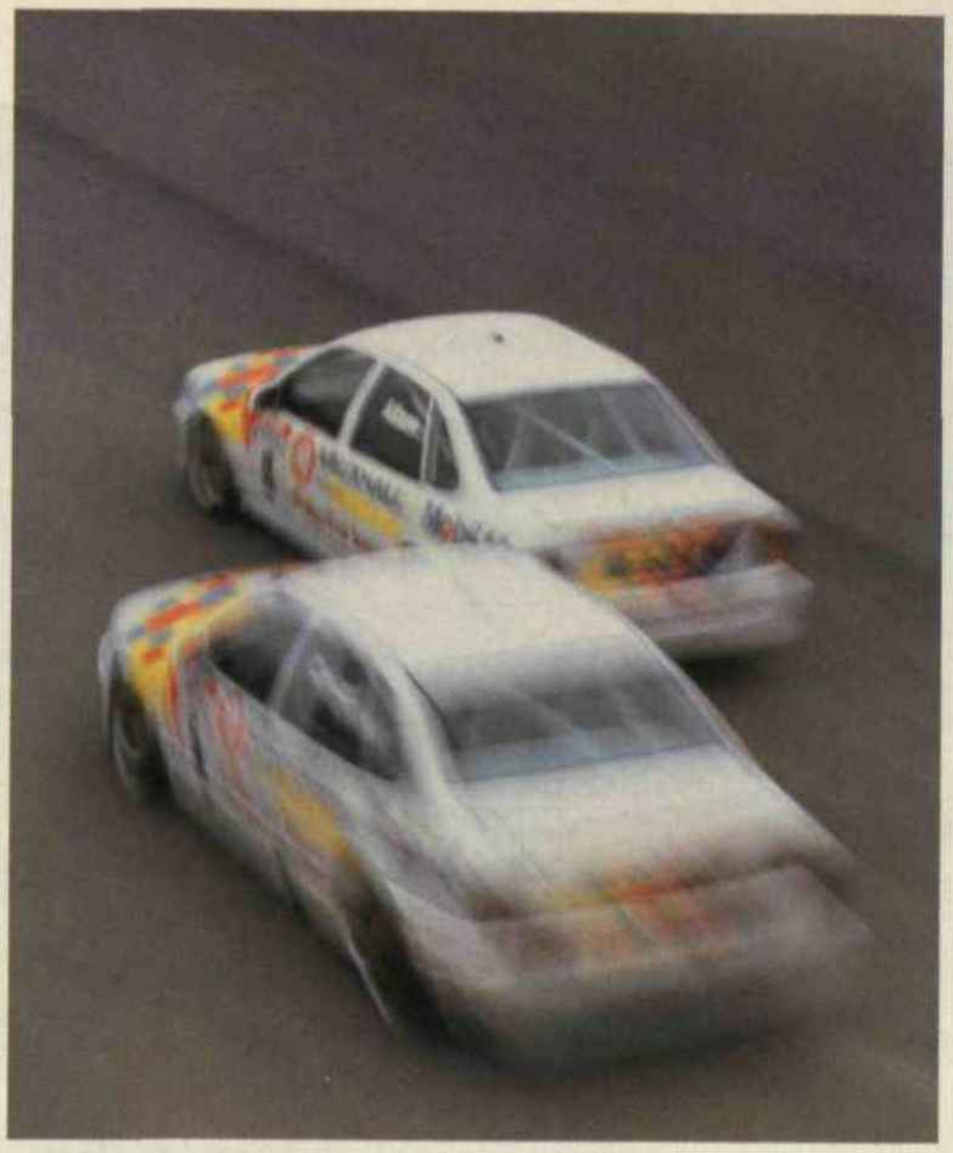


Martin Brundle's recovery drive to fifth place was one of the race's few highlights.

Mansell's recovery was dramatic. It had spectators who were desperate for excitement after an hour of having only Schumacher's chase of Patrese to cheer, jumping to their feet and crying themselves hoarse. But it was all pure theatre. In the cockpit of the McLaren Senna could see Mansell coming, could almost *feel* him slash away a second of his 5.1s advantage within one lap as the Williams' Goodyears reached temperature, and then all but three seconds next time round.



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Like most of the top racing drivers, John Cleland and Jeff Allam haven't always had it so good.

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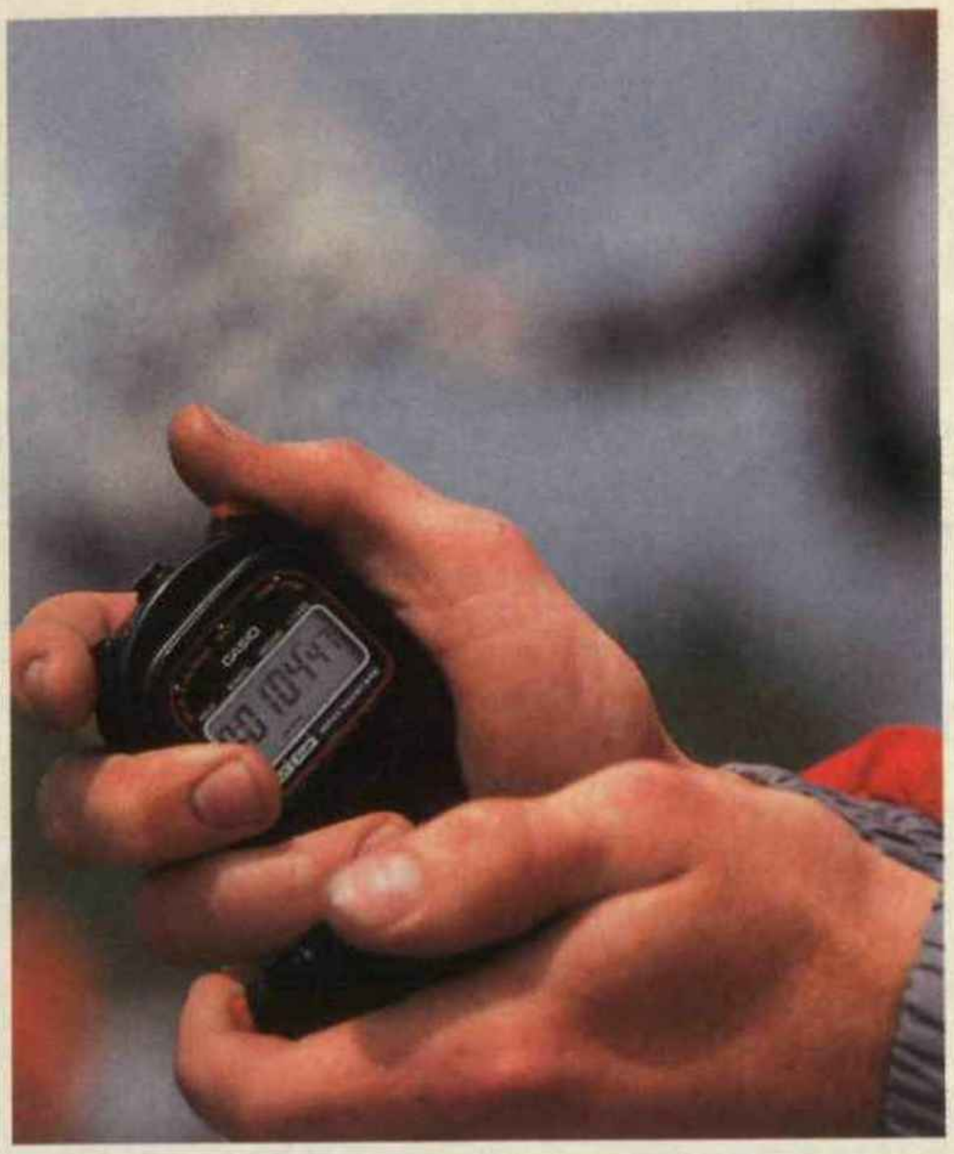
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But he knew that all he really had to do was to keep his cool, keep on the line, and just avoid getting panicked into doing anything rash. That's tantamount to suggesting that he comb his hair in the morning, it's so second nature to him. What made it easier was Mansell's tactics.

"Whenever I expected him to challenge, he wasn't there," Senna told his engineers. "He always seemed to be in the wrong place at the wrong time."



Bertrand Gachot had an eventful weekend, which included a pit lane confrontation with Patrese. The Venturi driver finished a good sixth.

"What did he think he was doing?" asked another driver. "Every time he weaved around behind Senna it might have looked dramatic, but all it did was coat his tyres with all the rubbish that was on the track, off the racing line. He should have dropped right back and then had a real run at Senna, kept on line and tried to push him into a mistake."

As it was, Senna turned off his rev limiter and kept his head, and though the Honda RA122E belched a violent cloud of oil smoke as he backed off at Ste Devote after crossing the finish line 0.215s to the good, victory was in the bag. He'd won his fourth consecutive Monaco GP against the odds, with luck and with sound judgement. And he had equalled the record for five wins and won the trophy named after the first man to achieve the feat, Graham Hill.

In his chase Mansell had been advised that he could use the richest mixture setting, P5, on the Renault RS3C, but he opted to stay with P3 since the unit was running perfectly. His problem was not one of revs, but simply that it was Senna who determined where he could put the power down as they accelerated in single file out of the stupid abortion of a corner that is Rascasse. In qualifying, or when ahead of other cars, the Williams' traction control worked beautifully there, but with Senna immediately in front, Mansell was thwarted.

That final flurry of excitement was much needed, for prior to that the 50th Monaco GP was pretty much a bust. Patrese clearly wasn't in a position to challenge Senna for second place, but good old Jean Alesi and Michael Schumacher provided some much needed entertainment in their scrap over fourth place. Just as he did with Prost in 1990 when he was driving for Tyrrell, Alesi caught Schumacher napping at Mirabeau on the first lap and dived through, but then the two of them had the inevitable tangle at the Loews hairpin on lap 12 as the German counter-attacked. The Benetton nudged the Ferrari sideways, almost in slow motion, but both recovered as Berger, Brundle and Capelli, in line astern, all dutifully awaited the end of the pantomime. The incident had two effects; Schumacher damaged his B192's front wing and marginally took the edge off its handling, while Alesi's left-hand sidepod and electronics were damaged. Thereafter the Ferrari would refuse at times to respond to the commands Jean made of the gearbox, and on lap 21 Michael drove by in a nonetheless dramatic move as they wound their way between the tiers of Armco barrier going up the hill to Massenet. It's not an obvious place to try and it needs judgement and guts, especially since this was Schumacher's first race at Monaco, and he was running against one of the circuit's current aces.

Both had been electrifying in qualifying, Alesi in particular barely lifting even for a moment round the swimming pool section. Now, as Schumacher pulled away, to commence that chase of Patrese, Jean fell back steadily until his gearbox quit altogether in the chicane on lap 29. Up to that point, however, as all weekend, driver had outperformed car.

The same could not be said of Ivan Capelli. In a competitive car the Italian has always given a good account of himself as a racer, which makes his 1992 season to date so disappointing. In Italy there is constant media pressure against him, even nonsensical suggestions about his eyesight, but the fact is that he doesn't get on with the F92A. When Brundle got off-line and skated over the chicane on lap 19, pitting for a replacement nose and fresh Goodyears, the Briton delayed him further, but when Berger's engine blew on lap 33 the Ferrari gained another place. Capelli was running fifth by lap 60, steadily being caught by an electrified Brundle who was staging a remarkable recovery that had taken him past Comas, Suzuki, Lehto, Fittipaldi, Gachot and Alboreto and back into the points. That lap Ivan brushed a wall, bending a steering rod. On his next time round, the F92A spun lazily as he headed down to Rascasse, backing into the wall on the exit to the preceding left-hander and leaving him with more explaining to do. It is sad to see the steady decline of a charger.

For Brundle Monaco was an opportunity to rebuild his confidence further, and his times compared well with Schumacher's all through. Now what he needed to do was get back to his peak before the season slipped into its second half.

The final point went, and deservedly so, to Gachot, who drove well throughout and eventually won a weekend-long personal duel with the recharged Alboreto which had begun the moment prequalifying got underway on Thursday morning. Speaking of which, Roberto Moreno not only hauled the Andrea Moda Judd through that session, but qualified it for its first race. It ended with engine failure after only 11 full laps, but that was 11 more than you would have got odds on at the previous race.

As Ligier struggled to its 47th race out of the points, and Guy went back home to Magny Cours after being catcalled by his countrymen on Thursday, Lotus dragged itself from the depths with two excellent qualifying performances as



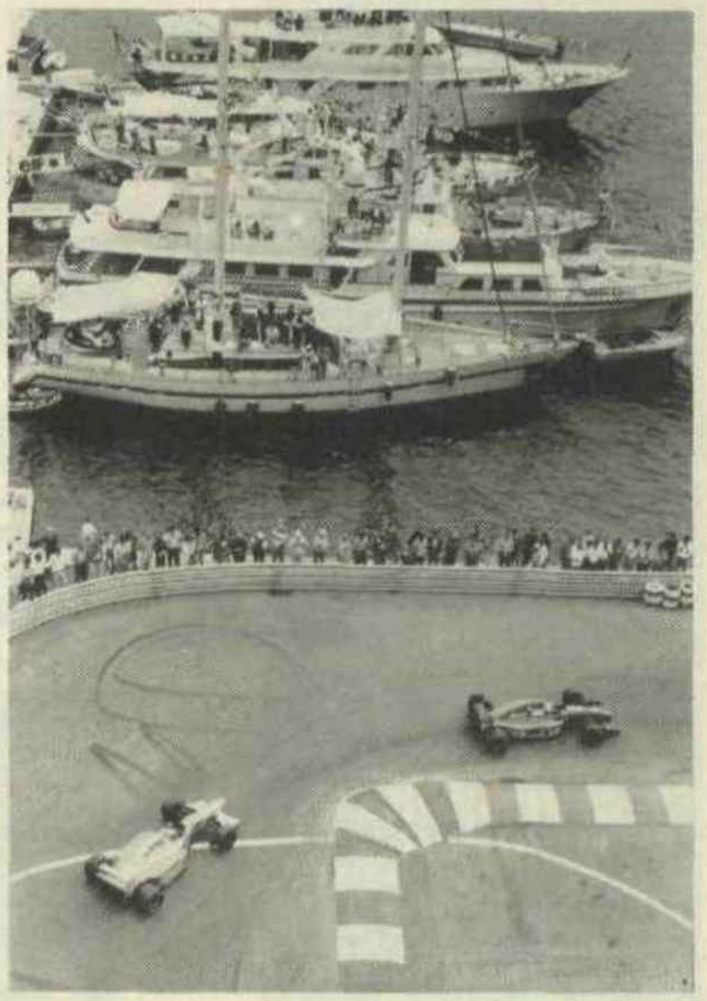


Mixed fortunes. There was more woe for Jordan (above), Stefano Modena crashing heavily. The post-practice joy in the Andrea Moda camp was enormous, though Roberto Moreno's race didn't last long (right).

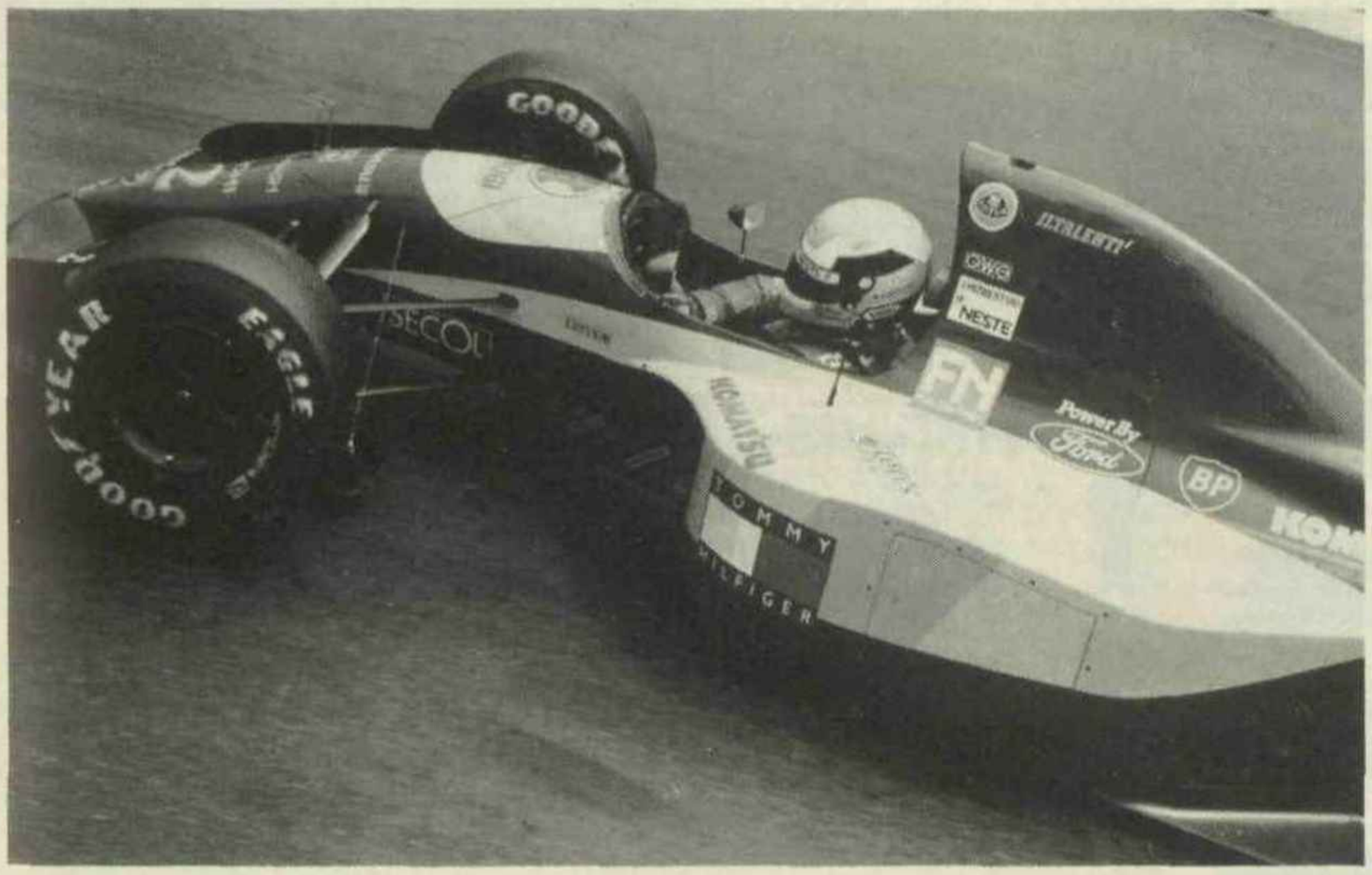
Herbert and Hakkinen finally began to make progress with the new 107s. The Briton qualified ninth and was running there, on the tail of the Berger, Brundle, Capelli dice for sixth, when increasing oversteer caught him out approaching Rascasse. The Finn was really flying, too. Mansell was the first into the 1m 25s, then Brundle on lap 11, followed by Hakkinen a lap later. Sadly, his pace slackened as he lost the clutch, and the gearbox surrendered to the extra strain on lap 30. Nevertheless, the team had indicated the 107's potential.

So, too, had McLaren the potential of the MP4/7A at last. In Imola the Williams drivers had reported that Honda had made progress on the power front, out-accelerating them from Tosa on a couple of occasions. Now, in Monaco, both reported again that the McLaren was pulling out a couple of lengths on them from Portier down to the chicane. Likewise, the red and white cars had good speeds across the finish line.

As he came round on his victory lap, Senna stopped by the McLaren pit to embrace elated brother Leonardo, before wheelspinning his way down the road for his fifth official meeting with Prince Rainier. As Mansell indulged in his usual post-race histrionics, near to 'collapse', and later let the tears flow in private, no doubt the World Champion was beginning to wonder after all what his chances were of staging a dramatic rearguard chase to retain his title for a third successive year. His was a lucky victory, but there were definite signs of progress for him to savour. Better still, from McLaren's point of view, the first chink in Williams-Renault's 1992 armour had become visible. **DJT**



Jean Alesi and Michael Schumacher (right) had a lively duel until the Ferrari's gearbox started to play tricks, a consequence of their brush at Loews. The Lotus 107 (below) again showed potential, though Herbert (pictured) and Hakkinen both retired.



MONACO GRAND PRIX, Monaco, May 31
78 laps of 2.068 mile (3.327 km) circuit (161.298 miles; 259.538 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Reason For Retirement	Best Race Lap	On Lap
1st	Ayrton Senna	BR	McLaren MP4/7A-Honda V12	1h 50m 59.372s	1m 23.470s	49
2nd	Nigel Mansell	GB	Williams FW14B-Renault V10	1h 50m 59.587s	1m 21.598s	74
3rd	Riccardo Patrese	I	Williams FW14B-Renault V10	1h 51m 31.215s	1m 24.080s	37
4th	Michael Schumacher	D	Benetton B192-Ford HB V8	1h 51m 38.666s	1m 23.868s	32
5th	Martin Brundle	GB	Benetton B192-Ford HB V8	1h 52m 20.719s	1m 23.406s	48
6th	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	77 laps	1m 24.932s	43
7th	Michele Alboreto	I	Footwork FA13-Mugen V10	77 laps	1m 25.004s	49
8th	Christian Fittipaldi	BR	Minardi M192-Lamborghini V12	77 laps	1m 25.594s	40
9th	JJ Lehto	SF	Dallara BMS 192-Ferrari V12	76 laps	1m 25.390s	55
10th	Erik Comas	F	Ligier JS37-Renault V10	76 laps	1m 26.002s	50
11th	Aguri Suzuki	J	Footwork FA13-Mugen V10	76 laps	1m 25.909s	50
12th	Thierry Boutsen	B	Ligier JS37-Renault V10	75 laps	1m 26.320s	16
13th	Ivan Capelli	I	Ferrari F92A-Ferrari V12	60 laps – accident	1m 25.032s	28
14th	Gerhard Berger	A	McLaren MP4/7A-Honda V12	32 laps – engine	1m 24.172s	30
15th	Mika Hakkinen	SF	Lotus 107-Ford HB V8	30 laps – gearbox	1m 25.871s	12
16th	Jean Alesi	F	Ferrari F92A-Ferrari V12	28 laps – gearbox	1m 24.827s	25
17th	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	18 laps – gearbox	1m 26.863s	9
18th	Johnny Herbert	GB	Lotus 107-Ford HB V8	17 laps – accident	1m 26.005s	16
19th	Roberto Moreno	BR	Andrea Moda S921-Judd V10	11 laps – engine	1m 30.344s	11
20th	Andrea de Cesaris	I	Tyrrell 020B-Ilmor V10	9 laps – gearbox	1m 26.916s	7
21st	Gabriele Tarquini	I	Fondmetal GR01-Ford HB V8	9 laps – engine	1m 30.718s	8
22nd	Stefano Modena	I	Jordan 192-Yamaha V12	6 laps – accident	1m 28.149s	6
23rd	Olivier Grouillard	F	Tyrrell 020B-Ilmor V10	4 laps – gearbox	1m 28.590s	4
24th	Karl Wendlinger	A	March CG911B-Ilmor V10	1 lap – gearbox	1m 44.613s	1
25th	Gianni Morbidelli	I	Minardi M192-Lamborghini V12	1 lap – gearbox	No time	–
26th	Pier-Luigi Martini	I	Dallara BMS 192-Ferrari V12	0 laps – accident	–	–

Winner's Average Speed: 87.196 mph (140.298 kmh) Conditions: overcast, humid
Fastest Lap: Nigel Mansell, 1m 21.598s on lap 74, 91.234 mph (146.795 kmh)

LETTER TO READERS

Dear Reader,
A lot of people these days are complaining and moaning that Formula One racing is dull and boring, which it probably is if you watch it on a television screen, underground and with no sound effects. Suggestions are being made that advanced technology like carbon fibre brakes, electronic and computer-controlled gearchanging, computer-controlled engine management, 'ground effect' air tunnels, advanced aerodynamics and so on, should all be banned. If this sort of thinking is going to make racing more entertaining for those who, at present, don't know what they are looking at, and certainly don't know what they should be looking for, then why not go the whole hog?

We could return to the 'good old days' when racing cars looked like racing cars and racing drivers were iron men, not fresh-faced schoolboys. The trouble is we have become used to today's projectiles going past at 200 mph, so that an old-type of racing car struggling to touch 135 mph would hardly set the adrenalin flowing, and acceleration would barely be visible. Watching today's cars averaging over 90 mph around Monte Carlo brought to mind various classic sayings from racing drivers, such as "trying to ride a racehorse round your living room", or "trying to fly your radio-controlled model aeroplane round your bedroom" or "qualifying is like playing Russian Roulette with a racing car in place of the gun". I thought, perhaps the moaners are right, we ought to knobble these thoroughbreds and slow them down. I looked back in the history books to the 'Heroic Age of the Titans' in the mid-1930s and found that the drivers and cars of that period were hard-pressed to lap at 60 mph! If those days were so wonderful why not bring them back as public entertainment in place of the hi-tech activity of today that few people seem to understand.

As most of the drivers of those days have long since passed on and those that are left are of a grand old age we could hardly expect them to perform as they did in their youth. Human beings wither and die, but old racing cars seem to last forever and only get worn out, whereupon another enthusiast sets about rebuilding it to "better than new condition", making use of much modern



Berger: Alfa Monza type?


Alesi: Alfa 8C – pride of Italy?



Tarquini: works Amilcar deal?

The good old days?

knowledge and materials. It would present no problem to assemble a full field of pre-1939 racing cars, and we could put today's Formula One stars in them, for a three-hour race. The problem would be to decide who would drive which car, so at the risk of starting a storm of correspondence here is my entry list . . .

Ayrton Senna – Alfa Romeo Tipo B monoposto supercharged 2.9-litre (it would respond perfectly to his delicate touch).

Gerhard Berger – Alfa Romeo Monza supercharged 2.3-litre (a car for the enthusiast).

Andrea de Cesaris – Maserati 8CM supercharged 2.9-litre (an uncomplicated car that would stand a lot of abuse).

Nigel Mansell – Bentley 4½-litre supercharged (it would give him plenty to moan about, and he could play-act Sir Henry Birkin).

Riccardo Patrese – OM supercharged 2-litre (a pure Italian car for a pure Italian driver).

Damon Hill – MG K3 Magnette (after all, Whitney Straight and Dick Seaman used them in their formative years).

Michele Alboreto – Maserati 4CL supercharged 16-valve (he would look so right in it).

Johnny Herbert – ERA 1½-litre B-type (what else!).

Gabriele Tarquini – Amilcar Six supercharged 1100cc (he would like something better, but . . .).

Karl Wendlinger – Maserati 8CM supercharged 2.9-litre (a works car for an up-and-coming lad).

Michael Schumacher – Auto Union 16-cylinder (stand back!).

Martin Brundle – ERA C-type (he'd justify it).

Pier-Luigi Martini – Bugatti Type 51 supercharged 2.3-litre (any car as long as he was in the race).

Gianni Morbidelli – Maserati 6CM supercharged 1½-litre (an honest little racing car).

Thierry Boutsen – Bugatti Type 59 supercharged 3.3-litre (shades of Jean-Pierre Wimille).

Erik Comas – Delahaye 3½-litre (a true Blue Frenchman).

Jean Alesi – Alfa Romeo 8C/35 supercharged 3.8-litre (pride of Italy).

Ivan Capelli – Alfa Romeo Tipo 158 (think of nothing better).

Bertrand Gachot – Amilcar Six supercharged 1100cc (he'd make a good one perform well).

Stefano Modena – Alfa Romeo Tipo 308C (unknown quantity).

Mauricio Gugelmin – Bugatti Type 51 supercharged 2.3-litre (a good old car to look at).

Roberto Moreno – Maserati 8CTF supercharged 3-litre (influential friends in South America).

Perry McCarthy Alta 1½-litre supercharged (non-starter).

Just how many of these famous old cars would last the 100 laps of Monte Carlo is problematical, while how many of the drivers would last is anybody's guess, but in the mid-30s they did not know any different. A racing driver drove the Mille Miglia without relief and then did the Monaco Grand Prix, probably followed by the Swiss Grand Prix at Berne, the German Grand Prix on the Nürburgring, the Belgian Grand Prix at Francorchamps and the Coppa Acerbo on the 17-mile circuit at Pescara.

When they came to Donington Park for 'our' Grand Prix they found it a bit small and 'acrobatic', but nonetheless they came and they raced, and they left behind an impression that lingers to this day; for some of us it was our first sight of real Grand Prix racing.

As I write about this return to the good old days I am preparing to go to Silverstone to watch some of the cars in my list actually racing, but driven by my friends in the Vintage Sports Car Club, not by the Gods of Grand Prix. It will provide a pleasant break from reality.

Yours, DSJ.

This month's Memorable Moments come from John Fawell in Canada:

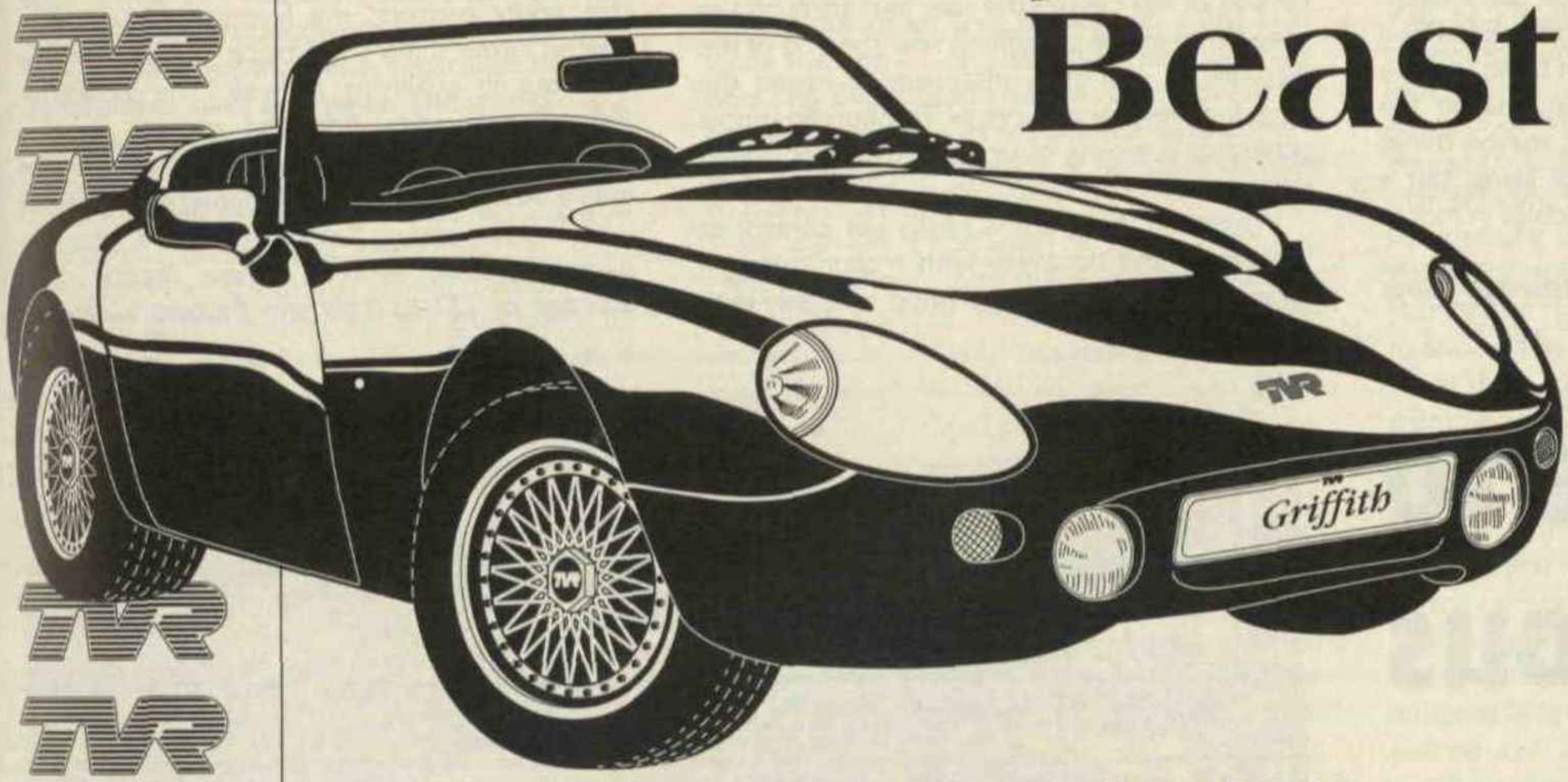
1. At the age of eight or nine he was taken to Brooklands by his father who warned him in advance that they would see cars racing by at 100 mph, when the family saloon was going some at 47 mph. Little did he think that many years later, after emigrating to Canada, he would be racing his sports car at over that speed in Canadian club racing.

2. Later, as a teenager, he went to Brooklands and got into the paddock at the time when the hi-tech all-independently sprung MG R-type appeared and John Cobb set the Outer Circuit lap record at 143 mph in the Napier-Railton.

3. In recent years, while racing his Austin-Healey 3000 both in Canada and the United States, he had many incidents memorable to him, but not really qualifying as Memorable Moments.

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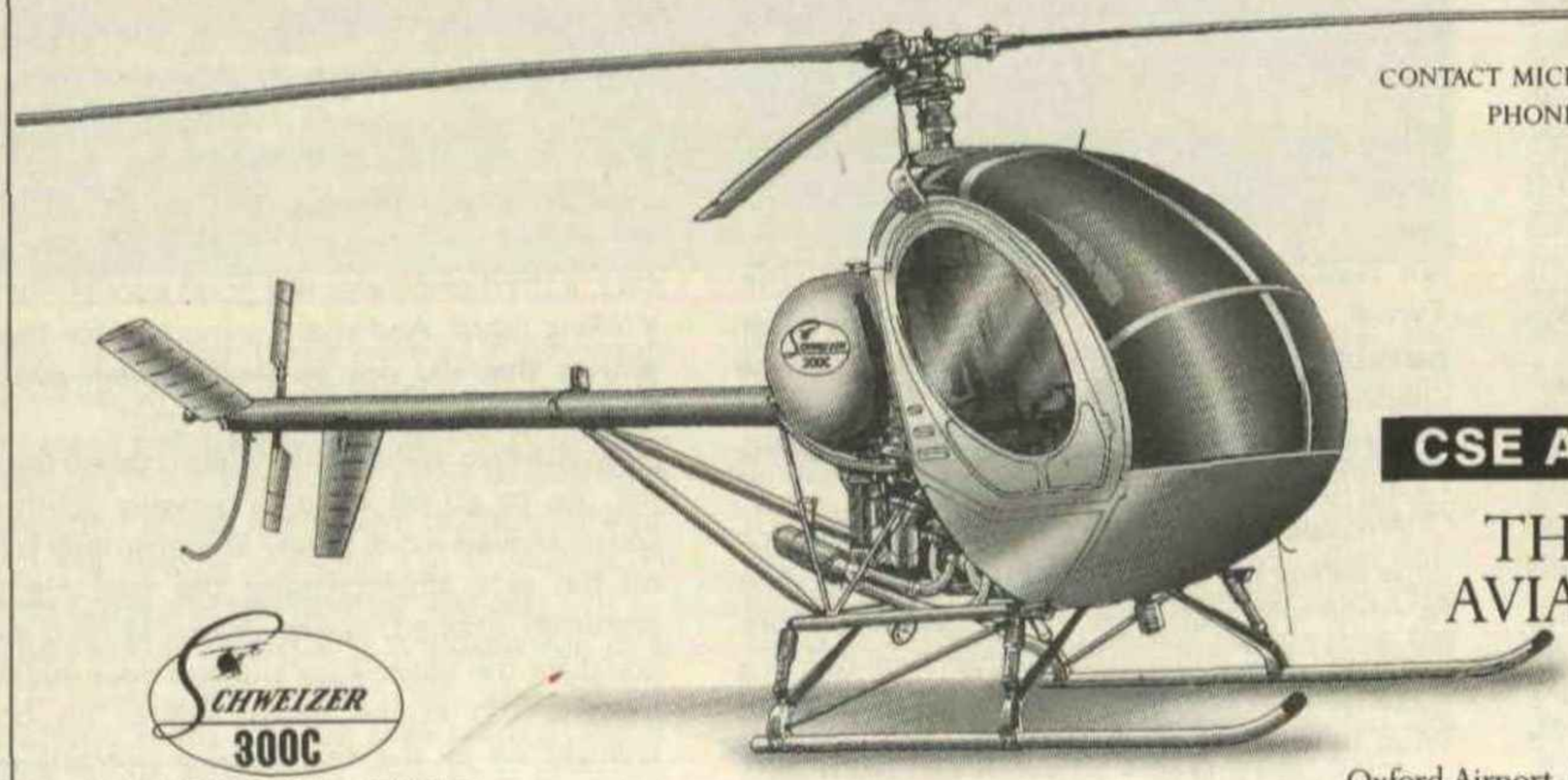
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Sublime to ridiculous

As we waited at Bologna airport for the 'plane to London a friend said: "If you don't come away from Imola feeling happy, you might as well give up." How right he was, referring to our visit to the San Marino Grand Prix held on the Autodromo Enzo and Dino Ferrari. Maybe Ferrari didn't win, maybe my favourite driver did not win, maybe the weather could have been hotter, maybe things were not always to my personal liking, but a race at Imola is one of the best tonics in motor racing.

Only the Italians could have organised things to enable them to hold two World Championship Grands Prix each year, the Italian GP at Monza, and the San Marino GP at Imola. Both *autodromos* were created originally in municipal parks, Monza being part of the Royal Park, inside its own fencing, and Imola initially a temporary road circuit using the roads within the park alongside the River Santurno, and gradually being developed as a permanent facility. While Monza has always been about sheer speed, Imola has developed more as a driver's circuit, akin to old fashioned open road racing, and in a very few years has become a race not to be missed. The circuit is absolutely first class, fast and spectacular with hills up and down and the fast straight is actually two long curves, where speeds of well over 200 mph were recorded during qualifying. Even the 'rabbits' were doing 190!

If you approach the circuit from the hills behind Imola itself, over some really delightful mountain country, the small roads that lead into the circuit are named via T Nuvolari, via O Tenni, via L Musso and via A Ascari. This is a delightful 'olde worlde' touch of which I approve, a sort of unwritten mark of respect, not today's over-familiarity and over-mateyness as used in our daily press.

If practice has begun when you descend the hill towards the Rivazza entrance, with a high stone wall on your left, you can hear the cars screaming down the hill to the double-left Rivazza corners, and it gives you a wonderful feeling of urgency to hurry inside and see what is going on. On top of this high wall there is always a row of agile Italians having a free look!

When you get inside to the very fast right-hand bend into the open space of the so-called chicane before the pits, and the bleed-off entry lane to the pit lane itself, the approach speed and entry into the blind right-hander makes you suck your breath, even though you may see it every year. From the left/right jink, effectively round the start of the pit-lane wall, throttles are pushed flat to the floor and kept there for some 20 seconds while the more advanced cars automatically change up through the gears at peak rpm and hold top gear to as much as 203 mph through the speed trap just before the brakes come on in no uncertain manner for the left-hand Tosa hairpin. From the Variante Bassa (to distinguish it from the Variante Alta on the far side of the circuit) the cars pass through the speed trap at the start/finish line, the end of the pit wall, at 160 mph, disappearing round the long, long left hand curve of Tamburello. Imola generates a feeling of urgency by sheer sound alone.

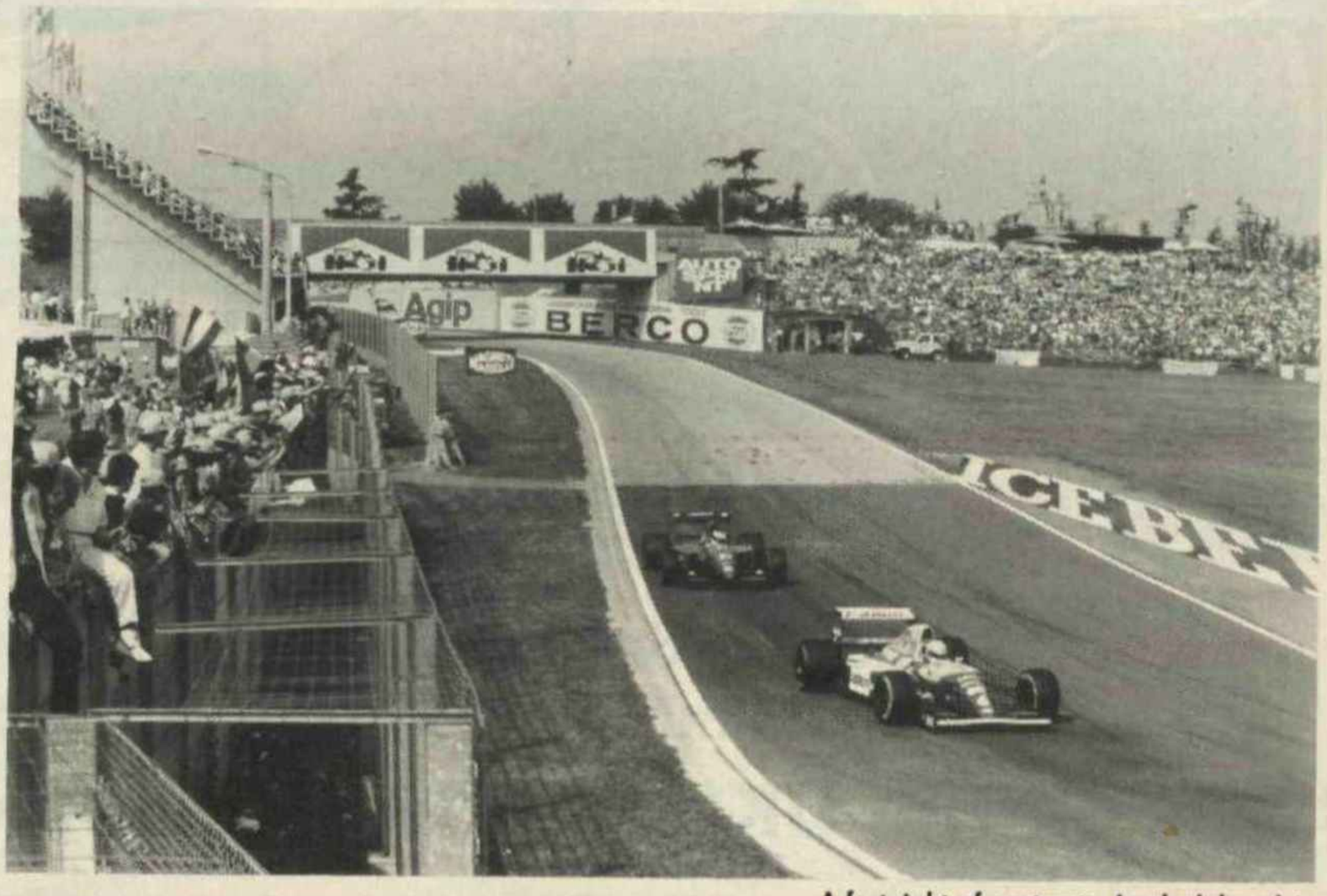
When the do-gooders finally get control of the world and do away with motor racing, I know a lot of people who hope that Italy gets over-looked by some ministerial quirk, and we are left with Monza and Imola.

It would be a complete understatement to say that the Williams-Renault team dominated the San Marino Grand Prix. It *was* the Grand Prix, playing to a hushed audience in a packed house, with a large supporting cast. It was hushed because the red cars were effectively non-existent, and at Imola if you cannot cheer for Ferrari there is not much point in cheering. After cheering for Ferrari an Italian enthusiast will cheer for a job well done and in appreciation of something that is good, so as the Williams-Renault drivers did their slowing-down lap the large crowd showed their appreciation in a very healthy manner. On the inside, among people who get free tickets to watch motor racing, there was too much moaning and complaining about the monotony of watching another Williams 1-2. Either those people have short memories or they are new to the game, because I do not recall complaints about McLaren, Lotus, Tyrrell, Cooper and others dominating their particular era of Grand Prix racing. These unknowledgeable people spend too much time trying to dream up ways of making Grand Prix racing more entertaining for the public.

Whoever said that Grand Prix racing was for entertaining the public? The public are welcome to come and watch GP racing, and the more intelligent and enthusiastic of them will derive a great deal of enjoyment and satisfaction from what they see, but they are not there "to be entertained" as if they had bought tickets for a cabaret.

As for people who watch what is offered on TV and then moan, the simple answer is to use the off switch, or just pull out the plug. Your troubles will be over instantly.

To get back to Grand Prix, which is the thing that really matters, my favourite driver was beaten into a shaky third place, not only in the race but in qualifying as well. The Williams-Renault pair were first and second on the starting grid, first and second throughout the entire 60 laps, and first and second at the finish with Patrese setting a new lap record into the bargain. Mansell won at a new record race average of 127.13 mph and Patrese averaged 130.943 mph on his new record lap, and it was his last lap in the race.



A fortnight of contrasts: Imola (above) is wide and open, with a backdrop of noisy, cheering Italians. Monaco (right) has little rightful claim to a place on the F1 calendar, but tradition has guaranteed its survival.

By any standards it was a pretty serious motor race, and afterwards, if you had said to Patrick Head, "That was a fine demonstration of total domination" he would have given his satisfied smile and said "Yes, I suppose it was". Senna, in third place in the McLaren-Honda, never really saw which way the two Williams-Renaults went, and most of the remaining runners only saw them as they went by to lap them. McLaren was not particularly enthusiastic about its third place, for while the rest of the starters would have given all they possessed to be in third place behind the two Anglo-French cars, a third place was not good enough for the Woking team. And spare a thought for the six entries that did not go well enough even to qualify for the back row of the grid.

As the two Williams-Renaults crossed the line flat out to go off on their slowing-down lap, Senna arrived more slowly and promptly pulled off the side after crossing the line. He was physically drained, having driven as hard as he could for the entire race and had been suffering from cramp in the upper half of his body, brought on by the seat-harness pressing on a nerve.

At the end of the slowing down lap the two Williams-Renaults arrived slowly, nose to tail,

and as they drove to the finish line between the packed grandstands and the crowded pit wall they coasted to a stop revving their V10s, slightly out of synch with each other, as if to say: "Whaa-am, whaa-am, beat that the rest of you." As they stopped with a final "whee-aam" it was a very moving scene, regardless of whys, wherefores, likes or dislikes. The crowd engulfed them as only an Italian crowd can, and anyone just arriving on the scene could have been forgiven for thinking Ferrari had just won. Hardened viewers just knew that had there been two Ferraris in that crowd it would have been 10 times the size, but the enthusiasm for Grand Prix racing in Italy is the same, win or lose, rain or shine.

As I watched this scene from on high I thought: "I have just seen a memorable example of Europe beating the rest-of-the-world, bravo for Europe United."

Think about that. My friend was absolutely right, we always come away from Imola saying it was a good motor racing weekend, regardless of the actual outcome.

Two weeks later the big white bird of Air France disgorged us onto the tarmac at Nice and Page & Moy transported us in coaches to the doors of our Monagasque hotels with no fuss or bother. The only sort of car you want in Monte Carlo at the time of the Monaco Grand Prix is a racing car. Those were there in profusion, the F1 circus alone having 50 in the Principality. The more affluent teams had *two* spares with them, knowing the risk of writing off a car on the unforgiving Armco-lined streets even before the race began at 3.30 pm on Sunday. In addition there were F3 and Renault Clio races, so at a rough estimate there were 120 cars. If you are going to fill your town with racing cars once a year,you might as well do it to capacity, almost from dawn to dusk, for four days. Try driving a racing car in August in Monte Carlo and see how far you get.

The Monaco Grand Prix is always run to a set of rules over which FISA and Bernie Ecclestone seem to have little control, yet it always takes place. *Force majeure* is probably the most overworked French phrase used in official discussions about the event. Any other circuit offering such a narrow pit lane would have to spend a fortune on rebuilding; the pit lane, such as it is, is completely divorced from the paddock, which is uncontrolled chaos and so small that some of the major teams are farmed out to an area halfway up a cliff face, while the non-F1 entries have their own paddocks on the opposite side of town. Few of the corners have any sort of run-off area and there is no provision for service or accident vehicles to move around the circuit.

By current F1 standards the speeds are relatively slow, so many of the safety measures needed on an 130 mph average circuit are not really necessary at Monaco, even if the terrain and situation could allow them. Accidents and bent cars are common, though serious injuries are happily rare and the placement of huge mobile cranes overlooking the circuit at strategic points means that a damaged car can be lifted up out of the way almost before the driver has got out! You often hear drivers say "so-and-so crashed badly just behind me, and next time round the wreck had gone!" If he had had time to look up he might have seen the debris dangling from the hook 50 ft above while the crane operator looked for somebody's garden or courtyard in which to dispose of it. Perhaps if drivers and teams were told that any car which flanged itself against the Armco would be dropped into the harbour, there might not be as many minor accidents.

Apart from the 'hardware' part of the Monaco GP, the 'software' also has its problems. Most F1 races are run to a set timetable of practice and qualifying on Friday and Saturday, racing at 2 pm on Sunday, but not Monaco. First practice and qualifying is on Thursday, the F1 cars do not run on Friday and they have to get psyched-up all over again for second practice and qualifying on Saturday. Just to round up the jolly schedule, the race starts at 3.30 pm on Sunday. Fortunately the Monaco Grand Prix only happens once a year; if there were any more races organised like this, most of the teams would go on strike.

The press centre, where most of the media sit and watch the TV screen that 91 million other viewers are watching, is actually underground, two floors down in a multi-storey car park. There are no windows and, once you get into the lift to descend to it, you are cut off from reality and cannot even hear a Renault V10 or Honda V12. It is a strange world of troglodytes and if you come up for fresh air and look at the reality of an F1 race round the streets of Monte Carlo you begin to ask yourself: "*Is* this reality?" You cannot ask the man standing next to you, watching the cars go so close that only the wire-netting debris-fence stops you touching them, because one thing you cannot do anywhere near the trackside is to speak. The sound has to be *experienced*. It is more than noisy, and the vibrations make you tremble with excitement, even if they are from cars other than your particular favourite.

There is so much to see, hear, watch or actively do in Monte Carlo that it is a sobering thought that you can occupy four days just to watch two hours of actual racing, but it is one of those event that everyone should attend in full at least once, just to know that it all really happens. It is rather like the Le Mans 24 Hours; you can say '24-hour race' fairly glibly, but until you have actually been to Le Mans and stayed up all night, with a couple of hours dozing on the grass, and then watched 'The Arrival' at 4pm on Sunday afternoon, you have not really *experienced* Le Mans.

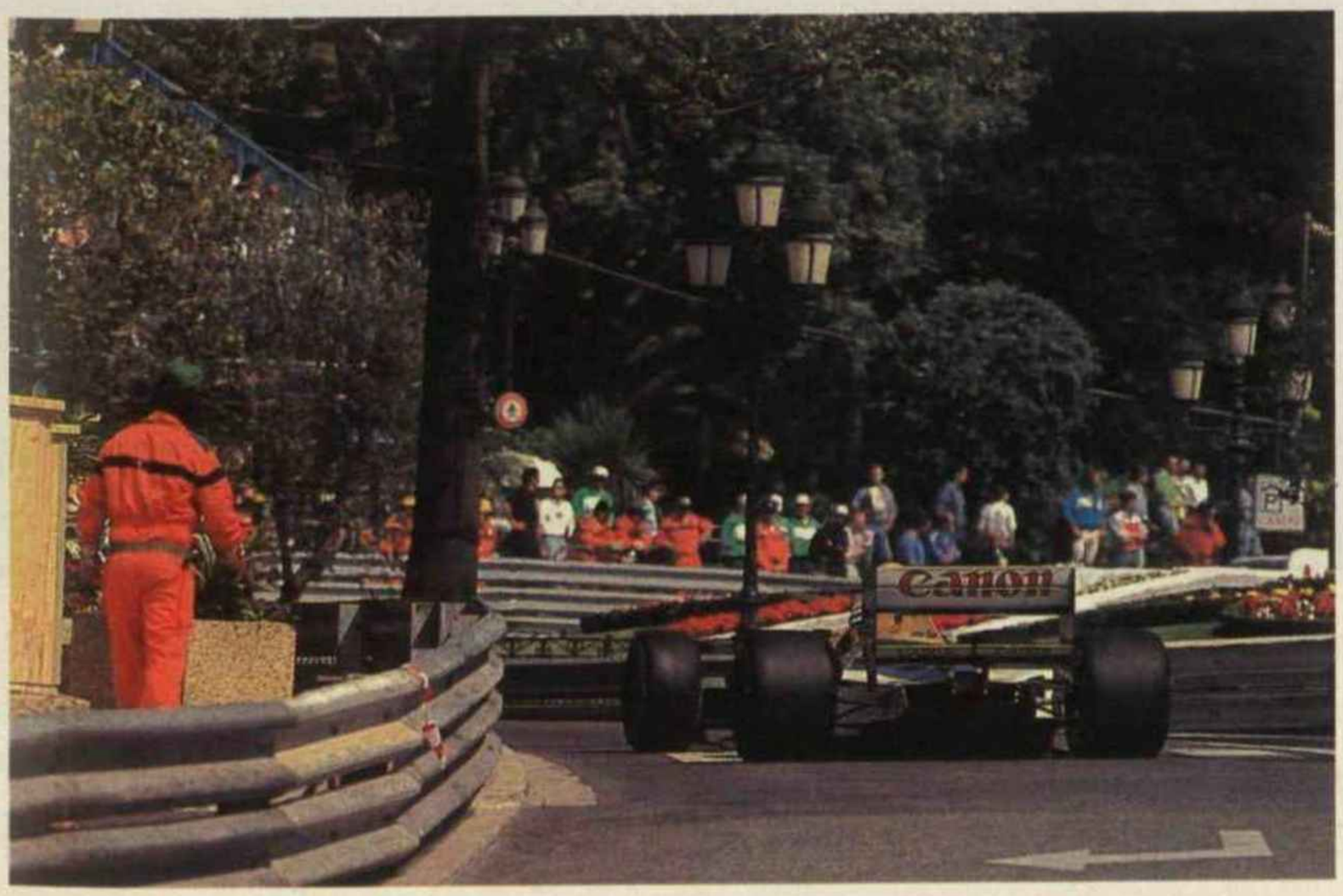
I went to Le Mans for 25 years in succession, and every time I watched the finishers cross the line I was moved emotionally. I don't go any more, haven't been for 15 years . . . and I don't miss it for one moment. When the day comes that I don't go to Monaco any more I am sure I won't miss it, but I'll be very glad that I did go. People talk of something being an anacharonism, and I cannot think of a more apposite word for the Monaco Grand Prix, but long may it continue (just once a year).

This year's race was interesting and exciting, for once more the Williams-Renault team dominated almost the entire weekend, only faltering at the last, albeit most important, hurdle.

Mansell, almost home having led all the way from pole position, had to make an unscheduled stop and Senna went by to snatch victory for McLaren, his first this season. Patrese was third, and though some people berated him for being beaten into the first corner by Senna, by the end of the race he had more than earned his keep. For a long, long time he was pressured unmercifully by Michael Schumacher's Benetton, but you cannot do more than 200 races without learning a lot of trackcraft and Patrese used it all to stay ahead, never putting a wheel wrong. At Monte Carlo, that is saying something. The fact that Schumacher finished fourth, only seconds behind the Williams, says it all for a young man in his first Monaco race of any sort, and with less than a year's experience in F1 racing. By such standards other newcomers can be judged, and some of the not-so-new ones as well.

One of the fascinations of Grand Prix racing is that we can go from the sublime to the ridiculous in two weeks. It has always been that way and as long as nobody tries to 'tidy it up' and make clinical racing facilities mandatory, GP racing will continue to be fascinating.

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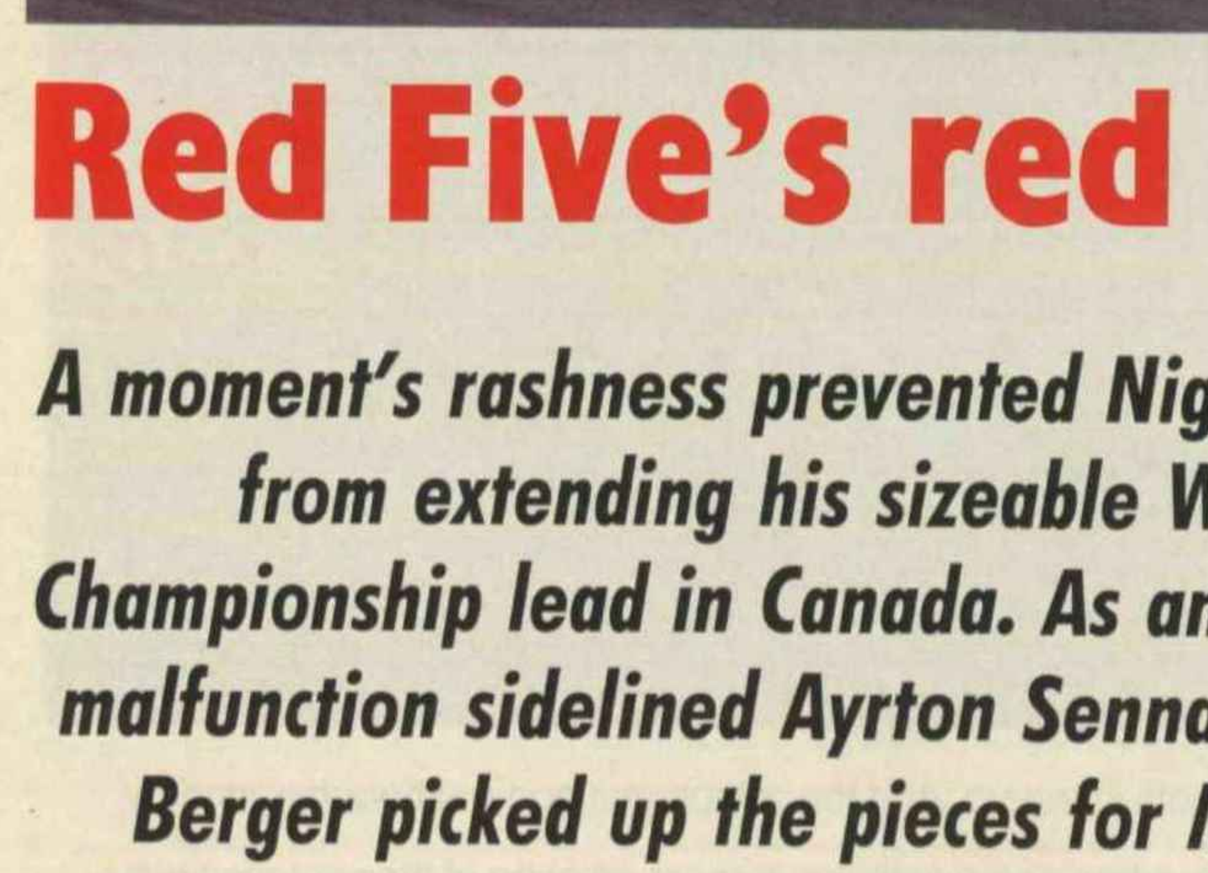


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Red Five's red mist

A moment's rashness prevented Nigel Mansell from extending his sizeable World Championship lead in Canada. As an electronic malfunction sidelined Ayrton Senna, Gerhard Berger picked up the pieces for McLaren

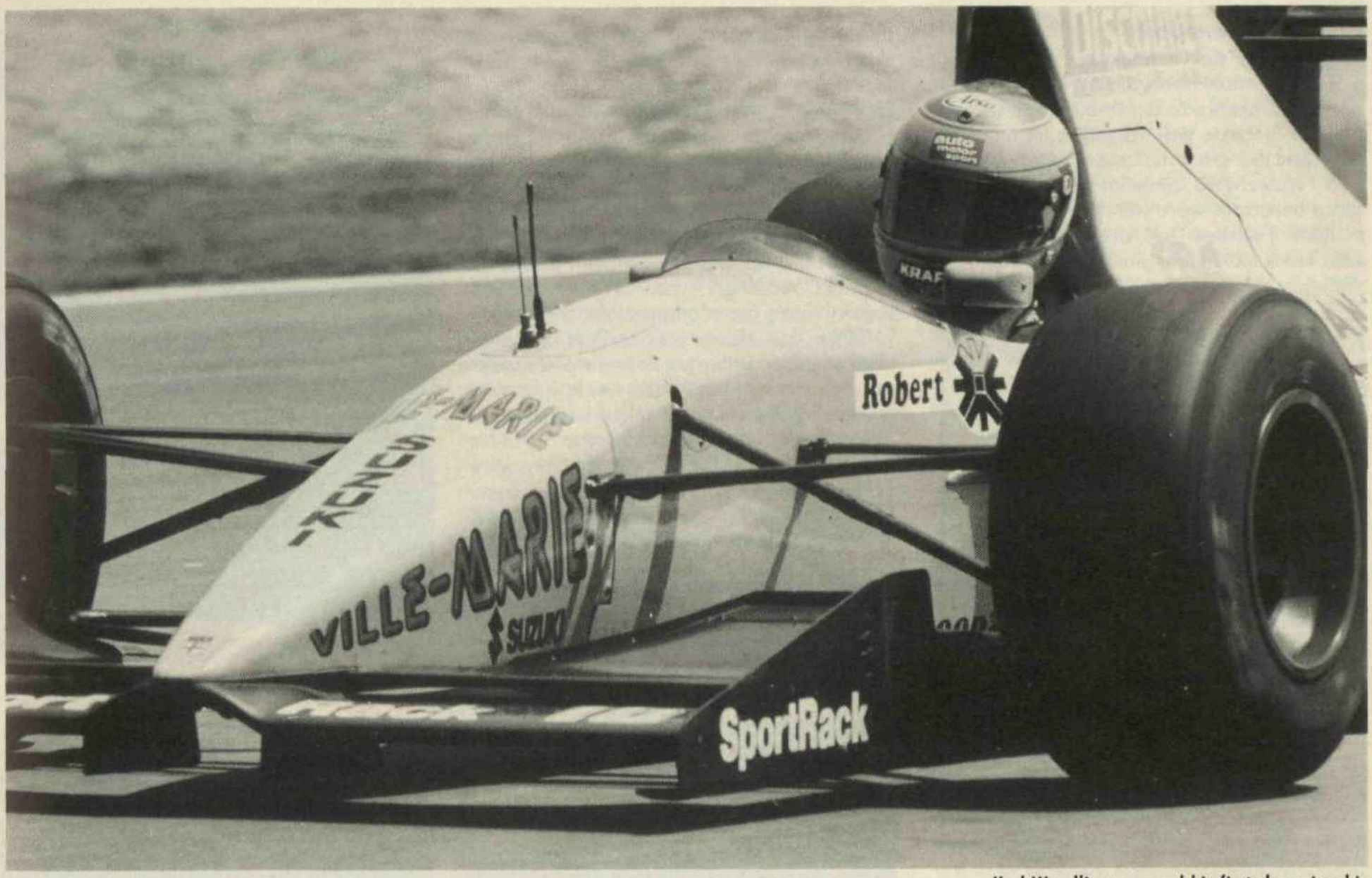


High speed traffic jam (top). In the opening laps, Senna leads Mansell, Patrese, Berger, Schumacher, Brundle and Herbert. Left, Berger and Schumacher celebrate their reliability, the only two members of that early train to go the distance. At one point, Schumacher's team-mate, Brundle, looked to be the man most likely . . .

It was easy enough for Nigel Mansell to rationalise Ayrton Senna taking his 61st pole position in Canada. After all, his own efforts had been thwarted by a fault with a sticking suspension component during free practice on Friday morning, and then a combination of traffic, lack of grip and a Renault RS4 engine that the telemetry said was a good 40 bhp down on what it should have been. To boost himself, Mansell could also look to his own speed on Saturday morning, when he lapped faster than anyone else would all weekend. The trouble was that the changeable weather conditions that day meant that the track was marginally slower than it had been during Friday's sun, and the result was that Williams Red Five – *Cinq Rouge* – did not feature on the front row for the first time this season.

It was worrying that, for Mansell, even if team-mate Riccardo Patrese was alongside the World Champion's improving McLaren MP4/7A. The dilemma was simple: the McLarens had better straightline speeds than the Williams-Renaults, just as they had had in Monaco, and much of that came from superior acceleration. If Senna won the start, passing on the tight Circuit Gilles Villeneuve on Montreal's Île Notre Dame was going to be very difficult, *particularly when tyre conservation was so* important.

When the lights finally went green after an inordinately long delay Senna spurted ahead, neither of the Williamses being able to do anything about it despite their traction control. Patrese saw Mansell coming through as if tomorrow was on hold and wisely let him keep



Karl Wendlinger scored his first championship points, after a mature drive to fourth place.

coming, reasoning that the inevitable attack might later profit him. Despite that, however, Mansell never got close enough to challenge the Brazilian for the lead, and that was to be his downfall. He would scrape ahead, briefly, but when he did so it would be *en route* for the spin that cost him at least six World Championship points, possibly 10.

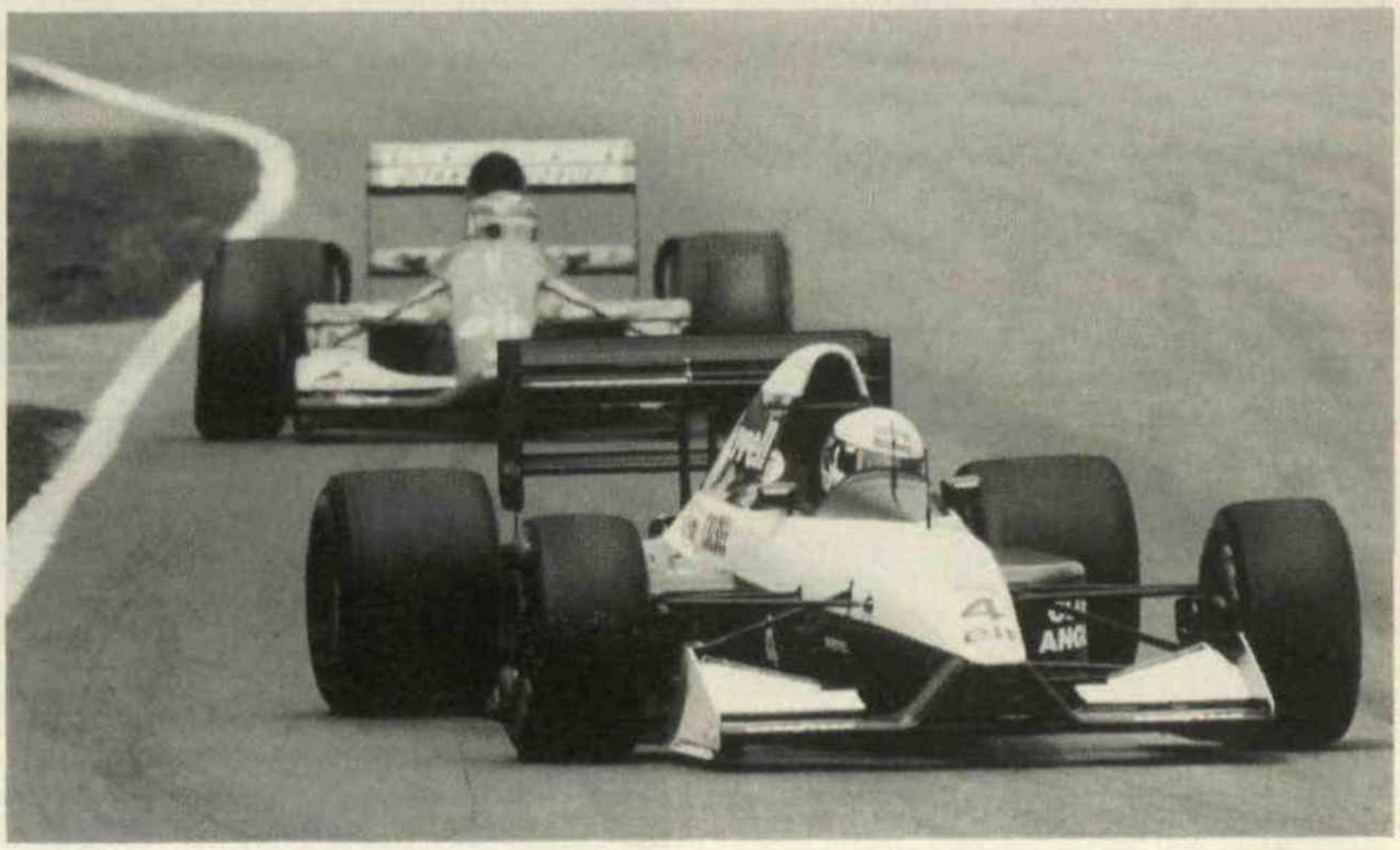
In the early stages the two Williamses were sandwiched between the two McLarens, with Schumacher and Brundle in the Benetton Fords thrusting along in their wake but only just ahead of the two impressive new Lotus Fords of Herbert and Hakkinen. As interesting as the fact that Herbert set fastest lap on the third tour, and Hakkinen on the fourth, was that Schumacher was using the Series VII version of the Ford HB, Brundle a Series VI and the Lotus boys Series Vs, yet all four were very well matched as the colourful crocodile sped round the 2.75-mile circuit.

It was stalemate, of course, with Senna driving one of his supremely confident 'tactically defensive' races, but it was gripping stuff nonetheless because you never knew who or what was going to crack first as the gaps opened and closed depending on who was attacking whom. It was evident, however, that the Williamses were the quicker cars overall, just as it had been in the morning warm-up when Mansell had lapped in 1m 22.466s. However, Brundle had been only a thousandth slower in a Benetton that was genuinely running on a full fuel load, and that suggested that the McLarens were holding back the pace.

Mansell certainly thought so, and on lap 15 his patience was exhausted as he tried a do-or-die effort down the inside of Senna going into the final chicane. A more championship-minded driver would have weighed the odds, considered waiting a little longer to see how things developed and in any case wouldn't have tried down the inside of an area known to be slippery. It was the closing stages of Monaco all over again.

This time, Mansell went all four wheels over the kerb and as he went into the sandtrap he kept his foot hard down in an effort to come out the other side. He did so, regaining the track just ahead of the McLaren but sadly devoid of his nose wings. By now thoroughly out of control the FW14B spun, and after a futile effort sitting in the cockpit for more than a lap in a move perhaps designed to induce stoppage of the race, its pilot sprinted across the track and began looking for somebody to harangue. After shaking a fist at Senna, Mansell then sought out former Lotus boss Peter Warr, now the chief steward at FISA. PEW was not of a mind to sanction anybody, so Mansell turned his attention to Ron Dennis before storming out of the circuit. A wiser head might well have been prepared to accept only six points rather than try for 10, especially since he nursed a 38-point championship lead going into the event, but then Mansell's character has always been one to seize every opportunity. This time

Andrea de Cesaris eventually shook off the persistent Erik Comas, the pair eventually finishing fifth and sixth.



it simply didn't work out.

It certainly didn't work out for Patrese, either, as Mansell hoving across his bows gave Berger the chance to slip through into second place as Riccardo was obliged to lift momentarily, and thereafter the Italian had not one but two McLarens to contend with. Moreover, those Benettons were still there, lurking with menace. Hakkinen had dropped back a bit after losing fourth gear, and Herbert would be without a clutch from the 20th lap, but nevertheless the Lotuses looked good too and were clearly more than a match for the two Ferraris as Alesi and Capelli sandwiched the again impressive Karl Wendlinger in the March Ilmor.

Capelli was the second to go, heading straight into the barrier when, he suspected, something broke at the back of his F92A. Then Herbert's excellent weekend ended sadly with a blown clutch on lap 35 and Hakkinen followed him into retirement a lap later, having been passed by Alesi and Wendlinger, when his remaining gears began jumping out of engagement.

Berger was clearly quicker than his team-mate on this occasion, just as Brundle was faster than Schumacher, but Ayrton was driving without leaving any gaps that might be exploited. Then, as they went into lap 38, the MP4/7A's Honda V12 simply cut out, possibly through a fault in the electronic management system. Mansell could breathe again after all as his points advantage remained the same. It began to look

STARTING GRID

1 SENNA
McLaren MP4/7A
1m 19.775s (1)
1m 20.590s (2)

5 MANSELL
Williams FW14B
1m 19.948s (2)
1m 20.157s (1)

19 SCHUMACHER
Benetton B192
1m 20.456s (1)
1m 21.045s (2)

20 BRUNDLE
Benetton B192
1m 21.738s (2)
1m 22.408s (1)

28 CAPELLI
Ferrari F92A
1m 22.297s (1)
1m 26.259s (2)

30 KATAYAMA
Venturi LC92
1m 22.510s (1)
1m 33.438s (2)

24 MORBIDELLI
Minardi M192
1m 22.594s (1)
1m 23.028s (2)

22 MARTINI
Dallara BMS 192
1m 22.850s (2)
1m 24.144s (1)

32 MODENA
Jordan 192
1m 23.023s (2)
1m 23.572s (1)

29 GACHOT
Venturi LC92
1m 23.138s (2)
1m 23.410s (1)

25 BOUTSEN
Ligier JS37
1m 23.203s (2)
1m 23.425s (1)

21 LEHTO
Dallara BMS 192
1m 23.249s (2)
1m 23.793s (1)

23 FITTIPALDI
Minardi M192
1m 23.433s (2)
1m 23.759s (1)

6 PATRESE
Williams FW14B
1m 19.872s (1)
1m 21.075s (2)

2 BERGER
McLaren MP4/7A
1m 20.145s (1)
1m 21.038s (2)

12 HERBERT
Lotus 107
1m 21.645s (1)
1m 23.043s (2)

27 ALESI
Ferrari F92A
1m 21.777s (1)
1m 22.033s (2)

11 HAKKINEN
Lotus 107
1m 22.360s (1)
1m 22.787s (2)

16 WENDLINGER
March CG911B
1m 22.566s (2)
1m 22.778s (1)

4 DE CESARIS
Tyrrell 020B
1m 22.635s (1)
1m 23.948s (2)

9 ALBORETO
Footwork FA13
1m 22.878s (1)
1m 23.022s (2)

15 TARQUINI
Fondmetal GR02
1m 23.063s (2)
1m 24.281s (1)

17 BELMONDO
March CG911B
1m 23.189s (2)
1m 24.852s (1)

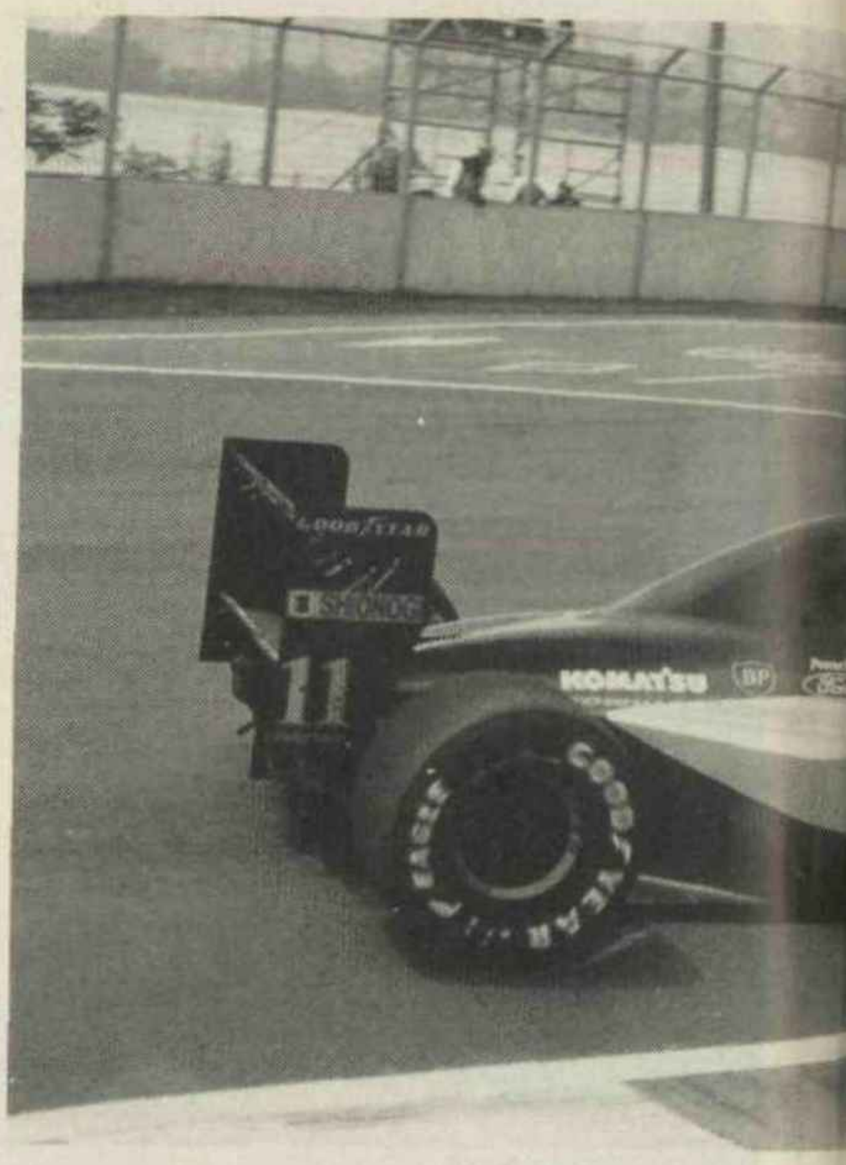
26 COMAS
Ligier JS37
1m 23.212s (2)
1m 23.537s (1)

33 GUGELMIN
Jordan 192
1m 23.431s (1)
1m 24.640s (2)

3 GROUILLARD
Tyrrell 020B
1m 23.469s (1)
1m 24.060s (2)

Did not qualify:
SUZUKI (Footwork FA13) 1m 23.958s/1m 23.721s
VAN DE POELE (Brabham BT60B) 1m 24.858s/1m 24.499s
CHIESA (Fondmetal GR01) 1m 25.044s/1m 25.612s
HILL (Brabham BT60B) 1m 26.641s/1m 25.812s

Did not pre-qualify:
MORENO (Andrea Moda S921) 1m 43.557s
McCARTHY (Andrea Moda S921) Did not run



Hakkinen (right) lasted only a lap longer than team-mate Herbert. Both Lotuses were on the pace. Below, Tarquini gave the new Fondmetal a brief race debut. Bottom, Alain Prost is still busy in F1 . . . behind the microphone.







if perhaps 'Championship Luck' was still with him.

Patrese had little time to savour the fact that his tyres were perfectly preserved for a late challenge to Berger, when his Williams began to lose gears. First sixth went missing, then fifth and fourth, and as he slowed there was another change. As Schumacher lapped Morbidelli on lap 39, the Minardi pilot inadvertently obliged him to run wide. In an instant Brundle pounced, scything smartly between the two and immediately drawing away from the man who had so far this season rendered him an also-ran. Immediately the Briton began to exploit his Benetton's phenomenal braking ability to the full and was closing quickly on Riccardo when the Italian finally pulled into the pits. Brundle, his tyres now in perfect shape, began to reel in Berger as the race moved towards the 50 lap mark, but after reducing the gap to 4.7s on lap 45 Martin went missing. Something in the final drive had broken, and the most convincing performance of his F1 career was over. So, too, was any battle for the lead. Berger had simply to stroke home, with Schumacher again showing his innate wisdom by settling for second in a race he knew in his heart he was not capable of winning.

For a long time Wendlinger looked like embarrassing Ferrari by challenging Alesi, but when the Austrian's third gear began jumping out he nursed the March home for an excellent fourth place and his first helping of World Championship points after a drive of remarkable fire and maturity.

If he got what he deserved, others did not. Katayama was in fine form all weekend in his Venturi Larrousse, which he qualified 11th on his first visit to the venue. In a steady but quick run, during which at one time he tangled with team-mate Gachot, he had risen smoothly to fifth with only seven laps to run, when his Lamborghini V12 blew up. That let a hard-trying de Cesaris into fifth place after a drive in which he had fought off the persistent attentions of Erik Comas in the Ligier until pulling clear from the 38th lap. Thereafter the Frenchman had his hands full of the press-on Michele Alboreto, whose efforts in the Footwork were thwarted, but only just, by the superior acceleration of the Renault V10. The final races of note were those of Martini and Lehto in Dallaras rendered frightening to drive by aerodynamic shortcomings and flexure of the suspension. JJ closed quite dramatically on his team-mate in the final stages, but when his car began jumping out of third he dropped away again.

For Berger it was thus the dream race, even when his gear selection system refused to respond to the button just after Senna's demise, and obliged him to use the hand lever. And even when a minor rear wing infringement – a nut securing the Gurney flap protruded 3mm too much – threatened to take away his victory. In the end, two and a half hours after the race, that was sorted out and commonsense was thankfully restored. To have taken away a race won the hard way would have been cruelty indeed.

For Mansell Canada was, for the second successive year, not a dream but a nightmare. And just as in 1991 debate will rage as to the culpability for his accident. The man himself slammed Senna's tactics, indicating that he thought he had been unfairly squeezed out. Blank faced, Senna merely responded that Mansell had appeared to try and straightline the chicane and come unstuck. As usual, the matter remained controversial, as it does when these two chargers are involved. As the teams left Canada, aware that the Williams-Renaults are still the quickest cars even if the modern-day circuits don't always let their drivers prove the point, the focus was not their continuing advantage, however. It was whether, after all, Nigel Mansell really does have it in him to string together a World Championship challenge. Before the meeting he had expressed the view that McLaren would win; surely, he could not have foreseen that an error would let the red and white cars through? **DJT**

CANADIAN GRAND PRIX, Montreal, June 14
69 laps of 2.75 mile (4.425 km) circuit (189.934 miles; 305.325 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Reason For Retirement	Best Race Lap	On Lap
1st	Gerhard Berger	A	McLaren MP4/7A-Honda V12	1h 37m 08.299s	1m 22.325s	61
2nd	Michael Schumacher	D	Benetton B192-Ford HB V8	1h 37m 20.700s	1m 22.352s	61
3rd	Jean Alesi	F	Ferrari F92A-Ferrari V120	1h 38m 15.626s	1m 23.774s	45
4th	Karl Wendlinger	A	March CG911B-Ilmor V10	68 laps	1m 24.278s	45
5th	Andrea de Cesaris	I	Tyrrell 020B-Ilmor V10	68 laps	1m 24.350s	61
6th	Erik Comas	F	Ligier JS37-Renault V10	68 laps	1m 24.258s	41
7th	Michele Alboreto	I	Footwork FA13-Mugen V10	68 laps	1m 23.906s	66
8th	Pier-Luigi Martini	I	Dallara BMS 192-Ferrari V12	68 laps	1m 23.856s	65
9th	JJ Lehto	SF	Dallara BMS 192-Ferrari V12	68 laps	1m 22.695s	56
10th	Thierry Boutsen	B	Ligier JS37-Renault V10	67 laps	1m 24.284s	48
11th	Gianni Morbidelli	I	Minardi M192-Lamborghini V12	67 laps	1m 24.371s	53
12th	Olivier Grouillard	F	Tyrrell 020B-Ilmor V10	67 laps	1m 23.883s	64
13th	Christian Fittipaldi	BR	Minardi M192-Lamborghini V12	65 laps – not running, engine	1m 24.206s	63
14th	Paul Belmondo	F	March CG911B-Ilmor V10	64 laps	1m 25.860s	32
15th	Ukyo Katayama	J	Venturi LC92-Lamborghini V12	61 laps – engine	1m 23.853s	60
16th	Martin Brundle	GB	Benetton B192-Ford HB V8	45 laps – transmission	1m 22.328s	42
17th	Riccardo Patrese	I	Williams FW14B-Renault V10	43 laps – transmission	1m 22.871s	42
18th	Ayrton Senna	BR	McLaren MP4/7A-Honda V12	37 laps – electronics	1m 23.728s	36
19th	Stefano Modena	I	Jordan 192-Yamaha V12	36 laps – transmission	1m 26.349s	36
20th	Mika Hakkinen	SF	Lotus 107-Ford HB V8	35 laps – transmission	1m 24.659s	27
21st	Johnny Herbert	GB	Lotus 107-Ford HB V8	34 laps – clutch	1m 24.639s	29
22nd	Ivan Capelli	I	Ferrari F92A-Ferrari V12	18 laps – accident	1m 25.500s	14
23rd	Nigel Mansell	GB	Williams FW14B-Renault V10	14 laps – accident	1m 25.408s	10
24th	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	14 laps – transmission	1m 27.223s	14
25th	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	14 laps – incident	1m 26.971s	5
26th	Gabriele Tarquini	I	Fondmetal GR02-Ford HB V8	0 laps – transmission	–	–

Winner's Average Speed: 117.318 mph (188.765 kmh) Conditions: sunny, but cloudy
Fastest Lap: Gerhard Berger, 1m 22.325s on lap 61, 120.372 mph (193.679 kmh)

Fuels paradise



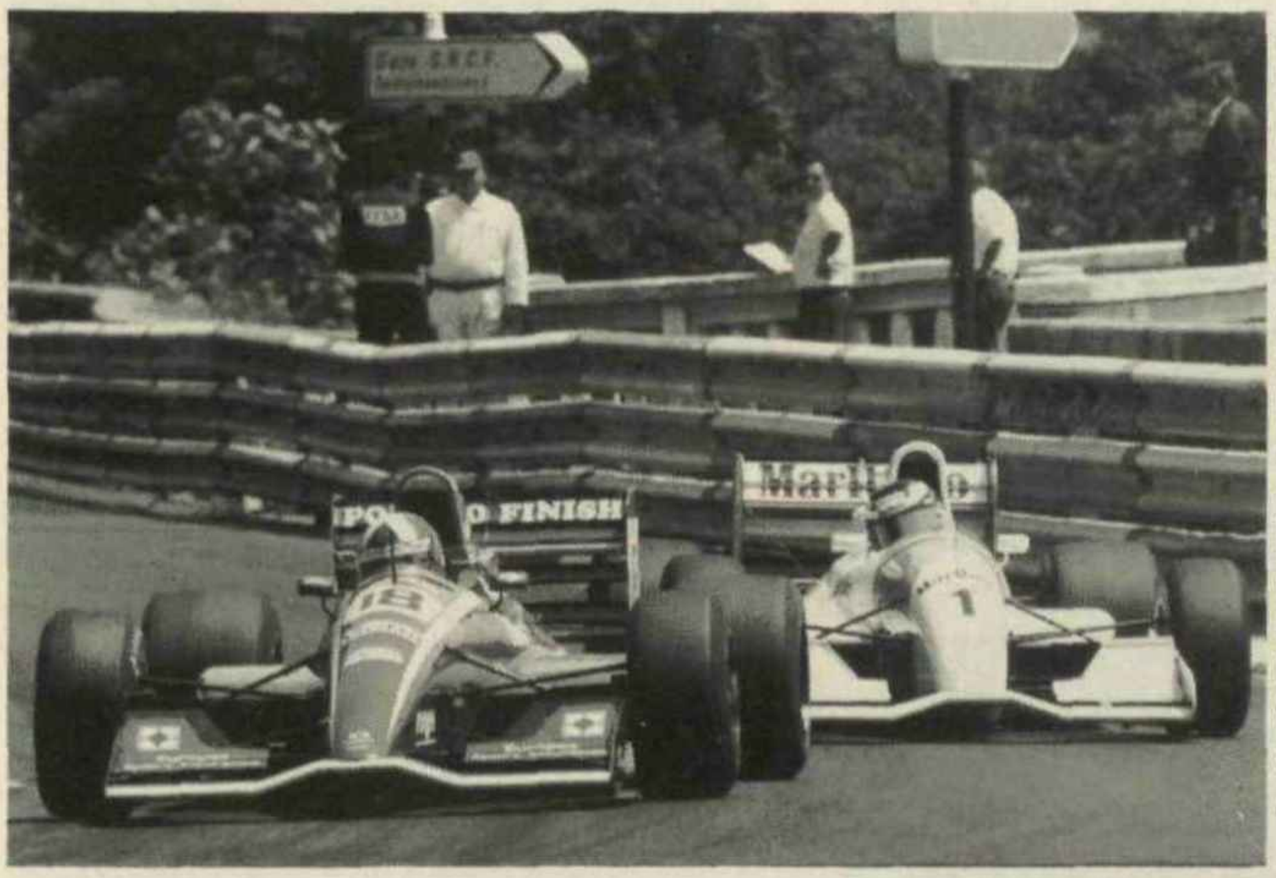
The opening rounds of this year's European F3000 Championship have contained several surprises, all but one of them welcome. The exception was the late decision – 18 days before the race – to switch the third round of the series from Jerez to Barcelona, long after teams and other associates of the formula had committed money to non-returnable flight and hotel deposits, not to mention extensive expenditure on winter testing programmes at the original venue.

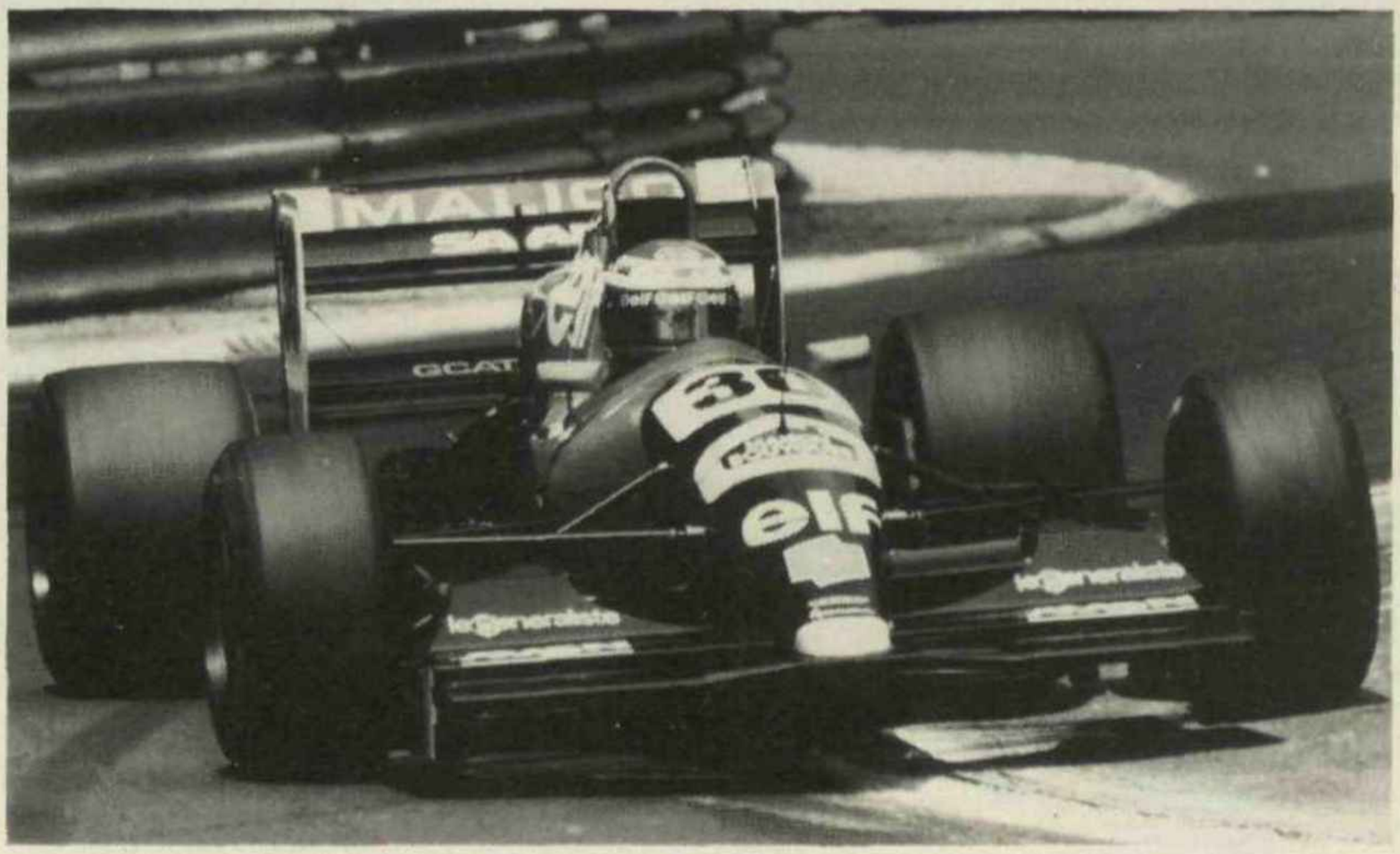
Granted, Barcelona has a greater catchment area (Jerez usually attracts more security guards than it does spectators) and one of its local residents won the opening round of the championship, but a series such as this needs to have its annual programme set in stone. Changes of this nature, while nothing new, do not add to public perception of its professionalism. If there are doubts about a circuit's ability to stage a race, as has been the case for a long time with Jerez (partly for financial reasons, partly because the Jerez authorities and the Spanish motor racing federation haven't seen eye-to-eye for a while), it should be scrapped *immediately*, and replaced by something more certain.

If nothing else, Barcelona – the race took place shortly after MOTOR SPORT had closed for press – was at least an unknown quantity, nobody having had the foresight to test there lest a race should be organised at a moment's notice . . . Not even Jordi Gene, unexpected victor of the opening round at Silverstone, is familiar with his home town circuit.

Gene's victory shouldn't have come as that great a shock, for his pace in a single seater has never been in question, but he never looked like a regular *winner* during his F3 apprenticeship, establishing a reputation as a specialist runner-up and only being greeted by a flick of the chequered flag for the first time during the post-season, non-championship events at Macau and Fuji. He was supposed to play second fiddle to reigning champion Pacific Racing's new team leader Laurent Aïello, but at Silverstone the Spaniard took pole in freakish weather conditions (at one point the rain was so heavy that drivers were getting wheelspin in third gear if they dared to rev beyond tick-over), and in the race he disappeared from view. He didn't fare so well in Pau, however (itself a surprise in view of his heat win at Macau last year), being one of many who fell victim to the south-western French street circuit's unyielding guardrails, despite the laying of a new, smoother track surface that was designed to eliminate the worst ruts and cambers, or at least lessen the hazard they presented.

Victory in France fell to Emanuele Naspetti. The Italian won four races on the trot for Forti Corse last year, though this notable achievement – the only four-timer in F3000's history – was tarnished by allegations that Forti's fuel supplier was giving Naspetti an unfair advantage. Emanuele's drive to sixth place at Silverstone, from a lowly qualifying position (he lacks experience in the rain, never having raced a





From left, above, Barrichello, Gene and Panis bask in their Silverstone success. David Coulthard, dicing with Laurent Aïello in Pau, left, has proved a speedy graduate to the formula, but was bereft of points after two races. Below, Olivier Panis has shown fleet form in his superbly presented Apomatox Lola.

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single-seater on wets until he was in F3000, and admits he doesn't like it), was proof that he is no fool in a racing car, and Pau merely emphasised that his ability was largely disguised during his first two years in the formula. This was a turn-up all the same, for his past record at the same circuit has been pretty abysmal (though he went well at Birmingham in 1989, so it's not a psychological problem related to street circuits), and he has always expressed a distaste for the place. He firmly exorcised unhappy memories, however, qualifying on the front row and putting intense pressure on early leader Andrea Montermini from the word go. The two Italians eventually tangled at the first corner. Both spun, but Naspetti rejoined more quickly and took the lead, thereafter taking an easy victory. In his haste to recover lost ground, Montermini's Il Barone Rampante Reynard flew off the road after another half-lap.



Montermini and Naspetti contest the lead in Pau, before their controversial clash. Eventual runner-up Bartels follows.

The latter is thus one of several pre-season title tips who had failed to score a point in the first two races, electrical problems having blighted him at Silverstone. Others in the same boat were Aïello (engine failure/accident), David Coulthard (seventh place after a qualifying mishap left him 25th on the grid, and Aïello's co-accidentee) and Allan McNish, victim of a muscular virus that exhausted him at Silverstone and persuaded FISA's medical supremo Prof Syd Watkins to stand him down before Pau, lest it should compromise the rest of his season. He was due to resume what looks like being a fruitful relationship with Mike Earle's 3001 team in Spain.

Gene's victory and Coulthard's unquestionable pace notwithstanding, pick of the newcomers at the time of writing has been British F3 champion Rubens Barrichello. He recovered from a poor start at Silverstone to take second, and was quickest of the Pau debutants, finishing third. After two rounds, the mature-in-mind, young-in-body Brazilian – he only celebrated his 20th birthday between the two races – shared the series lead with Naspetti, one point ahead of Gene. Barrichello's approach to the job is a masterpiece of common sense, involving a gradual build-up that eventually produces blinding speed – without any mishaps in-between.

It is an encouraging sign that there is such strength in depth in the formula, newcomer Olivier Panis's third place at Silverstone is also worthy of mention in this respect, and equally so that the adoption of control fuel has been accepted without a hitch. The foul aromas emanating from the F3 paddock in Pau were an unwelcome reminder of 1991.

The racing has been more open, and more exciting, than it was last year, for which some of the credit must go to Jean-Marc Gounon, leading Lola representative in the face of a numerically superior – and to date more successful – Reynard challenge. At Silverstone, the charming Frenchman justified the public admission fee on his own, recovering from 19th place – after a first corner spin – to finish fourth, having spent most of his afternoon harder, and perceptibly later, on the brakes than any of his adversaries. To this would have been added a third place at Pau, where most Lola users struggled to obtain a decent balance, but for a bolt to break in the front suspension at three-quarter distance. He deserved better.



Jean-Marc Gounon enlivened proceedings at Silverstone, and was unlucky not to finish on the rostrum in Pau.

Gounon's spirited efforts have been one of the more predictable elements of the season. Michael Bartels' run to second place at Pau was not. Bartels has never shown such form in his previous F3000 outings, and looked a trifle lost when he tried to qualify a Lotus in F1 last year, deputising for the indisposed Johnny Herbert. At Pau, he looked smooth and confident, a tangible result of the Crypton team's increasing effectiveness under the experienced guidance of Alfredo Somerschini, formerly with First Racing.

Half of Crypton's mechanics temporarily abandoned their F3000 fettling duties at Pau, incidentally, in order to stage an impromptu pit lane protest against former F3000 driver and First Racing team owner Jean-Denis Deletraz, who resurfaced in the supporting Porsche Carrera Cup race. Surrounded by irate Crypton staff, all former First staff who allege that the Swiss businessman owes them wages dating back to 1991, Deletraz was unable to leave the pits. He was still there when the race started, and the protesters waited until three laps had passed before ambling back to the F3000 paddock, having made their feelings plain in overt fashion . . .

Bartels' team-mate Luca Badoer, an impressive force in his native Italian F3 series last year, has also reaped the benefits of Crypton's newfound competitiveness, running second to Gene at Silverstone before a misfire dropped him back to fifth, and picking up a point in Pau despite having to cope all race with a tattered front wing, the result of youthful enthusiasm in the traditional mad scramble that is an annual first-lap feature.

British interest is by no means confined to Messrs Coulthard and McNish. Phil Andrews narrowly failed to score a point in Pau. He finished only one second behind team-mate Giuseppe Bugatti . . . who was fifth. There was *just* room for the gutsy Badoer in-between. Paul Stewart (Scotland, with three representatives, is the third most prolific nation in F3000, behind Italy, nine and France, six) qualified well at Silverstone but faded after running as high as fifth in the early stages and finished eighth, behind team-mate Coulthard. Last of the British quintet is Steve Robertson, whose season had lasted all of 500 yards at the time of writing. Victim of a multi-car first corner accident at Silverstone, he missed Pau as a combined result of pleurisy and a trapped nerve, the latter an after-effect of the clout up the gearbox he received at Silverstone. As with McNish, medics expected him to be back at Barcelona.

Final surprise of the opening two rounds was Vittorio Zoboli's fourth place in Pau. This was a product of genuine speed, rather than reliability, the friendly Italian lapping only 0.1s shy of winner Naspetti. For a man who spent much of 1991 struggling to qualify, and who showed little real form at Silverstone, it marked an extraordinary upturn in form. It was, he said, to do with the quality of the hot dogs being dispensed from the *buvette* alongside Advance Racing's paddock awning, of which he consumed plenty.

There is no truth, however, that FISA will be introducing control hot dogs in 1993 . . . **SA**



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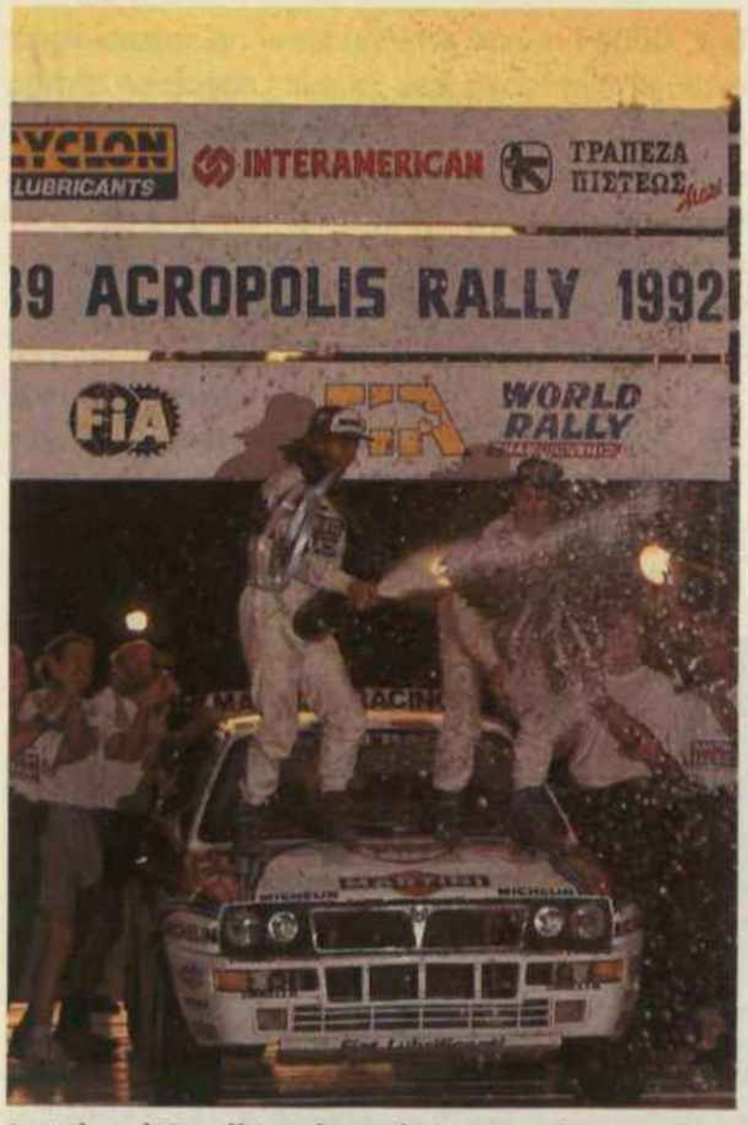
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Auriol and Occelli soak up their triumph.

Auriol: Greece Lightning

Not so long ago, Frenchman Didier Auriol was known as the man whom Lady Luck has passed by. Time after time, disaster struck just when it seemed that he would get a good result. His performances were excellent, but something always seemed to go wrong and he notched up retirement after retirement.

However, 1992 has seen an about turn for Auriol and his co-driver Bernard Occelli. After winning both the Monte Carlo Rally and the Tour of Corsica, they have now scored their first ever victory on a major rally which is run entirely on dirt road special stages – and a particularly rough one at that. At Greece's Acropolis Rally they took the lead on the first special stage and never even looked like losing it all the way to the end. It was a magnificent performance, helped by the fact that Auriol's car seemed to be more reliable – or should we say less unreliable? – than the others.

Gone are the days when the Acropolis Rally was both rough and timed so tightly that even a stop for fuel or a tyre change would bring the risk of a road penalty. It remains rough, but service opportunities are so much greater nowadays that those in teams running the more reliable cars were often heard to express a wish for the return to the old days when even the slightest need for attention resulted in lateness.

It has been said that relaxation of time schedules has encouraged private drivers and helped more of them to finish. The latter may be the case, but the gap between privateers and factory crews remains as wide as ever. Having more time, works teams can make even better use of their fleets of service vehicles and airborne support and privateers are still at a big disadvantage. It's all down to cost, of course. If a team has a big budget, it is entirely up to that team how it may spend it, and one can only blame the rule makers for opening the door to such cost escalation.

It should not be assumed from this that the Acropolis has been turned into a dawdle. Far from it! The rally remains as difficult as ever and this year, of the 39 finishers (there were 84 starters) only eight were without penalties in addition to those accumulated on special stages. Indeed, even in the top 10, just three were eventually clean on the road.

Traditionally based at Athens, the Acropolis has taken many forms over the years. Some decades ago, by popular demand, HQ was moved out of the traffic-ridden city to resorts along the coast to the south-east, first to Glyfada and then to Lagonissi. It was at Lagonissi this year but, save for scrutineering, the rally hardly went near there. After leaving Athens on the Sunday and firstly tackling a short spectator stage to the south-east, the rally headed north-west towards Delphi and was based there for the remainder of the time, only returning to Athens for the finish on the Wednesday.

There was no ferry crossing this year, mainly because the route did not venture into the Peloponissos peninsula, and we cannot help feeling that it is a great pity that the innovation introduced by the organisers some years ago to bring the rally to an effective end at Poros and to take the entourage back to Athens by car ferry has been ended. It was a novel way to end the event, and the relaxation of a sea crossing in place of a boring motorway drive followed by a fight through Athens traffic was greatly appreciated by competitors. However, roads in the Peloponissos are generally rougher than those elsewhere, and it is perhaps for this reason that the organisers have avoided that land mass beyond the Corinth Canal, to the south-west of Athens.

Roughness is no more than comparative, of course, and even without the Peloponissos the event stands as the hardest on cars of the entire World Championship series, save perhaps for the Safari. Roads are often strewn with stones and rocks, bringing a high risk of punctures, and dust is a considerable problem when there is no rain.

There was much rain during the practice period this year, but this passed off before the event itself which took place in customary heat and sunshine – and dust, of course!

The 1,150-mile event spanned four days, each divided by a night stop, whilst the special stage distance was about 350 miles. The stages numbered 40, which meant that teams requiring their usual full service cover had to use more support vehicles than they take to others events in the world series, again with the exception of the Safari.

Martini Racing took two Lancia Delta Integrales for Juha Kankkunen/Juha Piironen and Didier Aurion/Bernard Occelli, whilst another works car was entered privately by Jorge Recalde/Martin Christie from Argentina. Others entered privately were those of Massimo Ercolani/Mario Vimercati from the Republic of San Marino and Greek crew Costas Apostolou/Mihalis Kriadis, whilst Italy's Astra team had a Delta for Alessandro Fiorio/Vittorio Brambilla.

It is usually Lancia which attacks in strength, but this time it was Toyota which had the biggest side, three Celica Turbos being entered for Carlos Sainz/Luis Moya, Armin Schwarz/Arne Hertz and Markku Alén/Ilkka Kivimäki. A privately entered Celica, prepared in Germany by Hainbach, was driven by Greek crew Giannis Vardinogiannis/Costas Stefanis, the driver using the pseudonym 'Jigger'

Ford took two Sierra Cosworth 4x4s for François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero, whilst a Group N version, in its familiar green, was entered privately and driven by Fernando Capdevila/Alfredo Rodriguez from the Canary Isles. Another Group N Sierra Cosworth was that of Mohammed Bin Sulayem from the United Arab Emirates and his Irish co-driver Ronan Morgan.

Mitsubishi was playing a single-handed game with just one Galant VR4 for Kenneth Eriksson/



Staffan Parmander, whilst another UK-based Japanese team, that of Subaru, took two Legacies for Ari Vatanen/Bruno Berglund and Colin McRae/Derek Ringer. For the first time, the Subarus were fitted with programmable centre differentials operating through a combined electronic/hydraulic control system.

The Nissan team, another based in England, has recently and very abruptly been virtually disbanded, which meant that Finnish driver Tommi Mäkinen was not there, but some of the people at Milton Keynes remain and two of the NME mechanics were in Greece, along with British suspension consultant Gordon Birtwhistle, to look after the Group N Sunny GTI-R entered by Nissan Belgium. A similar car was entered by the Greek importer for popular and capable local crew Stratis Panayagiotis/Tonia Pavli.

Despite the recent upheaval in what used to be the Soviet Union, there were three VAZ-Lada 2108-07s driven by Russian crews Sergei Alyasov/Alexander Levitan, Viktor Shkolny/Sergei Gogunov and Vladislav Shtykov/Youri Baikov. There was even a private crew from Russia, Konstantin Sumacoev/Boris Kravtsov in a Lancia Delta Integrale.

Czechoslovakia was also represented by two Skoda Favorits driven by Pavel Sibera/Petr Gross and Vladimir Berger/Jiri Janecek.

From Austria, the indefatigable Rudolf Stohl was there, driving a 10 year-old Audi 90



François Delecour attacked with his customary vigour, and finished fifth, behind team-mate Biasion and McRae.

Quattro with German co-driver Peter Diekmann, whilst Alessandro Fassima/Massimo Chiapponi were in a Mazda 323 entered by Rally Team Italia.

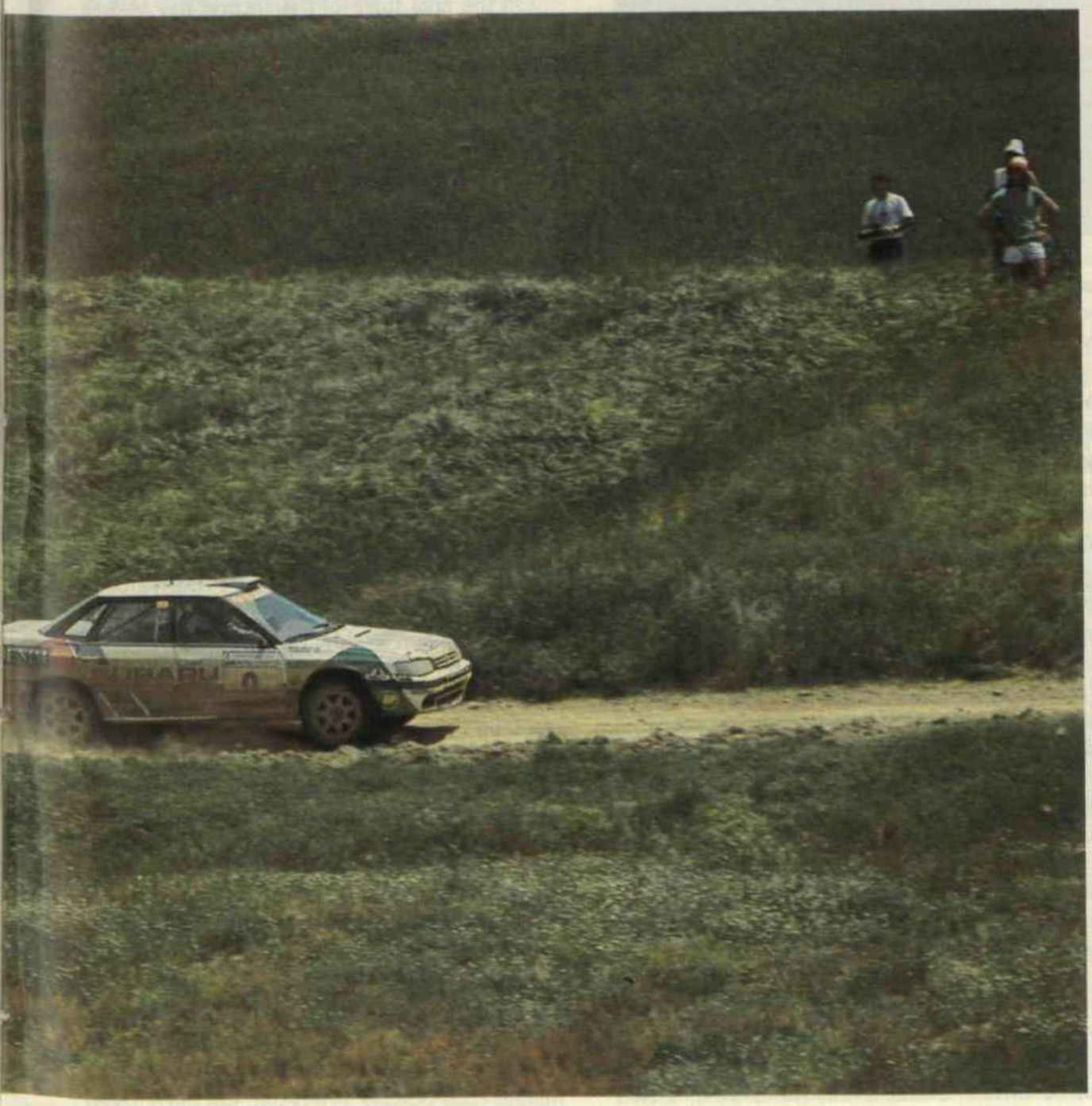
The fact that headquarters were at Lagonissi, south-east of Athens, and the rally itself concentrated in an area on the opposite side of the city meant that the organisers were faced with a considerable communications problem. There is no mobile radiophone system in Greece, and even ordinary telephone lines are not always reliable. They therefore followed the example of competitors and deployed a high-altitude aircraft with carried a radio repeater. It would have been easier, of course, had headquarters been at Delphi, but we must admit that Lagonissi is a very pleasant place.

During practice, Auriol had a mishap when, whilst it was stationary, his recce car was hit from behind by a car driven by someone not connected with the rally. This seemed to have little significance at the time, but during the event Auriol experienced some back pains and attributed them to that incident.

Wherever headquarters have been located, the rally traditionally starts in the road at the foot of the hill on which the Acropolis itself is perched. This year was no exception, and to facilitate exit from the city through Sunday traffic the police laid on a squad of motor cyclists so that each competitor would have a police escort to the outskirts of the city. Some of those policemen provided extra entertainment for the crowd by accelerating hard from the start ramp and performing 'wheelies' in front of the huge gathering.

Like many opening spectator stages, or 'superspecials' as they are quaintly called by FISA, the first test was an artificial affair, and in order to keep down the dust the organisers sent a water truck through to spray the track. This was fine, but it did make the stage muddy in parts and there were even standing pools of water in places. It was the only wet stage in the entire event, for the clouds, rain and wind of the previous weeks had all vanished and the rally took place in bright sunshine.

This 2.75-mile opener, as most are, was merely academic, but on such stages it is possible to throw everything away, as has happened in the past on the Acropolis Rally. "You can't gain much, but you can lose a lot," is a frequently quoted expression. There were no dramatic moments this year, although De Mevius felt that his Nissan was low on power and 'Jigger' collected a puncture. Auriol made best time, one second less than Schwarz, and took a lead which he kept all the way through the rally.



Colin McRae further enhanced his growing reputation with fourth place.

On the first 'proper' stage, Ford's French driver, who says he is a tarmac specialist rather than a dirt road man, broke both his front shock absorbers and spent much of the time floating like a ship at sea. When replacements were fitted, they were set softer than the original hard ones, but Delecour nevertheless had front damper failure on the next stage.

McRae also had to change his front left suspension after the stage, whilst De Mevius was slowed by a rear wheel puncture. Eriksson landed very heavily indeed after a jump, so heavily that his gearbox casing cracked. The only remedy which could be applied in the time available was to pack in some powerful adhesive, replace the protection plate and top up with oil, which seemed to work.

Tyres wear down at a very high rate during the Acropolis, though perhaps not as fast as the 'five miles to destruction' of the Sears Roebuck tyres used by some cars during the days of sponsorship by that American company many years ago. After the 16 miles of the third stage, the front tyres of both Sainz's and Schwarz's Toyotas were worn right down to their bracing belts. McRae, who finished the stage with his left rear wheel toeing out although he was not aware of it, needed a new turbocharger intercooler pump, whilst Fiorio punctured his front right tyre and Vatanen had to have his front suspension changed.

On the next one, Biasion lost the fluid from his front dampers, whilst De Mevius lost about 20 seconds after bending his steering.

Stage Five was the last one of the day, and it was after this that Kankkunen picked up a one minute road penalty for being two minutes late at a time control. After service, his engine refused to start. When this was traced to failure of the engine management computer, the part was replaced and he was on his way. He said that he went slowly in that stage because he did not want to end the day in too high a place. For the second day, he wanted Biasion and Alén in front of him so that he would benefit from their clearing of rocks and stones from the roads.

Further back, Recalde commented that the roads were relatively free from loose stones when he went through, although later runners complained that corner-cutting by the front runners was sending an amazing amount of rubble into the road. De Mevius said later in the event that he considered the use of puncture-proof, foam-filled tyres by works drivers was to blame for this. "They just drive across all the corners and leave boulders for other drivers to hit."

After leaving Delphi on the second day, McRae was a minute late at the start of the first stage due to failure of the electrical master switch. Eriksson broke a brake caliper on this first stage, but it was nothing compared with the problem he suffered on the next one. Gear selection became virtually impossible and the whole car seemed to be shaking itself to piece. The gearbox mounting bolts had sheared and he could go no further, putting Mitsubishi's one-car entry out of the rally.



Greece was a nightmare for Toyota. All three works cars crashed out . . .

It was also here that the rear section of Vatanen's propshaft loosened and fell off, leaving him with just front-wheel drive, a damaged gear linkage and the loss of about three minutes.

On stage eight, the third of the day, Schwarz experienced what he thought was turbocharger failure, but it was actually no more than jamming of the wastegate, which has the same effect. It is a problem which Toyota has experienced in the past, but it nevertheless takes time to rectify, and Schwarz had to tackle a few more stages before an opportunity came for a turbocharger change. Even so, he lost a minute and a half on the road and this, coupled with lost stage time, dropped him from third to seventh.

A bizarre incident on the next stage cost Delecour dearly, although it was neither his fault nor that of the team. When the marshal gave the start signal by dropping his flag (not raising it, as the regulations say) he accidentally hit the external switch which activates the fire extinguisher. The device promptly went off and Delecour was unable to start the stage for some time. To add to his misfortune, a two minute penalty was applied to him for failing to start the stage within the 20 second limit imposed by the regulations.

This seemed to be unfair, considering the reason for the delay, and the Ford team later protested against that penalty. However, the stewards rejected the protest, saying that Delecour had the opportunity to request a second stage start time but did not do so.

The turbo wastegate problem also slowed Alén, but in his case the unit was replaced without incurring any road penalty. Capdevila broke his left rear half shaft, whilst McRae collected a half minute road penalty after he had a broken front half shaft replaced.

On stage 12, Vatanen stopped when his Subaru's engine stopped rather noisily after its oil pressure dropped to zero, and the works team retirement rate continued on the next stage when Sainz went out. He simply drove a little too fast into a corner on a rutted road, rolled off the road and continued rolling for some 30 yards down a fairly steep bank. Neither he nor Moya was hurt, but there was no chance of continuing.

Schwarz, having complained that his transmission was not working properly, had his gearbox and clutch changed, only to find that the problem had been due to a broken half-shaft. Fiorio, too, had transmission trouble, and when he was left with only front-wheel drive his front differential was changed. It made no difference, and even when the rear differential was changed there was still no improvement. Later, a broken front hub was discovered.

On the final stage of the second day, Alén's engine mysteriously cut out twice, whilst Panayagiotis, who rallies under the pseudonym 'Stratissino', had a front damper break just before the start of the stage when there was no opportunity to change it. He was slowed considerably in the stage, but sportingly pulled over immediately when caught by Group N rival De Mevius who later referred to the Greek driver as a 'real gentleman'

During the day, Kankkunen moved up from ninth place to third, whilst Schwarz dropped from second to sixth. Auriol still held the lead, 12m 45s ahead of Biasion. Normally, that would not be considered a healthy advantage, but with Michelin foam-filled ATS tyres the French driver considered it ample as he did not have to take too many precautions against punctures. Alén was third, just two seconds ahead of McRae who was driving extremely well on his first visit to the Acropolis – so well that Prodrive boss David Richards at one time had to take him one side and tell him to slow down!

Of the 84 starters, 58 remained to start the third leg, on the first stage of which the corners came up so often that Alén arrived at the finish with his front brake discs white hot and smoking. Fiorio still only had front-wheel drive, but the problem was put right one stage later, where he suffered a broken rear shock absorber.

McRae buckled a wheel rim but continued at undiminished speed as the tyre did not deflate, whilst Alén lost about half a minute when his left front tyre punctured about three miles before the end of the second stage. He also had his front differential changed in an attempt to rectify a handling problem, and collected a one minute road penalty as a result. De Mevius also

had a left front puncture.

Among the Fords, Delecour was coping well on the rocky tracks to which he was not accustomed, but Biasion had to take it easy for a while after his radiator fan failed and the water temperature rose alarmingly. A replacement fan also failed, and the matter was not put right until the rally reached Delphi again, when the whole radiator was replaced.

Bin Sulayem went off the road on stage 25, limped to the finish but lost something approaching 40 minutes in all. Later, on the final day, the Dubai driver stopped when his engine mysteriously cut out. Mechanics ran into the stage and were able to strap up a cracked distributor. But it was to no avail. They were beyond maximum lateness.

On stage 26 came the biggest disaster of the rally. Toyota, having already lost Carlos Sainz, saw their remaining two cars join the retirement list when first Alén, then Schwarz, went off the road on the very same corner. Like Sainz, they each went down a bank for about 30 yards, the second coming to rest almost alongside the first. Both crews were unhurt, although Kivimäki needed stitches in a gashed leg sustained when he had to make a sudden scramble over some rocks to avoid the fast-approaching car of his team-mates.

De Mevius, still battling with Capdevila for the Group N lead, also had a nasty moment on this stage. After a service stop before the stage, his Nissan's bonnet pins had not been replaced and the bonnet suddenly flew up on the stage, totally obscuring his vision. He had to stop to secure it, losing valuable time.

By this time, Delecour was content to take it it easy, gain experience and drive to keep his position and to finish. But he didn't contend with overheating and power steering failure, just at a time when his radio refused to work. "We meant to go slowly, but not that slowly," he said afterwards. Even on the last stage but one, he had a front strut break, but he nevertheless finished fifth overall, two behind his team-mate.

Towards the end of the day, several breakages of rear suspension arms cost Capdevila a great deal of time, and it was then, and only then, that the Group N contest seemed to have been resolved in fabour of the lanky, likeable Belgian, De Mevius. 'Jigger' lost five and a half minutes of road time having his power steering system changed, whilst Kankkunen got ahead of Biasion into second place.

No-one expected any heroics on the last day, but McRae had other ideas. With the blessing of his team, he went flat out from the start and his times took his rivals by surprise. They wondered what he expected to achieve, but were nevertheless impressed by the Scot's performance. He was less than two minutes behind Biasion and figured that if he got the Italian rattled he (Biasion) may be more inclined to make a mistake. The ploy didn't work, partly because he hit a rock on stage 37 and broke a rear half shaft, but McRae certainly made an impression and earned the respect of seasoned drivers who have much more World Championship experience.

Auriol was comfortably in the lead and didn't need to push hard, but he nevertheless went all out on the first stage of the day and made best time. "That was only to tune up my concentration," he explained later. "Now I will go just as fast as I have to, and no faster."

Fiorio had a tough time nursing his car to the finish. He lost all his gears except third and fourth, and remarked at the finish, where he was seventh overall, that he was expecting the gearbox to explode at any moment. Recalde was another who was in constant fear of gearbox failure on the final day, and it seems that these 'private' Lancia drivers were not as well off for spare parts as their factory counterparts. Like Fiorio, Recalde made it and was rewarded by sixth place and an elevation to 10th position in the World Championship standings.

Local man Apostolou had a very trying final day. Having been 10th overall for some time, the Greek privateer lost time just five stages from the end when he had to stop to refix a loose sumpguard. But this was not all. On the road section from the final stage to the finish at Athens he was involved in a collision with a non-competing car and for a while it looked as though all his efforts had been for nothing. But he fettled the car and managed to get to Athens in 12th place, a lucky but very happy man.

Whilst Martini, Lancia, the French and even the Finns were celebrating, all was quiet in the Toyota and Mitsubishi camps. Relatively speaking, of course! Total team retirement is a disaster in any language, but for Mitsubishi some mechanical lessons were learned. The retirements of the three Toyotas were for different reasons, although we did hear some rather misguided remarks that perhaps some mechanical failure was to blame. Sainz was quite open about the fact that his crash was entirely his own fault and, although we did not speak to them afterwards, we imagine that the same can be said of Alén's and Schwarz's departures.

Although not run in a country which is equipped with all the facilities of modern communications, the Acropolis is nevertheless an eminently tough competition which is enjoyed by all. Even with the dilution of long rest stops enforced by regulations, it remains the nearest thing to an endurance rally that Europe can provide. Indeed, we feel that even members of the 'Sleeping Co-Drivers' Association', formed many years ago when heat, dust and fatigue combined to cause co-drivers to nod off over their notes, would approve. Incidentally, of those original SCDA members, only Arne Hertz remains competing today.

Carlos Sainz's retirement means that he had been knocked off his perch at the head of the World Championship table, but he is nevertheless only five points behind the new series leader, Juha Kankkunen. Separating them in second place is Didier Auriol whose win takes him up one place, just two points behind the leader.

Among the manufacturers, Toyota has dropped even further behind Lancia, even though Greek driver 'Jigger' managed to add four points to the Cologne team's score. Toyota Team Europe, having already got Sainz the champion's laurels, wanted to collect the makes title this year, but the Acropolis result has placed this rather far from reach. Next round for drivers, the New Zealand Rally, will have taken place at the end of June, whilst the next round for both drivers and makes will be the Argentina Rally at the end of July. **G P**



Ari Vatanen returned to the Subaru fold, but couldn't match his young team-mate McRae's pace. A variety of problems caused his early demise.

Acropolis Rally (Greece) – 31 May - 3 June, 1992

Results

1.	Didier Auriol (F) / Bernard Occelli (F)	Lancia Delta HF Integrale, Gp A	7h 12m 08s.
2.	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta HF Integrale, Gp A	7h 13m 37s.
3.	Massimo Biasion (I) / Tiziano Siviero (I)	Ford Sierra Cosworth 4x4, Gp A	7h 14m 33s.
4.	Colin McRae (GB) / Derek Ringer (GB)	Subaru Legacy RS, Gp A	7h 16m 02s.
5.	François Delecour (F) / Daniel Grataloup (F)	Ford Sierra Cosworth 4x4, Gp A	7h 27m 22s.
6.	Jorge Recalde (RA) / Martin Christie (RA)	Lancia Delta HF Integrale, Gp A	7h 31m 58s.
7.	Alessandro Fiorio (I) / Vittorio Brambilla (I)	Lancia Delta HF Integrale, Gp A	7h 44m 53s.
8.	Giannis Vardinogiannis (GR) / Costas Stefanis (GR)	Toyota Celica Turbo 4x4, Gp A	8h 00m 35s.
9.	Gregoire de Mevius (B) / Willy Lux (B)	Nissan Sunny GTI-R, Gp N	8h 05m 11s.
10.	Fernando Capdevila (E) / Alfredo Rodriguez (E)	Ford Sierra Cosworth 4x4, Gp N	8h 07m 40s.

84 starters; 39 finishers.

1992 World Rally Championship Situation

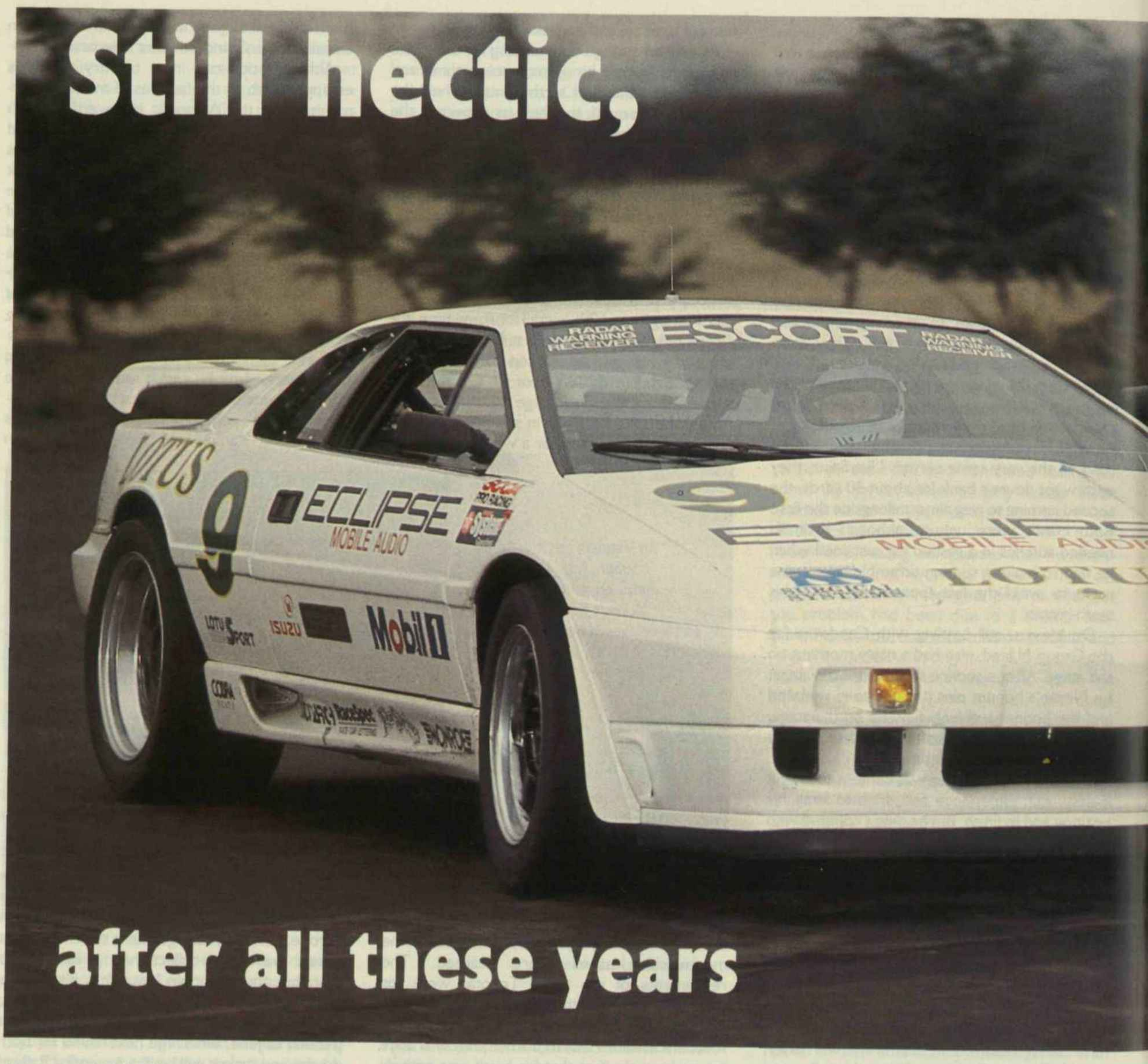
Drivers (After 6 of 14 rounds)

Juha Kankkunen (SF)	62 pts.	Colin McRae (GB)	25 pts.
Didier Auriol (F)	60 pts.	Mats Jonsson (S)	20 pts.
Carlos Sainz (E)	57 pts.	Philippe Bugalski (F)	20 pts.
Massimo Biasion (I)	34 pts.	Jorge Recalde (RA)	18 pts.
Francois Delecour (F)	33 pts.	Timo Salonen (SF)	14 pts.
Markku Alén (SF)	28 pts.	39 drivers have scored points.	

Makes (After 5 of 10 rounds)

Lancia	97 pts.	Subaru	23 pts.
Toyota	67 pts.	Mitsubishi	20 pts.
Ford	60 pts.	Renault	2 pts.
Nissan	24 pts.		

Still hectic, after all these years



Late in 1976 DSJ and I were swept around the Lotus Cars facility at Hethel in Norfolk. A succession of interviews and a memorable first drive in a then new Esprit made it a day that could justifiably be headlined *Hectic Hethel*.

Some 16 years later I was back at company HQ to write a belated Part II of that feature. There was no DSJ, no Colin Chapman (its now 10 years since the founder passed away), nor would there be Tony Rudd on hand to interview. Yet there were other familiar faces and another very special Esprit, one which averaged nearly 90 mph around the 2.1-mile track, which has not visibly been resurfaced in the intervening decades.

True to the Lotus tradition for high speed variety, there were three track outings to savour. These covered three facets of Lotus life. The first two were commercial sales (an American Federal Elan) and engineering research and development, represented by the quaintly acronymed SID, which stands for investigations into Structural design for improved rigidity, vibration Isolation and chassis Dynamics. SID sported 'active' suspension, 4x4 and a V6 of Metro 6R4 origins, all within an Esprit outline. SID had an obvious bonus in body strength thanks to low cost composite construction and a chassis that could be tuned to provide any characteristic desired from the latest in Lotus Active Ride. Thus far, we had been conducted around the circuit but, most enjoyably of all, facet three offered a lengthy opportunity to drive one of the 300-330 bhp Esprits that has enlivened American races since 1990.

Our host was Lotus Engineering and the company of former Lotus Grand Prix driver John Miles gave an air of continuity and establishment. Miles also ensures that a genuine interchange of information can take place between General Motors-owned Lotus at Hethel and the still privately owned Grand Prix team at nearby Ketteringham Hall, attending all Grands Prix to offer practical chassis tuning assistance for the revitalised team.

Today Group Lotus has 1325 employees, the majority (577) employed in Lotus Engineering. Some 207 are really employed in an associate basis, for they work at Lotus's proving ground, Millbrook, where MOTOR SPORT conducts its performance tests.

Lotus Cars had a dreadful time in 1991. True, the Elan looked optimistic in growing from an output of 1193 in 1990 to a 1991 sales figure of 2081 (the minority, 775, sold in Britain). Without the Elan, GM and Lotus Cars would have had to think whether it was worth keeping the shop open. For 1991 saw the demise of the front engined Excel (a strangely underrated Porsche 944 competitor), whilst the Esprit in its previously popular SE Chargecooler form was hit hard by market conditions in Britain and the USA. Just 173 were sold last year, 98 of those in the UK. In stark contrast 759 Esprits were made in 1990 and 1058 in 1988, when a variety of specification were manufactured.

Lotus Cars staff levels have fallen in line with

LOTUS'S US RACING PROGRAMME



Success with the racing Esprit has kept alive American interest in the marque.

The trusty four-cylinder motor yields around 300 bhp in SCCA race trim.

this slump in Esprit output and the unfortunate fact that the Elan fell far short of its American targets.

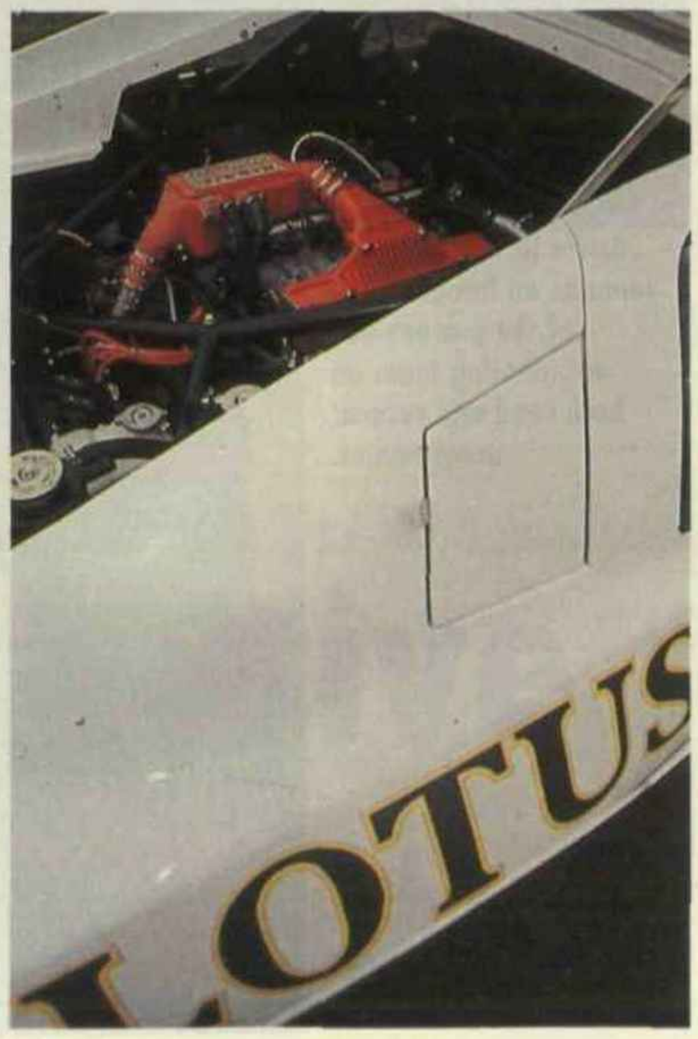
Blame the MX-5.

In 1990 Lotus Cars employed around 1000 personnel; today that is less than 500. Thus the American racing programme – heavily populated by the Japanese – was vital to keep even a glimmer of interest in American eyes for the expensive Esprit, though its biggest rivals were ironically GM's Corvettes. Lotus Engineering undertook its first factory racing Esprits in March of 1990, building a pair of LHD Esprits around the intercooled turbocharger specification. These electronically fuel-injected machines corresponded to a modified Esprit SE (if it were a saloon, you would describe it as close to Group A regulations, but running tricky road tyres) and used some Lotus Omega/Carlton technology massively to improve braking and to add a modest 20 bhp.

Lotus coyly claimed only 285 bhp for its 2.2-litre 1990 race unit with enhanced intercooling and reprogrammed GM-Lotus electronics. The Hethel-constructed machines were sold to Lotus Cars USA in time to contest the 1990 SCCA Escort World Challenge Series. Entered by Pure Sports, it appears the works Lotus Esprits caught the existing Chevrolet Corvettes, Nissan 300 ZX turbos, Porsches, Mazda RX-7s and sundry other marques by surprise. Lotus won its first event and went on to set six pole positions with three more victories. Doc Bundy nearly took the overall title for Lotus in that debut season and you may remember the racing Esprit being shown at the 1990 Birmingham NEC Motor Show.

Whilst the Esprit was receiving its Lotus showcase applause, Hethel was busy concocting a better basis for the racing Esprit, and a machine that is a must for Lotus collectors. The X180R was produced in just 20 street legal copies and took on some of the racer's features, including a roll cage, 100 mm diameter rev counter and revised aerodynamics. Nearly two years ago these Esprits cost approximately £70,000. The 1991 season saw Lotus get a little more ambitious, spending approximately £450,000 under the Lotusport logo. The factory supported nine SCCA events and three of the Bridgestone-backed rival IMSA events (the province of serious Porsche 911 Turbos for professionals such as Hans Stuck). A trio of new Esprits was built from scratch at Hethel in March 1991 and one Lotusport-supported privateer machine was a renovated 1990 car. The 1991 season again saw Lotus score four victories and take second place in the SCCA series. This time, its show-business warrior was Bobby Carradine.

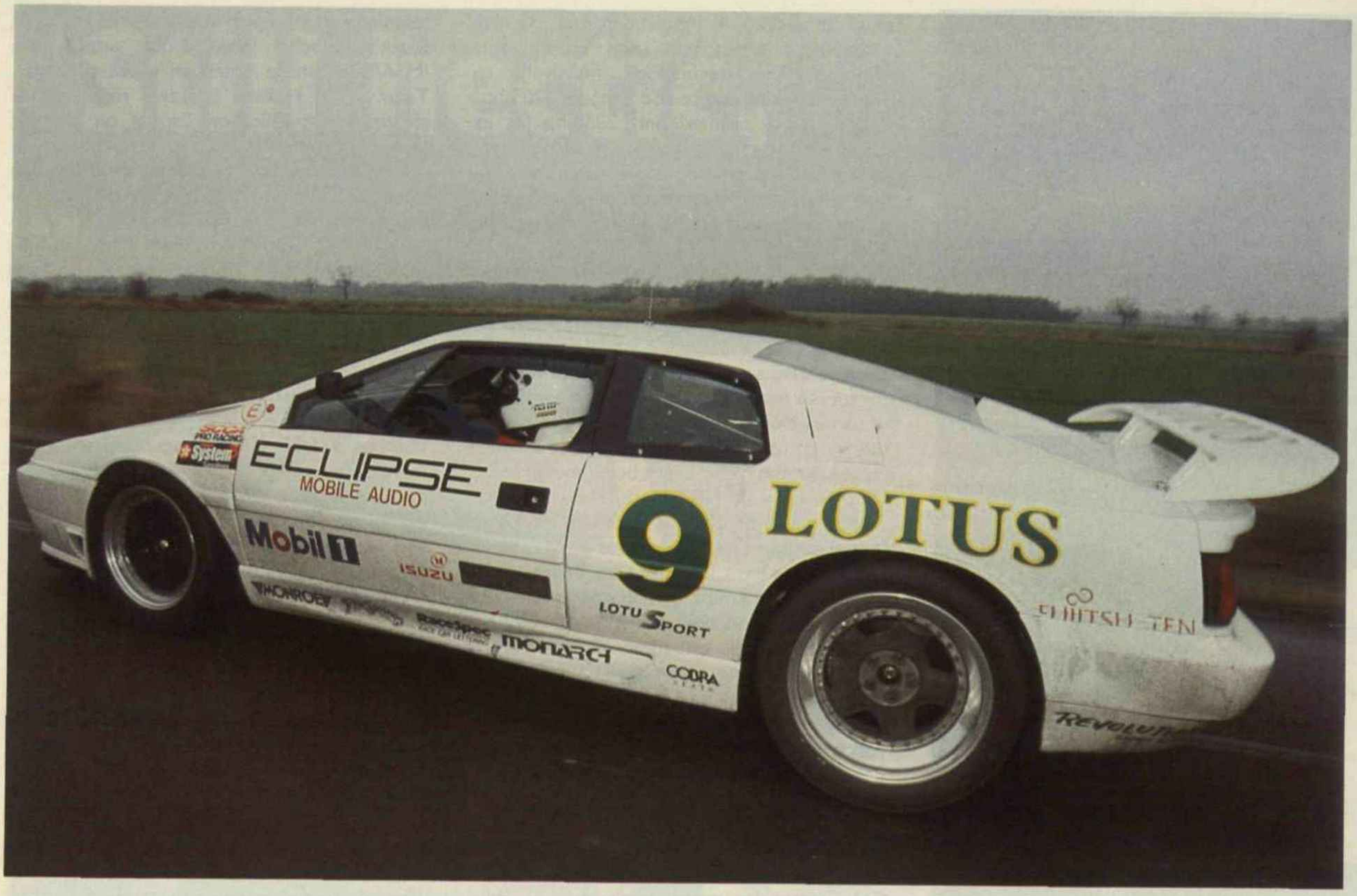
It was a 1991 works Esprit that we drove, often referred to as the 'star car' since screen actor Paul Newman drove it from time to time, a habit he has maintained for 1992. He finished sixth at Road Atlanta recently, where the Lotus team scored a 1-2 win over the dreaded Hans Stuck's Porsche. Whilst Lotus attacks the IMSA/Bridgestone American series this year, Team Lotus Holland has two rather more showroom specification Esprits on winning form in Holland and a two-litre 'tax break special' is being built at Hethel for the Italian market. The American rule makers used the Esprit to set weight and rim width benchmarks, tending to improve the competitiveness of the Corvette. It's also worth remembering that Chevrolet and Goodyear work together to create tyres for the production Corvette, so there was never any lack of competitiveness in the tyres for the V8 Chevrolet. The irony was that Lotus also gained access to such rubber in 1991. We drove on massive 315/35 ZR17 rears, 245/45 ZR16 fronts. Mounted on 8.5 and 10 in wide Revolution three-piece alloy wheels the Goodyears, complete with scanty tread pattern from the mould, allowed the highest levels of adhesion I have experienced on an alleged road tyre.



The best performance is obtained via substantially altered aerodynamics, an obsolete Excel extended front spoiler blended into deflectors that shroud the giant tyres, whilst the back wing droops in familiar SE style (rather than the Sierra Cosworth-style aberration intended for 1992 production) but has been relocated substantially aft. The result is still slippery (under 0.35 Cd), but hours of wind tunnel time have allowed a degree of downforce that adds enormously to the Esprit's fourth and fifth gear cornering poise. The body is also lighter than standard – or that of the X180R series – in having decreased weight for the panels forming bootlid, engine cover and both doors.

There is no heater or window winding mechanism to worry about and the side 'glass' is actually polycarbonate whilst a simple (and mandatory) meshed net provides a breezy ride, whatever the speed. Kerb weight varies according to the series and the racing season, but the test car was designed to operate at 2600 lb, little lighter than the rival Corvette. The suspension changes are modest in principle – the double wishbone front and transverse link rear remain, along with the use of an anti-roll bar at the front. Even the dampers were modified production items from Monroe and the spring rates were – in the Lotus tradition – quite modest, up some 20 per cent (rear) and 40 per cent (front) over standard. However, with Miles and company at work, the detailing of bushes and geometry was exceptionally rewarding. Also, the foundation on which the suspension was built was far stronger than standard, both non-galvanised chassis and suspension arms being reinforced.

Inside, the Esprit is a LHD single-seater with a simple Momo two-spoke steering wheel, stark Lotus seat and Luke safety harness. There are eight dials, vestigial Alcantara trim and team warnings to mother a fragile clutch and modified Renault 25 five-speed transaxle. A red warning light blinks that Lotus has switched the usual ABS braking system off (it is best in the wet), leaving us to appreciate the 13 and 12 in diameter disc brakes. A comprehensive roll cage winds throughout the cabin, which also houses mysterious electrical boxes on its rear partition. The Lotus designed, Safety



Devices-constructed cage betrays a source to some of that 20 per cent bonus in chassis torsional strength.

Lotus engineers around the unassuming primary white Esprit – Messrs Miles, Alan Nobbs and former TWR Jaguar mechanic Colin Marriott – made modesty an art form. Under questioning the engineers allowed that this Esprit was geared to reach 174 mph, this from an engine that might now generate 300 bhp – rather than the standard 264 from a consistent one bar boost. Otherwise, the 2.2-litre mid-engined turbo was left to speak for itself. There were three outstanding impressions: braking efficiency, engine muscularity and immense road grip. The aluminium 16-valve ran powerfully from 3000-7800 rpm. Any straightline speed that the motor and outstanding chassis can provide is counterbalanced by ex-Lotus Carlton brakes. These allow even a stranger to flick past braking marker boards at 120 mph in fifth, counting off the distance to a tight third gear loop with equanimity.

Cornering ability of the racing Esprit has markedly different characteristics, according to the speed of the corner, but there is always a lot of adhesion to deploy. In 40-70 mph curves, this Esprit has to overcome some of the showroom understeer that spoils the standard car for folk braver than me. Once the Lotus is striding along in fourth and fifth, those crafty changes are seen at their best. You have to work at the steering rim with quiet determination (also leaving the brake pedal alone at these apparently impossible cornering velocities), but it tells the driver so much that receiving such track chatter and manipulating the vast resources of cornering capability become a true Lotus pleasure. The American Esprit racer whips through bumpy and damp swerves at more than 100 mph with a deftness and bump absorption that reminded me more of a 1985 Group C Porsche rather than any converted production car.

Yes, there were snags to the transmission, and this factory workhorse could have been smarter within, but it was an experience to savour. It also underlined for me that, GM owned or not, the engineering heart of Lotus beats on with exciting rhythms that promise as much for the company's future as its legendary past. **J W**



Despite its strong production origins, the racing Esprit (above) offers sensations akin to those of a Group C car. John Miles (right) was a Lotus GP driver in 1969/70, and remains an integral part of the present-day engineering team on both road and racecar programmes.



The Lotus 7 position. Cockpit confines haven't changed much over the years.

New retrospective

We take to the track at Donington Park to examine two fresh HSCC initiatives

On the surface at least, Formula Ford and the Historic Sports Car Club (HSCC) may seem strange bedfellows. Think of Formula Ford and the images that come to mind are those of gridfuls of desperate would-be world champions, four abreast into corners and plenty of incident, certainly a far cry from the somewhat more genteel scene of hobby racers out enjoying their historic machinery. But Formula Ford has been going now for 25 years, and while there have long been championships for older FF1600 cars with the aim of keeping costs within reach of the amateur club racer, the time has now come for some of the machinery to be recognised as historic in its own right. Hence the HSCC's new-for-'92 Pre-'71 Formula Ford series.

In 1968 21 year-old Brazilian Emerson Fittipaldi created something of a sensation in British Formula Ford in his Jim Russell-entered Merlyn Mk11, before graduating quickly to F3. He was in a works F1 Lotus within 18 months, won his first Grand Prix just a couple of months after that. It was quite the most stunning rise to racing stardom and undoubtedly helped seal Formula Ford's perception among young drivers as *the* training ground for F1 aspirants.

Fittipaldi's Merlyn, incidentally, went on to become perhaps the most famous FF1600 of all. After Emerson's success with it, Colin Vandervell took over the helm in '69 and '70, winning British and European titles, 'Magic Merlyn' then going on to give Jody Scheckter his first taste of success outside his homeland.

The Magic Merlyn may not be around today, but we did get to try an example of the Mk11A at Donington, that belonging to Mark Hadfield. This car was brought over from Sweden last year, having spent most of its life there after being sold to 'Smokey' Asberg, racing entrepreneur and founder of the Anderstorp Raceway, in late 1968. According to Mark's brother – restoration specialists and fellow HSCC racer Simon Hadfield – the Merlyn's chassis and body are original, though much-repaired. Its Chris Steele engine – Steele's one of the more popular Formula Ford engine preparation concerns of the time, along with Lucas, Holbay and Hart – is also believed to be original, though obviously many times rebuilt, and it retains the period carburettor and front-mounted oil pump.

The Merlyn is from the days when Formula Fords and F3s were pretty much indistinguishable visually and, often as not were the same chassis with just an engine change and bigger wheels. It's a great boat of a thing visually, classic '60s toothpaste-tube single-seater in appearance with acres of spare room inside the spaceframe cockpit. Once installed, you notice the big bus-like steering wheel which gives masses of feedback once out on the circuit. It's easy to see why the model was so conspicuously successful; it instils virtually instant confidence. In comparison to a modern generation single-seater its responses are saloon-like; you can feel the roll of body on suspension, there is none of the numbness at sub-racing speeds which you'd associate with cars of less than two seats. It never feels like an alien environment. Turn the big wheel round Redgate and it will drift



The Lotus series will cater for both 7s (pictured) and 6s, in a variety of classes.

slowly, gently. Go in a bit too late, or too early, it doesn't matter so much, just make approximately the right throttle and steering movements and it sorts you out. As you sit there watching the big narrow wheels moving on their suspension and wonder how anyone could fail to get quite close to the car's limit if they wanted to.

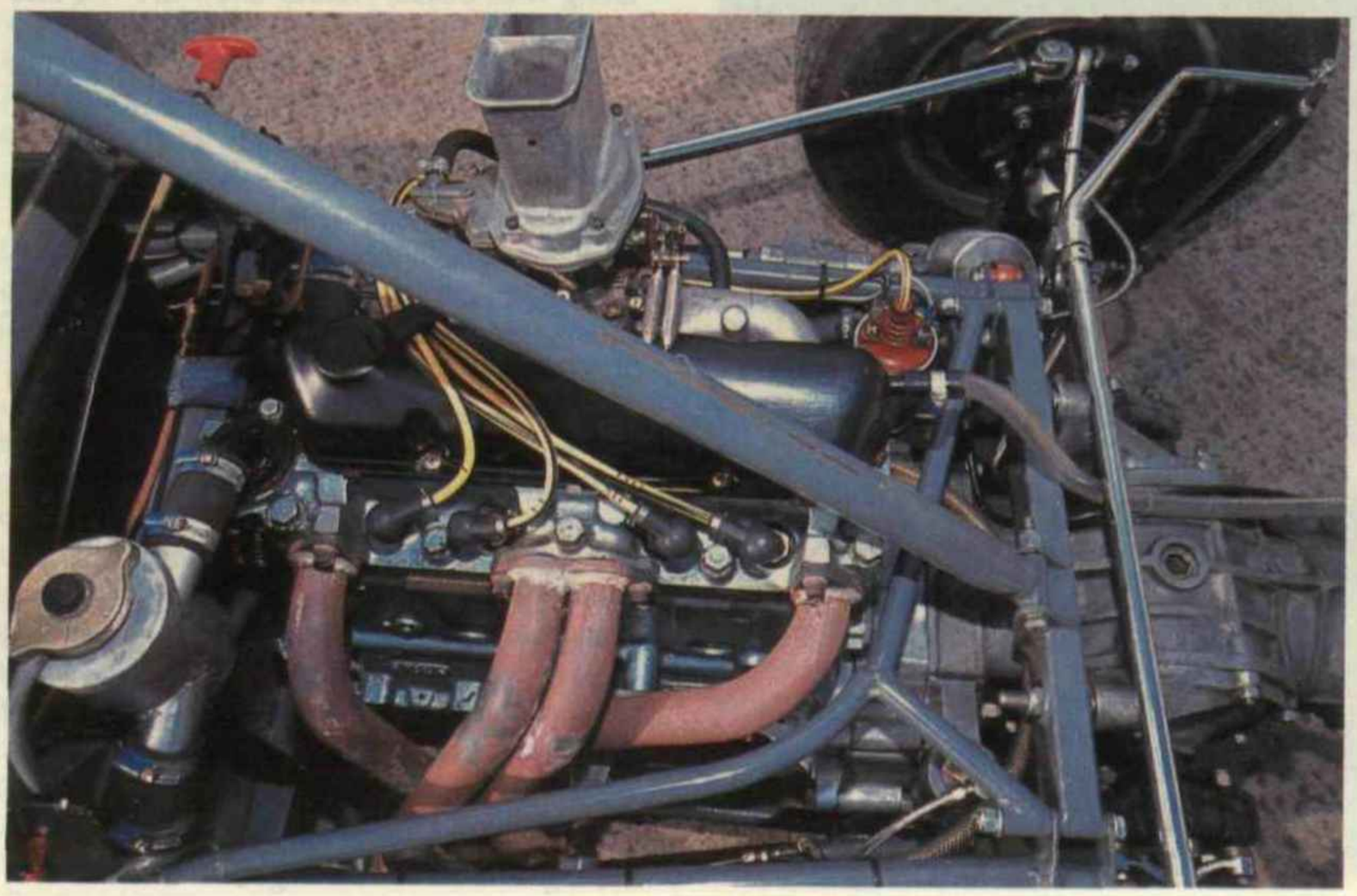
All of which contrasts quite sharply with the other FF1600 tried, Simon Hadfield's Lotus 61. As the '60s merged with the '70s, classic rounded lines were out, groovy wedges in, the 61's bodywork quite the most extreme form of the new-found fashion. You can almost picture the team-manager's flairs and shoulder length hair. (Now there's an idea. Perhaps the HSCC could introduce period dress in the Pre-'71 pit lane.) Actually, underneath, the mechanicals are quite prosaic but the ride is anything but drama-free. The cockpit feels more modern in that it's smaller but that cockpit wedge necessitates the mirrors being mounted on stalks, way down, which bolt into the chassis. You look into them and try not to be too daunted by the fact that you're having to look above and below the driveshafts to see if anything's behind you (and just to add to the fun there are a couple of F3000 cars lapping). When I wasn't circulating the track slowly, watching for blue flags, I was being unnerved by the car's spooky handling if you tried taking Craner Curve flat. It would turn in just fine, start giving the messages that a car does when it's happily settled into a corner, then . . . woah! the rear would sort of sit on its springs and roll into a big uncomfortable oversteer. "Yes," confirmed Hadfield, "we think what's happening is that the front bodywork is actually generating downforce, but the back's not." Needless to say, I vacated the premises rather quickly.

But there is evidently a knack to driving them quickly, as Hadfield himself has demonstrated, as did the car's original owner in 1969, former F1 and F5000 racer Ian Ashley. The car was run originally for Ashley by Mike Spence



Racing with a BRM-prepared engine, though after unspecified problems this was later traded for a Holbay unit. After that the poor car had a rather chequered history and Hadfield rescued it from Italy where it was running in Formula Libre with a Fiat twin-cam engine and Ferrari-lookalike bodywork. The car now looks fabulous in its original spec with bright yellow bodywork.

The HSCC has reported that it has had several enquiries about the new series from those who raced such cars in their heyday. There must be many period cars sitting in lock-ups around the country and the club



Rudimentary rear. The Merlyn's engine is prepared by Chris Steele, foremost amongst FF1600 tuners in the car's heyday.





Antiques roadshow: historic FF1600 contenders from Lotus, Merlyn and Alexis.

hopes it might draw some of these out of retirement. The series is strictly amateur in spirit, even to the point of insisting that a driver must enter the car himself. Professional teams with renta-drivers will not be tolerated, although this might be relaxed if it is able to pull in the odd guest star from the period. Hadfield would dearly love to re-unite Ashley with his Lotus, for instance. Others still on the scene from that period of Formula Ford? Emerson Fittipaldi, Tony Trimmer, Bob Evans, Andy Rouse, Tom Walkinshaw . . .

Concurrent with the HSCC's own initiative of the historic Formula Fords, the club has also agreed to represent Guy Munday's QED Seven Club Challenge for pre-'73 Lotus 6s and 7s.

This will be a series of six races - three of which have now been held – rather than a championship, with a four-tier class structure comprising: D – for BMC A-series-engined cars of 948-1100 cc, Ford 105E 1200s and 109E 1340s. C – BMC A-series 1101-1300, Ford 116E and 120E 1560 cc as well as the Coventry Climax 1300. B – Ford 1600 crossflows up to 1630 cc with one carburettor and BMC A-series 1301-1400 cc. A – Ford 1600 crossflow up to 1630 cc with twin carburettors and the Lotus Twin-Cam to 1600 cc.

Caterham Cars – manufacturer of the modern-day Seven – has agreed to give discount on parts for championship runners and Munday is hoping that the combination of modest cost, the super-enjoyable cars – two of which we were allowed to try – and friendly clubbie atmosphere will be a big hit.

Those interested in participating in either of these attractive new series should contact Steve Lydon at the HSCC (0249 7581751) or, for the Sevens, Guy Munday on 0483 60951. **M P H**

The wedge-shaped Lotus did not inspire the same confidence as the softer Merlyn.



INSIGHT

Is this the world's most desirable sportscar?

McLaren lends its F1 expertise to the creation of its first roadcar for 23 years

"I want people to feel as if they are driving Formula One technology on the road."

Behind Gordon Murray's simple statement lies three years of solid research and development into the latest of the supercar genre to ease its way into the crowded market place.

McLaren Cars' long awaited F1 emerged amid dry ice and cacophonous rock music in Monte Carlo's Sporting Club during Grand Prix weekend, as lazer lights strafed an expectant audience.

This is not the first McLaren roadcar. Bruce McLaren himself built that back in 1969, when he planned to market elegant coupé versions of his successful CanAm M6A for around £12,000 at a time when a Ferrari Daytona was less than £9000. The idea was subsequently shelved because of fears that it was simply too expensive, but Bruce loved the car he used frequently.

The new F1 is a very different proposition, though some fear it may share the same fate. Former Brabham design genius Gordon Murray – who produced the machines that took Nelson Piquet to his Brabham-mounted World Championships in 1981 and '83 – has done a superb job in fulfilling his aim to 'rewrite the mid-engined supercar rule book'. The result of his labours, and those of a talented design team, promises to embrace all of the dynamic qualities one would expect from one of the world's two best Grand Prix teams, allied to the sort of sheer practicality one rarely associates with this sort of supercar.

It was not enough for the South African to create something as quick as a Ferrari F40. It would have been all too easy to emulate Yamaha by merely sanitising a racing car as the Japanese company has with its OX-99, but that would have cut across McLaren's basic philosophy. Instead, it aspired to create something

McLAREN'S NEW F1 ROAD CAR

more urbane, the fully usable supercar. The occupants had to be comfortable, the driver had to be able to see out without the usual hopeless blindspots that render his machine a liability in town driving. The driving position is unique; Matra's Bagheera and Murena featured three abreast, but the F1 places the driver centrally, with a passenger at each elbow. "So you can take the wife and the girlfriend and get aggravation from both sides," said Niki Lauda when he saw it. Access is via forward-opening 'dihedral' gullwing doors. The fine engineering of these taxed minds for some time, including those at Lotus. The McLaren driver and his passengers also enjoy another rare luxury in such cars: sufficient accommodation for 8cu ft of luggage. This is manufactured in hand-crafted leather by Golf Brothers, which is owned by former Pirelli man Nigel Wollheim, until recently the man taxed with the task of finding sponsorship for Giovanna Amati. Yet more F1 influence . . .

The technical heritage from F1 is everywhere. For the bespoke engine, Murray turned to his old friend Paul Rosche at BMW, the man whose production-based four cylinder unit kept Brabham at the forefront in the turbo era. His 86 x 87mm 48 valve, four cam S70/2 power unit is a beautifully crafted piece of engineering. Thanks to the basic efficiency of its design and its TAG Electronics Systems fuel injection and engine management, it already exceeds the requirements of California's stringent 1995 emission regulations. Complementing its 550bhp at 7500rpm is 600Nm of torque in the wide rev band between 4000 and 7000and even at 1500rpm it produces 350Nm! The gearbox's final drive has been offset alongside the clutch to optimise the wheelbase, and as you would expect, F1 practise is evident in the carbon clutch, the Brembo brakes and the tyres. Goodyear developed them specifically from its racing rain products.

Suspension mounted directly to the tub, in racing form, would have produced an unacceptably harsh ride, but equally rubber bushing would have been an unacceptable compromise. Murray has taken care of that with his new Ground-Plane Shear Centre (GPSC) design in which each front suspension is connected to a subframe via plain bearings. The frame itself is then mounted at four points to the carbon monocoque via deformable rubber bushes. Similar lateral thinking is evident aft, where torsional loads are absorbed via innovative Inclined Shear Axis (ISA) mounts into shoulder beams each side of the engine.

With the current preoccupation with aerodynamics in racing it is hardly surprising that Murray has sought to stretch the roadcar frontiers. Nor that the F1 was developed in McLaren's moving ground wind tunnel. Former Lotus stylist Peter Stevens was heavily involved throughout this genesis, producing hundreds of body designs as each batch of aerodynamic data was processed, until the final shape evolved. Reaction to it has been mixed.

and from head-on it bears traces of the Repco-engined Marcos Mantis that raced at Spa in 1968, the roadgoing Ford GT40 MkIII and the Matra Djet. It is nonetheless distinctive.

The F1 generates true ground effect downforce by utilising a three-part diffusor which incorporates a central surface beneath the engine/gearbox unit and two reflex shapes either side. "The centre of pressure is the truly significant aerodynamic factor affecting stability and handling," says Murray, and in an attempt to control its movement two fans simultaneously suck away boundary layer air from these reflexes. Seeking further control, particularly under heavy braking, he has incorporated a small Brake and Balance 'Foil in the rear deck. Electronic sensors automatically deploy this small spoiler, slightly raising the Cd but generating extra downforce and keeping the CoP in its correct location even under maximum retardation.

The patents for the aerodynamics, like those of the unique seating position and the methods by which the carbon fibre composite chassis is manufactured, have been applied for.

The 'Foil also exposes the rear brake cooling intakes to control the increased heat generated by heavy use of the middle pedal. The system has allowed Murray to eschew anti-lock braking, something he believes detracts from the driver's enjoyment, and similarly four-wheel drive was never planned as part of the specification.

Sheer driving pleasure has been a prime consideration at all times, even down to Gordon insisting to Rosche that his engine be noisy enough to get the blood coursing through the driver's veins every time he fires it up. What Commercial Director Creighton Brown calls the 'tactile experience' extends to the stubby manual gearchange, with the first five ratios taking the F1 from rest to 160mph, and sixth looking after things until well over 200. Not for them the temptation to use the semi-automatic concept with which Senna won the Monaco GP.

McLaren Cars was formed, and the F1 project initiated, in 1989, when the Ferrari F40 was the universally recognised champion of the supercar category. Now many other contenders have thrown their hats into the ring: the Yamaha, the Bugatti EB110, Jaguar's XJ220. This sector of the market is technologically much closer to the sort of products that have won McLaren its racing reputation, than it is to other manufacturer's normal products, which augurs well. And McLaren International has proven awesomely on the track that it can deal with the best the world can offer, including Ferrari. If the F1 is built as well as the race cars, and half as reliable, it should set new standards. It also includes an emergency get-you-home facility, and a 'spy in the cab' device that will record things such as how many cold starts the car has made, how hard it's been gunned in first gear, whether it's been over-revved. "It will be a little bit of a watchdog as well," admits Ron Dennis with his slow smile.

His desire to create the perfect roadcar is an understandable extension of McLaren's racing philosophy, even as it was Enzo Ferrari's, and has earned him the soubriquet Ronzo in some circles. "The first thing you have to remember is to regard it as a work of art," he stresses. "A lot of people pay a lot of money for all sorts of works of art, so why not the world's most desirable sports car?"

The F1 goes into series production at the end of 1993 at a rate of 50 per annum until the year 2000. That means building a car per week – itself a pretty tall order and one that promises high overheads – and then selling one a week too, for six years. It's a tall order, at £535,000. It remains to be seen whether there is a strong enough market to absorb that sort of production rate, whether or not it is regarded as a work of art. Ron believes it can; others suggest he may have made his first serious mistake since taking control of McLaren.

"There is no question of us allowing the F1 project to interfere with our racing programme," he says. "That is our showcase and we have total commitment to it.

"We have diversified into roadcar production because it is an accurate reflection of what this company is doing technologically anyway, whereas the other trademark exploitation opportunities that we could have considered were things that we rejected, such as furniture, perfumes and the like."

Creighton Brown acknowledges that the market has changed since the F1 was conceived, but counters, "The main production is going to continue from the end of 1993 until the year 2000, so I think that really it's almost irrelevant what the market has been, or is now, because it could be different again. The only thing that I would say is that the response we've had so far, even prior to the launch, has been better than we'd ever anticipated." Shrugging off paddock suggestions that the order books haven't exactly overflowed in the current recession, he added: "We have accepted deposits from people who've been





Though i carries hints of old sports racers, the F1's appearance is highly distinctive.



From 1993 to 2000, McLaren Cars intends to produce the F1 at the rate of 50 per annum.



The seating position is unique, the driver sitting centrally with space for a passenger at each shoulder.

quick to get on the list, but because they haven't seen the car we've said that's fine, but we'll make the deposit refundable so that if you don't like it we'll give you your money back. It's only now that the car is out in the open that people can judge for themselves."

"We have taken in several million dollars already," said Ron, who otherwise gave little away and declined to provide any break-even figures.

Monitoring the progress of the order book could produce an interesting index to the entire future of McLaren Cars. **DJT**

Creighton Brown on the F1

You have done an exceptional job of keeping the car under wraps. One magazine printed a spy shot purporting to be the F1, but which looked to me like a Schuppan Porsche 962, but there's been nothing else . . .

"That was a Schuppan 962! It's been quite hard to keep it under wraps, because obviously it's been picking up a lot of interest. We felt that it was more exciting for people if we just got on quietly with the job, did it and then told people when it was done. I hope that it's helped make a good launch. I think it would have been very unfair to have given it to any one magazine. We wanted to make it the same for everybody and make it as fair as we could do, and we're very happy with the enthusiasm we've seen."

Can you put a figure on the number of customers who have placed deposits?

"We'd be happy to do that further into the future. At the moment in all honesty I can say that it has been better than we anticipated by quite a long way, but we can't know until people have seen the car just how many are speculating or how many are serious. So as far as we are concerned it's really the orders we are taking now that matter. Some people may drop out, others may come in; I really have no idea. Over the next few weeks we'll find out . . ."

Do you detect that attitudes to such cars from governmental and environmental quarters are still positive?

"Well, I hope so, because one of the key factors on this car right from the start is that it's not just about very high performance. It's about efficiency and safety. What we have tried to do is not only to build a very, very exciting car which I hope will give great pleasure to the owners, and various people, but also a car which will embrace the very, very best technology which we can bring from our Formula One experience to apply to a road car. And that is really all about efficiency and safety. The other parts of the car in terms of construction techniques, strength, its braking, stability and roadholding, are all aimed not only at driving pleasure but also at safety."

Will you be offering your customers a driving skill enhancement course?

"I think this car will be very user-friendly but I think realistically it's probably true of any high-performance car that if you mistreat them, they can bite you. But I think if you drive responsibly and you understand the car and are prepared to learn and be sensible then it's probably a lot less of a problem than you might think.

"Yes, though, I think we most certainly will offer some sort of course. I think that's very important."

What is the timescale now, given that the Monaco car is not a runner?

"This car is a purely a show car, although it's got the real engine in it, and certain things. We have two test cars already running. They have tubular spaceframe chassis but a lot of running gear on them. The first one was built before the engine was ready and that has a 7.6-litre V8 Chevy in it, which gives about 450 horsepower. That's not as powerful as the real one, but is enough to give us a lot of miles on transmission, brakes and some of the running gear which we wanted to put a huge amount of mileage on as early as possible. The second car, which we've now just completed, has the real engine in and that is pretty staggering already, even though, of course, again it's not the real car. Again, we can find out the usual things, transmission, brakes, the oil system, the electronics . . ."

Who has been doing the test driving?

"We have our own test drivers in McLaren Cars. Gordon does some, I've done a little bit. We tend to share it between us, because we want a direct feedback with what's going on."

Have Senna or Berger helped yet?

"Not yet, because I don't think there would have been any real point at all so far. It's more systems which we've been working on so far. When we have the first of what will probably be five pre-production prototypes, at the end of this year, we will certainly be involving the Grand Prix drivers. We've already had quite a lot of assistance of that sort in other areas of the car, particularly some of the interior aspects, such as controls."

Is this the predecessor of a number of McLaren road cars in the years to come?

"This is not just the launch of a new car, but the launch of a new roadcar company. So this is not the last, but the first. It would be a tragedy to see Gordon's talents go to waste. He's really put his heart and soul into this car, and it's a remarkable achievement, what he's done, and we have put together a tremendously talented team of 50 very motivated people, and I think perhaps that's why the car has come out so well."

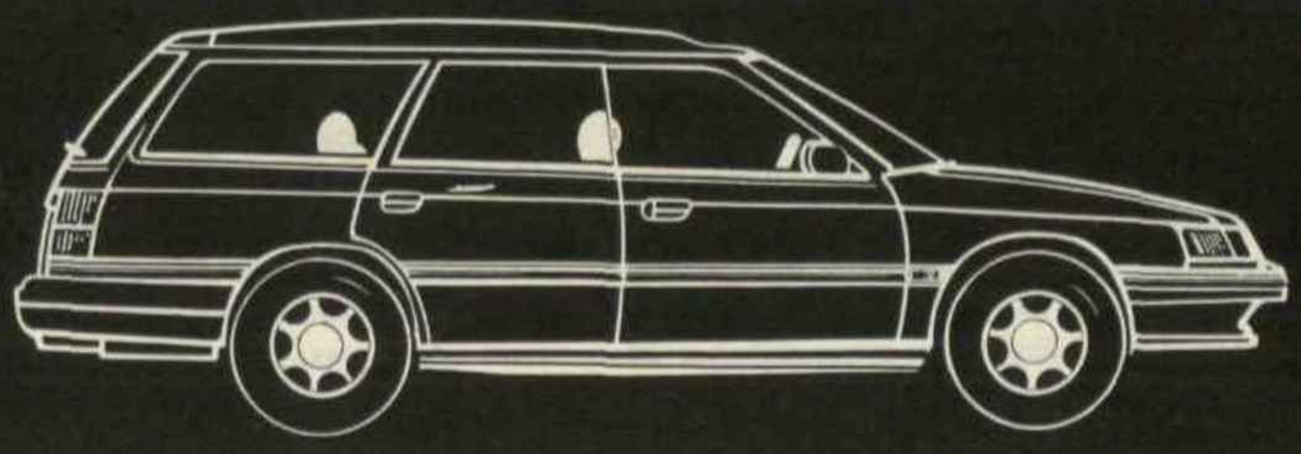
How have you and Gordon found coming from the racing side to the roadcar discipline?

"Bloody hard! It's meant tremendously hard work. It's been far more complex in certain respects than building a Grand Prix car. It's a different kind of animal altogether. You're talking about much longer lead-in times for a significantly greater number of components, we've had to do testing schedules for the vast number of miles we've accumulated, legislation, all these things."

What about the mandatory crash test?

"That will be done early in 1993, but I honestly don't think we have too much worry about crash testing because the car is just immensely strong. Like the Grand Prix car. In fact, in some respects it will be even stronger because it's less of a compromise in some areas."

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Rover's new look grille has attracted a mixed response. Some feel it adds a touch of class, others that it is incongruous.

Auntie's Pride

The 1991 body changes to the Rover 800 have resulted in a new version of the Vitesse that carries the most power offered by Rover in the 800 line, some 180 turbocharged bhp. The result is a 137 mph five-door of great versatility and exceptional civility, which allowed us the pleasant change of fully testing an internationally competitive British executive saloon amongst the welter of Japanese and German offerings.

Just as the Rover badge has a melange of buried marque names behind it, so the Vitesse label has ridden a wide variety of motor cars. Remember the fuel injected V8 racing SD1 saloons from TWR? They needed a Vitesse badge to incorporate all the later homologation tricks, and Rover had to sell the public limited numbers of the five-door fastback, spoilers and spats in place, to satisfy then current Group A requirements. Contrast those snorting racers – and the brakeless but wonderfully rapid road model – with the mysterious debasement of the Vitesse badge, applied to reworked Hondas with Rover power and 216 designations. Working our way through the '80s, we find the true ancestors of the restyled Rover 800 tested here.

The Vitesse badge was first applied to the 800 line via a toughly suspended fastback with spoilers, though otherwise unmodified with 2.7-litre Honda V6 power (currently rated at 169 bhp). At the close of the previous 800 model's sales life, the limited edition 820 Turbo fastback was offered, these engineered by sub-contract with Tickford. At the time, the idea was to provide more power at the lowest possible tax break for business users, and that is a principle that has continued at significantly lower cost (now £19,845) in the new Vitesse. It amounts to an old badge with a new T-series four cylinder engine within a new outline that has been engineered entirely in house.

UK range

Introduced last Autumn, the later Rover 800 series is no longer an Anglo-Japanese production, although the V6 engine and some Honda transmissions remain after the extensive renovations. The design overhaul was aimed at increasing the Rover identity and is still controversial (one of our editorial members quipped "that's the one that teaches us all about uglification"). Meanwhile, the BRG metallic (a £235 option) test example was openly admired in the street and many adjudged it a great success, a verdict supported by the quality dailies. Unfortunately for Rover, few of our onlookers identified the car correctly, most plumping for Audi, Alfa Romeo or BMW! The current range comes in either four-door saloon or five-door fastback outlines and is priced from £16,750 for the four-cylinder/136 bhp 820i in either body. Similarly the top end Sterling, a 2.7-litre V6 of 169 bhp, also costs the same in either style, at £26,895.

The engine content is far more mixed than before, all two-litre, four cylinder motors coming from Coventry whilst the V6s are of Honda origin. A 118 bhp/2.5-litre diesel represents the latest emissions-conscious thinking of VM in Italy.

Technical analysis

The hard work has gone into the iron block, 16-valve, engine. Now christened the T-series, it is a direct descendant of the Mi-16 and has links to less revered power units in the old Austin Rover days. In turbocharged trim it retains the responsive Garrett AiResearch T25 and neatly packaged – adjacent to the water radiator – front intercooler of its 820 Turbo predecessor. The engine manage-



Cabin offers a blend of sport and comfort. Steering wheel looks as though it should contain an air bag, but doesn't . . . yet.

ment is now by Rover Modular Engine Management System, and there are some distinct changes in power delivery. Maximum torque is not fabulous at 159 lb ft for a turbocharged two-litre, suggesting that the undisclosed boost figure is below 0.5 bar. Yet pulling power is spread generously and evenly, quoted at that peak from 1800-5800 of the 6400 redline rpm.

Peak power supports that 'soft boost' supposition, for releasing 90.2 bhp per litre from 1995 cc is far from the front of the grid these days. The maximum power quote is up 3 bhp over its predecessor, but two printed sheets from Rover quote 6000 and 6100 as the summit of its ambitions; both look correct on the flattening power graph.

Internal engine changes cover 8:1 Mahle pistons, rather than Hepworth and Grandage items, plus a one-way intake breather layout to reduce on/off boost surge, replacement air cleaner and enlarged oil filter. Both overhead camshafts and pulleys are usurped, but the five-bearing bottom end remains common to both two-litre T-series. The ubiquitous sports suspension is standard Vitesse equipment on the double wishbone/trailing arm Rover layout, but no details were forthcoming and the car has been widely criticised for soggy handling.

The biggest change on the adhesion front was the use of 6x16 in alloy wheels (seven-spoke installed, five-spoke in the catalogue), these clothed by very tricky Michelins that carried the code MXV 3A – the first time we can recall driving this cover beyond an MXV 2 designation.

There are many internal equipment fitments that come with a Vitesse badge, but the only other relevant technical move is the installation of a large rear deck aerofoil, for the Vitesse Fastback only. No aerodynamic improvement, or drag factor, was quoted.

Action

Inside the Vitesse one can see that Rover is aiming at a mixed clientele, for outstanding (even by their high standards) Recaro seats offer sporting comfort. Yet burr walnut strips are liberally applied to ensure that hedonists are not scared away from the showroom. Another contrasting influence is the hefty four-spoke wheel, which looks as though it was designed to accommodate an absent air bag. A forthcoming option, perhaps?

The effectiveness of the cockpit is marred by 'carryover' controls for the heating and ventilation that were of Honda origin. The switchgear is distinctly of two generations, but there is a basic logic and the compensation of clear – but minimalist – four-dial instrumentation. Rover does not feel either turbocharger boost pressure or oil pressure/temperature would prove relevant subjects for their sporting executive operators to study. Much appreciated are the standard electric sunroof and anti-theft measures, these including an immobiliser operating through the engine electronics management.

Load accommodation, of people or luggage, is exceptionally flexible thanks to the space provided, and the 60/40 split action of the rear seats.

From the driver's seat the mixed reactions continue. The view forward, beneath heavily shaded windscreen, is calculated to remind you of Jaguar, particularly in the test colour. The bonnet contours and a ride that will float over crests (needs more control in this application) are a distinct contrast to the subdued, but audibly muttering, turbocharged four-cylinder. The power unit is an enormous improvement over the previous turbo four and does a very fair job of propelling nearly 1.5 tons. The eight-second dash from 0-60 mph was available with some wheel hop as the clutch was released below 3000 rpm, but traction control of the front-drive layout was generally good enough to justify the absence of a limited slip, or electronically activated, differential system. We understand that Rover will be developing this turbocharged engine for application in the smaller 220 GTI series, so it may be that the Vitesse will benefit later from a shared differential device to limit wheelspin.

Meanwhile, an average of little over 21 sec for 0-100 mph, a stable 137 mph maximum and the relaxed delivery of cruising speeds from 70-100 mph seemed entirely satisfactory to us. The Vitesse was most akin to the driving experience of the Audi 200 in front-drive, turbocharged format.

The more practical benefits of the turbocharged Rover motor are its excellent power spread and cruising capabilities at speed. In our third, fourth and fifth gear trials the figures showed demonstrable flexibility advantages over current BMW 24-valve class opposition. This performance underlined for us that the peak value of torque achieved is less important to everyday performance than the engine rpm at which it is delivered. For example, BMW reports 245 lb ft of torque, but it is not available until 4700 rpm in the 2.5-litre, dohc six that powers both 3- and 5-series. However, the Rover turbo four stands no comparison with either BMW or Mercedes in-line 24-valve sixes for smoothness, suffering some resonance as it hovers on 4000 rpm. It also has a 'throbby' tickover at 800 rpm, and the cold start characteristics are far from suave as the motor clears its lubrication channels.

Beyond 4500 rpm, the Rover unit is a delightful companion all the way to the conservative redline. We enjoyed driving behind the accessible power of this Rover unit rather more than expected, for it has an appetite for high rpm, one that is an encouraging additional quality to its strong mid-range co-operation.

The manual gearchange was excellent in lazy or hurried use. Rover has chosen the top gear ratio well, maximum speed representing just under 6200 rpm. Then the tachometer proved a little slow and the speedometer exaggerated less than the usual boastful instruments of today.

ROVER 800 VITESSE FASTBACK

ENGINE

Location	transversely front-mounted
Cylinders	four, in-line
Bore × stroke	84 × 89 mm
Capacity	1994 cc
Compression ratio	8.5:1
Valve gear	dohc, four valves per cylinder
Power	180 bhp/6100 rpm
Torque	159 lb ft/2000 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type ..... front-wheel drive, five speed manual

GEARBOX

Gear	ratio	mph/ 1000 rpm
First	3.250:1	5.3
Second	1.890:1	9.1
Third	1.300:1	13.1
Fourth	1.030:1	16.6
Fifth	0.760:1	22.5
Final drive	4.2:1	

SUSPENSION

Front ..... double wishbones, telescopic dampers, coil springs, anti-roll bar

Rear ..... independent via struts, coil springs, telescopic dampers, trailing arms, transverse links, anti-roll bar

Wheels ..... alloy, 6x16

Tyres ..... Michelin MXV 3A, 205/55 ZR16

BRAKES

Front/Rear ..... vented discs, discs, ABS

STEERING

Type ..... rack and pinion, power assisted

Turns, lock to lock 3.2

DIMENSIONS

Wheelbase	2770 mm
Front/Rear track	1483/1450 mm
Overall length	4880 mm
Overall width	1950 mm
Overall height	1390 mm
Kerb weight	1485 kg
Fuel tank	15 gallons

PERFORMANCE

0-30 mph	2.97	0-70 mph	10.88
0-40 mph	4.62	0-80 mph	13.56
0-50 mph	6.29	0-90 mph	17.49
0-60 mph	8.08	0-100 mph	21.75

50-70 mph in third/fourth/fifth gears 4.6/6.5/9.8s

Maximum speed ..... 137.43 mph

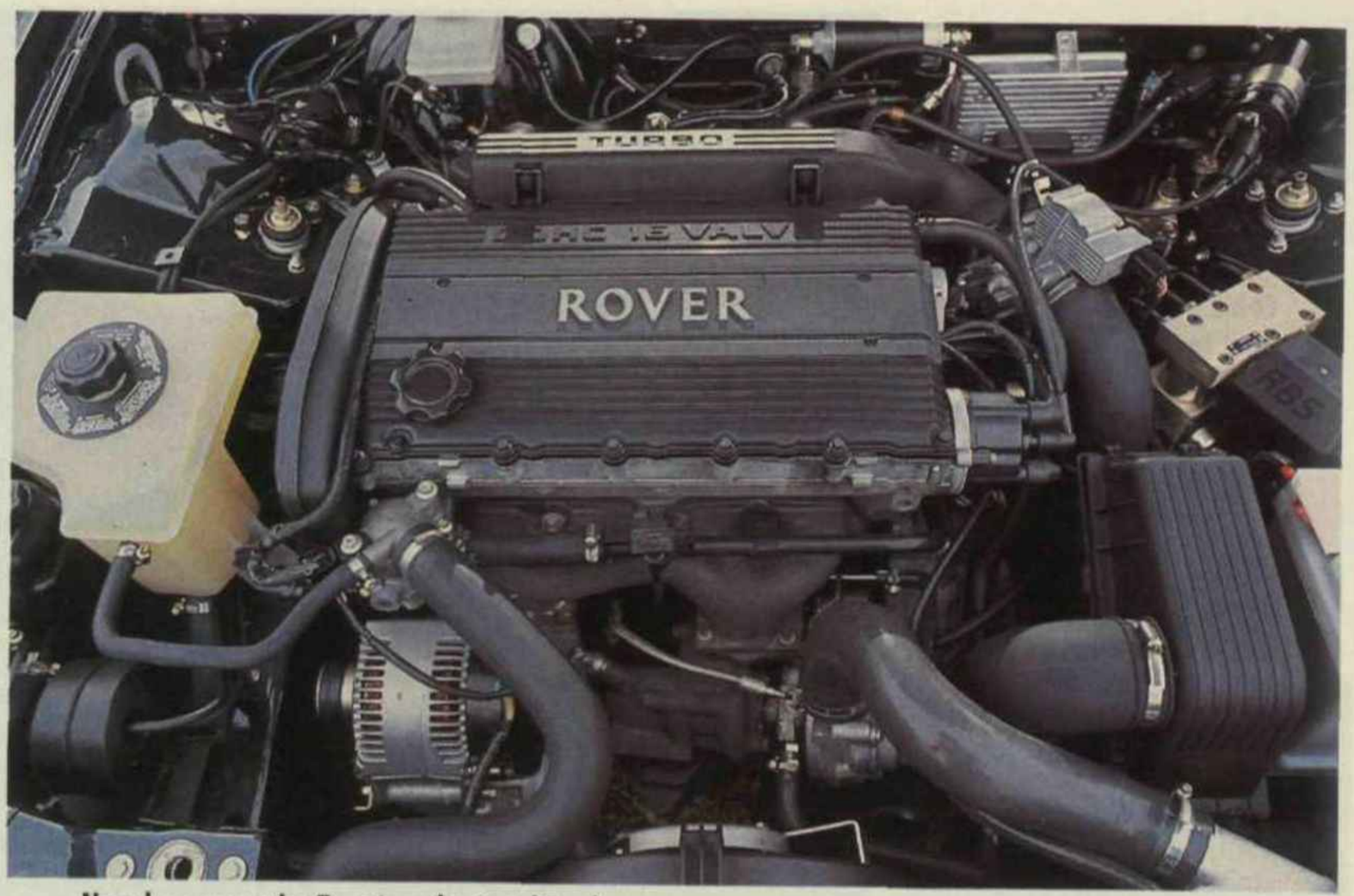
FUEL CONSUMPTION

Average for test ..... 24.03 mpg

Government figures:

Urban	22.8
56 mph	42.6
75 mph	34.7

LIST PRICE £19,845



Now known as the T-series, the two-litre four has links with older Rover engines, as well as many new parts.

The handling traits are dominated by a fine country ride that loves to lope over downland tarmac, but deteriorates at town speeds. Coupled with the float experienced over crests, we would say Rover had some more work to do to defend its reputation as excellent sorters of suspension traits.

Yet the writer feels customers are unlikely to complain because of the comfort and driving pleasure provided. The steering has been taken to task for a lack of feedback, but we were impressed with its manageable gearing and the interpretation of the vast grip provided by those advanced Michelins. Complementing accurate guidance were strong brakes. Their reassuring action was spoiled by a mite too much sensitivity on the ABS front, leading to zealous action at modest speeds over bumpier tarmac.

Verdict

Rover has deliberately opted to face the hottest opposition in the £20,000 zone. We enjoyed the Vitesse very much and thought that Rover had hit the executive express sector very accurately, without the anonymity favoured by so many manufacturers.

The Vitesse is a product Rover can be proud of, one to place on the shopping list of anyone who favours accessible performance in maximum comfort. **J W**

Watch out Germany? Rover is aiming the latest Vitesse squarely at established BMW and Audi sales territory.



FORD ESCORT RS COSWORTH



The Escort looks musclebound and has a punch to match.

Let's twist again

The Ford Escort RS Cosworth is the fifth generation production alliance of Ford Motor Company Special Vehicle Engineering (SVE) and Cosworth motivation. It amounts to the result of a complex marital affair between Escort and Sierra. It looks outrageous, but covers twisty tarmac in a manner that befits a car conceived by engineers obsessed with winning the 1993 World Rally Championship.

The straightline speeds achieved do not match some of the earlier Sierra-based RS Cosworth derivatives at a 137 mph maximum (10 mph more without the more obvious aerodynamic appendages), coupled to 0-62 mph in 5.7 secs. Yet it is the cornering capability that provides the outstanding memories of a Ford that retains 6000-mile service intervals, extensive anti-theft precautions and the ability to return 22.8 urban mpg on cheaper unleaded petrol.

UK showrooms will have the 227 bhp Escort for sale in a choice of specifications. These are Sport or Road Standard at £21,380 and the Lux at £23,495. Options are only available for the latter, including leather upholstery at £481 (total £23,976). The "50 to 60" cars likely to be supplied to Sport specification will lack a sunroof and the majority of the electrical assists taken for granted in the current (and continuing, at £20,558) Cosworth RS Sierra 4x4. There will also be many detail deletions for Ford Motorsport that would "only get in the way of somebody building a serious competition car".

Overseeing the project was Ford Motorsport Senior Engineer John Wheeler. John will now return from the 15 man team created to produce the road car at Ford Special Vehicle Engineering (SVE) to resume his role progressing the Group A/N competition Escort from Boreham airfield. At the centre of this unique Escort was a determination to use the proven north-south Cosworth engine and associated 4x4 drive beneath a more compact body. This gives Ford Motorsport the fastest rally servicing times, and the chance to utilise and develop further items like the seven-speed gearbox.

In size the latest Cosworth – built by Karmann, alongside the Escort cabrio – is a cross between the transverse engined Escort and the 4x4 Sierras. It is appreciably broader than either, a little taller and rests on a wheelbase that is 57.5 mm shorter than a Sierra, 26.55 mm longer than an Escort. Critically, the Escort RS is abbreviated by a useful 283 mm compared to the four-door Ford.

Cosworth reluctantly allowed a fraction more horsepower (7 bhp) from the 1993 cc Cortina descendant. Total outputs now are 227 bhp at 6250 rpm and 223.4 lb ft at 3500. Cosworth retains Weber/Marelli injection management for the time being, but a blue rocker cover tops the usual Cosworth 16v, dohc, layout, albeit mildly modified. It has a lighter flywheel and revised aluminium sump baffles. In 1993, there will be a version with Ford EEC IV electronic management and a smaller turbocharger.

Motorsport requirements dictated employment of the oversize Garrett AiResearch T3/T04B turbocharger. This has strong mid-range overboost in a bid to overcome the inevitable lag inherent in the public road use of these components. A Ford MT75 five-speed gearbox displayed variable change quality, whilst the usual Ferguson patented 4x4 Ford system allows tremendous road grip without the terminal understeer of so many 4x4 performance cars. Fichtel and Sachs provided the shock absorbers that went into a stiffened version of existing Sierra components. The suspension is very much more effective under heavy pressure as a bi-directional bushing – with steel inserts – has been applied to the rear cross-member and differential mounts. Many of the components are considerably stronger than before.

Striking 8x16 in Ronal wheels carry unique 225 section Pirelli P Zeros that really work for a living. They do so without protest under all but the most extreme pressure. Aston Martin supplier John McGavignan & Co Ltd supplied unique 'electroluminiscent' instrument panels, in which no bulbs are employed. They have effective white-faced dials that glow eerily in low light conditions. Supplementary dials – to cover volts, oil pressure and boost live in a plastic cowling that carries the Cosworth badge with pride.

The assembly quality achieved at Karmann is outstanding, but it is also worth knowing that body strength under torsional torture is quoted as some 20 per cent above that of front-drive Escorts. This is the result of the design work and extra stamping process involved in the creation of at least 400 unique parts for the Escort RS. You have to work get that sub six-second 0-60 mph performance from the hybrid turbocharger in just the same manner as one had to wind up the old RS500, but the reasons for this driving commitment are rather different. The turbocharger does take until 3000 rpm to supply full boost, but the Escort is also quite a lot heavier than you would expect, some 1275-1306 kg, depending on specification.

This RS Ford did not *feel* as quick as expected, a sensation reinforced by the fact that when the overboost fades – as it will on a continuously open throttle – it disappears dramatically. That lusty four does not sound particularly appealing as it receives 1.2 bar overboost, but the harshly achieved 6500 rpm gets the job done in dramatic fashion, snarling past obstacles with ferocity. Of course the RS Cosworth is quick, when roused, but it is also very civil at legal speeds.

The test cars had a number of faults that Ford men swear will be fixed before customers take delivery. These included over-run vibrations from exhaust and body, poor trim fit in the cabin, that jaded overboost characteristic and the fact that cabin trim quality varied markedly.

Such doubts fade when faced with an excellent test route and two days' imaginative motoring. Twirl that unlovable steering wheel with determination, and the Escort RS rewards you with unparalleled cross- country speed. The recalibrated power steering has become a thought transference process, whilst the sheer grip is a class beyond even the Lancia Delta integrale. The usual Ford 4x4 power split (only a third fed to the front wheels, unless the stiffened action of the viscous couplings decides otherwise) do allow oversteer under power rather than terminal understeer. The brakes are magnificent, the best encountered on a recent road car. The sequences that really suit the latest RS Ford are second and third gear flicks over crests and into dips. Then its complete composure emphasises that aerodynamics do assist that uncanny stability.

This Escort masters bumps and cambers, but the ride is deliberately biased to firmness. It can feel as if you have used all the existing travel over particularly rough tarmac, but the skippiness never seems to upset the RS Escort's ability to follow a command at apparently impossible speeds. It is not too fanciful to say that it feels as though you are travelling in a civilised version of a 10 year-old Group B supercar.

In motorway action the stability is more impressive than top speed figures. An Escort Cosworth will skim through a series of 137 mph *autobahn* curves at a constant 6116 rpm in fifth with a security and accuracy that is unmatched in our road car experience.

Unfortunately sheer driving pleasures may not be enough these days. Although Ford is promising high levels of anti-theft protection with an engine immobilisation added to the double lock doors and alarm, the insurance companies have decided that Cosworths, especially in an even higher performance Escort version, are economically uninsurable. Quotes from £1200-£3000 are now common. Ford will do well to sell the modest UK plan of 700 to 750 of the necessary 2500 winged wonders needed for Jan 1 1993 homologation and the planned Monte Carlo Rally debut. **J W**



The things they say . . .

Norwich Union supports the Classic Car Run (above), but won't accept competing vehicles in its holiday breakdown service.

Norwich Union's Personal Insurance Administration manager, D T Clark,writing of cars over 15 years old being unacceptable for his company's breakdown holiday assistance service: "Whilst with the enthusiast such vehicles are obviously well maintained and generally reliable we are advised by Europ Assistance that in their experience vehicles of this age that are not owned by enthusiasts but are run by people because of their relative low cost, are not reliable and tend to break down more often and when they do are more expensive to repair." It is suggested that such owners should use the rival AA or RAC services. Which seems droll, as Norwich Union claims to support the Classic Car movement, and indeed sponsors the Norwich Union Classic Car Run.

Another solution for old-car owners requiring this kind of holiday insurance seems to be to join an appropriate one-make car club, when National Breakdown will accept you in its Blue Riband scheme.

W B

Battery salts

Electrical failures, more than any other trouble, are still responsible for the majority of roadside stoppages. Even though alternators put much more into a tired battery than dynamos ever did and, for those stranded, jump leads are now universally available. As for tired batteries, you may have heard of the 'EDTA' cure for them, which KL Martin has been advocating in almost every club magazine. His theme is that you can often revive a battery that might otherwise be scrapped by adding to its cells the tetrasodium salt from EDTA's organic ethylenediaminetetraacetio acid. (See if you can get EDTA from that . . . !)

Having a battery which over the years had been getting increasingly less effective if left without charge, I decided to try the EDTA treatment. Especially as I had been unable to buy a replacement that would fit the battery-box of the Gould imitation Ulster A7. Those for MG-Bs, using one of the two 12-volt batteries, have a lip that just precludes dropping it in, and while you can enlarge a wooden or steel battery-box, one made of fibreglass is harder to alter. So this age-old heavy (a good sign in a battery) Type 421 18 amp six-volt Exide accumulator was given the EDTA cure, carefully following the instructions. Where once this battery, after being put on charge overnight and used in the A7 for a shortish run, would restart the engine on the starter after standing for 10 days or so, now it wouldn't. It still doesn't, alas. Maybe it is just too far gone to get a kick, even from these obscure salts. To be fair, the odds are that it definitely is, because reports I have read in the American *Home Power* magazine speak well of EDTA. If you want to try it, Mr Martin's address is 8 Taylor's Close, Meppershall, Shefford, Beds SG17 5NH. For a small car battery a sachet costs £1.50, for a large car battery £2.00. If it fails to do the trick, don't blame me . . .

W B

Ferrari tamer

Ferraris may be the most exciting, rewarding and covetable of modern high-performance cars, but I have never regarded them as being too exacting for experienced drivers to tame on the road. With this in mind, I thought up a little stunt intended to prove their docility and controllability as well as their great powers of speed and acceleration. I thought that, on my 75th birthday, it would be fun to test drive any Ferrari that Maranello Concessionaires might be able to provide.

All I intended to do was to drive it, admittedly as quickly as I could, from Egham (which dear old Rodney Walkerley of *The Motor* could never resist calling 'Poached Egham') to my Welsh retreat, over roads I know intimately. There it would spend the dark hours under cover (I have no idea of the strength of the lamps of modern Modena motor cars) and the next day this 'oldie', as Richard Ingrams calls us, would drive back and return the precious car. The PRO at Maranello at the time thought it a fine idea, or stunt, and even considered inviting the media to see old WB leave – in case, presumably, he never came back (an embarrassment I had not contemplated).

However, the best laid plans of mice and men, as a better-known writer has expounded, tend to go astray. When the day came the PRO had overlooked the plan and no Ferrari – I suppose it would have been a Mondial, Berlinetta Boxer or Tipo 308 – was available. "Never mind," he said, "you must do it another day." But, although I was confident I would have enjoyed myself, that was not quite the point, so I let it go. Maybe it was just as well, because I now read in *Autocar & Motor* that, although Luciano Pavarotti apparently paid £725,000 to buy the F40 that keeps his Maserati company, the father of ski champion Alberto Tomba thinks a Ferrari too dangerous for his son to own, more hazardous than downhill racing on skis!

W B

Getting home

The problem of how to get home if your car breaks down has become much less of a trauma than once it was. In what are popularly referred to as the 'good old days' one might reasonably have expected help from other motorists when you stood thumbing beside a raised bonnet. Not any more.

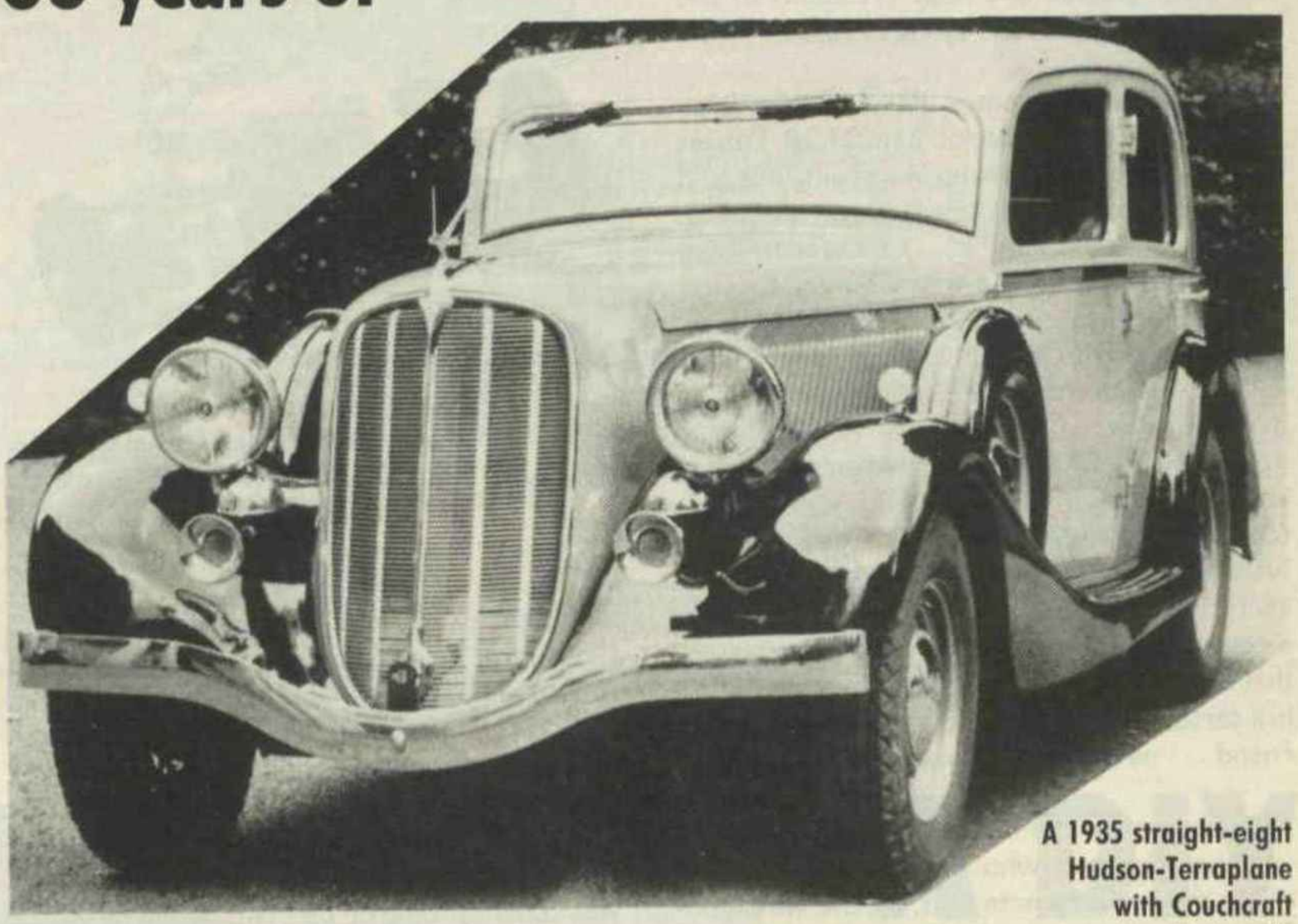
Fortunately, all manner of 'get-you-and-your-car-home' schemes are available in these enlightened days. They are a Godsend, or should I say a St Christopher mercy, to women driving alone, those with young children or animals in the stranded vehicle, to the infirm, the aged, even just to those in a hurry. I am sure *Motoring Which?*, or whatever it is called, has done a useful survey of these rescue organisations, with practical experience of them, so that you can know where to lodge your subscription.

I have had only one such experience, writes he with crossed fingers. One Sunday in the backwoods of very rural Wales the Ford Sierra decided to misbehave. I had omitted to read the security instructions, perhaps because I was born in an age when citizens did not always lock up their house when they went out or their cars if they left them for short periods. Returning to the car I somehow got the alarm siren to go off, and couldn't stop it. No one drove a car across my bows to prevent escape, or in fact even looked at the wailing Sierra. After a while I got the thing to stop but found that the ignition was inoperative.

It was then that I remembered I carried a Ford/RAC/Extra-Cover card. Without much optimism, for it was a Sunday, in a remote area of Mid-Wales, I rang the number. It was answered immediately by a lady who, on receiving the reference, said: "You are Mr Boddy, with a Ford Sierra 4x4. I can get someone out to you in half-an-hour." To bring this anecdote to a close, I managed to get the engine to run before anyone arrived, so rang again to say, if the mechanic hadn't left, not to bother! The lady thanked me for ringing again, saying not everyone troubled, thus giving their chaps wasted journeys. It was all very reassuring. So, once again, full marks to Ford and the RAC.

W B

60 years of the Terraplane



A 1935 straight-eight Hudson-Terraplane with Couchcraft bodywork.

This year represents the 60th anniversary of the Hudson-Essex Terraplane, that American car which was at times underrated but which was such a good performer for a modest price that it was the basis of the sporting Railton.

The new model from the Hudson-Essex Motor Company was christened in the USA on its advent in 1932 by the famous airwoman, Amelia Earhart, who had recently become the first lady pilot, as Mrs Putman, to fly the Atlantic solo. In spite of troubles with its 420 hp engine, her Lockheed Vega managed the trip in 13¼ hours, a record at that time. After this illustrious send off the Terraplane, launched as the Land Plane, sold well, including in Britain, where in 1926/27 the company had set up premises beside the Great West Road at Chiswick, the first factory built in that London location. The first Terraplane had a six-cylinder engine and this was to be developed into two versions of the six, followed by the celebrated straight-eight model, all be it noted with side valves and splash lubrication. The eight-cylinder Terraplane developed some 128 bhp at 4200 rpm in standard form. It had made its appearance at the 1933 Olympia Show with the chassis priced at £440 and a five-seater saloon at £660. In spite of its simple specification, many refinements were added to the 76.2x114.3 mm (4168 cc) engine. The unit was notably light, by reason of advanced American foundry techniques which enabled thin cylinder-block castings to be employed. The chassis was rigid, and in it the power unit was mounted on rubber. The low-pressure lubrication system was so well developed that it sufficed for the accelerative and fast Railtons, which Noel Macklin built around not-very-much-modified Terraplane chassis. George Brough, of motorcycle fame, also used the Essex engine from 1935 for his luxury Brough Superior cars.

When Rolls-Royce bought a straight-eight Essex Terraplane in October 1933 for its Experimental Department engineers to study, it had a rude awakening. Sir Arthur Sidgraves, R-R's Managing Director, said the Terraplane was so good that it showed up in a very poor light the 20/25 hp Rolls-Royce, although it sold for less than one-third of the price! Later, Rolls-Royce bought a six-cylinder Terraplane to examine and again they were profoundly impressed. The good qualities of this inexpensive American automobile were demonstrated by its successful appearances in some of the major British rallies of the time, driven in some cases by personnel from the Great West Road factory. Before independent front suspension arrived, the Terraplane was sprung on semi-elliptic springs front and rear and the wire wheels took 17x6.5 in tyres. The simple steering gear gave results that belied the standards expected on US cars of the day. The 1934 chassis caused something of a sensation when it was realised that it was to be sold for £230 in six-cylinder form, and only £275 with the straight-eight. Complete cars were available from £295, or with closed bodies from the same modest price, and the eight-cylinder saloon cost but £385.



A 1933 Essex Terraplane (above) during driving tests at a pre-war Brooklands meeting. Remember the Olympia Show? The Hudson Terraplane stand (below) in 1936 (all pictures courtesy Railton OC).



The eight-cylinder car weighed only 24.5 cwt with a 9 ft 5 in wheelbase and it was now shod with 16 in tyres. It is remarkable that the admittedly refined splash lubrication system sufficed until the introduction of the Hudson Hornet in 1954, and it was retained for the Railton, which in the case of Charles Follett's Light Sports Tourer could lap Brooklands at 112 mph. In America the new Terraplane (in later times to be called the Hudson-Terraplane) cleaned up at the famous Pikes Peak Hillclimb, with the fastest ascent, and it went on to break all the US stock car records in its class. The fame of the Railton has somewhat detracted from the merits of the Hudson-Terraplane and there is no need to enlarge on that effective sporting motor car, because Geoff Moore did this in a most interesting article which appeared in MOTOR SPORT, April 1983. But the Railton OC will be honouring the Terraplane at its National Rally on June 28 (see *Miscellany*).

W B

Congratulations to Barry Clarke, who has been elected the next President of the VSCC, taking office in March 1993.

The annual Coventry Rally of the Riley Register takes place on June 27/28. Entries have closed but those who like seeing Rileys in action should note that a parade will take place from the Memorial Park, Kenilworth Road (A429), Coventry to Coomb Country Park on the Coventry-Lutterworth road, 9.30 am on the Sunday. The Riley MC holds its National Rally, to which the Riley Register is invited, at Blenheim Place, Oxon, on July 11/12. Details from J Joiner, 27 Broadlands Avenue, Waterlooville, Hants, PO7 7JE. Finally, on Riley topics, the Riley RM Club has just held its National Rally in Peterborough and is also invited to the Riley MC Rally. It recently elected 25 new members and has discovered that back in 1954 a Riley RM estate-car featured in a cartoon-story in the 3d weekly girls' *School Friend* . . . never a dull moment!

Those who like a little variety in their motoring and who attend steam vehicle rallies may care to note that, on the weekend following this issue of MOTOR SPORT, such events are due to happen at Wollaton Park (Nottingham), Bloxham (near Banbury), Lansdowne Playing Fields (Bath), Hazelhead (Aberdeen) and, the following weekend, at Heedington (Wiltshire), Prestwood, Gt Missenden, Stoke Lacy, Bromyard, County Park (Borrow-wash, Derby), Holewell (near Northampton), and Gatwick Village (Crawley). The average number of steam engines expected is 28-30. Data courtesy National Traction Engine Trust.

From the article in *Aeroplane* on L E Baynes I learn that, had he not been killed motor racing, the Duke of Grafton would have taken delivery of the second Scud 11 Auxiliary glider, with retractable single-cylinder, two-stroke Villiers MkXIV engine and propeller, as modified by Sir JV Carden, MBE, the cyclecar constructor. The Duke was a keen glider exponent, but he was killed before he could collect his Scud and Carden was killed in an air crash, returning from Belgium just after the successful initial flight of the first Scud II.

This year marks the 70th anniversary of the Austin 7. There will be an enormous gathering of them at the National Motor Museum at Beaulieu on July 5 and another rally organised by the Midlands A7 Club will take place over the August Bank Holiday weekend at the Seven's birthplace, Longbridge, Birmingham.

Thinking back to that fine new UK 1000-mile record set up in April by the 6½-litre Bentley-Jackson Special, it is interesting that it gave not an atom of anxiety throughout the run. The Dunlop tyres were unchanged and showed little wear at the end of the day. Eighty gallons of Esso were consumed, equal to 12.5 mpg, at lap speeds well above 100 mph, Oil pressure of the Essolube stood at 60 lb/sq in, water heat at 75 degC. Vaughan Davis makes the point that this new record may well represent the fastest 1000 miles achieved by any Bentley, remembering that, in 1926, a three-litre single-seater has set a world's record of 101.56 mph for that distance and that in 1925 3-litre and 4½-litre Bentleys set such records at around 97 mph. He wonders why WO Bentley did not try for the Class B 1000-mile record in the days of the Big Six Bentleys, but it is probable that, by the later 1930s, he was concentrating on Le Mans, when he would have been happy with the victory there in 1929 of the Barnato/Birkin Speed Six and of their 1-2 placings in the 1930 race. Had the Speed-Six Bentleys gone for long-distance track records 'Mother Gun' might well have had a harder task to beat them this year. But by 1930 interest in record attacks had diminished. Now they are rare undertakings, which makes the recent run by the Stanley Mann team, when they broke Parry Thomas's 68 year-old time with the Lanchester, all the more interesting.



The Bentley-Jackson Special heads for the 1000-mile record at Millbrook. The car didn't miss a beat throughout.

The Vincent HRD OC asks us to say that the Memorial Service for Phil Irving MBE, will be held at Holy Trinity Church, Weston, Hitchin, Herts, at 12 noon on August 8 and that any readers who wish to attend will be welcome. Apart from his well-known work on Vincent motorcycle designs, Irving also penned the 'Highpower' head for the engines that resulted in the FJ Holdens dominating Australian saloon car racing in the late 1950s and then the three-litre Repco Brabham engine which was used in the Brabhams that gave Sir Jack Brabham and Denny Hulme the F1 World Championship in 1966 and 1967.

Dunlop has produced a folder about all the tyres it makes for older cars, divided into sections covering Veteran, Edwardian, between wars and vehicles from the '40s, '50s, '60s and '70s. Information is given about size, tread pattern, inflated diameter, inflated width, loaded static radius, rolling circumference at 30 mph, revs per mile at this speed, maximum permitted load, maximum pressure (one notes that a 26x3 cover will stand 50 psi, although most A7 users would run them nearer to 20) and rim width. All this should be of much value. The folder has colour pictures of an A7 van used by Dunlop (OV 323) and other cars, including veteran Wolseley, Model-T Ford, Vanguard, Morris Minors and so on as well as illustrations of the 16 classic tread patterns available and the top speed limits of such Dunlops, starting at 75 mph for beaded edge and straight sided covers. The folder is available free from Stuart Wyse, Marketing Services Manager of SP Tyres UK Ltd, Fort Dunlop, Birmingham, B24 9QT on mention of MOTOR SPORT.

The Bullnose Morris Club's magazine for April/May contained an informative piece about those radiator-cap thermometers which often graced vintage cars but about which not much has been known. Now Robin Barraclough provides a worthwhile glance at them, with illustrations of various types of Boyce Moto-Meters, and Wilmot-Breeden Calormeters, as fitted to Morris cars. The magazine also illustrates anti-shimmy dampers for vintage steering gear, as made by Andre, Frikke and Houdaille. We can only suggest that non-Morris drivers needing such information should join the Club! Secretary: Richard Harris, PO Box 383, Hove, Sussex, BN3 4FX.

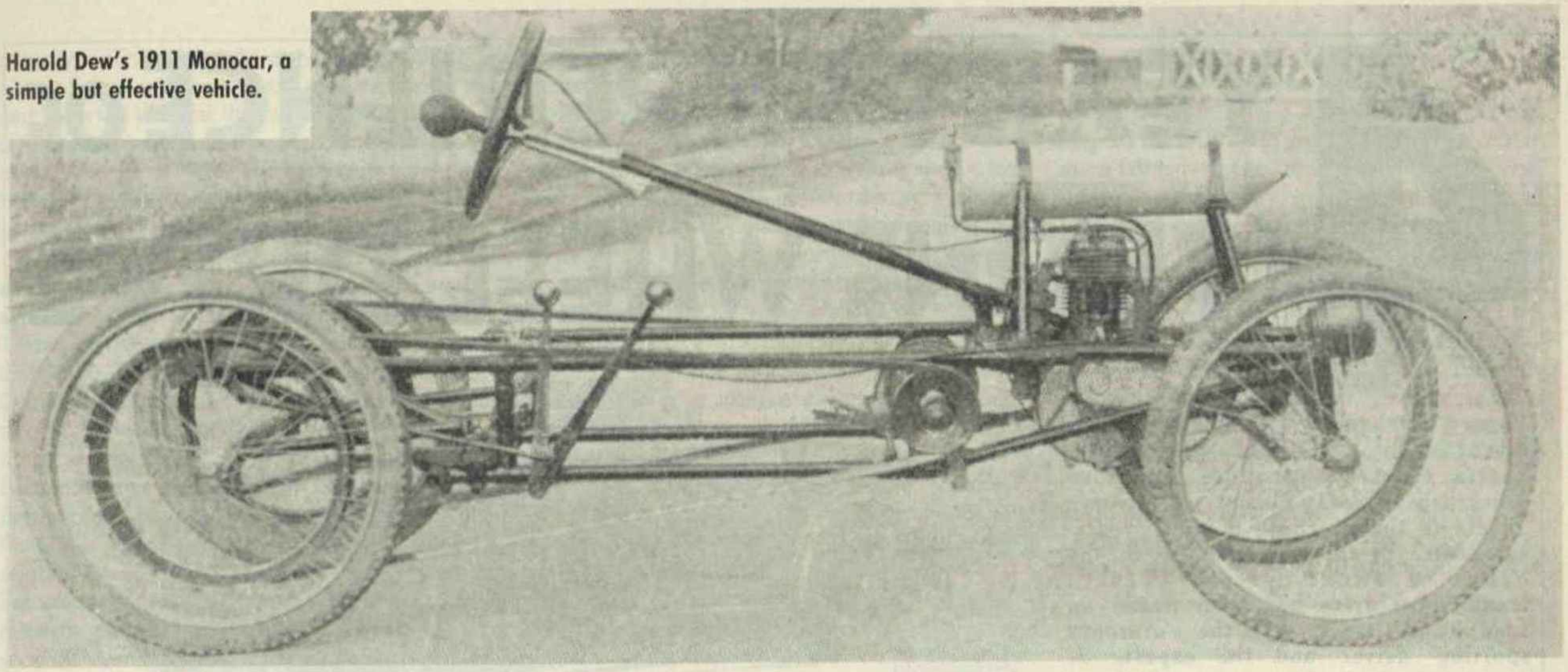
The Railton OC is making the Hudson Terraplane's 60th anniversary the theme of its National Rally at the Shuttleworth Collection at Old Warden Aerodrome, Biggleswade, Bedfordshire on June 28. All owners of Hudson-Essex and Terraplane cars are invited, and many versions will be on display, including a coupé from the 1932 launch period. It is a little late to enter but those wanting last-minute details could ring the club, on 0742-468357.

Hooe's Old Motor Club has asked us to publicise its vintage rally on August 2, which will include a Concours d'Elegance, ring events and so forth, with bar and refreshment stalls available, from 10.45 to 4.30pm. Part of the proceeds go to Kidney Research; contact F Barrow on 0424-222201. The venue is Hooe, Battle, E Sussex, and pre-1951 cars and motorcycles are welcome.

Anyone who drives preserved buses or coaches as well as vintage cars should note that after September, it will no longer be legal to do so on an ordinary driving licence or unendorsed PSV licence. Apply for details to Vocational Team, DVLC, Swansea, SA99 1BR or your local Vehicle Registration Office or DOT Traffic Office.

Before we are again accused by the VSCC of not correcting our mistakes, it has to be said that it was in his ERA-Delage, not his ERA R4D, that AJ Mayman won the Lindsay Pre-War race at Silverstone on April 11, although first place was shown as being achieved by R4D in the VSCC's own results sheet! The ERA-Delage with Zoller-blown two-litre engine was used because R4D had become a bit "fluffy" towards the end of an earlier race, in which it was second to a post-war B-type Connaught. As Spollon's ERA R8C had trouble in practice, Mayman lent him his Roots-blown R4D for the Lindsay race, but it non-started. And the author of the great MG book *Maintaining The Breed* is John Thornley, not 'Thorley' as printed last month.

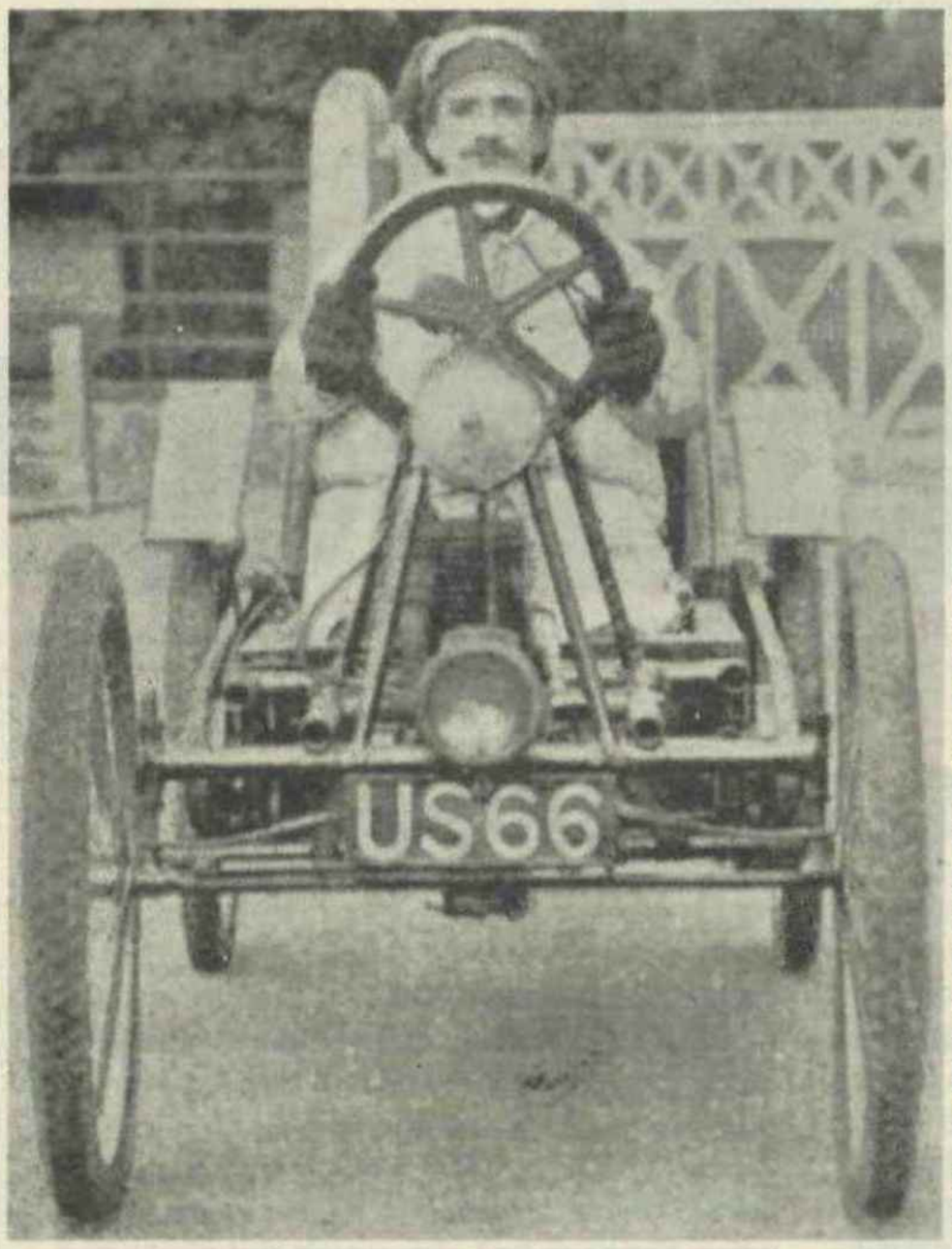
W B



Harold Dew's 1911 Monocar, a simple but effective vehicle.

A DIY car

Building sports cars from kits is a fairly recent innovation, judged by the long run of motoring history. Making an entire car, or cyclecar, at home was a product of the years just before the First World War, when simple three- and four-wheelers of the 'new motoring' age had a brief popularity. It was then that some clever people constructed cars in their home garages, preferring to do this rather than buy one of the many cyclecars that flooded the market from 1912 until war snuffed them out. One of the first to do this was Mr Harold E Dew. Moreover, he pioneered that rare device, the road-going, as distinct from racing, monocar, or single-seater, doing this in 1911, a year or so before 'new motoring' got into its stride. Dew said he built his simple monocar because he was fed up with skating along in the road after his motorcycle had skidded and thrown him off (roads were more slippery, dusty, cambered and rutted in Edwardian times) or, if he escaped that, of turning up at journey's end looking dirty instead of respectable.



So what he did was to amass a supply of straight steel tubes of various gauges, from which he constructed a simple frame. At the front of this he installed an air-cooled single-cylinder 85x85 mm JAP engine, mounted as in a motorcycle. It had a Bosch magneto and the maker's carburettor. This drove by a 1x5/16 in Reynold chain to a countershaft mounted in eccentric ball-bearings, to allow for chain adjustment. The engine drove a two-speed gear based on the back gear of a lathe system, enclosed in a revolving case, giving ratios of 10:1 and 5⅛:1. The drive to the back-axle was by ⅞ in belts, from 6 in pulleys on the ends of the countershaft, to belt-rims spoked to the back wheels. A cylindrical petrol tank above the engine fed the carburettor by gravity. The complete outfit weighed 250 lb. What could be more simple?

Mr Dew, seated in his hammock-like single seat, a bulb-horn attached to his steering wheel, became quite famous as he chuntered about in what he termed his Spider Monocar. He advised others to construct similar machines, pointing out that expense could be cut by using a cheaper engine than a JAP, less-costly tyres than his £45 worth of 26x2¼ Goodrich rubber and by using a coil-set in place of an expensive magneto. He even encouraged readers of *The Model Engineer* (which I am glad to see is still on the bookstalls) to have a go, encouraging them by saying his monocar had climbed Tonbridge, Crowborough, School Hill, Lewes, Handcross and Reigate hills, using the lower gear only at the summits and for starting. He had averaged 21 mph on a non-stop jaunt from Eynesford to Brighton and 16 mph from Brighton to Battersea Park via Sutton and Tooting. The Spider Monocar seems to have achieved his desire for a car combining simplicity, accessibility, cleanliness (of occupant), lightness and strength and to be able to average 25 mph on the open roads of the day. But Mr Dew wisely advised those who copied him to "use the best components if they could afford to do so, as it is always cheapest in the end". If there were to be a sequel to this home-building of the simplest of cars we might see such creations racing at Colerne one day, instead of invalid chairs.

This reminds me that I have a Beardmore Precision cyclecar engine *sans* valve guides, and a ex-Morgan air-cooled JAP engine, sans valves (a curious co-incidence) which I might lend a practical builder. On the other hand, I might not! **W B**

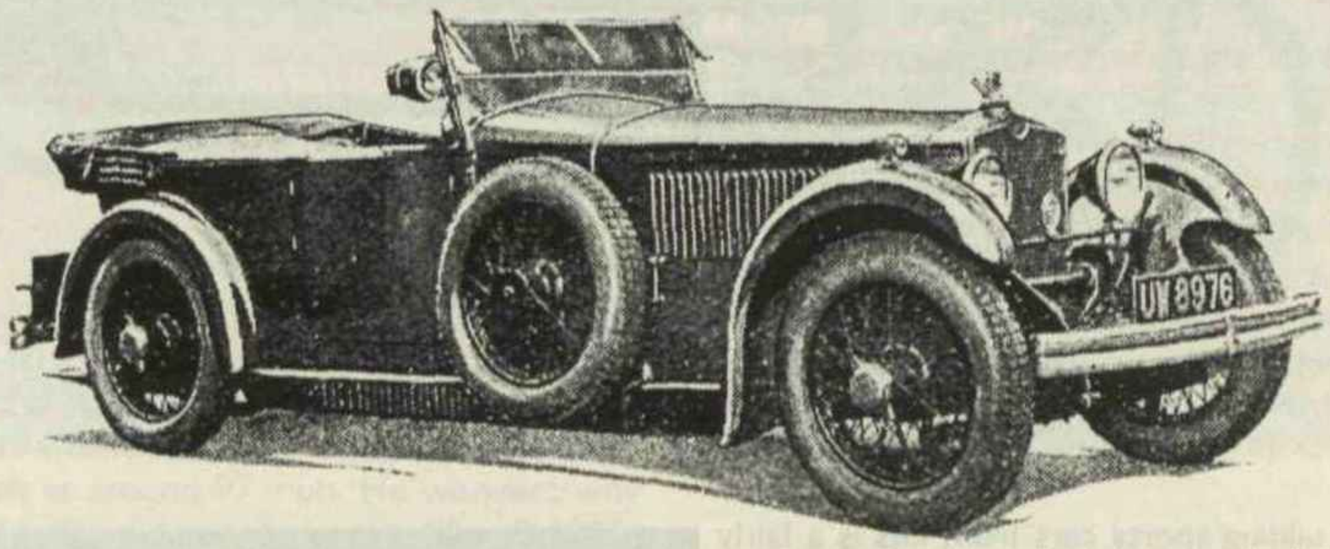
Ulster urge

Last month, I wrote that performance figures for the supercharged Ulster Austin 7 have proved elusive. Since then I have discovered that while a representative of *The Light Car & Cyclecar*, that then-enjoyable Temple Press weekly with its distinctive photographic front cover, was in Ards for the first Ulster TT in 1928, he was lent a supercharged A7 by Harry Ferguson, later of tractor fame. Ferguson had at one time a Gordon England Brooklands-model A7 but his supercharged car would have been one of the newly-introduced £225 blown Ulster versions. The chap from *Light Car*, who hid behind the name of 'Focus' when writing his weekly column *Rich Mixture*, says the car was too new to extend fully, as it had done but 500 miles, but nevertheless he took some acceleration figures. From 10-40 mph in top gear took 17 sec, and 40 mph from a standing-start, using the gears, took 10.

Although not fully run-in, the car was willing to do 56 mph in second gear. **WB**

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TRACTA

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As advertised in MOTOR SPORT, March 1930 . . .

Forgotten Makes: The Tracta

These days a large proportion of the motoring population is drawn along by its front wheels. But in vintage times front-wheel drive was little known. It was some years before the arguments involving it – you push a wheelbarrow but a horse pulls a cart; neither relevant, in fact, because driven wheels are not a factor – were being discussed. Sparing you a dive back to the very early days when the monstrous Christie would have been one of the few FWD cars to be quoted (although before that Spyker had introduced 4WD), we can date the arrival of fairly-practical front-wheel drive in the mid-vintage period, with the historic breakaway from tradition by Alvis of Coventry, for both production and racing motor-cars.

In France JA Grégoire had similar ideas, at much the same time. He had built up a useful garage business, the *Société des Garages des Chantiers*, in Versailles. The chairman of this company was the wealthy Pierre Fenaille, the co-directors Jean Grégoire himself and F Douriez. It ran from 1915 into the 1920s, and along the years acquired agencies for such cars as Zadel, Mathis and Delage. In conjunction with the Mathis representative Trarbach, the *Garage des Chantiers* sold 60 of these cars a year, particularly the 1926 MY model, the quiet functioning of which made Monsieur Mathis particularly proud. Later this French motor business sold outdated Chenard-Walckers, which the factory was selling off in 1933 after introducing a front-wheel drive model, with which Grégoire had given some technical help. But by then he had been manufacturing front-drive cars of his own, under the appropriate name of Tracta.

The Tracta was a car born for taking part in racing and other speed-events. It seems that Grégoire had enjoyed some competition motoring in Majola, Amilcar, Mathis and Bugatti cars, including a successful onslaught on the 1928 Paris-Nice Rally in a boat-tailed Mathis, with Douriez as his co-driver (the car carried number 13, which belies superstition on the part of the French, although motorcycle riders carry this same number at our MCC trials). In 1927 Grégoire drove a Mathis saloon in the Monte Carlo Rally. It was enthusiasm such as this which gave birth to the FWD Tracta, at a time when Alvis was just about away with this form of drive in England, the still born, Edmund Massip-designed Bucciali had appeared at the Paris Salon, and in America Miller was about to race his front-drive cars, which in turn led to the production FWD Cord L29.

Pierre Fenaille, who was an enthusiastic user of chauffeur-driven Farmans (see MOTOR SPORT, May pp 468-470) encouraged Grégoire to build a car with the Le Mans 24 Hours in mind. He decided to use a supercharged 1100 cc SCAP engine, said to develop 55 bhp. Whereas Alvis and Miller employed a De Dion tube to link their front wheels (I have discussed in these pages whether one copied the other of whether they arrived at this layout independently) Grégoire used Lancia-type vertical slides and coil springs. The engine was set far back in the chassis, up against the bulkhead, to make space for the gearbox and drive to be ahead of it, but behind the radiator. The car was very low and behind the bulkhead the chassis was unimpeded, a body-builder's dream. The frame was made for Grégoire by Langlois et Jornod in Courbevoie, who also assembled it, using a De Dion Bouton steering-box.

The Cozette-supercharged engine was, of course, turned round, to provide for the front-wheel drive. A brake was fitted to the front of the "reversed" gearbox, front wheel brakes being dispensed with, and ahead of this was the differential. The tubular back axle was sprung on semi-cantiliver springs mounted above the chassis side-members. The frontal layout necessitated a long bonnet. On this

prototype Tracta the drive was by means of Hardy-Spicer universal-joints on the differential and spherical joints at the steering-posts. A light two-seater sports body was fitted and it first ran in the summer of 1926. The gearchange and the brakes caused considerable headaches, until sorted out.

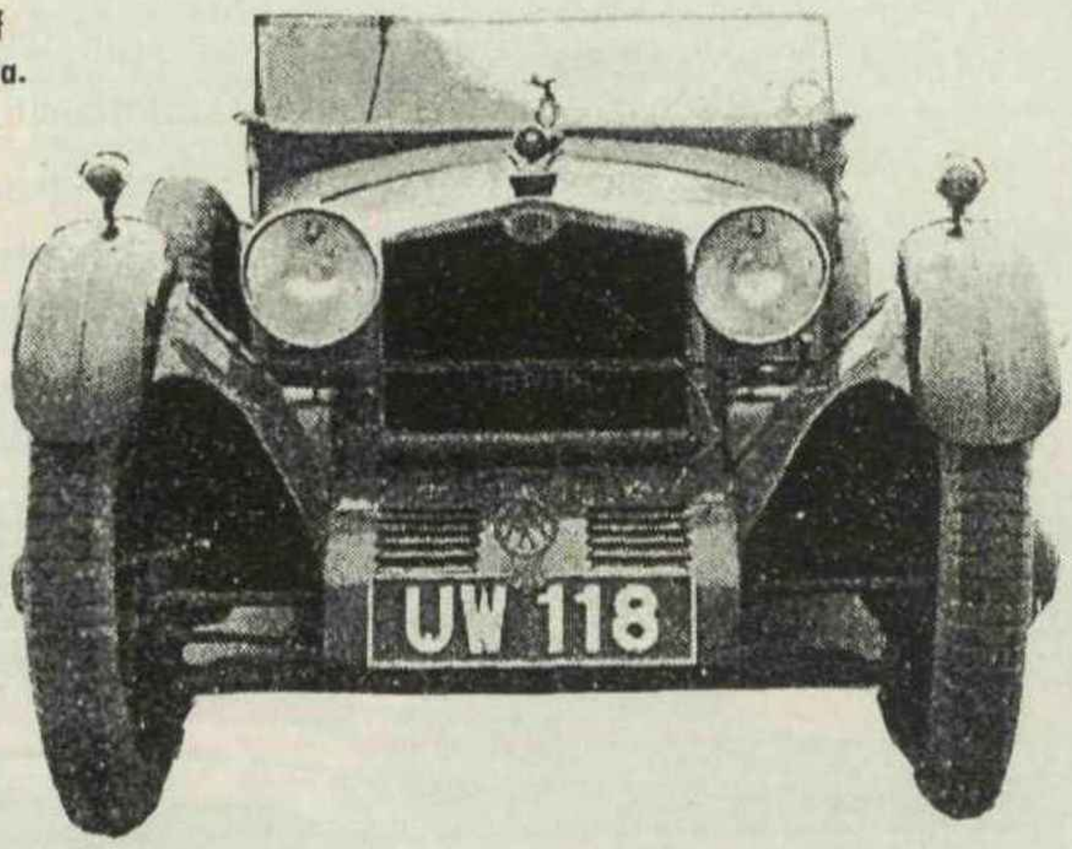
Entered for a regularity run round Paris the car caught fire, but after that successes were achieved in speed hillclimbs, such as those at La Turbie – where the Tracta's radiator boiled dry – and Mont Agel, opposition coming from the Salmsons. By the time of the 1927 Le Mans race two Tractas were ready, for Grégoire/Bourcier (one of Fenaille's chauffeurs) and Fenaille/Boussod (an ex-pilot). Grégoire naturally had the better-prepared car. Alas, going to Le Mans in Fenaille's big sleeve-valve Panhard-Levassor saloon, Boussod crashed it, severely injuring Fenaille. Anyway, with Grégoire's head bandaged beneath his motorcycle-type crash helmet, a second driver unfamiliar with the car – although it is not explained why Bourcier stood down – and the need to rest during the 24 hours, the Tracta finished in seventh – and last – place. It had run with full-length running-boards, full-width windscreen and a Klaxon horn.

This performance qualified the make for the next Le Mans race and caused useful attention. Production of these attractive little sports cars, with low angular radiator, differential faired-in by a louvred apron and low-hung body, was now being undertaken. For the 1928 Le Mans race three were entered, to be driven by M (not R!) Benoist/Balart (12th), Bourcier/Vasena (16th) and Grégoire/Vallon (17th, and last). These racing accomplishments had brought the Tracta to the notice of the British. It did not actually appear within the stuffy halls of Olympia, but could be seen outside the 1929 Show, being handled here by Arthur Stewart & Co, who had two depots in London's tramlined Vauxhall Bridge Road. Interest would have been sustained by Grégoire/Vallon coming home ninth (but last) at Le Mans that year in a 988 cc Tracta, although the 999 cc car of Bourcier/Tribandot and the 993cc Tracta of Lamagle/Benoist both retired. In 1930 a Tracta was third in the Biennial Cup at Le Mans, behind the Bentleys, driven by Bourcier/Debeugny.

The car had been tidied up, and now had a 1616 cc engine in production guise. Front brakes, of enlarged size, were now used, the inboard drums close to the differential, and there was 12-volt lighting, 29x5 tyres on wire wheels and a 'spring' steering-wheel. They would have sold you a chassis for £465 and an English four-seater saloon cost £575. As for speed, the claim was of around 68 mph, in closed form. The front suspension uprights were braced by a massive exposed tubular cross-member. Among the items which made the FWD Tracta a success were its steering joints. Many other front-drive cars, even those which arrived after the war, made do at first with adaptations of the Hooke joint, which caused steering snatch and wore out quickly.

The first Minis suffered in this way, and could be dangerous if a joint broke up and the released driveshaft locked a front wheel. Grégoire realised the need for a special universal-joint and developed the Tracta joint, helped by Fenaille, which was to have a wide engineering application. It was used under a royalty-patents agreement by DKW (whose FWD car had a transverse, two-stroke engine in advance of the immortal Issigonis Mini), the German Adler Trump and Willys Jeep. One description of it said that it was of too technical a nature to interest the average owner-driver and then went on to say: "The mortise and tenon are in a plane perpendicular to the plane of the forks, and the tenon which fits into the mortise can move into any position compatible with the mode of connecting the forks for making the drive." If you understand that, you are an engineer! Let us just say that this Tracta joint was homokinetic, obviated steering kick, and was longer-lasting than simple Hooke-type universals. Yet the car which, more than any other, established the advantages of front-wheel drive, the Traction Avant Citroën, as proven by those stupendous long-duration drives of the fabulous Mon Lecot, didn't use them. . .

Ahead of its time: the neat frontal aspect of the French FWD Tracta.



Marketing of the Tracta may have been on a small scale here, with no Motor Show appearances, but it had its followers. For example, Marr and Grégoire ran one in the 1930 JCC 'Double-Twelve' race at Brooklands, finishing 25th out of 27 with a 1498 cc car, in a race from which 30 retired, and the Frenchman Vasena ran his s/c 1091cc Tracta in the 1928 Ulster TT, arriving late as he thought the race was in the IoM! He retired with engine trouble. Reporting on a sports two-seater of this engine-size, with its long pointed tail creating useful luggage space and with fixed cycle-type mudguards, *The Autocar* praised the "extraordinary road-holding and cornering" and timed the car at 71.42 mph over the quarter-mile at Brooklands. Pulling a top gear of 4.0:1, 10-30 mph acceleration took 18 sec, reduced to 12.2 in the 6:1 third gear and to 9.8 in the 8:1 second gear of the four-speed 'box, which had a 12.20:1 bottom cog. In fact, the car was also tried with a lower set of gears, intended for trials. The brakes stopped the car in 34 ft from 30 mph, in 58 ft from 40. The gearchange, controlled by a pull-and-twist lever protuding from the facia, was easy, the clutch on the heavy side, the steering very good, although devoid of caster-return section, and the weather protection excellent. Starting was by a silent dynamotor and the windscreen folded flat. The 67x105 mm (1498 cc) engine had twin carburettors, the fuel tank held 10 gallons (20-21 mpg), and this compact sports car had a wheelbase of 8 ft 6 in, weighed 18.5 cwt, and the tyre size was now 29x5 on centre-lock wire wheels.

MOTOR SPORT had a go, also in 1930, in the same Tracta (UW118) and reported in much the same fashion. It was ascertained that there was no truth in the theory that a front-drive car had to be cornered "on the engine". As most of us now know, lifting the throttle merely changed understeer into oversteer. But there was a tendency for the car to breakaway quickly on wet roads, which both testers commented upon – a low built car like this or a 4½-litre, 100 mph Invicta gaining a bad reputation in this respect. The MOTOR SPORT man found other Tractas to have lighter clutches than the test car, the brakes of which were noisy, and he disliked the noise made when engaging second gear, due to an idler pinion also being in action: "Not a very good piece of design." He got 0-30 mph in 10 sec, and saw the speedometer record 83 mph downhill. The test car had done 73 miles in an hour at Brooklands. Both testers spoke of the powerful headlamps, a legacy of Le Mans racing, and the driving position and the Royal body were praised.

In Europe the Tracta's reputation was no doubt enhanced by more racing successes, such as a class win in the Florio Cup and appearances in the Bol d'Or and in the Georges Boillot Cup at Boulogne. After 1930, factory entries ceased but these cars ran at Le Mans in 1933 and 1934 and Grégoire's final appearance there, with Vallon in 1930, had given him eighth place with Bourcier/Debeugny in third place, behind the Bentleys, in the Biennial Cup. Here CM White used his black-and-red Tracta for competition work, even entering a Mountain-circuit race at Brooklands in 1935, for which it *should* have been well-suited, but wasn't. Maybe ambition was the downfall, the little concern going for larger six-cylinder cars, at first with 2.7-litre Continental engines, then with 3-litre Hotchkiss power units. That lasted until 1934 and several hundred Tractas were made, Paul Grégoire assisted in designing them in later years by Charles Nugue. And those who "discovered" the Tracta seem to have liked it; Alan Southon, for example, who had a Tracta coupé when he was running the Phegree Garage at Hartley Wintney, close to the Phoenix pub, original home of the VSCC. Another Tracta has just turned up in Holland. It was a clever little car, well before its time.

W B

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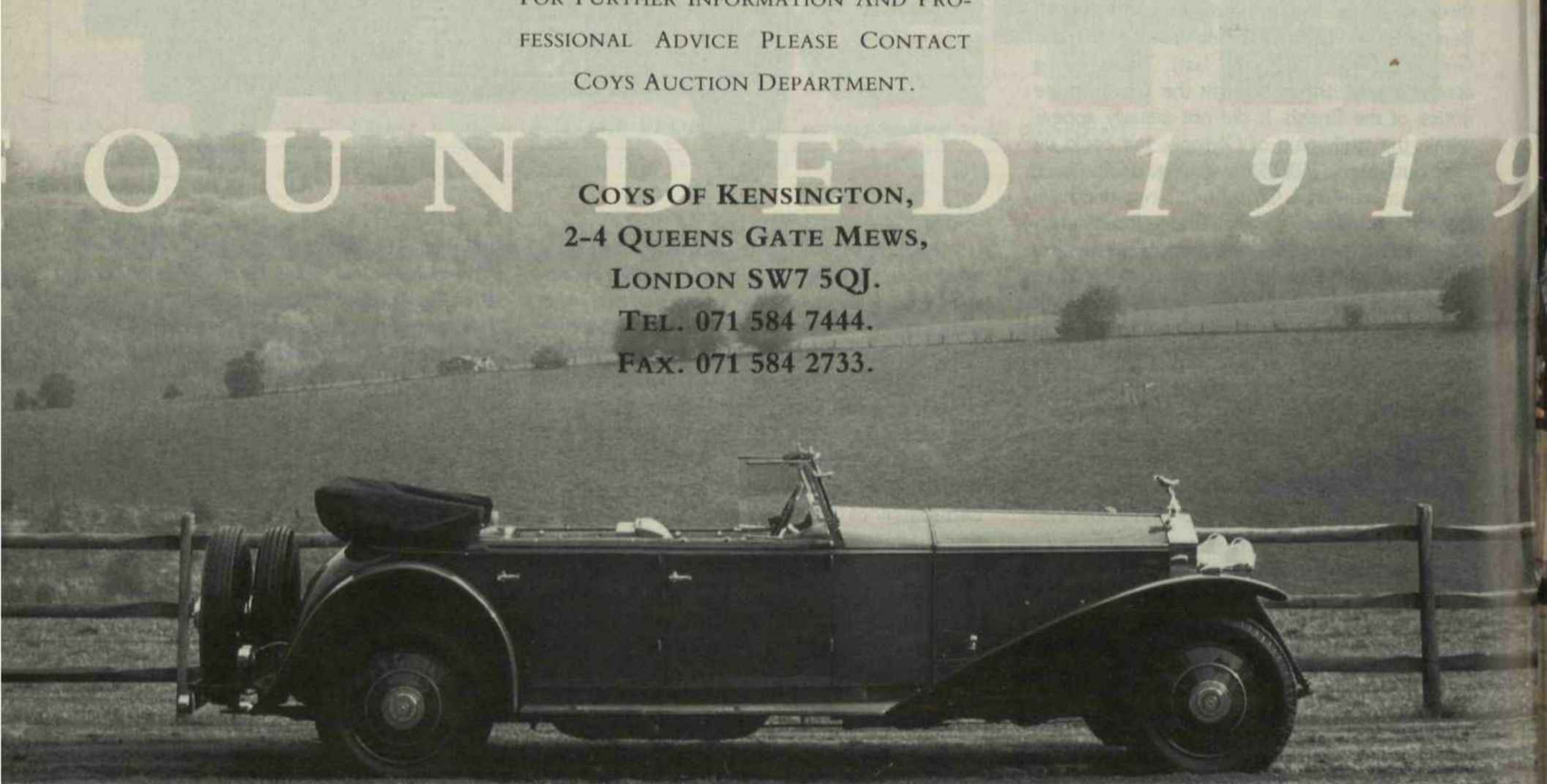
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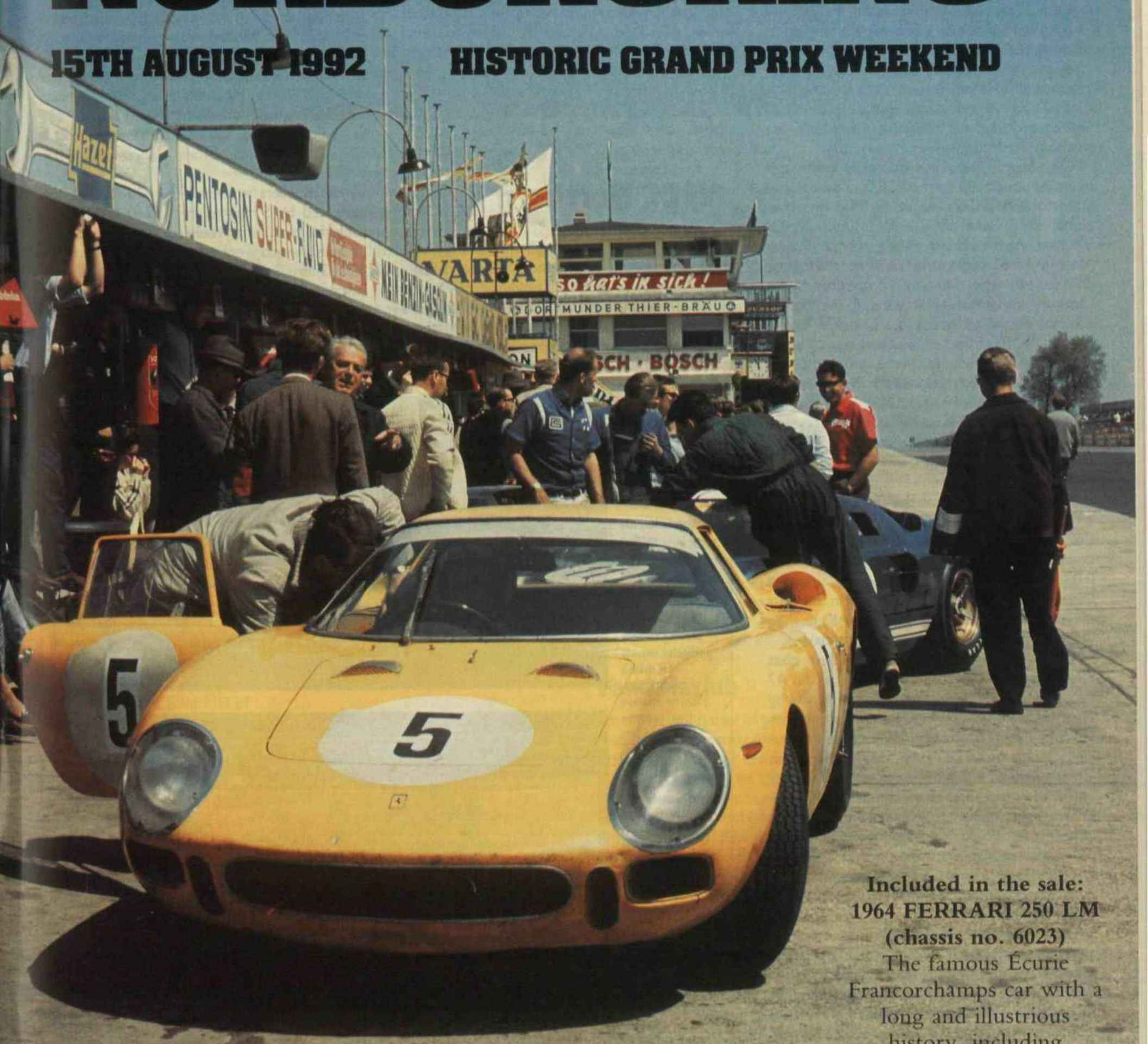
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VSCC Curborough

The weekend after the Colerne speed trials, the VSCC held its annual speed trial meeting at Curborough near Lichfield. The course is quite different, involving as it does several corners to reverse the cars back onto the straight along which they started. However, if there is an element of 'driving-test' about it, this is no worse than at those speed-trials which once took place at a Croydon driving school or in the AEC factory grounds at Southall. Anyway, the best thing is that in such an event cars can be pitted one against another and individual duels between rivals can be indulged.

On May 3, the 29th occasion when this event has been run by the VSCC (although the Shenstone & DCC's venue is used by other clubs), FTD was set by Guy Smith in his 3½-litre Alvis-engined single seater Frazer Nash, in 36.63 sec, a new VSCC record for the course. He was the only competitor in his category, so won the class as well, the vintage section of which went to Leston's Lovell Elkhart (40.89s), also of 3½ litres but six years older. The class winners were: J Knapp (1930 Frazer Nash) which clocked 45.15s on its only run, with Mahany's 1939 1100 HRG winning the general section; Baxter's 4.4-litre Chrysler, dating from 1929, was best vintage (45.39s) in the post-vintage category, won by Hoolie's big Delahaye (44.37s); Beebee managed 46.68s to take the vintage part of the next class, in his 1926 blown Hyper Lea-Francis; and Dunn, with that very quick 1926 1½-litre Riley Special, set a new VSCC class record (40.65s) and was only 0.03s slower on his next run; Walker, with the GN-Ford (41.76s) was best vintage in the class taken by Guy Spollon's 1931 blown Alfa Romeo (39.96s). Those were the sports-car classes.

Of the racing cars, in the smallest class Hernandez had the quickest vintage car, his A7 recording 43.31s, against the time of 42.71s by Gunn's blown Q-type MG, his consistent driving over the by no means easy course deserving mention. Just 0.01s separated his two runs. Chris Gordon's useful Sage-engined Silver Hawk took the 1500 cc vintage class (49.94s), improving notably on his second attempt, although he would have won anyway, as the only other vintage entrants, the Norris Special and Caroline's Morgan trike, non-started. The non-vintage 1500cc class went to Moore's 1933 MG (45.41s), which had only Templeton's larger-engined MG, both blown, to compete against. That record-holding non-starter, the Vauxhall-Villiers, lived up to its reputation yet again, leaving Templeton's TT Vauxhall Replica as the only runner in the vintage three-litre category (43.15s) and president Bruce Spollon cleaned-up the non-vintage section in his ERA R8C (37.34s), against whom Day's ERA R14B did 30.63s. Then there were the popular Edwardian cars. Of four of these, the 1911 Marion won on handicap, which is how this class is usually judged, but, as expected, Walker's magnificent 1908 GP Panhard-Levassor was fastest (46.43s), beating the younger but smaller-engined Th-Schneider by 1.22s. **W B**

VSCC Wiscombe hillclimb

Following its Curborough Speed Trials, which closely followed its Silverstone Race Meeting, the energetic VSCC had another day at Wiscombe Park in Devon on May 10, with a speed hillclimb up this excellent, picturesque course. FTD was accomplished by the grand master of VSCC speed events, Anthony Mayman (ERA R4D) in 45.29 sec, the famous ex-Raymond Mays car disregarding the fact that it was running with post-war cars. It broke its previous record by 0.82s. The best the rest of the pre-war entry could do against this was 46.43s (Ricketts, ERA R1B).

Quickest vintage car was the blown 2.3 Bugatti of T Cardy (50.62s) and the best of the sports cars was the 4.3-litre Alvis of AG Sparrowhawk (50.53s) on its single ascent. Lake's 1914 Coupé de L'Auto Sunbeam took the Edwardian category (64.68s), from the Alfonso Hispano Suiza and Barry Clarke's little Singer Ten.

Ignoring these successes, the class winners were: B Clarke (A7, 55.47s) – vintage, E.Leith (A7, 57.65s); E Dunn (Riley, 51.07s) – vintage, S Robens (Frazer Nash, 54.60s); B Spollon (Riley, 52.30s) – vintage, J Giles (ACFN, 53.44s); Sparrowhawk as aforesaid – vintage, M Walker (GN-Ford, 53.15s); R Campbell (Austin-Fiat, 50.72s) – vintage, R Richmond (Morgan-GN, 57.86s); Ricketts – vintage, A Harrison (Bugatti, 60.85s); Mayman and Cardy as above. Sixteen non-started, including the Vauxhall Villiers, Howell's 16-cylinder Bugatti, Caroline's three-wheeler Morgan and a 1939 Solar Ford hybrid. **W B**

VSCC Northern Rally

The VSCC is anything but insular, organising events in England, Wales and Scotland, and on May 2 holding a rally in the north of the country, at Buxton. The 75 entrants and their navigators seem to have been set a tough task, judging by the paucity of those who gained awards. The JR Potter Trophy was won by the Knellers in their 1930 Riley 9. J Potter, navigated by S Hughes in a 1930 Lea-Francis, took the Northern Weekend Jug and the Newcomers' Award went to the Bothamleys in their 1924 3-litre Bentley. A single point separated the first and second finishers. Apart from these, who also took First Class Awards, the Baxters Ford took a Second Class Award and Third Class Awards were won by the Faulkner's Alvis and Miss Thorpe and R Thorpe in an A7. **W B**

Trophée des Ardennes – Spa





Belgium's historic racing organisation, BRAVO, ran the sixth Trophée des Ardennes on May 16/17, the meeting proving to be a particular success for British competitors. Martin Stretton (top) won the Corporate Jets Historic GP car race in his ex-Yeoman Credit Cooper T51. Centre, Gary Pearson fends off Richard Pilkington's 1938 Talbot T26 in the same race. Deputising for the unwell Nick Mason in the latter's Maserati 250F, Pearson was one of the revelations of the meeting. Bottom, Lindsey Owen-Jones (Birdcage Maserati) briefly headed HGPCA sports car race winner John Harper, but ultimately failed to finish. Photographs: Alan Cox.

Bentley boys

Sir,
Many thanks for the splendid write-up of the Millbrook 1000-mile record attempt.

The final pit stop was indeed in order that HRH Prince Michael of Kent might drive the final lap, but I would like to stress that, throughout the attempt, he took exactly the same spells as his fellow drivers (ie two stints of 125 miles each), returning commendably regular lap times despite a gusting 35 mph wind which made conditions far from easy on one section of the circuit.

We all thought the new driver did very well indeed.

VLP Davis,
Radlett,
Herts.



OKV3 at Loughborough College MC's hillclimb in 1956.

Loughborough memories

Sir,
As a student at Loughborough College during roughly the same period as your correspondent Mr Karaosman (MOTOR SPORT, May), I can confirm that Vaughan Skirrow did drive a chain-gang Frazer-Nash and also recall Baker-Courtenay with his MG TC.

The Le Mans Replica FN in question was driven by Richard Utley. I think it belonged to his father, who raced and rallied for the works DKW team.

I still have in my possession a copy of the programme for the College Motor Club hillclimb held at the Charnwood Granite Quarry on Sunday March 18 1956, which featured an interesting array of pre- and post-war sports cars and motorcycles.

That day, Norman Dewis, chief test driver at Jaguar, brought along a D-type (OKV 3) by road, to give a couple of demonstration runs. This was an indication of the high regard in which the College, auto engineers in particular, was held by the motor industry in those days.

AD Clarke,
Bridgnorth, Shropshire.

Benoist fan

Sir,
I was delighted to read on page 760 of March's issue that Robert Benoist was murdered, *not* executed. When I wrote the Salmson Story, the publishers insisted he was executed – as I believe MOTOR SPORT previously has.

Incidentally, I came across the results of a hillclimb at Chaigny Nancy in 1935. It was won by M Rees with a San Sebastian Salmson in a time of 49 sec. Benoist, with a Type 53, five-litre, four-wheel drive Bugatti was second on 50.8 sec, whilst the best Type 35 was slower (52.2 sec). I have always felt that Salmsons, Delage, the later Type 53 and 59 Bugattis and Benoist deserve more recognition in motoring history than they have received.

I would be delighted to receive letters from any other believers! What price a Benoist biography?

CB Draper,
Cologne,
Germany.

OBITUARIES

Reggie Tongue

We learned with sadness of the death of Reginald Ellis Tongue, aged 80.

Reggie was a well-known ERA and Maserati driver in pre-war events, was a member of the BRDC and joint MD of T&Ts of Brooklands. With ERA R11B he was third in the 1936 Prix de Berne, having only started serious racing at Brooklands in 1934, third at Albi in 1937 and second at the same venue two years later, this time with his Maserati. Typical of the wealthy pre-war amateur racers who raced purely for the enjoyment, Tongue competed in the IoM, at Pescara, Peronne, Cork, where he won the 1936 200-mile race in his ERA, Turin, Naples, Florence, Milan and, of course, Donington and Brooklands. A fan of the continental circuits, Tongue was not often in the money, but took several fourth places.

He was also a proficient sprinter, setting FTD at Geneva and coming second to Stuck's Auto-Union at Freiburg in the ERA. At Brooklands, he won the Oxford v Cambridge Mountain Handicap of 1936, ahead of Fane's Frazer-Nash. He continued to race until the outbreak of war in 1939, and that year was third in the JCC International Trophy race, in his 16-valve Maserati 4CTL.

Sir Ralph Mallais

Sir Ralph Mallais died recently aged 84.

Stockbroker, businessman, RAF officer and one-time assistant private secretary to the Home Secretary during the 1926 general strike, Mallais was a great motoring enthusiast. educated at Marlborough and Cambridge, he began with a Levis motorcycle at the age of 14, graduating to a 16H Norton and an 8/18 Talbot car. He drove a racing AC in the Inter-Varsity Speed Trials in 1926, and in later years had such cars as a twin-cam three-litre Sunbeam, Type 38 Bugatti and a sleeve-valve Le Mans Peugeot, followed after the war by Packard, Lancia, Lagonda, seven-litre Duesenberg and, into his '80s, Ferraris, Mercedes-Benzes, Alfa Romeos and, finally, a V8 Aston Martin.

He is perhaps best remembered for competing at VSCC events in the Sunbeam 'Tiger', Le Mans 2.3 Alfa Romeo and a Type 59 Bugatti.

Our commiserations to his family and friends.

Faud Mazjub

Faud Mazjub, father of Julian, passed away recently following heart surgery. After coming to live in this country, he took a fine country house near Reddich, which he filled with a number of covetable vintage cars. When time in-between visits from the Far East permitted, he competed in VSCC events in the Bowler Hoffman Bentley. He also financed the development of the modern engine which Varley, who had helped to plan the original Bentley three-litre, designed as a replacement power unit for vintage three-litres.

He inspired his son to become an accomplished VSCC racer, initially with a Brooklands-model Riley 9 and latterly with his ex-Malcolm Campbell Type 35B Bugatti.

Our heartfelt sympathies to the family. **W B**

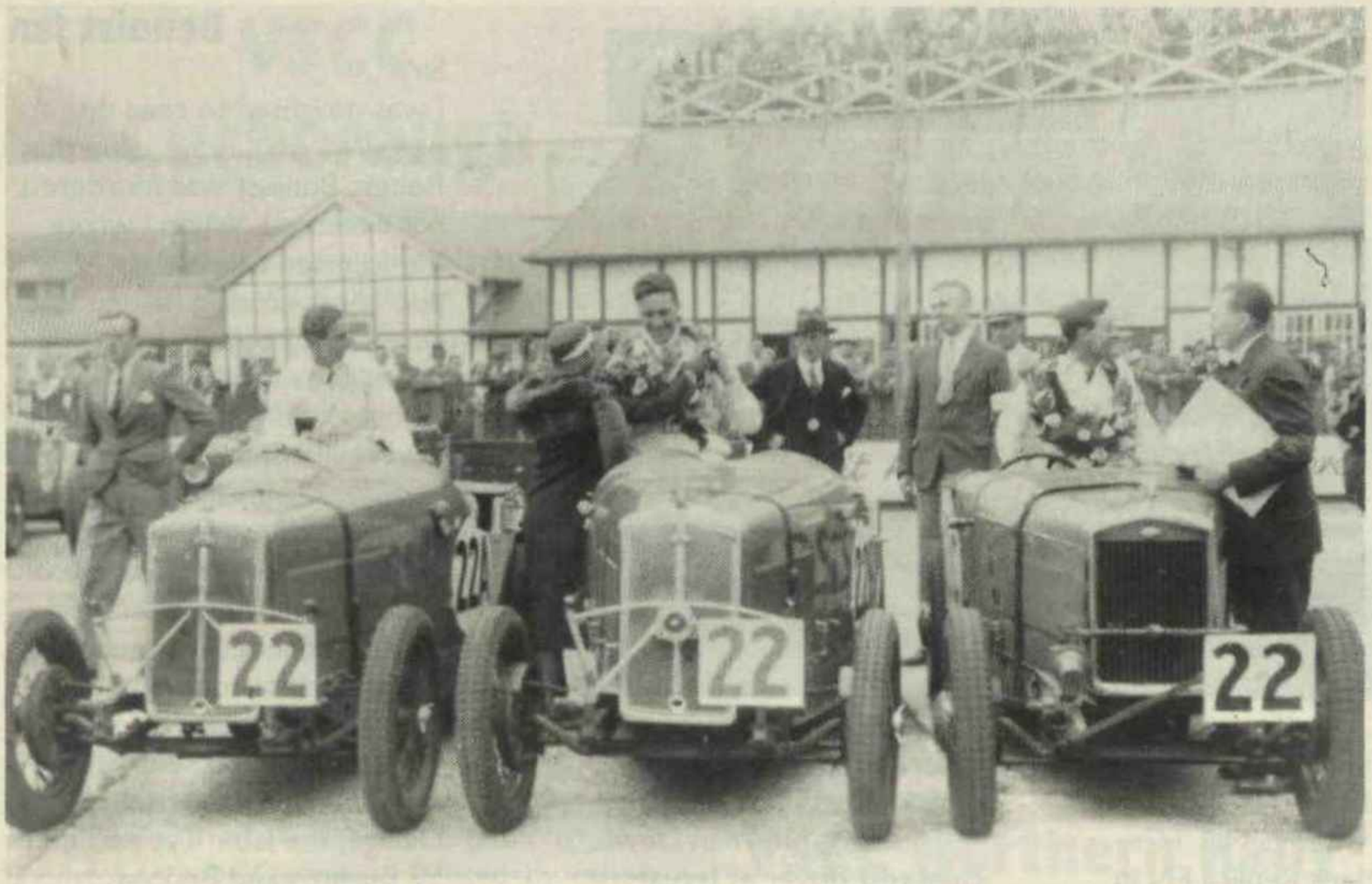
Nudge, nudge

Sir,
In response to M Kaltenbach's question concerning the whereabouts of the 1½-litre Delage team cars (March 1992), I may have information to provide a starting point in the search for the fourth works car.

I visited the Vintage Car Store (I think that was the name) in Nyack, New York, in 1970. Sitting on the showroom floor was a little jewel of a racing car – the Delage 1½-litre, I believe. It was such an aggressive-looking, purposeful automobile that the memory of that day had remained with me through the years. In 1966, Cyril Posthumus stated in Profile Number 18 on the 1½-litre that the Chiron Indianapolis Delage survived in the United States, albeit "inaccurately finished and wearing modern tyres". My sighting in 1970 would seem to update, at least by four years, its presence here.

Perhaps this may serve as a nudge to other readers' recollections.

Timothy M Ennor,
Mt Holly, USA.



The victorious Wolseley Hornet-Special team at the Light Car Club's International Relay Grand Prix at Brooklands on 16 July 1932. From left to right: F S Hutchens, B H Wickens and E J Erith, with their Eustace Watkins Hornets after a total of 90 laps at an average speed of 77.51 mph.

Wolseley Hornets

The Wolseley Hornet Special Club is arranging a display of these cars, to commemorate their winning the 1932 LCC Relay Race at Brooklands. Driven by FS Hutchens, B Wickens and E Erith, the team averaged 77.5 mph for this 270-mile outer-circuit race. The club also hopes to attract other makes which competed, and especially those which actually took part against the 11 Hornets. They are having problems over the Windsor and 1½-litre GN. The cars are to do a special demonstration at Christie's Historic Festival at Silverstone on July 25/26. If anyone has a suitable car, will they please contact Tim Bell, 35 Parc-y-Coed, Creigiau, Cardiff CF4 8LX (0222-891658); C-type MGs would be especially welcome and it is hoped that A7s will be represented, as the cars which lapped fastest in that race, at over 91 mph.

W B

Oh history!

A reader, engineering consultant Mr Brian T Pritchard Lovell, had brought to my notice something which I had not previously appreciated. It concerns who the designer of the engine for the 1939/40 three-litre, 135 deg V16 Alfa Romeo.

In June 1945, Capt Moon wrote an article for us on his ideal 1½-litre racing car, in which he referred to the engine's designer as HR Ricardo, the well-known British cylinder-head expert who had been responsible for the famous Ricardo-Triumph motorcycle engine and that of the 1922 TT Vauxhall. Capt Moon repeated this in July 1945 in a follow-up article, in two places.

Now during the difficult war years I ran MOTOR SPORT by remote control, as it were, and did not see galley or page proofs. However, by 1945/46 I should have shaken off the aeroplane writing for the M of S and so I think Moon probably did think our great Sir Harry had drawn up this advanced Alfa Romeo racing power unit, unless his writing was misread.

What makes this into a conundrum is that, rather curiously, in a 1949 piece about the V16 BRM project, written almost certainly by Laurence Pomeroy, *The Motor* also attributed the V16 Alfa Romeo engine to Sir Harry Ricardo. But in his recent book *The Alfa Romeo Tradition*, which we reviewed at the time of its publication, Griffiths Borgeson says that the Alfa engine was the work of Wilfredo Ricart, whose full name was Wilfredo Palayo Ricart y Medina, although his name was rendered incorrectly both in the Enzo Ferrari autobiography and in his obituary by the French SIA, of which he had been a prominent member. Our correspondent queries who *did* design this memorable Italian racing engine? It is most certainly Ricart . . . unless anyone cares to correct this.

W B

The rolling start

There is some excitement about the possibility of a rolling-start, as in the Indianapolis 500, being introduced for F1 racing, even perhaps at this year's British GP at Silverstone. Lest anyone thinks this will be an innovation in British racing, may I remind you that the JCC used such starts for its ingenious International Trophy Races at Brooklands, from 1937 to 1939. The lead car was called the pacemaker in those days.

To start the 1937 race John Cobb led the field round behind his four-litre V12 racing Sunbeam. The following year the pacemaker was again driven by Cobb, who used a 4½-litre Bentley, with Capt George Eyston wielding the flag. Cobb performed this function again in 1939, the car his V12 Lagonda. Nothing much is new under the sun, as they say.

W B

Who was 'R'?

Our long-running and apparently well-liked feature *Cars In Books* has been somewhat hampered in recent times by the clauses publishers now insert in books, making it illegal to quote from them without written permission, or store what they contain by any information or retrieval system etc etc. All rights reserved, in fact! This puts me off from the start. It involves much correspondence if one decides humbly to request permission from some exalted author to quote a few lines from his or her work, which may well sell a few more copies and thus increase his or her royalties. If no reply is received, your secretary's work is wasted.

So the column has grown a lot thinner. However, I am hoping that the publishers of that great writer Evelyn Waugh will not take umbrage if I refer to one of perhaps his lesser-known books, which has something of motor racing interest in it. Anyway, I am scrupiously avoiding the direct quote . . .

The book is *A Tourist in Africa*, which Chapman & Hall published in 1960. It describes, in a very interesting manner, a tour undertaken by the late author in 1959. The reason I want to refer you to it is because Waugh was driven for part of it by someone he calls 'R', who was very proud of his Mercedes-Benz in which they travelled. I have no idea what kind of M-B it was, but at that time a gentleman might well have owned a Type 300. Or even a 300SL, for it is called large, new, fast and extremely comfortable. (Careful, or I shall be caught quoting!) More to the point, Waugh describes 'R' as having been a racing driver.

You learn from this enjoyable book that 'R' was in the Colonial Service, one of his tasks being to travel about and see that everyone in the "bomas" was reasonably happy. In short, he was in charge of government personnel. He was aged 45 in 1959, so presumably did his motor racing before, or just after, WW2. Now there has been quite a lot of racing in various parts of Africa; or did 'R' race on a wider scale? Not knowing whether the initial 'R' refers to his christian or his surname makes it almost impossible, for me at any rate, to identify him. Racing drivers are getting old above 30, so I suppose 'R' was a pre-war racer. D van Riet, perhaps, who won the 1937 Rand GP in an A7. But that's pure surmise. So who was the mysterious 'R'?

W B

Jaguar warranty

Jaguar Cars is extending its former one-year guarantee on all Jaguars and Daimlers to a three-year, 60,000-mile warranty. They claim to be the first major UK car manufacturer to take this step, which includes a six-year corrosion warranty. It is many years ago since I did a piece for MOTOR SPORT on car warranties, which varied from make to make, but the one best remembered is the vintage Bentley five-year guarantee. Long warranties show confidence in a car but can also be a heavy financial burden should an excess number of claims be laid.

W B

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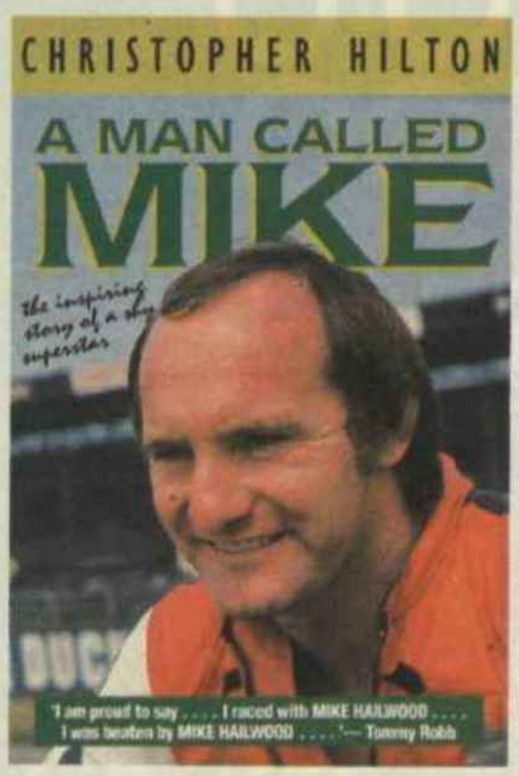
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A man called Mike, by Christopher Hilton. MRP, £16.95.
Mike Hailwood's name first became engrained in my youthful conscience not because of the motorcycling feats which made him legend, but because he finished second to Frank Gardner in a round of the European F5000 Championship at Oulton Park in September 1971. I returned home to tell puzzled parents about how well Mike *Hawthorn* had driven. It took considerable maternal persuasion to convince a stubborn 10 year-old that he'd got his Mikes muddled . . . It was an incident of no particular significance, other than that it ensured that I'd follow Hailwood's future career with especial interest from that day forth.

In this new biographical tribute, author Hilton has unearthed many fascinating personal recollections of this charismatic and popular sportsman, who ironically lost his life in a banal road accident, 18 months after a collarbone fracture at Donington Park finally marked the end of his active participation in 'bike racing.

It is a compelling read.

In this industry, one often becomes blasé about motoring literature, such is the rate at which specialist books are published nowadays. Every so often, however, along comes something which makes you really regret human fallibility, such as the inability to stay awake when you don't want to put a book down. This is in that category, a fine portrait of a fine man. **S A**

Ecurie Ecosse, by Graham Gauld. GGPR, £45.00.
Subtitled *A Social History of Motor Racing from the Fifties to the Nineties*, this is a work of quite some endeavour which author Gauld – a respected historian of all Scottish motor racing matters, whose previous works include an excellent biography of Jim Clark – has published himself, via his own PR company.

Its A4 landscape format (turn MOTOR SPORT on its side, multiply the thickness by a factor of six, and you'll get the rough idea) appears cumbersome, and – for a softback – the price is on the high side, but Gauld's research reflects an important chapter of Britain's motor racing heritage. Ecurie Ecosse, after all, was instrumental in the emergence as a racing driver of Jackie Stewart, and had several other feathers in its cap, notably victory in the 1956 Le Mans 24 Hours.

Gauld's affection – and respect – for his subject is quite plain, although typographical errors let it down. **S A**

MG Odyssey, by Ken McKimmie.
A 151-page soft-cover book, this should appeal to adventurous travellers and particularly to MG folk. It reminds me faintly of Richard Pape's *Cape Gold to Cape Hot* published in 1956 (see MOTOR SPORT, December 1956), about driving from the North Cape in Norway across Africa, except that Pape used a carefully-prepared new Austin A90 whereas McKimmie crossed Australia in a 35-year-old Z-series MG Magnette, which had been raced previously.

The book is about this adventure. It introduces the reader to the Australian deserts and contains snapshots pictures of the author's previous cars – a 1950 Y-type MG, Oldsmobile, Triumph TR3A, as raced and his 1937 Morris 8 Tourer. It also has the luxury of eight colour plates of the journey the book describes, maps, a list of the 62 items of equipment carried (no weapons, as in Pape's case!) and another list of the 20 main mods to the MG, which included an MG-B cylinder block, Austin 1800 camshaft and head, MG-B carburettors and a Datsun Stanza five-speed gearbox. The book is obtainable from McKimmie, 52 Boronia Street, Innaloo 6018, Perth, Western Australia for 20 Australian dollars sea mail, 30 Australian dollars air mail. **W B**

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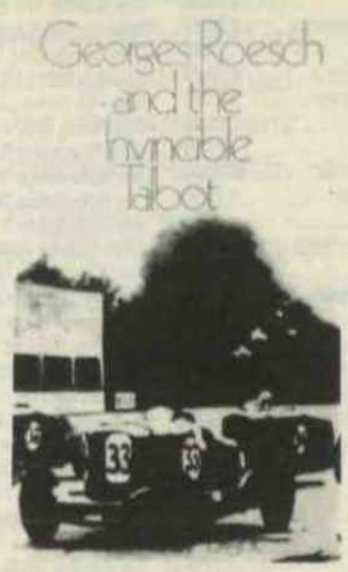
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Virage advantage

Sir,
It may seem churlish to criticise JW's most positive and complimentary test on the Aston Martin Virage (MOTOR SPORT, April), but needs must.

Aston Martin has never claimed 168 mph for the standard Virage, all our PR and promotional literature quoting 155 mph (one leading motoring weekly has timed it at 157). I can only assume that young JW was getting confused with the maximum of the *old* V8 Vantage.

Secondly, the Virage has a single fuel tank, not two, there being filler caps on either side to enable easy refilling whatever side of the pump the driver draws up. So, far from refuelling being a "cumbersome ritual", it is made easy by Aston Martin's typical attention to detail.

Geoff Courtney,
Press and PR consultant,
Aston Martin Lagonda,
Newport Pagnell.

Nostalgia boon

Sir,
If enough entries from current sports car formulae could not be scraped together for this year's *Vingt Quatre Heures du Mans*, why couldn't FISA have cut its losses and allowed Jaguar, Aston Martin, Alfa Romeo, Porsche and Maserati to exhume from museums their contenders from the '50s, thereby turning the event into an out-and-out wallow in nostalgia?

At least us poor punters, who faithfully trek to the Sarthe every June, would have loved it.

Noel Yates,
London SE3.

Editor's note. The Le Mans 24 Hours took place while July's MOTOR SPORT *was at the printers. An in-depth report of the event will thus appear in August's issue.*

Stepney's alive

Sir,
In WB's piece on tyres, he asked whether anybody remembered the Stepney. I can assure him that it is alive and well in Pakistan.

During a recent business visit, one of the company's young men arrived very late one morning with the explanation: "I had a puncture and I had no Stepney." All around understood at once.

On a separate note, DSJ's *Moments to Remember* might well include the first three seconds of *any* race which contained Reg Parnell . . .

JA Ayling,
Bourne End,
Bucks.



The Aston Martin Virage: modest claims.

Thunderbolt is go

Sir,
I am currently engaged in researching the land speed record car Thunderbolt, with which Capt George Eyston broke the world land speed record three times in 1937/1938, eventually raising it to 357.5 mph.

Thunderbolt was constructed by Beans Industries at Tipton, in the Black Country, but was eventually destroyed in a warehouse fire in New Zealand in 1946. I am keen to contact anyone who was an employee, or whose relatives were employees, perhaps as an apprentice, of Beans Industries during Thunderbolt's construction or of one of the many leading motor industry suppliers who were involved in making special components for the vehicle.

In particular, I would like to trace any engineering drawings or photographs which may still exist, as I am attempting to find out more about the engineering details of the car than is available from contemporary press reports.

I would be most grateful if any reader of MOTOR SPORT who has any information, personal reminiscences, artefacts, photographs or drawings relating to Thunderbolt's construction, or its record attempts, could contact me at the address below.

This information, I stress, is sought purely for historical research and all correspondence will be acknowledged. Any co-operation will be much appreciated.

Ian Robinson,
17 Scales Close,
Dalton-in-Furness,
Cumbria,
LA15 8PE.

Stale bread

Sir,
One would have thought, with all the money that is heaped upon it, that some of Formula 1's funding could be spent making it more entertaining.

Admirable as Williams-Renault's technology undoubtedly is, the opening few Grands Prix of the season proved to be a crushing bore, though the satellite dish I bought in order to watch them has more than paid for itself thanks to regular coverage of Indycar racing, NASCAR and the German Touring Car series, to name but a few.

The bulbous, aerodynamic naïveties of the 1960s and 1970s may have been relatively crude devices by current standards, but at least they allowed you to appreciate the driver's art. They were times of finesse, rather than stamina.

Furthermore, the era of Clark and Lotus apart, you also had an open mind about the likely winner at the start of any given race.

Technology may improve the breed (and one day maybe Sierras and Cavaliers will also have active suspension and carbon fibre brakes, though I have my doubts), but in recent years it has done little for the spectacle.

Jeremy Hardie-Allen,
Altrincham,
Cheshire.

Space odyssey

Sir,
With reference to Mr Harris's letter in May's MOTOR SPORT, the rules of the road seem to be a disaster of poll-tax proportions (or worse, as lives are at stake) that have gradually crept upon us.

Not only should drivers be able to drive at 90 mph or any other speed that is safe, taking all relevant factors into account, but a driver should be able to adjust speed to drive in as much space as possible.

It is a lot safer to overtake quickly and to accelerate when necessary to drive in the maximum amount of space and to avoid getting in the way of others than it is to sit like a zombie in a 70 mph train. Try keeping to the rules; it can be frightening, compared with driving properly, and you will find out why some people do not like motorways.

If a driver gets caught up in an accident as a result of driving at 70 mph, when it would be more sensible to be on an empty part of the motorway but the speed limit has to be exceeded to get there, surely the authorities are liable?

Cameras would be fine if only we had a decent set of rules. Would aircraft and trains be safe if they had speed limits instead of of spacing rules? Why is it not possible to have something like a two-second spacing rule in the dry and a four-second rule in the wet, instead of arbitrary motorway speed limits that were only introduced as a panic measure in the 1960s after accidents in the fog?

Alan Bealing,
Kew,
Surrey.

Lights still out

Sir,
Further to my letter expressing incredulity at WB's faith in British traffic lights

(MOTOR SPORT, May), I am pleased to say that one particular set of rogue signals to which I referred was finally fixed – after over four months' inactivity – a couple of weeks after I wrote.

Two days later, they packed up again. QED.

Merrick Corfield,
Addiscombe.

Making waves

Sir,
The article by WB about tyres reminded me of steel-studded tyres and a good laugh thereon. Date, 1919. Mount, a 1914 two-seater Metallurgique driven by an uncle. Place, south side of Berkeley Square after a summer cloudburst, deep water at the kerb, spreading far out. Steel studs on greasy wet wood blocks, negligible adhesion; we spin slowly into the flood, raising a great wave of water. Passing cabbie leans from his Unic to shout at us "Man the lifeboats".

GAD Smith,
Burford,
Oxon.

Bourne free

Sir,
Now that the BRM P351 has taken to the track, how long will it be before the BRM supporters' club makes a welcome return?

The Owen Racing Motor Association was always a great source of support and inspiration to the team; the annual open day at Bourne and the various races around the world gave members a real feeling of belonging. The Yorkshire members were avid fundraisers, with Barry Boyd masterminding the White Rose branch. Where is he now?

The spirit of Sir Alfred Owen burns bright, so over to you John Mangoletsi and the Owen family. My cheque is made out to ORMA. Where do I send it?

Frank Doughty,
Huddersfield,
W Yorks.

Police farce?

Sir,
John Lyon's letter (June 1992) was most interesting. Bearing in mind the Diablo's claimed performance, I should have thought it would have been delivered with the right ride height, wheel cambers and the tyres and steering correct and ready to use, and I would assume steering accuracy and stability in a car of that calibre. The faith John Lyon puts in police training is not shared by quite a few very fine and experienced drivers.

John Langley wrote an article in the *Weekend Telegraph* of May 25 which reported that a shake-up to the way police drivers are trained and tested is on the way.

The police system is 60 years old and was devised by Malcolm Campbell and Lord Cottenham to cope with cars with heavy steering and, by today's standards, poor brakes and limited tyre adhesion. Most usually criticised is the "Insistence on push/pull steering with complete prohibition on the drivers hands on the wheel passing the 12 o'clock and 6 o'clock position". This may have worked at lower speeds, but at higher speeds the ability is not there.

Sir John Whitmore, author of *Super Driver* and former saloon car champion, is one of those concerned with the training, as it seems are John Watson, Paddy Hopkirk and John Taylor of the Ford Rally School. The opinions of these men and some police records cannot be ignored.

In view of his fast driving, perhaps John Lyon should consider the John Watson driving school.

Guy Griffiths,
Brighton,
Sussex.

Still newsworthy

Sir,
I feel very strongly that the question over the Jim Clark room at Duns, Berwickshire should not be allowed to cease being newsworthy.

As a former resident of Greenlow, Berwickshire, I'm one of many drivers inspired by the driving of Jimmy, from his early days in a historic Jaguar and Ian Scott-Watson's Elite up to his untimely death at Hockenheim in the F2 Lotus. He was a legend in his own lifetime.

If necessary, I believe a fund-raising event should be held, perhaps with the big names of today, to ensure this Memorial Room continues to exist.

John Selby-Greene,
Stroud,
Gloucs.

Artless

Sir,
I was intrigued by the advertisement for Atlantic Art on page 585, MOTOR SPORT, June. I hope the paintings are more accurate than the spelling (such as J Siffered for Jo Siffert and Nurdugring for Nürburgring). Then there is M Mansell and J Clark in a Lotus 48 when it is, obviously, a Type 49.

I'm presuming that the Spitfire print signed by Johnnia Johnson is in fact signed by Johnnie Johnson!

Incidentally, I bought my first MOTOR SPORT in June 1967 – 25 years of good reading.

David Clayson,
Wellingborough,
Northants.

Indy blues

Sir,
Having recently watched the Indianapolis 500 live, courtesy of satellite TV, I have reached the conclusion that the time has surely come to enforce Indycar designers to produce slower projectiles.

Impressive as it is to see average lap speeds well in excess of 220 mph, the spectacle of car after car being demolished against the nearby concrete wall is not my idea of what motor racing is all about.



Roberto Guerrero took pole for the Indy 500 at over 230 mph. Do speeds need to be reduced?

The succession of heavy impacts during the race was horrific, and that doesn't take into account several similar incidents during qualifying which left one driver dead and two others badly injured.

Enough is enough. Let's retain the traditional razzamatazz and atmosphere, but do away with the abattoir. Indy would still be a spectacle if the cars averaged 180 mph.

Dan Taylor,
Knutsford,
Cheshire.

Blunder bus

Sir,
Can anyone enlighten me about the purpose of the blue signs erected in bus lanes to advise motorists at which times they may, or may not, use them.

Typical scenario 1: During the rush-hour, when the lanes are supposed to be the exclusive preserve of London Transport, taxi cabs and pushbikes, a succession of drivers gamble that there are no policemen hiding behind lamp posts and take to the bus lanes in order to barge to the front of the queue.

Typical situation 2: In the middle of the afternoon, when the bus lanes are for anyone's use, one of what should be two traffic lanes is perpetually ignored and unnecessary congestion is created by those who either don't understand the rules of the road or who else simply can't read, and who dawdle along in the outside lane, blisfully ignorant of their error and hooting furiously if anyone should take to the inoperative bus lane as a means to bypass – still illegally, as it involves overtaking on the inside – the obstruction.

The money saved by not putting up the blue signs which everyone ignores could be put to a more useful purpose, like reprinting the Highway Code in nice big letters that everyone can understand . . .

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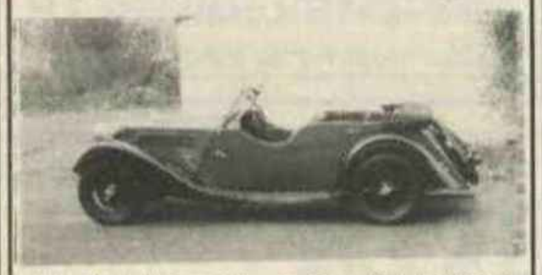
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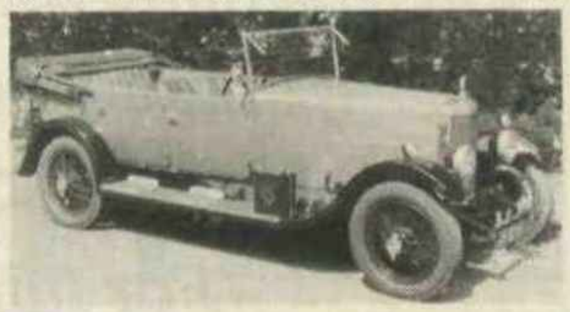
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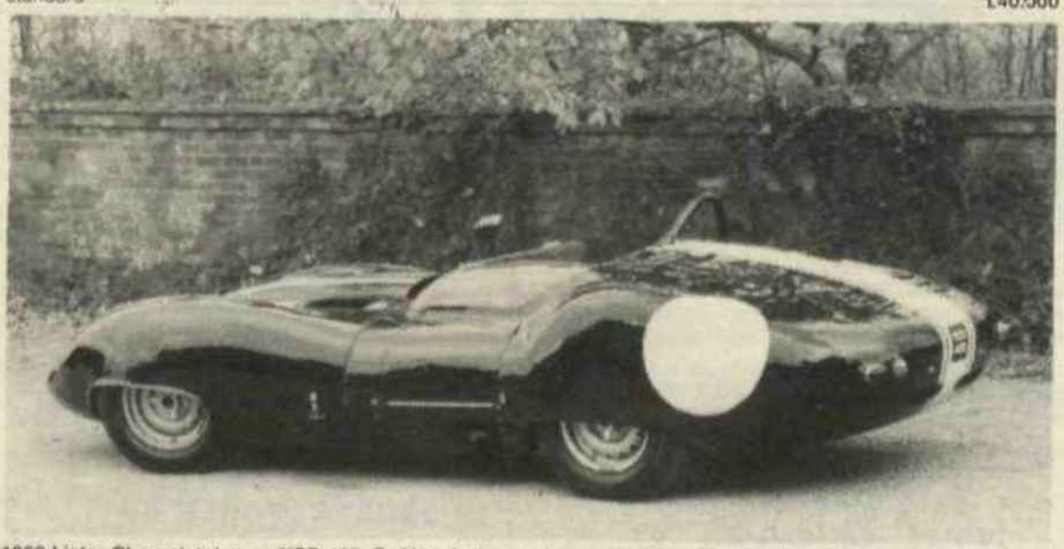
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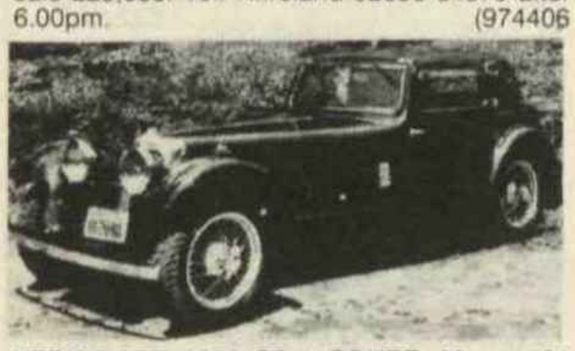
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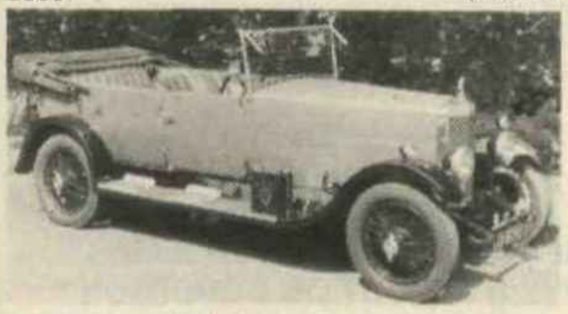
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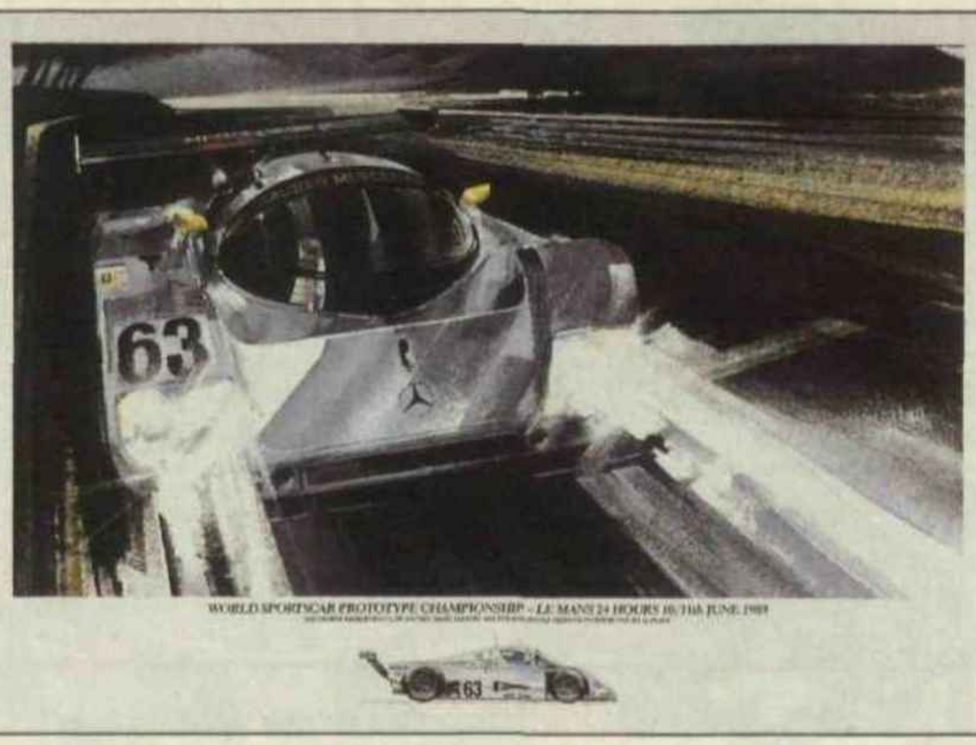
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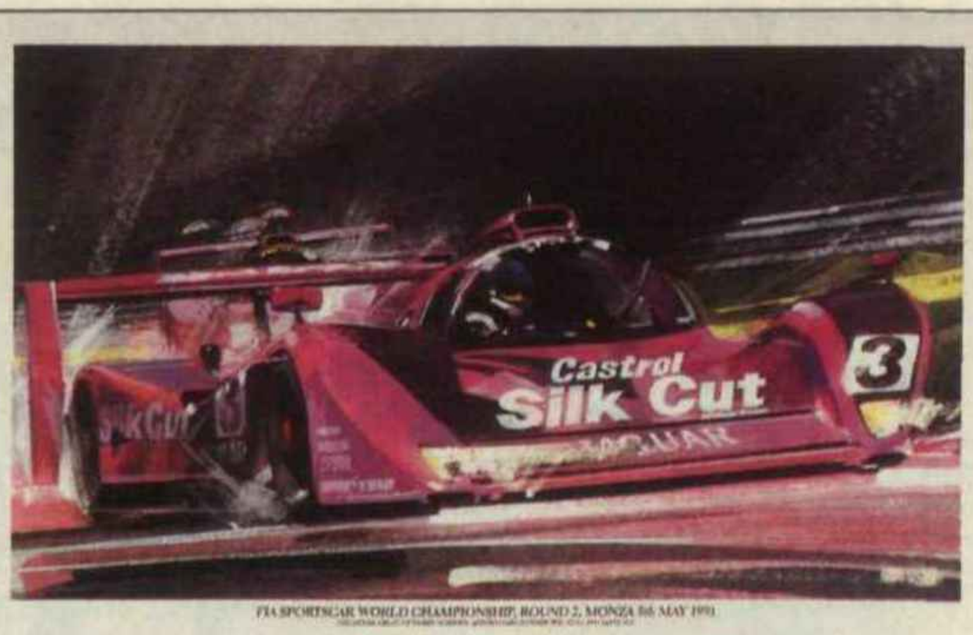
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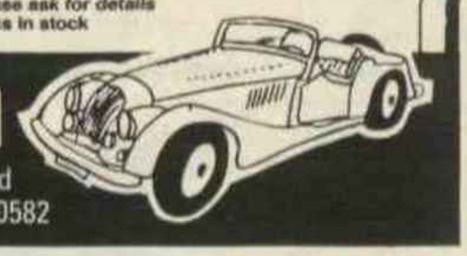
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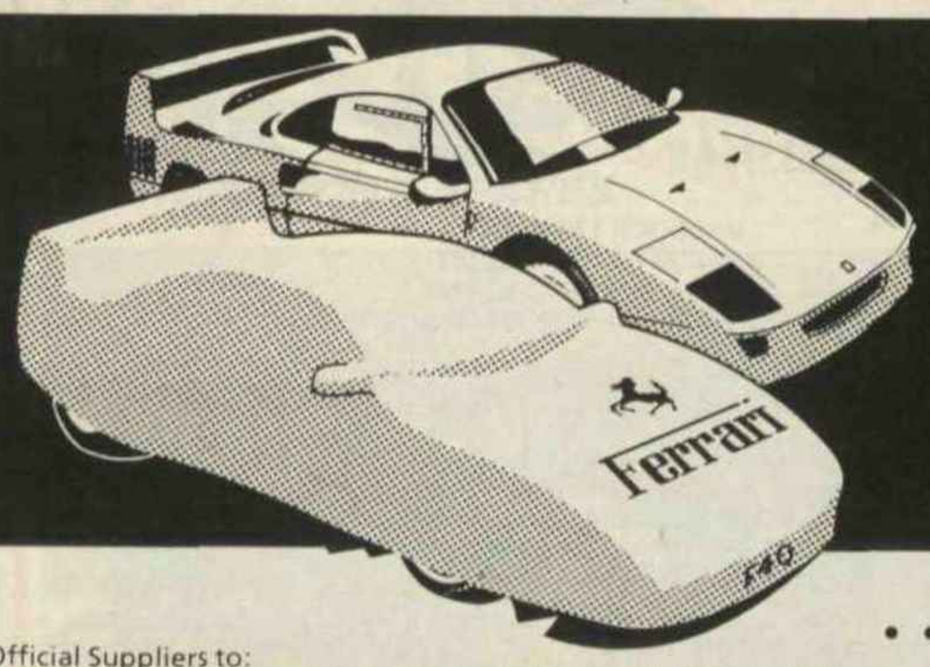


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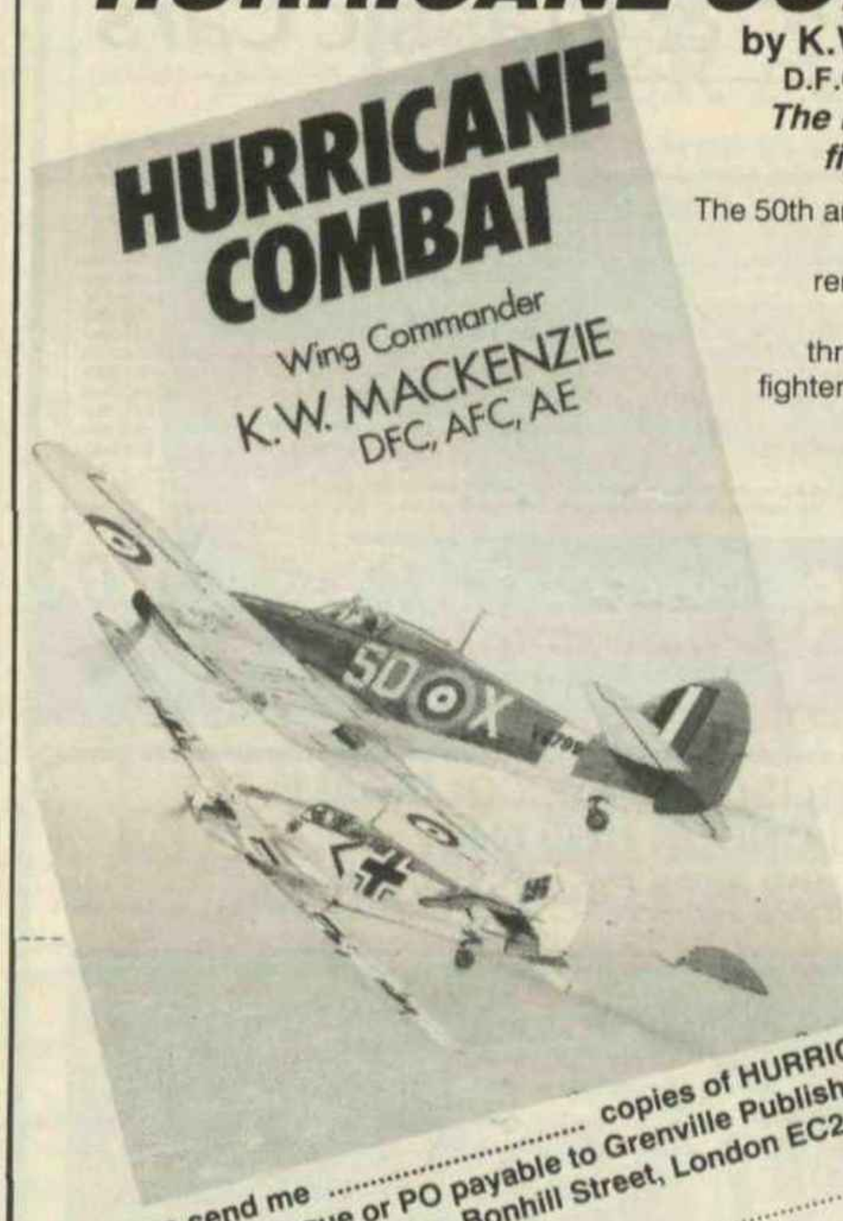
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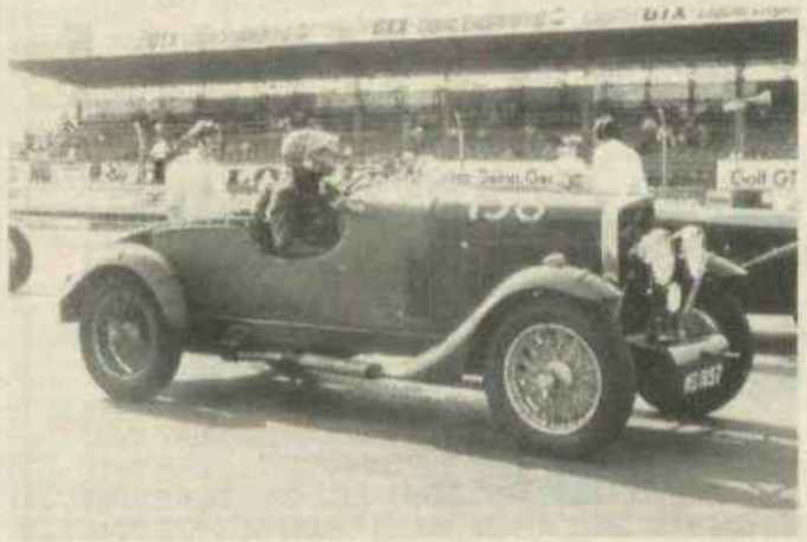
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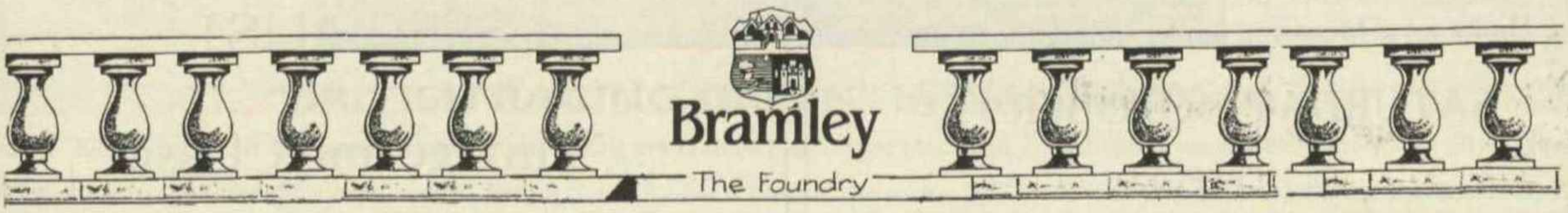
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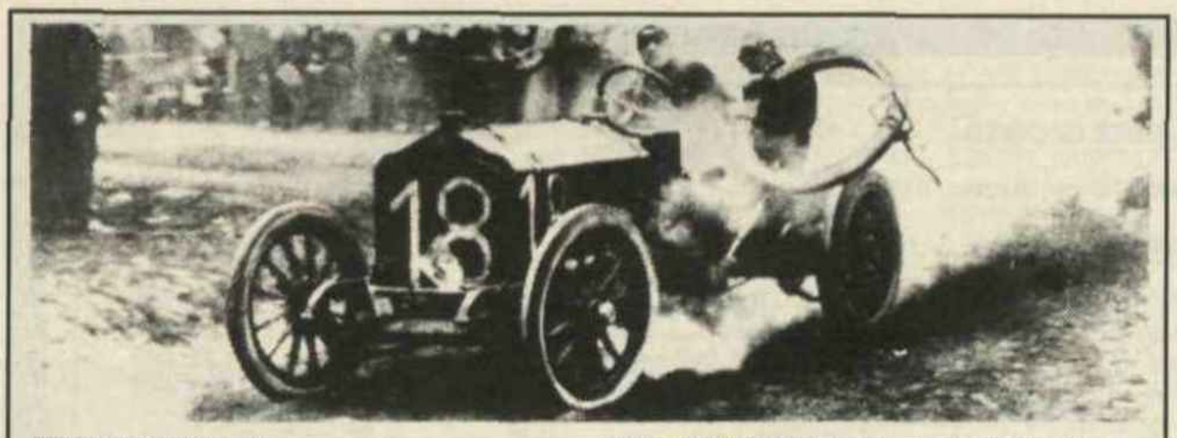
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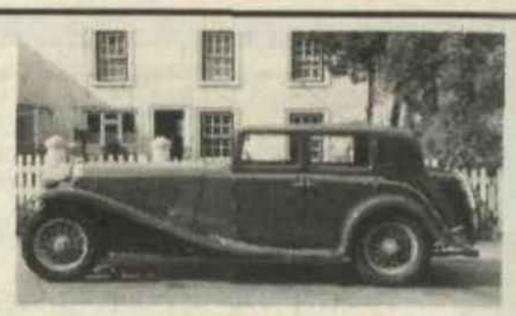
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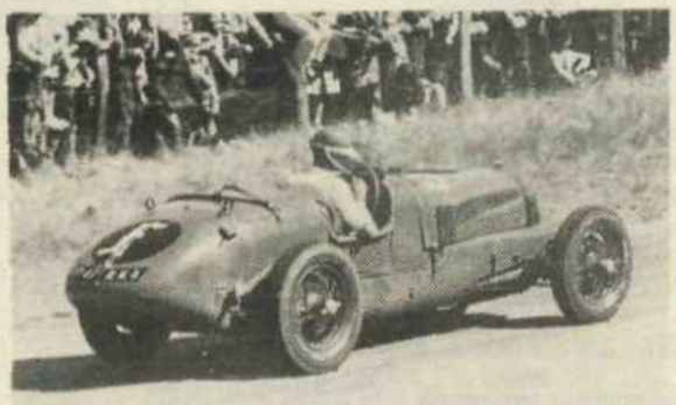


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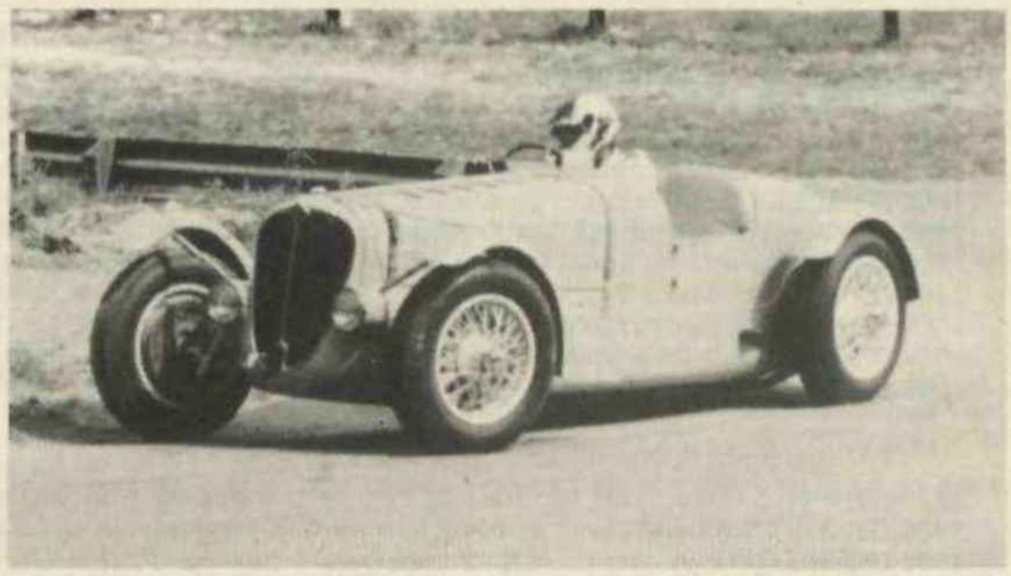
First owner, Michel Paris, prepared the car for Le Mans 1936. The race was cancelled but the following results were achieved in 1936:

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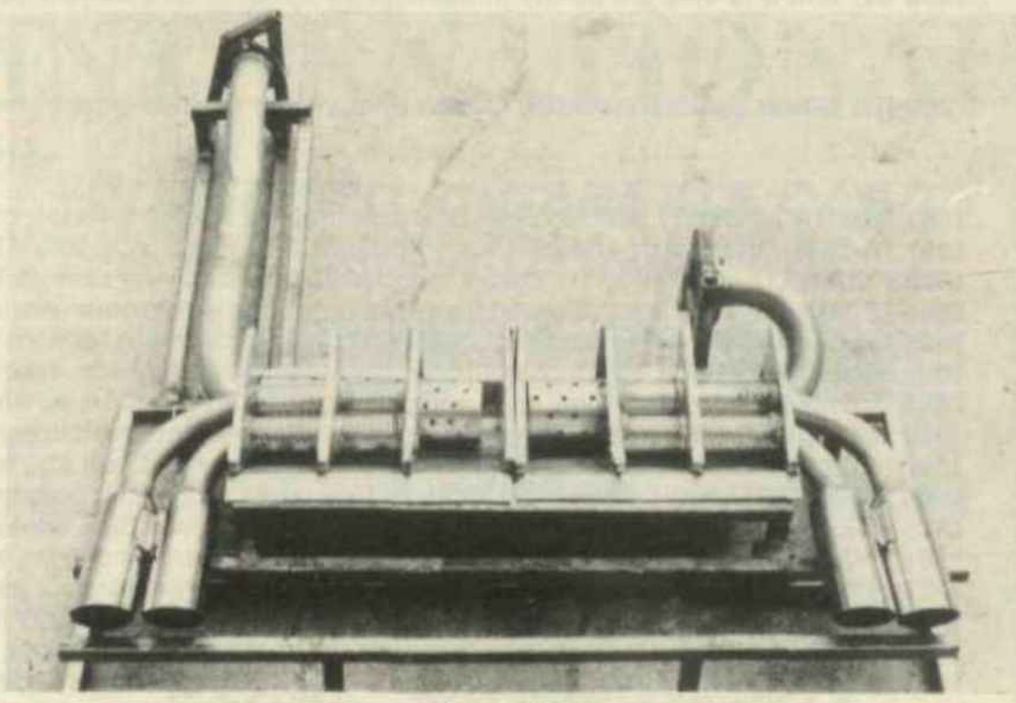
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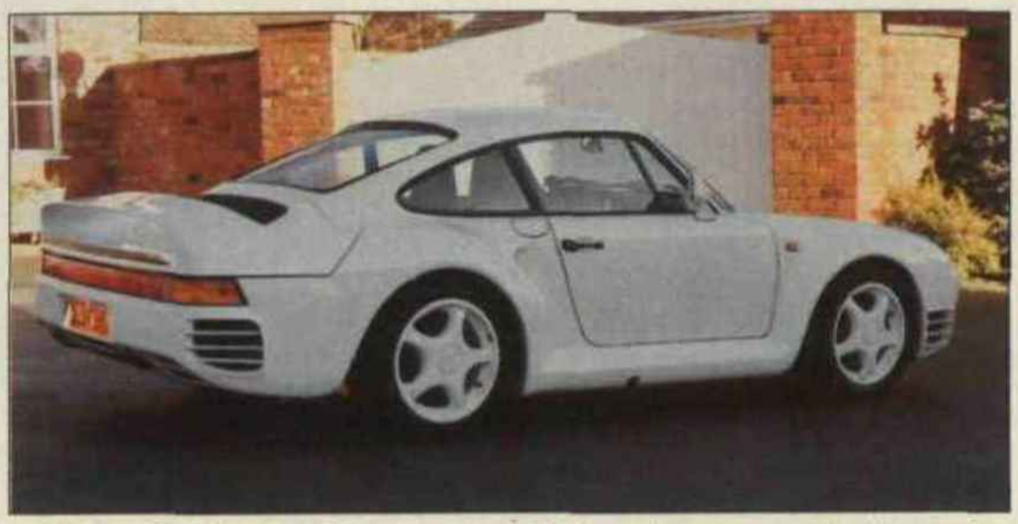
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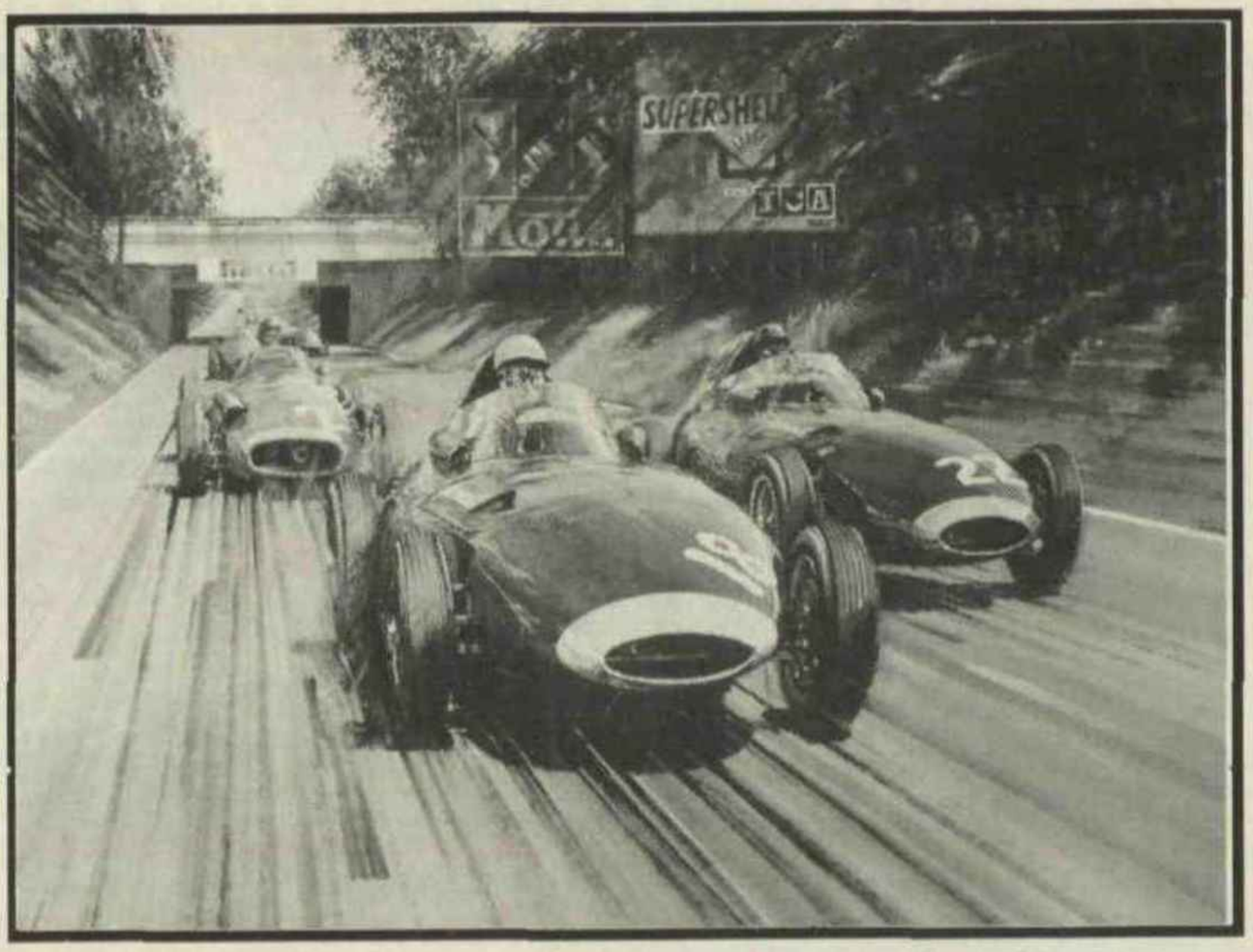
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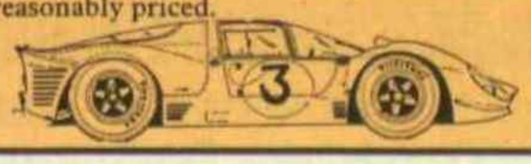
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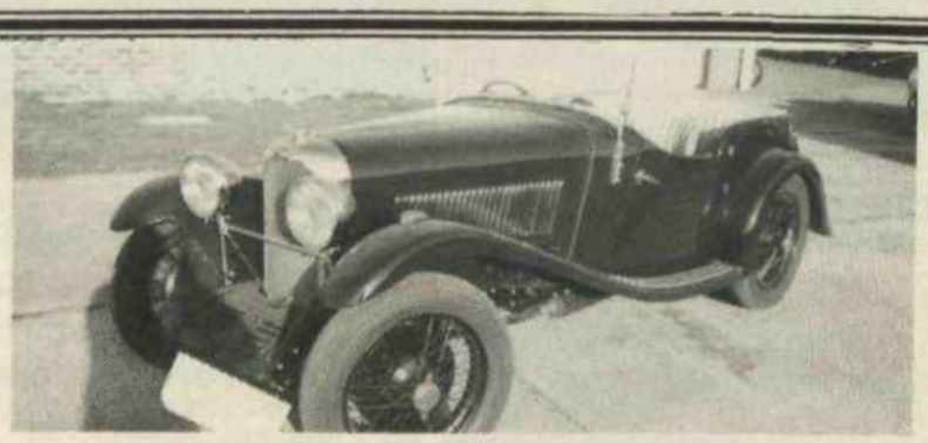
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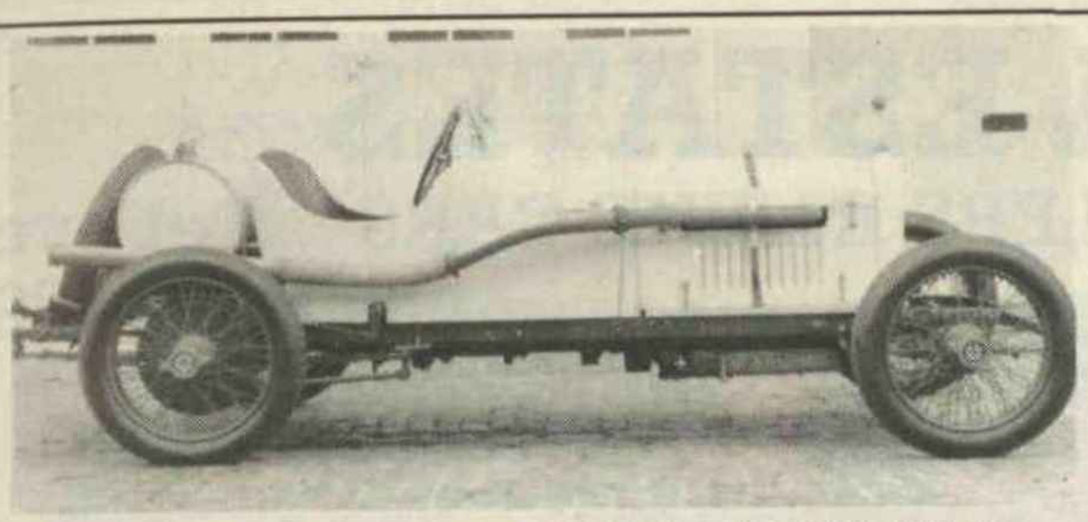


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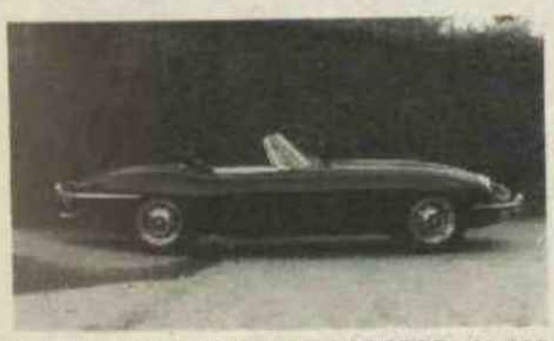
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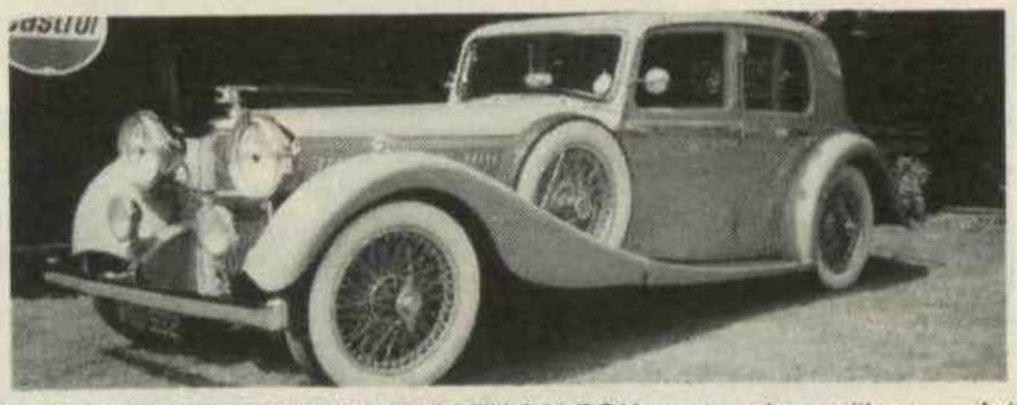
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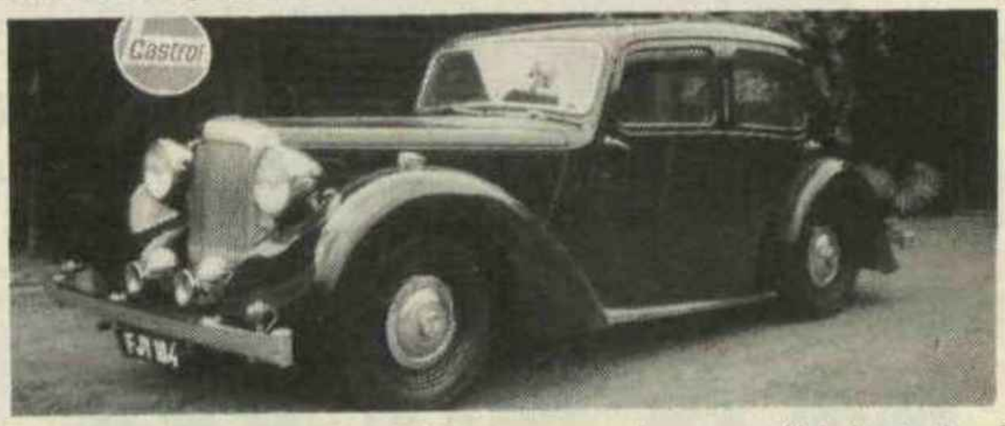
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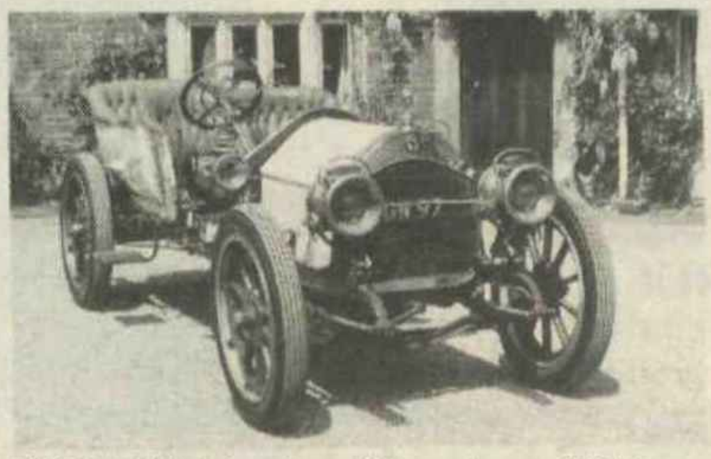
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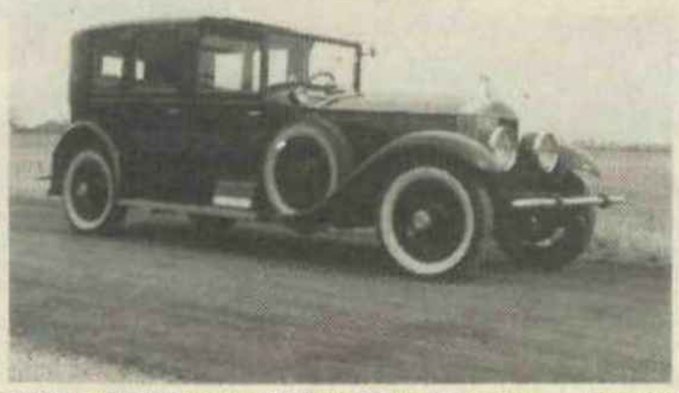
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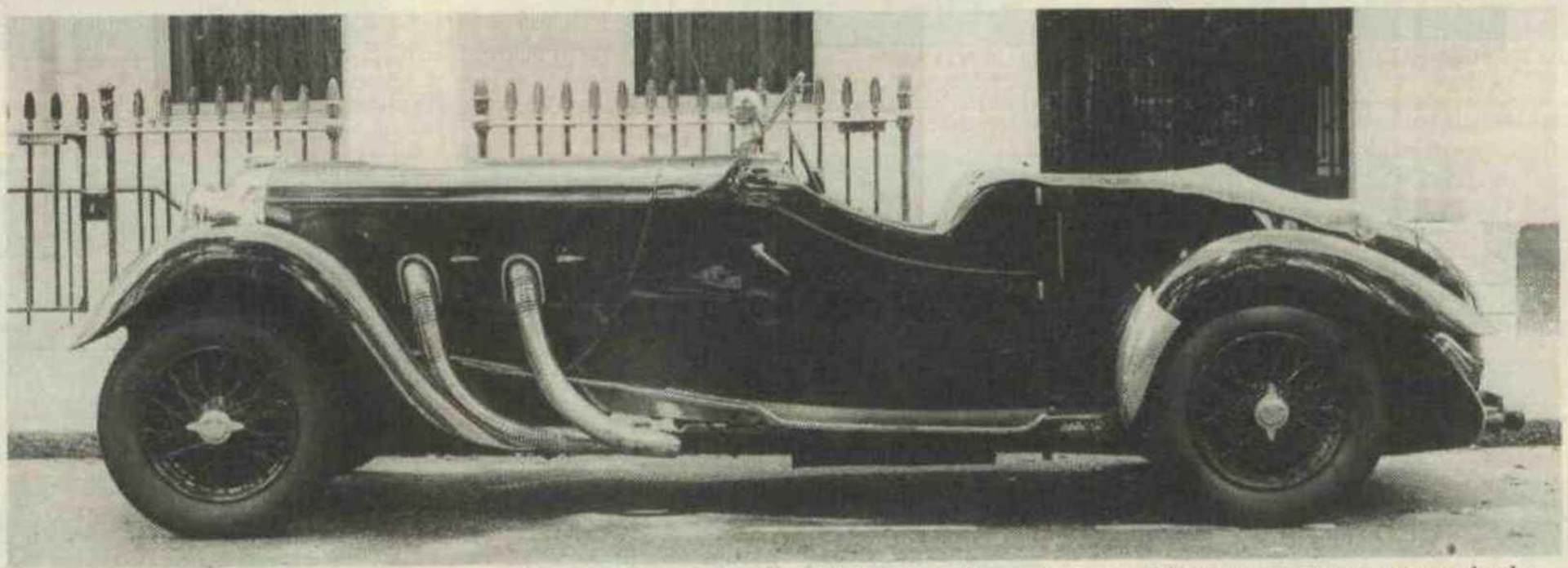
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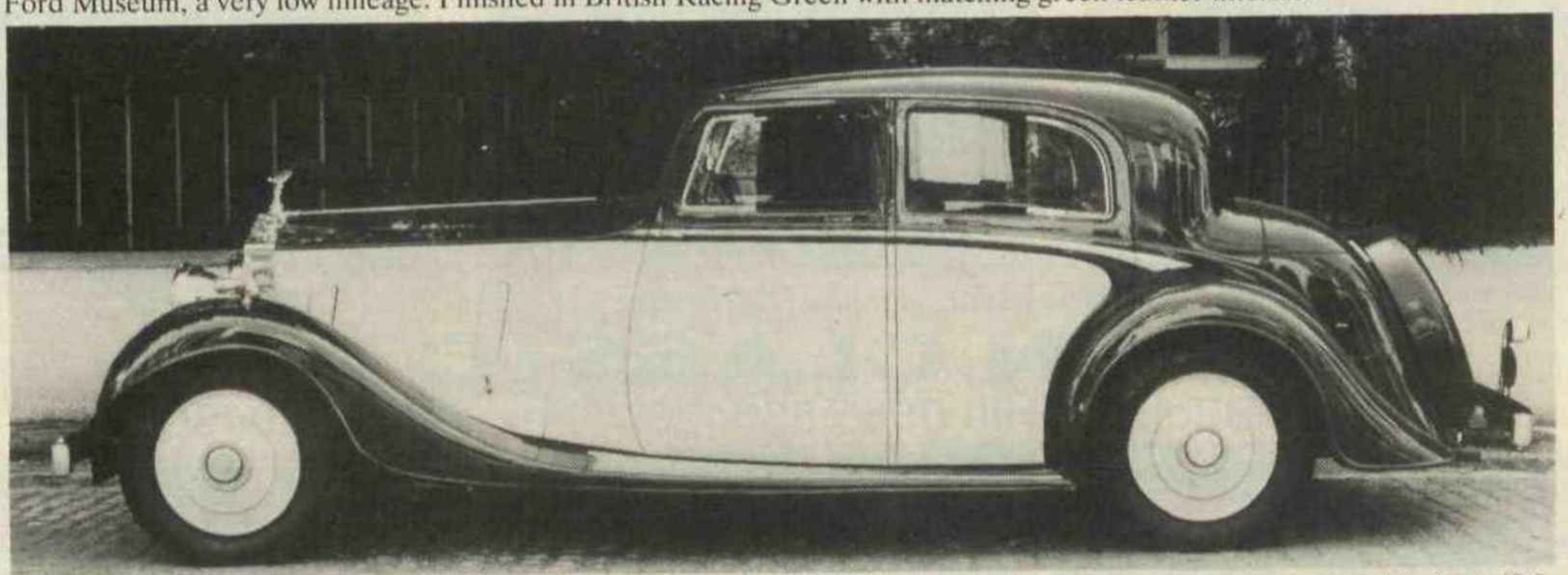
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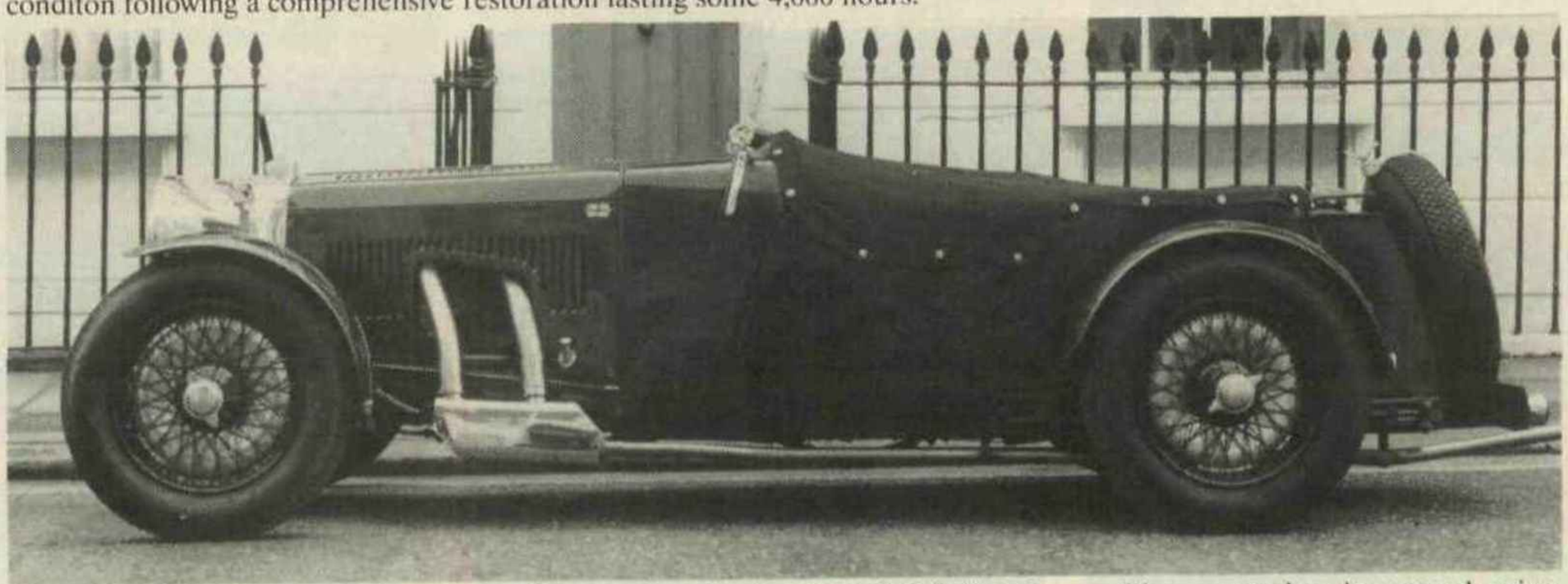
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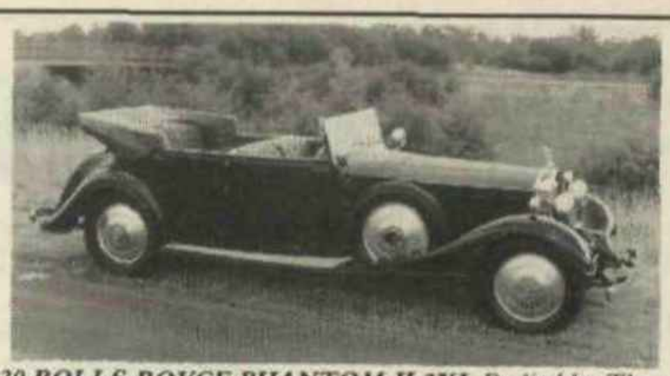
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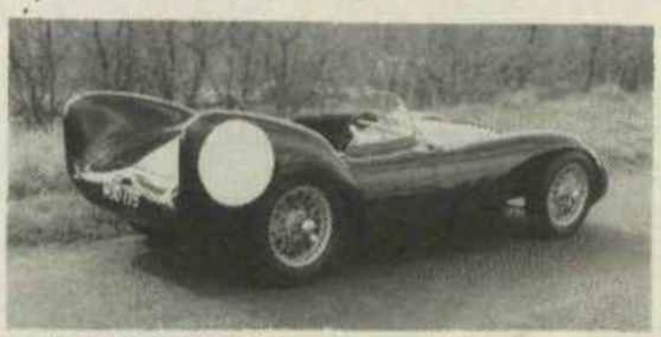
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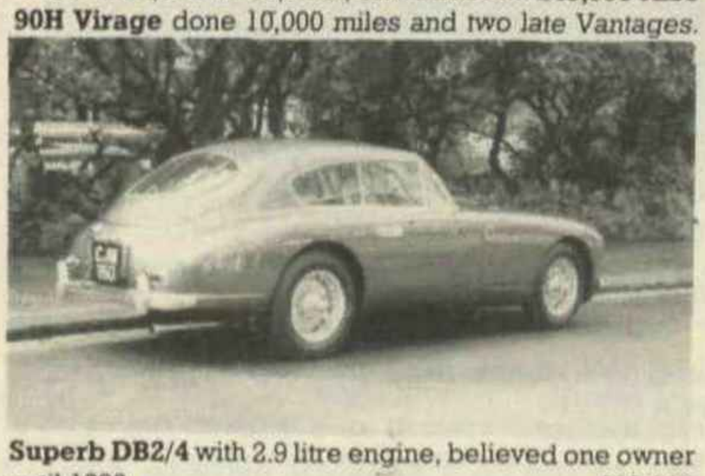
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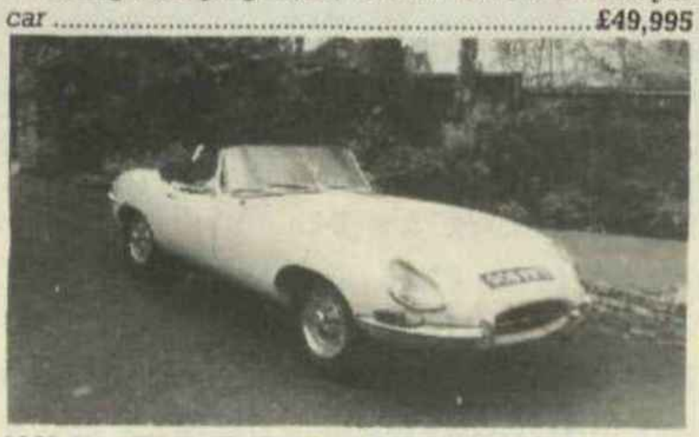
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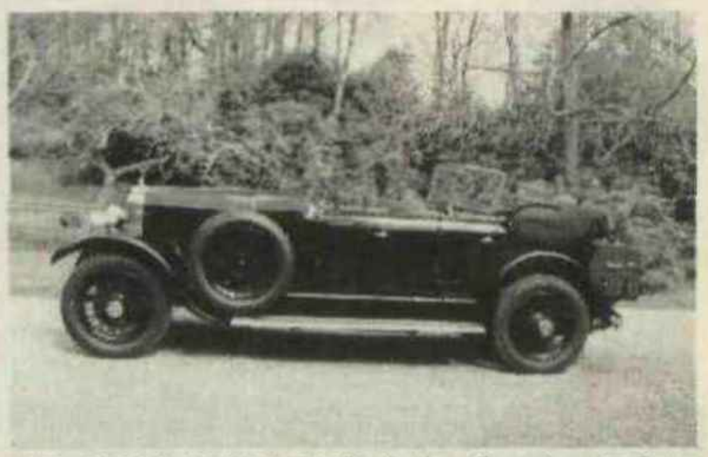
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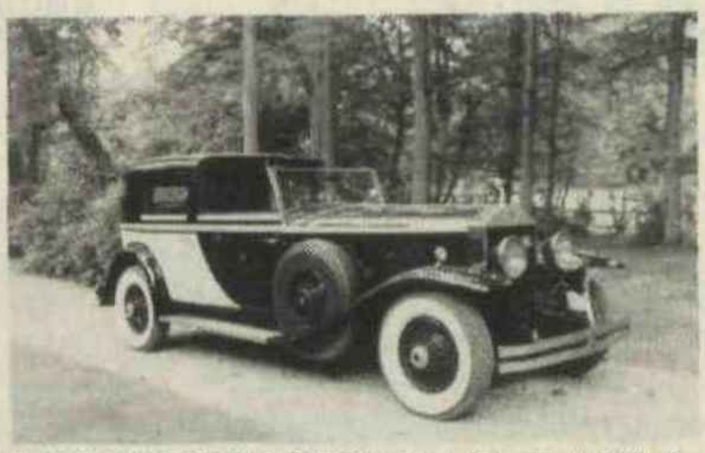
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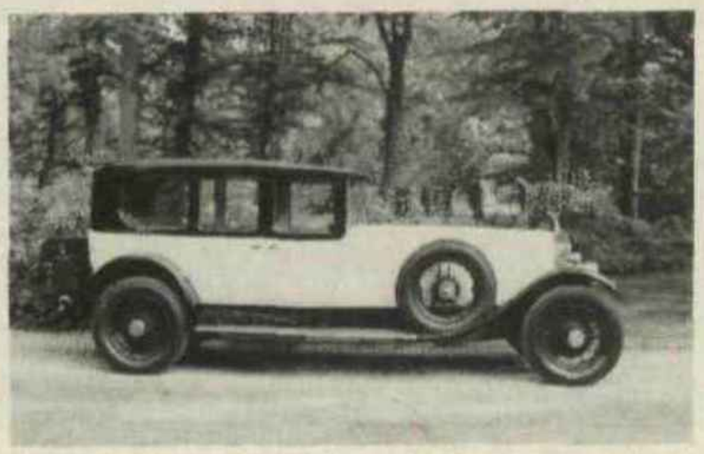
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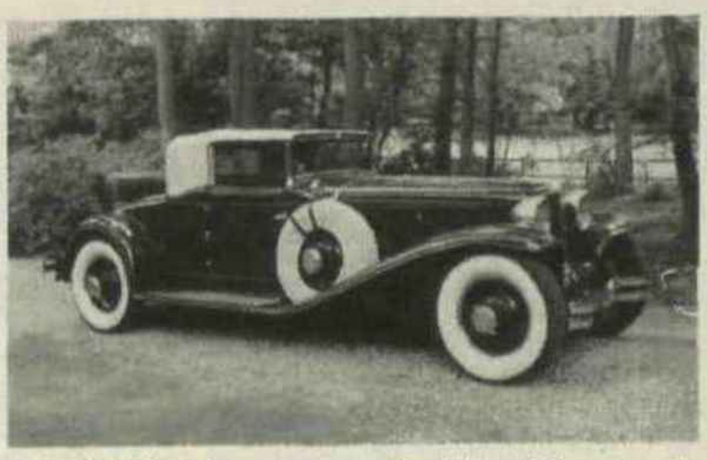
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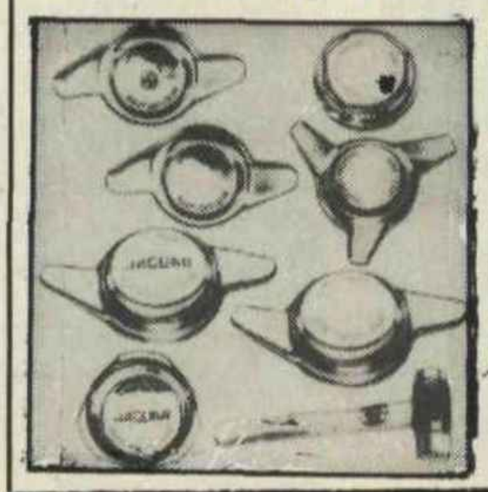
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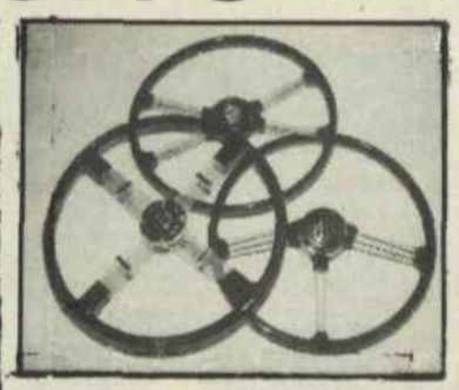
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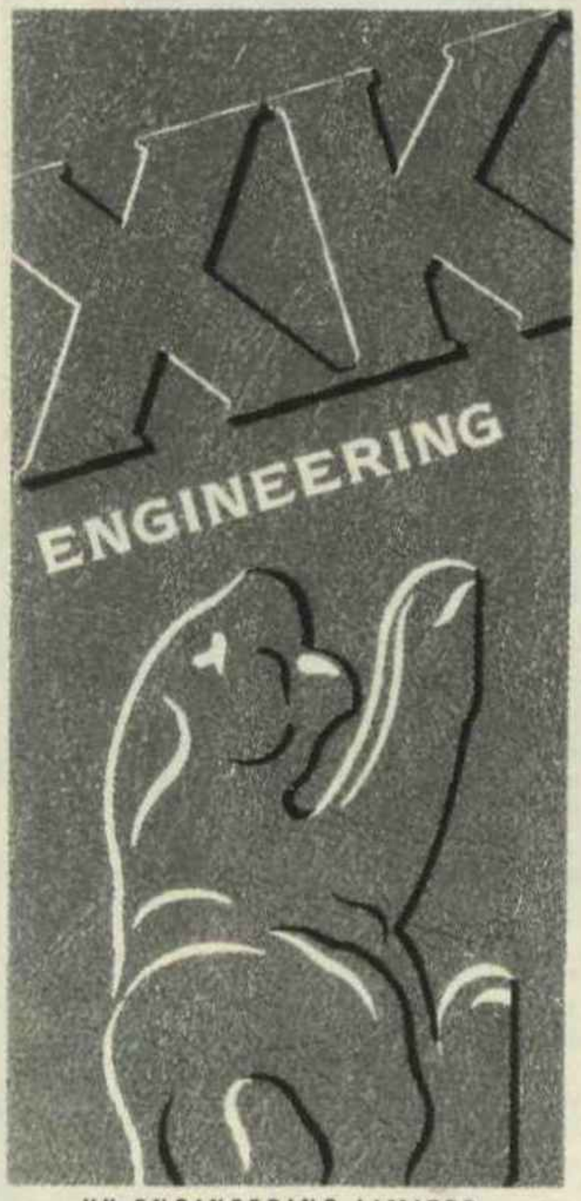
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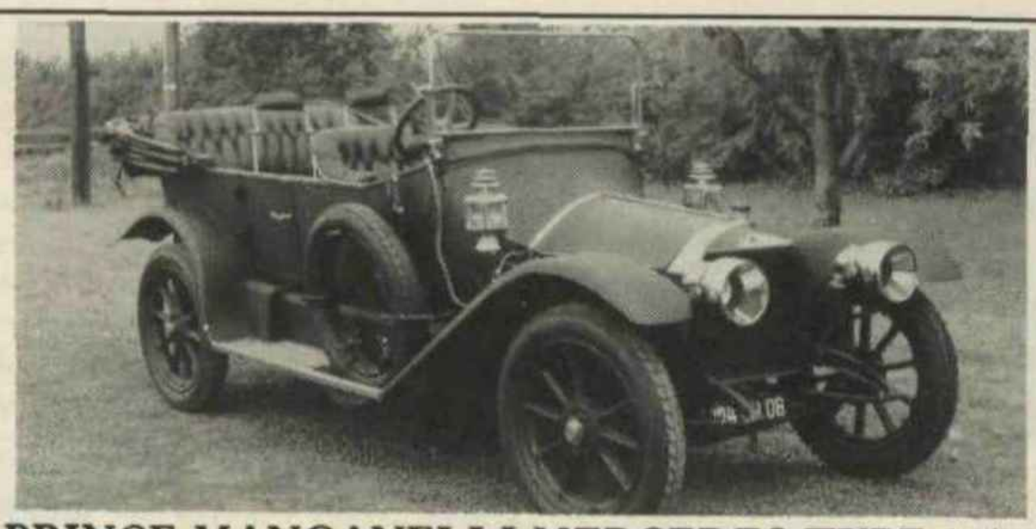
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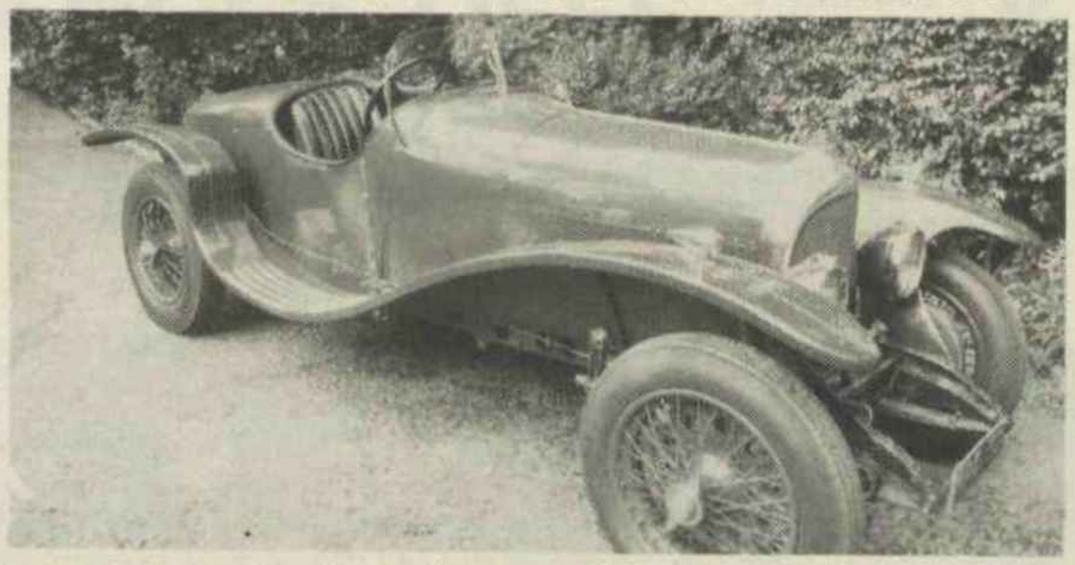
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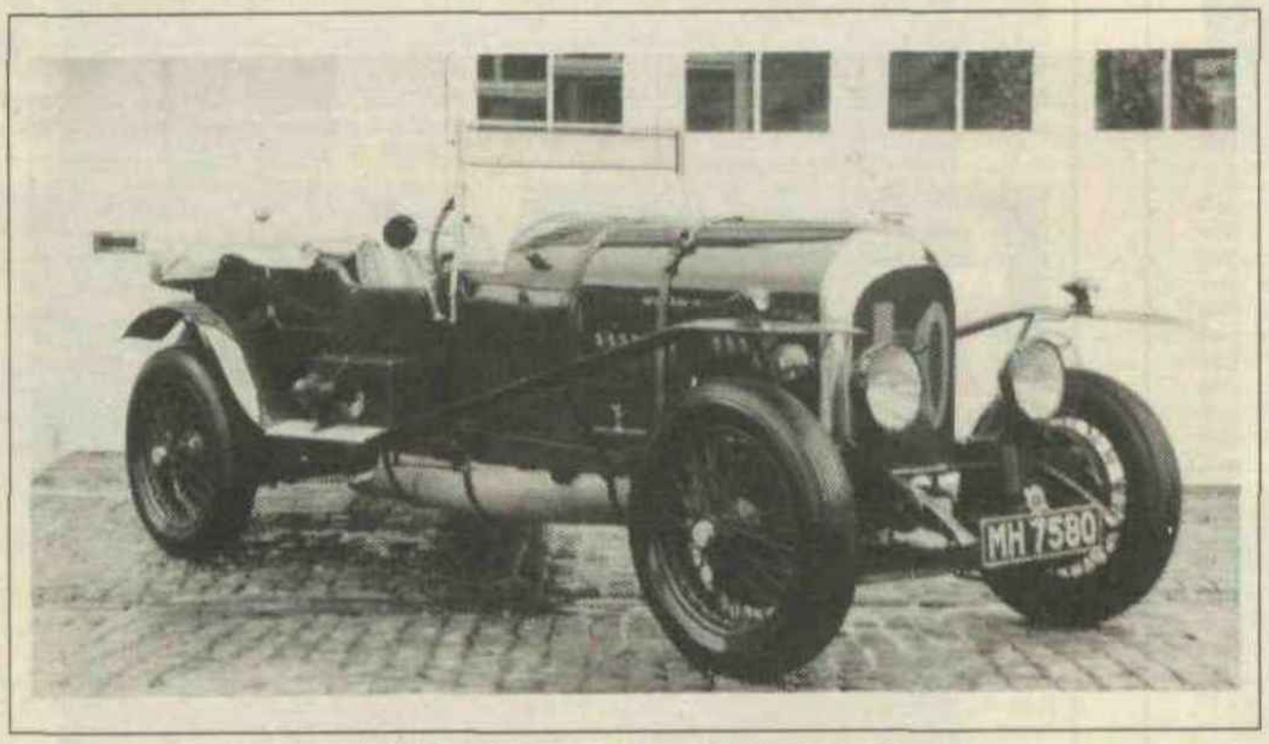


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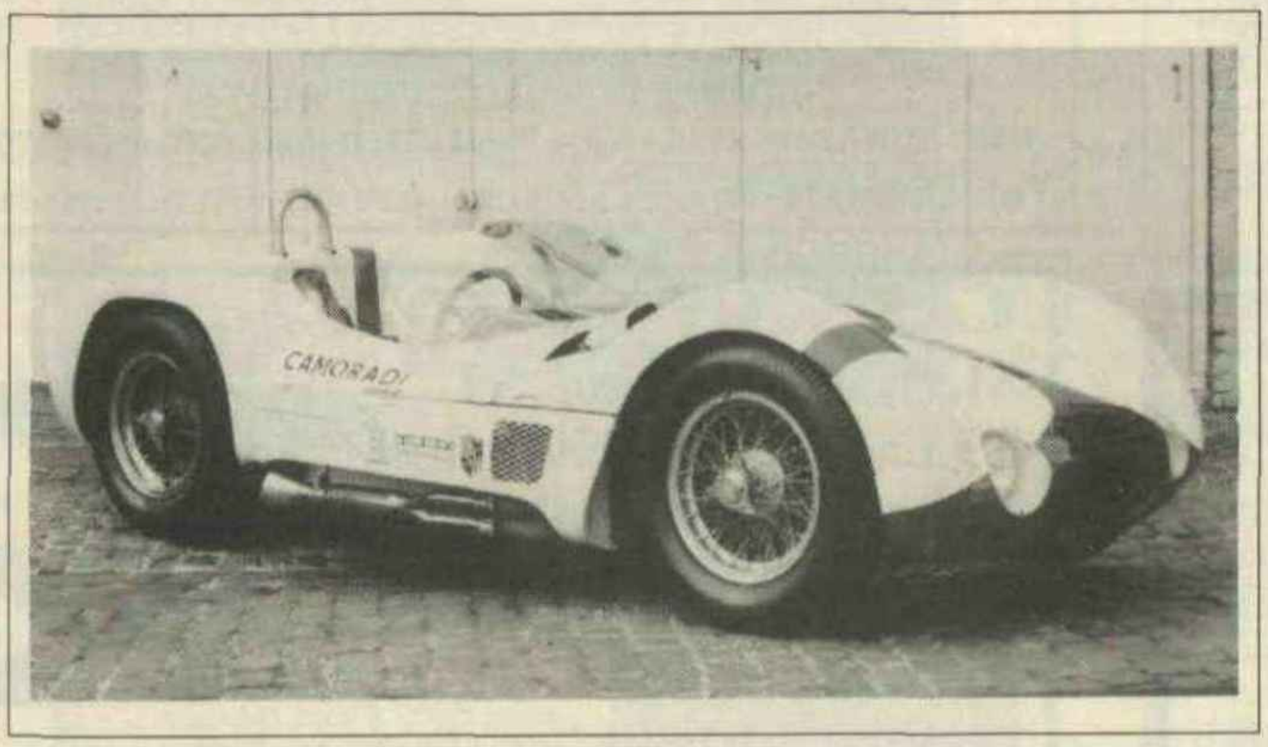
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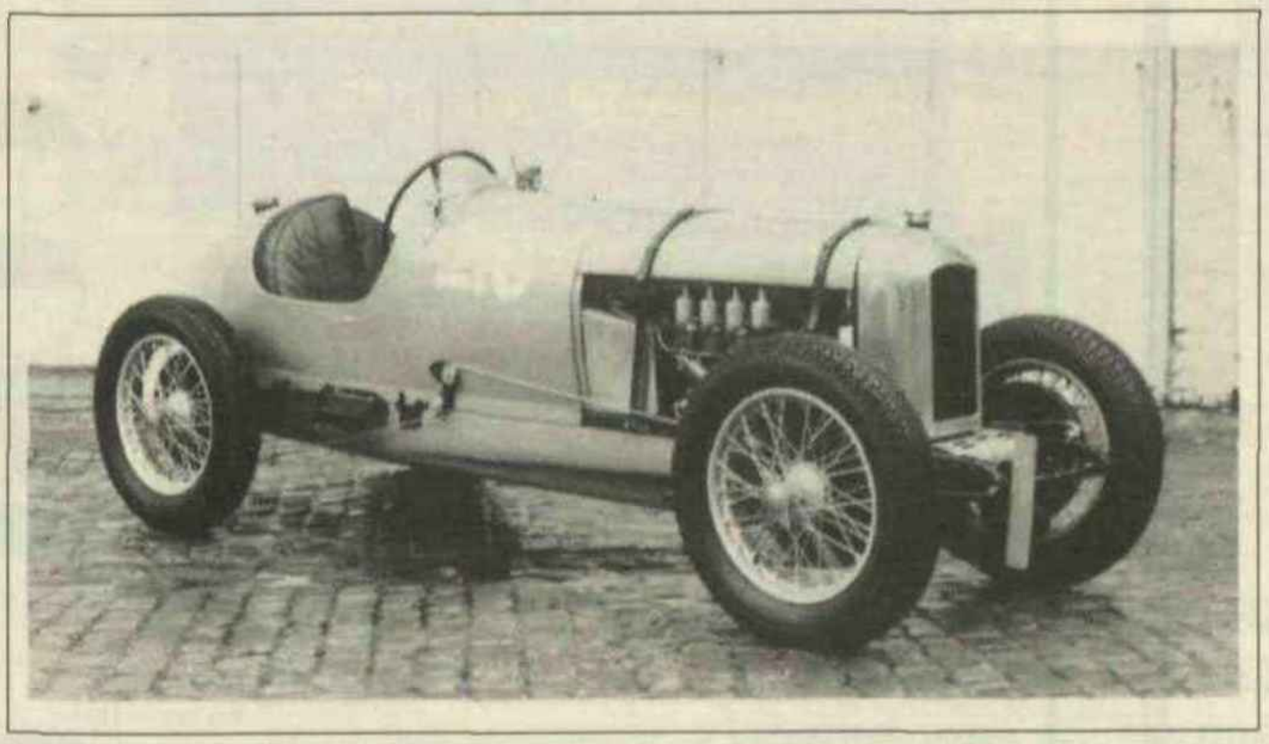
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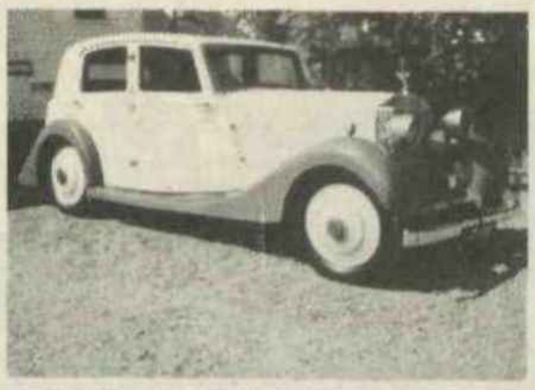
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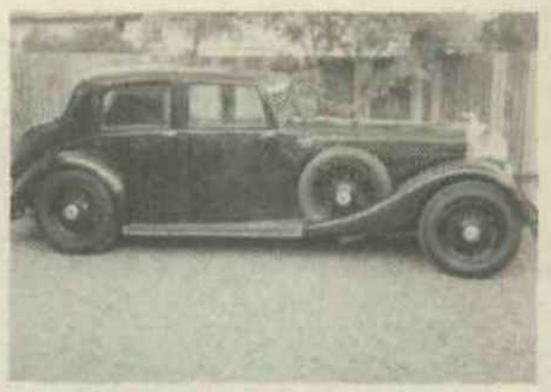
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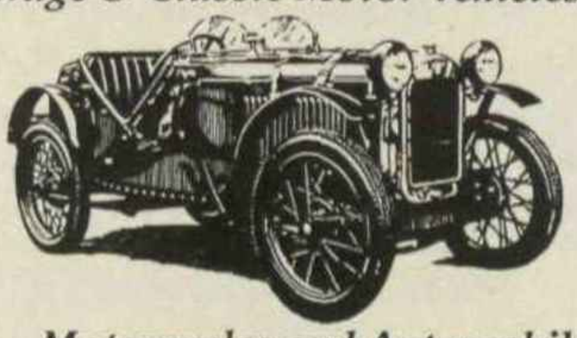
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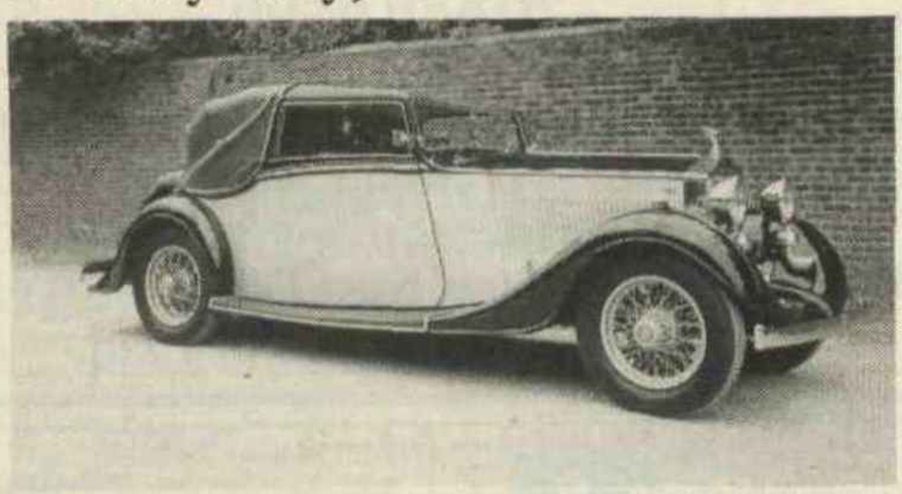
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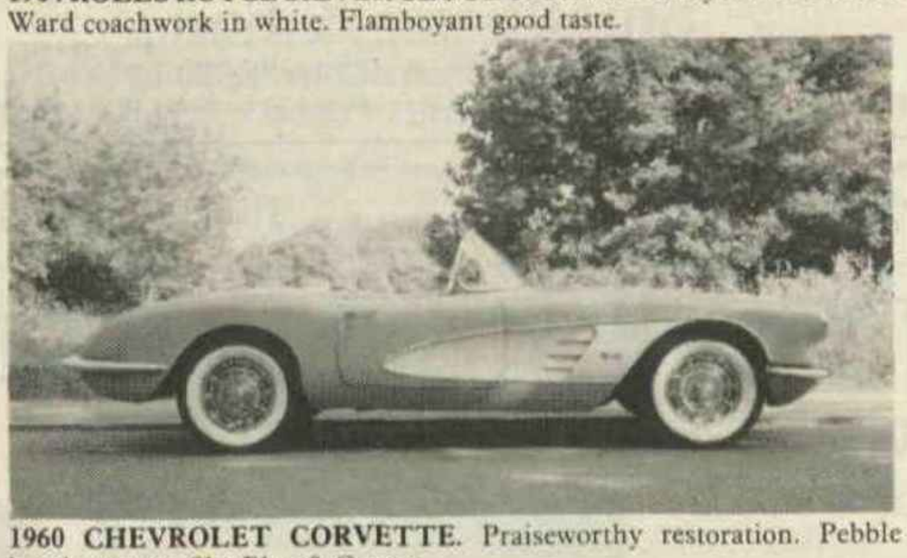
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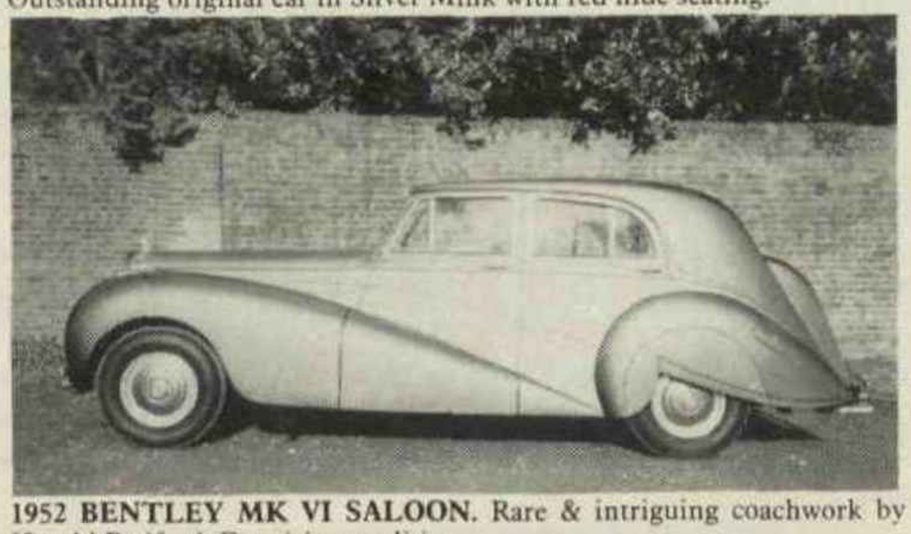
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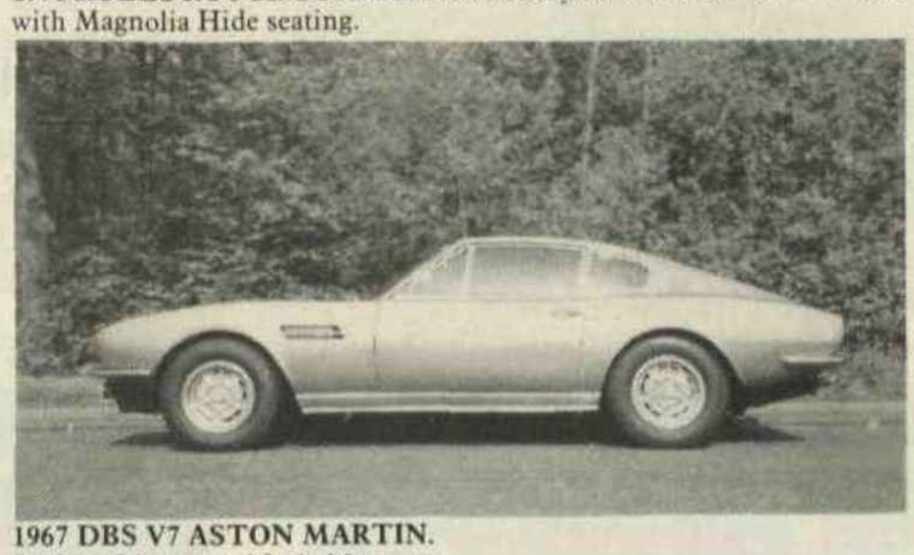
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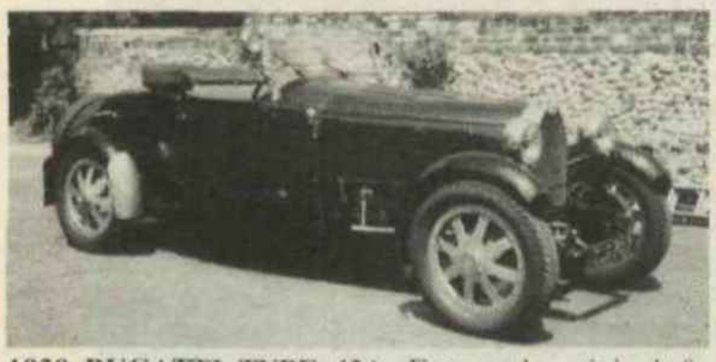
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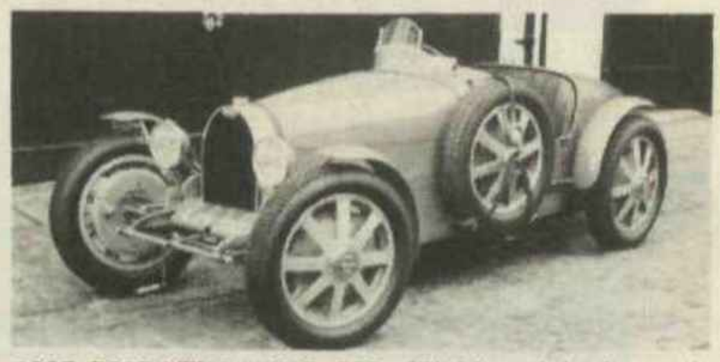
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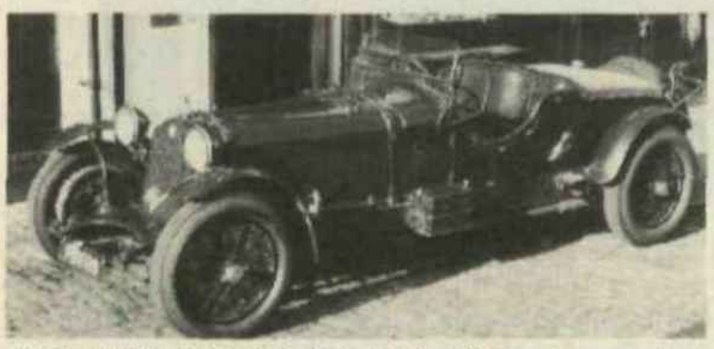
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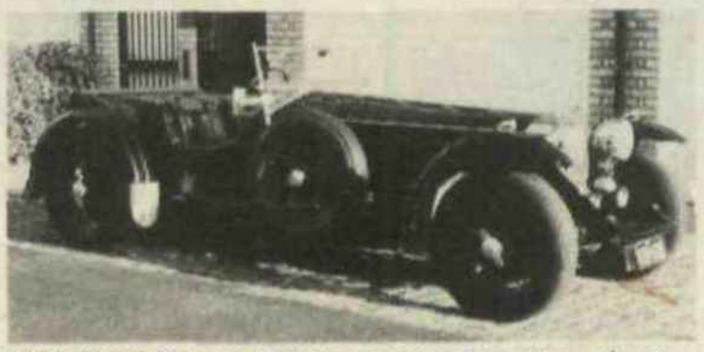
Le Mans style coachwork



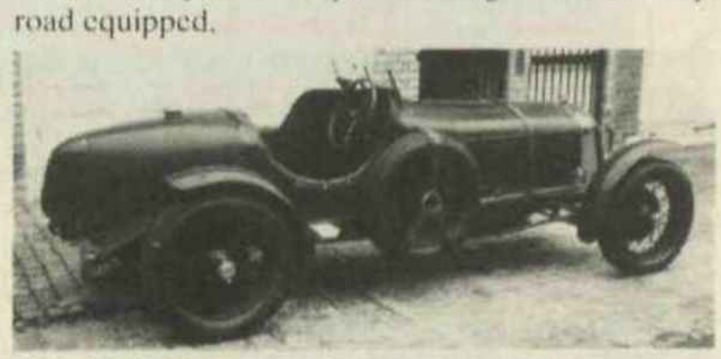
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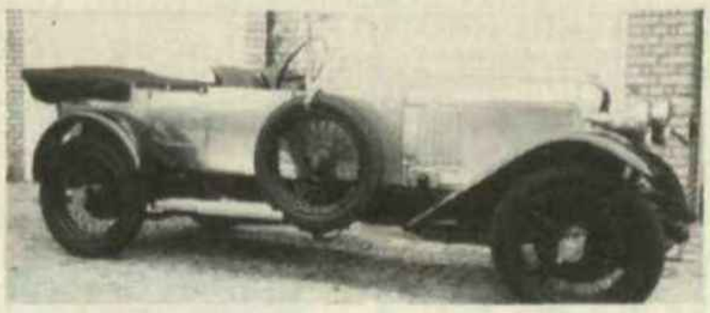
1930 INVICTA S TYPE LOW CHASSIS. 4½ litre Meadows. 2/4 Seat 100 mph car in fine condition.



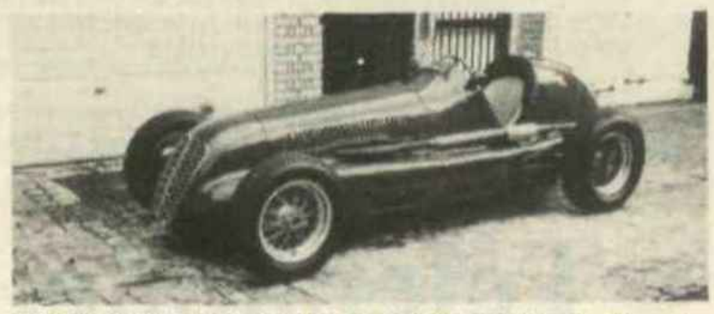
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AC Cobra	MK11 289	Red	1963
Aston Martin	DB4	Grey	1963
Aston Martin	DB2/4	MET/BR	1952
Aston Martin	DB4 Mk3	Ble/Gy	1961
Aston Martin	DB2/4 Mk3	Pl/Grn	1958
Aston Martin	DB6 Mk11	Red	1970
Aston Martin	DB6 Mk11 Con	L/Green	1970
Aston Martin	DB6 Mk11	Blue	1970
Aston Martin	Junior 22		
Bentley	Red Label	Blk/Re	1924
Bentley	Fast Back S1	Grey	1956
Chevrolet	Corvette	Blue	1973
Desoto	Mk IV Coupe	Cream	
Ferrari	Daytona	Red	1974
Ford	Escort 1.4 LX		1991
Honda			
Jaguar FHC	XK150 3.8 SE	Green	1960
Lagonda	2Ltr Sup/Charg	B.R.G.	1931
Lagonda	M45	Green	1934
Lamborghini	Espade	Gold	1973
M.G.B.	GTV8	Red	1974
Mercedes 600	6 Dr Limousine	Maroon	1967
Morris	Bull Nose Van	Mar/BL	1929
Porsche	911 Turbo Conv	Red	1989
Rosengart	Van	Blk/Bl	1928
Triumph	TR6	Dk/Ble	1973

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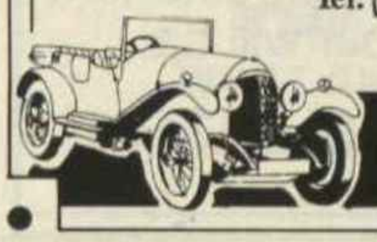
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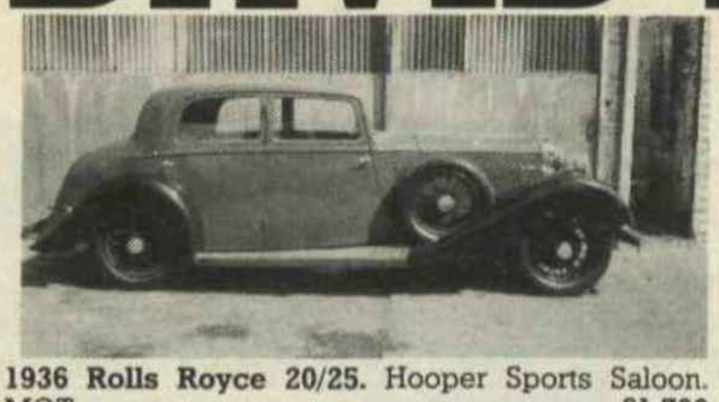
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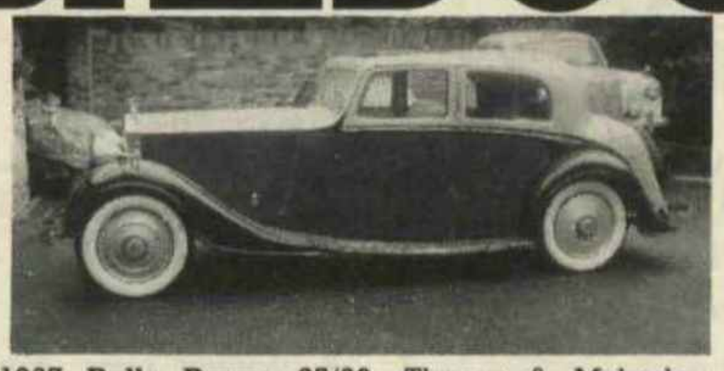
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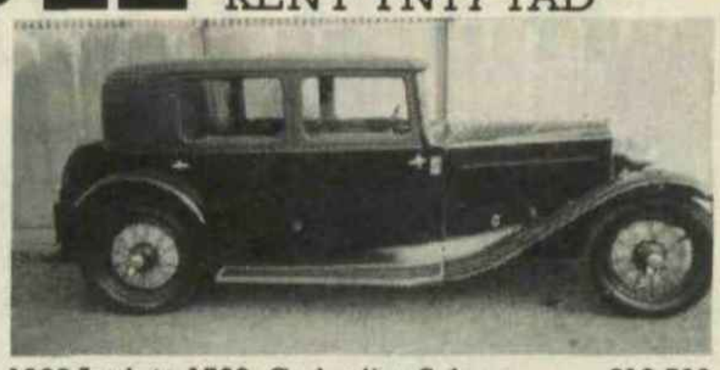
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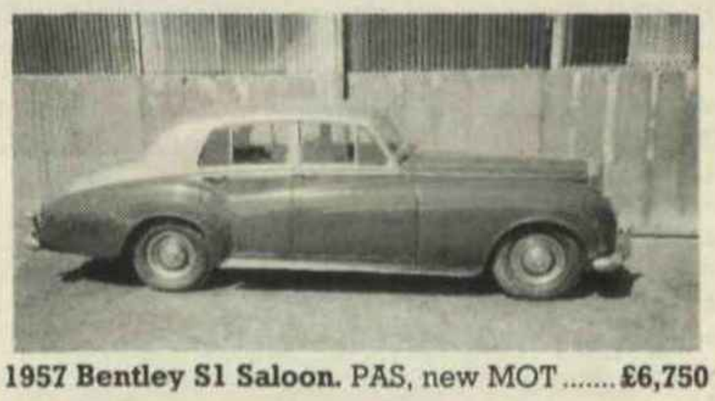
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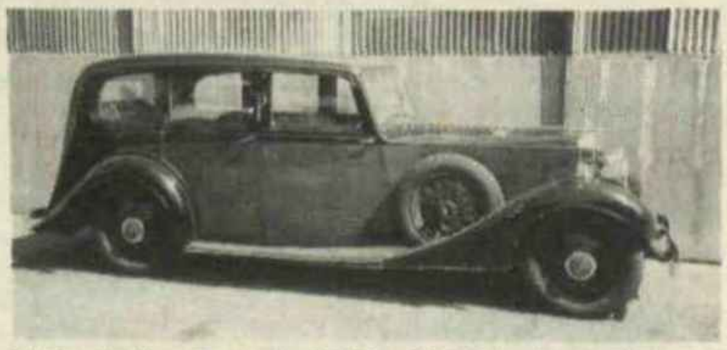
1957 Bentley S1. Hooper with Rolls Royce radiator conversion. PAS, new MOT **£8,750**



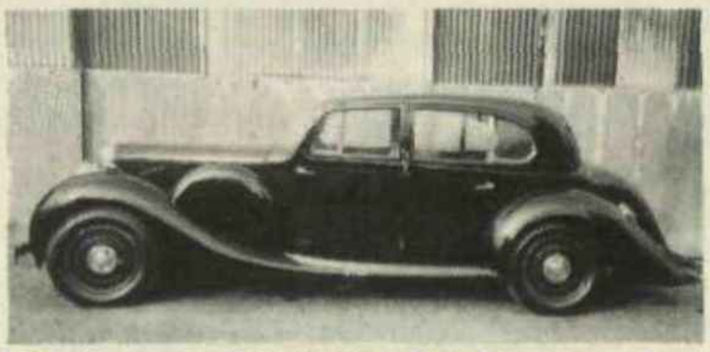
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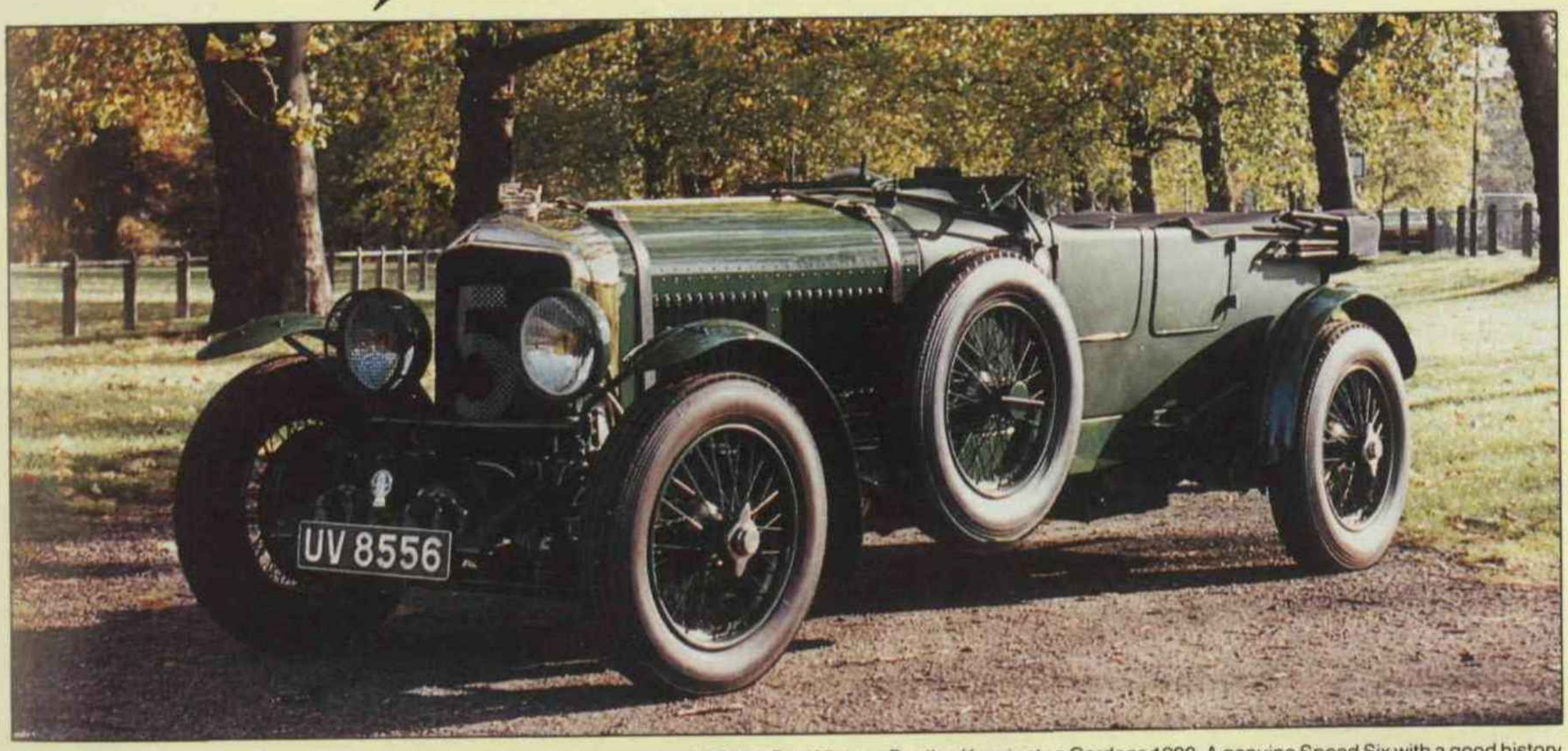


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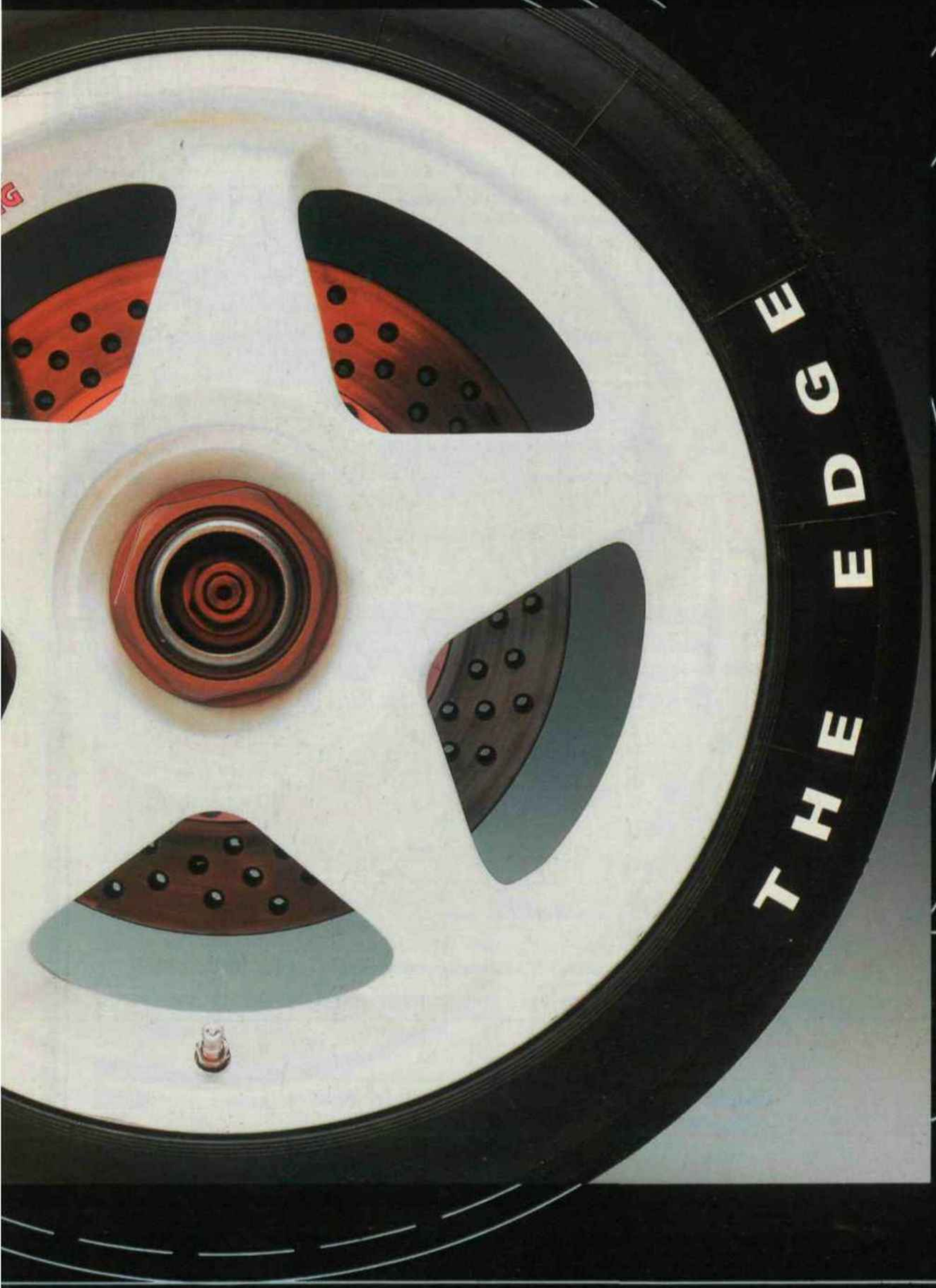
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