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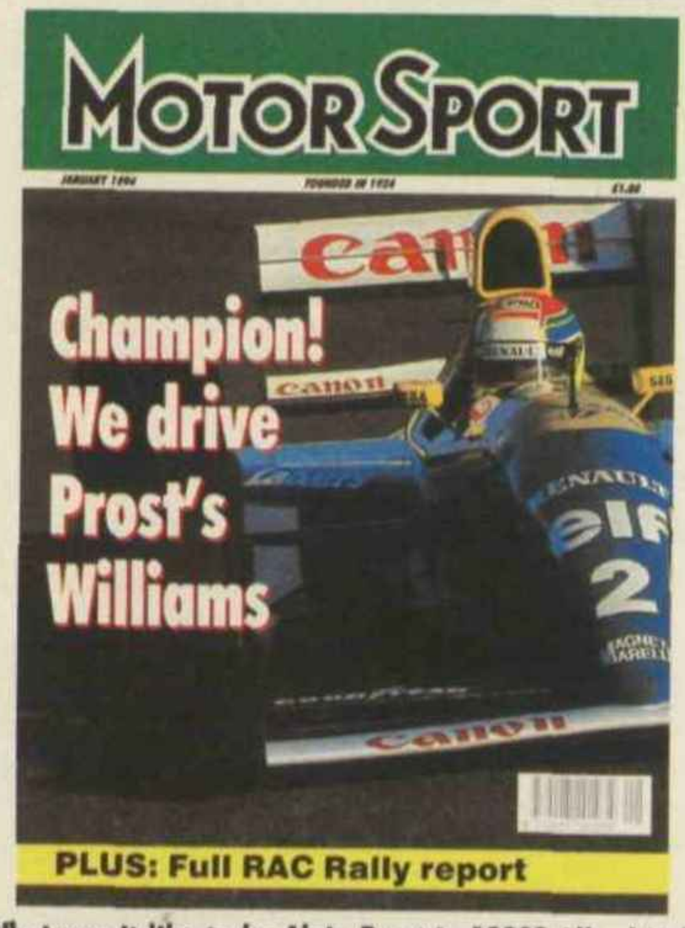
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SMOKING WHEN PREGNAN

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Medical Officers



What was it like to be Alain Prost in 1993? Allard Kalff *reveals all on page 44. Photo: DPPI/Sebastien Desnoulez*

MOTOR SPORT

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*

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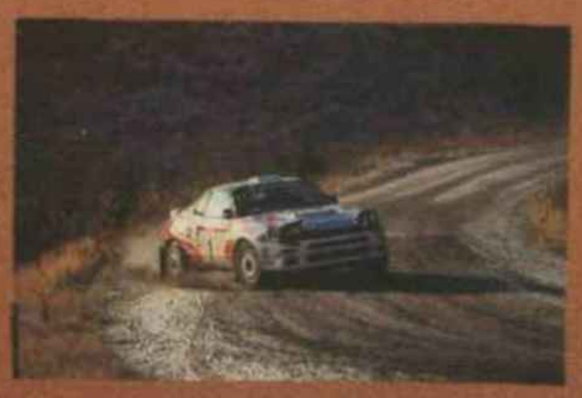
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BROOKS

With 1993 drawing to a close and Brooks' Olympia sale in February the next on the agenda, it is a fitting time to reflect on a year that has, at last, seen the early stages of recovery in the collectors car market. Brooks sales have witnessed a return of confidence, with stable prices and a notable strengthening of individual market sectors.

We have continued our policy of carefully selecting motor cars for their quality, originality and provenance. This selection of vehicles from across the price and age spectrum, sold by Brooks in 1993, gives some indication of the breadth of lots offered and the consistent results achieved.

We look forward to 1994 with optimism and to beginning the year with an exciting sale of collectors motor cars and automobilia at Olympia in February.

Entries are now invited for Olympia February 1994

The 1938 Delage D8 is one of a number of important vehicles already consigned to the February sale.

If you would like to discuss entering a car please call James Knight or Mark Beattie.

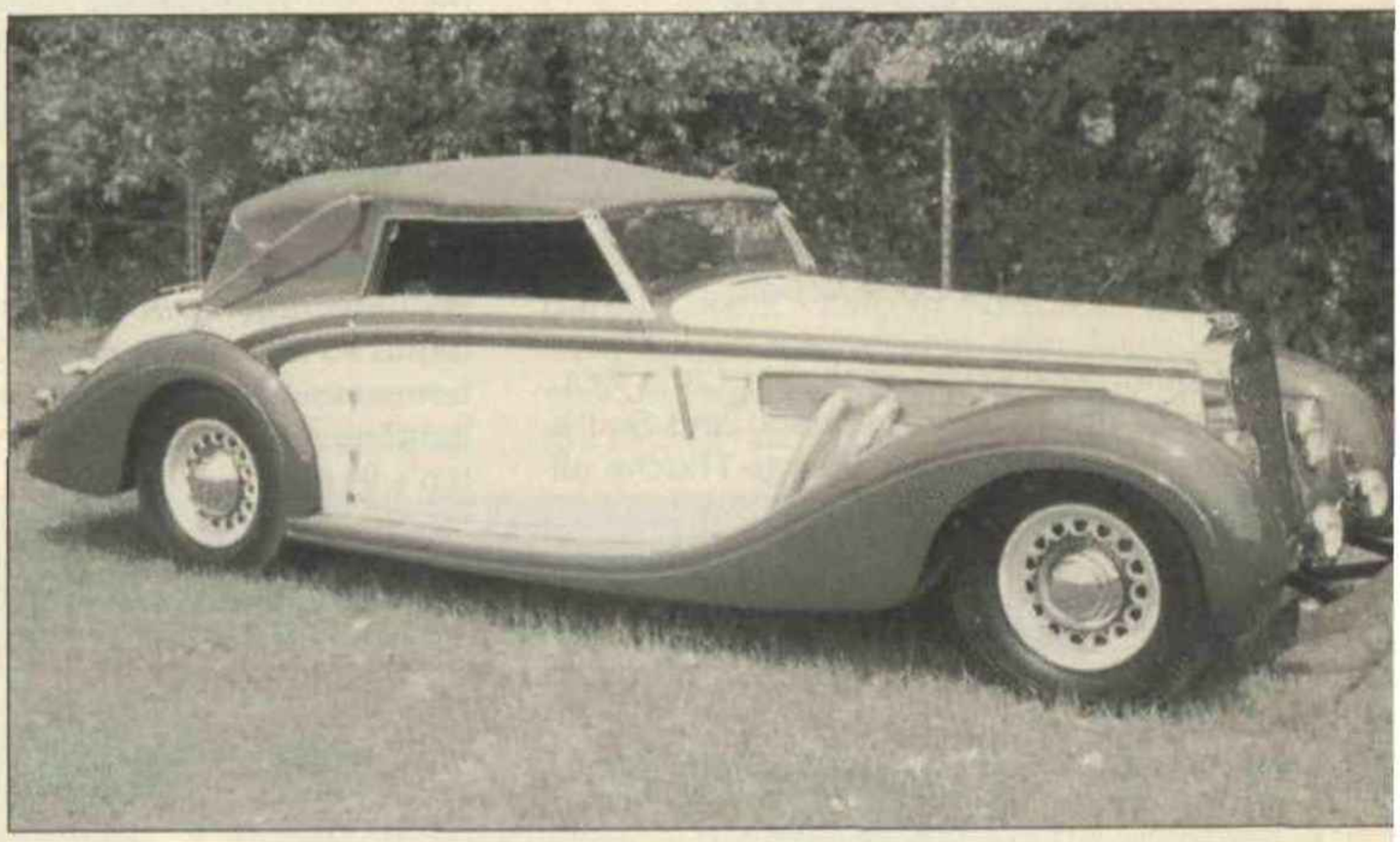
To order a catalogue in advance or to take out a subscription call Rachel Hall on 071-228 8000.

entries invited

february olympia 94

Brooks 1993 - a selection of notable cars sold.

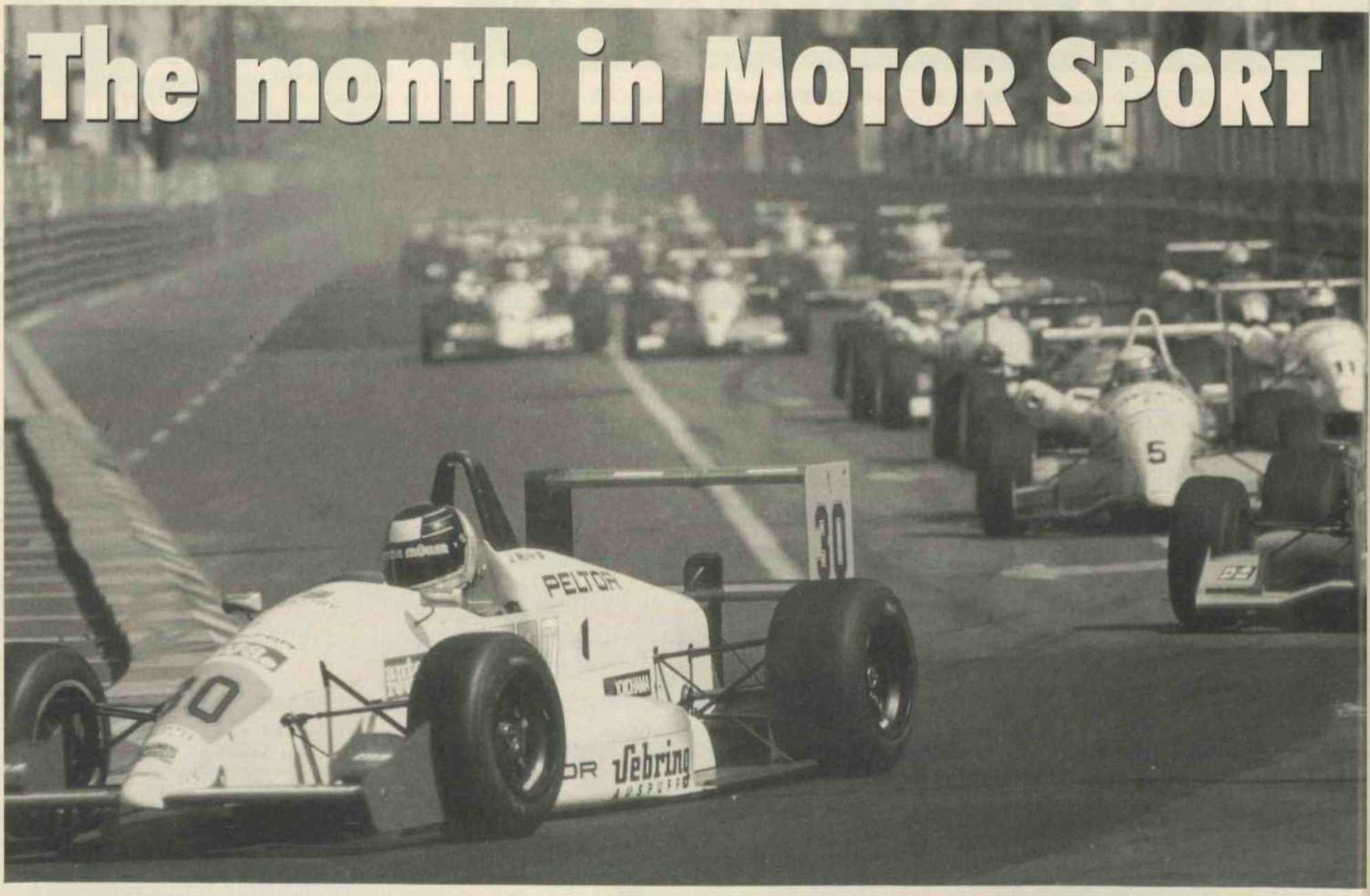
1898	Benz Velo unrestored	£35,200
1908	Renault 20/30 Landaulette	£33,000
1922	Diato Tipo 20	£33,000
1924	Sunbeam 24/70 Tourer	£74,000
1924	Vauxhall OE 30/98 Velox Tourer	£94,600
1926	Bentley 3/4½ litre Tourer	£72,600
1927	ERA/Delage Single Seater	£140,000
1929	*Morris Cowley Tourer*	£9,900
1930	Alfa Romeo 6C 1750 DHC by James Young unrestored	£74,800
1930	Invicta Low Chassis Tourer	£99,000
1930	Horsch 480 Cabriolet unrestored	£25,200
1933	Delage D8 Fixed Head Coupe	£74,800
1934	SS1 Saloon	£26,400
1935	Aston Martin MkII	£55,000
1937	Bentley 4¼litre Tourer	£31,900
1939	Lagonda LG6 Saloon	£52,800
1947	Ferrari 166 Spider Corsa	£211,000
1951	Aston Martin DB2 Lightweight	£118,800
1952	Frazer Nash Le Mans	£52,800
1955	Maserati A6GCS	£188,000
1957/58	Vanwall G.P. Single Seater	£528,000
1961	BRM P578 G.P. Single Seater	£225,000
1966	Ford GT40 Coupe unrestored	£269,200



Delage D8 Cabriolet with coachwork by Chapron of Paris - to be sold at Olympia in February

Brooks, 81 Westside, London, SW4 9AY. Telephone: 071-228 8000. Facsimile: 071-585 0830

The month in MOTOR SPORT



NOVEMBER

16: Rally driver Paul Frankland is one of a group of men arrested and charged with conspiracy to steal motor vehicles. Frankland had earlier been subject of an investigation by the BBC's *Cook Report*.

17: Golfer Nick Faldo, rock star Chris Rea, Jordan designer Gary Anderson and South African sports car racer George Fouche all have a run in a Jordan 193 at Silverstone.

17: Hideki Noda becomes one of the first confirmed European F3000 entries for 1994, after signing for Forti Corse.

18: Jos Verstappen tests for McLaren at Silverstone. In freezing conditions, the Dutchman laps steadily, a little way shy of Mika Hakkinen's pace.

18: The future of former world rally champion Carlos Sainz is finally settled. The Spaniard signs for Subaru.

18: Lamborghini's F1 future appears to have been secured, following Chrysler's sale of the company to Megatech, an Indonesian controlled company which is committed to motor sports.

21: Jorg Muller (above) wins the Macau F3 Grand Prix, finishing unbeaten in the two heats. Tom Kristensen is second on aggregate, Kelvin Burt third. The weekend is marred by the murder, on the eve of the race, of Hong Kong touring car racer Andrely Chan and one of his friends. The local press blames triad gangs for the incident.

21: Walter Röhrl wins the International Rally Britannia . . . on the road. At post-event scrutineering, however, his Porsche 911 is found to have slots in its lower front wishbones, and the car is excluded as a result, handing victory to 1992 winner Monty Karlan's 911.

21: Canadian racing driver Stéphane Proulx dies, aged 27. Proulx had contracted the HIV virus, which leads to AIDS.

22: Michael Schumacher is said to be recovering well from a recent knee operation.

22: The working relationship between Ferrari and Honda, rather uncomfortably admitted by the former at Suzuka, is reported to be over.

22: Lola releases drawings of its T94/00 Indy challenger (right, inset). Elsewhere on the CART front, Al Unser Jnr emerges delighted from his first test with Penske, at Sebring.

22: Davy Jones, a leading light in British F3 circles during the early 1980s, signs to contest a full IndyCar season with AJ Foyt.

22: Permission is granted for the running of a rally in London's Docklands. Provisional date for the event is October 1994.

22: The news that the organisers of the Boucles de Spa rally almost secured an entry from Ayrton Senna for 1994 is made public. The Brazilian was being lined up to drive a TTE Celica until logistical problems intervened. The enterprising Belgians still hope to attract an F1 name to the event, however, and are said to be negotiating with Mauricio Gugelmin.

23: Colin McRae, leading the RAC Rally, is forced to retire when he slides briefly into a ditch, and his Subaru Impreza's radiator is punctured by a branch, damaging the engine terminally.

23: A ceremony at Zhuhai in southern China marks the start of construction at what is intended to be the country's first international motor racing circuit. The plan is to stage World Championship Grands Prix by 1996.

24: Juha Kankkunen arrives back in Birmingham to win the RAC Rally, ahead of Kenneth Eriksson's improved Mitsubishi. British disappointment over Colin McRae's retirement are offset slightly by the performances of Malcolm Wilson (third), Richard Burns (seventh), Alister McRae (10th) and Gwyndaf Evans (11th, and winner of the Group N category).

24: Paolo delle Piane rejoins Vortex Motorsport for what will be his fourth season of European F3000. Elsewhere, Pedro Diniz

has re-signed for Forti Corse, 'Jules' Boullion is tipped to be DAMS-bound and Eric Hélary is talking closely to Apomatox.

24: The British club racing fraternity is saddened by the death of reigning Champion of Brands Formula Ford racer Moss Thorpe. The 20 year-old perishes in a road accident.

25: Ligier aspirants Olivier Panis and Emmanuel Collard test for the team at Magny-Cours.

25: Damon Hill escapes with a shaking from a huge shunt during testing at Estoril. The Englishman is quickest of those drivers present, ahead of David Coulthard, who is carrying out further test work for Williams. JJ Lehto impresses during his first run for Benetton. Luca Badoer fares less well in the same environment. The Italian flies off the circuit on three occasions, writing off one B193B. Benetton also gives Andrea Montermini and Eric Bernard a few laps.

28: Tom Kristensen, Roberto Colciago and Max Angelelli finish on the podium in the Fuji F3 International, ahead of Britons Oliver Gavin and Warren Hughes, the latter of whom gives the Ralt 93C its most impressive race to date.

28: Ireland's Birr Forestry Rally is abandoned following the death of co-driver John Finnegan in an accident on the second stage.

29: Paul Stewart announces that he is to retire from race driving, in order to concentrate upon development of Paul Stewart Racing as a business. PSR aims to be in Formula One by the end of the millenium.



29: McLaren arrives at Silverstone for two days of testing. Drivers include Philippe Alliot, Yannick Dalmas and former McLaren/*Autsport* award winners Oliver Gavin and Gareth Rees (shown below). Adverse weather conditions mean that Alliot is the only one who gets to run in the dry, though the two F3 racers both enjoy their stints.

MATTERS OF MOMENT

Faith, hope and clarity

It is always easy to approach a new year in an optimistic frame of mind. One year ago, indeed, we found ourselves doing exactly that.

With hindsight, it was partially justifiable. Yes, there have been unsavoury moments which have sullied the sport, just as there seem to be every year. Equally, there have been positive steps taken to regulate key issues, and it is encouraging to note promises of increased commitment from constructors and manufacturers to Formula One, IndyCars, Formula 3000, touring car racing and Formula Three. Bright news too is the Best of British Motorsport initiative, the promotional impetus of which should help to stimulate interest in the British F3 Championship, a series that has been all but forgotten by a general public swept along with the gathering momentum of the excellent BTCC.

The aforementioned can all fairly be labelled as good news.

There are, however, hazy horizons.

As this issue of MOTOR SPORT closed for press, the sport's powers that be were assembled in Paris, addressing myriad vital topics.

We are particularly concerned that the FIA sets out clear guidelines for the future of international rallying. Very soon. No manufacturer can justify the expense of investing in the construction of new competition cars when the rules are clouded by uncertainty. Will four-wheel drive Group A cars be permitted to continue, or will two-wheel drive be enforced?

Ultimately, it doesn't really matter *what* specification is decreed. The important thing is that the FIA makes up its mind *quickly*.

In the past 18 months, we have all seen how continual procrastination in Paris has stalled the possible rebirth of international sports car racing. It hasn't enthralled F1 team owners either, since the showdown last July.

In the light of that, we are asking for two things.

Firstly, we'd like to see clear and even-handed government. Secondly, we'd like to see it applied across the board. **S A**

The staff of MOTOR SPORT would like to take this opportunity to wish our readers, our advertisers and our friends and associates within the industry an enjoyable Christmas and a prosperous New Year.

We have been greatly encouraged by the warmth with which recent changes to MOTOR SPORT have been received, and by the increased circulation which reflects that.

In 1994, we will strive to improve the magazine still further, bringing you an unrivalled blend of features covering all aspects, and all eras, of the sport and its personalities.

Thank you all for your continued support.



The Reynard 941 was shown in public for the first time in early December.

29: Racing car designer Jo Marquart succumbs to heart problems, aged 57.

DECEMBER

1: Kelvin Burt (below) tests for Williams at Paul Ricard, as part of his prize for winning the British F3 crown. It's the final day of three at the circuit for the team, which gives various celebrities a run. These include former F1 racers Jochen Mass and John Watson, Renault's Bernard Dudot, Williams designer Patrick Head and *Eurosport* TV commentator Allard Kalff, whose impressions of the FW15C can be read elsewhere in this issue.



2: Arthur Mallock dies, aged 75.

3: Reynard unveils its new Indy challenger, the 94I, in public.

3: McLaren issues a statement containing the less-than-surprising news that Mika Hakkinen will be one of its race drivers.

5: Rubens Barrichello (Jordan) beats Pier-Luigi Martini (Minardi) in the annual F1 match-race event at the Bologna Motor Show. F3000 racer Vittorio Zoboli finishes third, in the second Jordan.

5: Indonesia's Sentul circuit, which harbours long-term Grand Prix ambitions, stages its first international event. Emanuele Pirro leads Schnitzer BMW teammates Jo Winkelhock and Steve Soper across the line.

5: The Porsche 911 of Bruno Eichmann/Owen Evans wins the Wellington street race. Several BTCC regulars contest the popular annual event, but all of them run into trouble.

5: Didier Auriol wins rallying's Race of Champions in the Canary Islands, beating Carlos Sainz by 0.01s.

5: Possum Bourne clinches the Asia-Pacific Rally Championship, winning the final round of the series in Thailand. He dedicates his success to his late former co-driver, Rodger Freeth.

5: Martin Schanche wins the British Rallycross GP at Brands Hatch, leading home Barry Squibb. Tony Bardy takes Division One honours, and debutant David Brabham beats the Vauxhall Nova Challenge regulars.

6: Benetton confirms that it will give F1 veteran Michele Alboreto a test run at Barcelona shortly.

6: Simtek confirms that it will use Ford HB engines in 1994. Fellow F1 newcomer Pacific has still to make its mind up: it will choose between the Ford HB V8 and the Ilmor V10.

6: Timo Mäkinen and Paul Easter, Monte-Carlo rally winners in 1965, are to team up again on the 1994 event. The duo will drive a Mini Cooper, naturally. It will be entered by Rover Japan.

6: Belgian rally star Bruno Thiry signs to drive a Group A Escort Cosworth in a limited programme of 1994 World Championship events.

6: Formation of a new company, BPR, is announced. BPR will take care of a pilot series of GT events in 1994.

7: Countering continued speculation that McLaren has been trying to poach its star asset, Benetton announces that it has agreed an extended contract with Michael Schumacher.

9: Lotus announces that it will be retaining the services of Alessandro Zanardi. The Italian will be employed as test driver.

9: The FIA's World Motor Sports Council is in session in Paris. Amongst the items on the agenda are the post-Japanese GP fracas between Ayrton Senna and Eddie Irvine and definitive versions of both the 1994 F1 calendar and the series' technical regulations. Their findings were made public after MOTOR SPORT had closed for press.

OBITUARIES

Jo Marquart

Respected racing car designer Jo Marquart died in his adopted Norfolk recently, following heart trouble. He was 57 years old.

In the late 1960s Marquart was noted for his work at McLaren, before he went on to Huron, GRD and Modus. Thereafter, he founded Argo Racing Cars in 1977. The Argo JM6 was one of F3's pace-setters in 1979/80, in the hands of Roberto Guerrero, David Sears, Thierry Tassin and others. Later, the JM16 and JM19 sports car designs found their niche in IMSA's Camel Lights class during the 1980s.

Martin Schanche and Will Hoy were often the fastest pair in the C2 class of the World Sportscar Championship, setting a string of pole positions and fastest laps with their Zakspeed 1.8 turbo-powered JM19 in 1987.

Marquart made several applications to find work with racing teams in the early 1960s, when he was working for the Scottish Bus Group in Edinburgh, and when he drew a blank he returned to Winterthur, in his native Switzerland. Team Lotus took him on in the mid 1960s, however, and he worked alongside the late Maurice Philippe before teaming up with Robin Herd and Gordon Coppuck at McLaren. There, he was credited with the successful CanAm-winning M8A and the less successful M9A 4wd F1 car.

Within a couple of years, however, he had resigned from Colnbrook, in order to do what he preferred, working as a designer for small teams.

We extend our sympathies to his family and friends. **M L C**

Moss Thorpe

It was bitterly ironic that Moss Thorpe finally looked to be on the verge of making real progress in his racing career when he died, aged 20, on the evening of November 24. He was killed instantly when the car in which he was a passenger hit a tree near his Cambridge home.

Encouraged by his father Colin, well known in motor racing circles for his preparation business, Moss started his career in karts in the mid 1980s, racking up many wins before he graduated to Formula Ford as soon as he was old enough, in 1990.

From the start, he showed a useful turn of speed, but financial considerations generally led him to concentrate his activities on the regional series at Brands Hatch. This year, he won eight races in his GAR Motorsport Ray, which was enough to give him the title. On the back of his success, he had negotiated a Formula Renault drive for 1994.

Our thoughts are with Colin, Moss's mother Jackie, his four brothers and sisters and his many friends in racing at this sad time. **S A**

Stéphane Proulx

When Stéphane Proulx arrived in Europe in late 1988, he carried the hopes of a nation that had been deprived of a motor racing hero since the death of Gilles Villeneuve.

On the surface, Proulx had everything going for him. He was young, gifted and he had the wholesale support of tobacco giant Player's. The finance was there to take him all the way to Formula One.

Somehow, it never quite happened.

Proulx, Canadian FF2000 champion in 1987, came to Europe to contest the international F3000 series. In his two years with GA Motorsport and Pacific Racing, however, he only once finished in the points. Although he frequently showed that he was able to lap quickly, his performances were too inconsistent and, particularly during his second year, he had a tendency to get himself involved in accidents. By the end of that season, he had lost his major sponsor and his immediate F1 aspirations had faded.



He returned home, where he was able to revive his reputation with some strong showings in the domestic Formula Atlantic series. That inspired him to try his luck in Europe once more, and he signed to contest the 1992 French F3 Championship with Formula Project. The relationship didn't gel, however, and it wasn't long before he was bound once more for Canada.

Sadly, he contracted HIV in his homeland, although he remained fit enough to dabble in Formula Atlantic. A heavy testing accident at Phoenix in the early part of 1993, however, caused concussion and, subsequently, led to a virus against which he was ill-equipped to fight. He succumbed on November 21, aged just 27.

Stéphane Proulx was a confident, capable young man whose full potential was never realised. We offer our condolences to his family and friends at their sad loss. **S A**

Arthur Mallock

The national racing world was deeply saddened to learn of the death of Major Arthur Mallock in the early hours of December 2. He was 75 years old and died peacefully after a short illness.

Arthur, born on March 1 1918, made high speed, low cost motor racing accessible to the ordinary man in the street. For more than 30 years his cars have been a mainstay of British motor racing. With a combination of engineering genius and design simplicity, his cars were winners from the first Mk1 built in 1958 through to the Mk30PR of 1993.

Even as a schoolboy, Arthur was experimenting with his own designs. After a varied and distinguished service in the war, he was amongst the first to compete in trials and then sprints and races in the late 1940s. His famous Austin 7 Special, WJ 1515, took him to many victories.

In the early '60s Arthur raced a Mk2 U2 in Formula Junior, before going on to win the 1172 Formula championship in 1962 and '63. When the Clubmans Formula was created, Mallocks were ideally suited and so began a run of success that is set to continue through the '90s. Over 300 cars have been built and most of them remain in active competition use today.

In the late '60s and early '70s his sons Richard and Ray raced the cars with enormous success, while Arthur continued to develop and update his designs. Over the years many pretenders to his crown have come and gone, but the Mallock marque has endured like no other.

In recent seasons, drivers like Vernon Davies and Tony Bridge have kept on winning for Mallock in cars constructed in their simple workshops in the middle of Salcey Forest. For Arthur, it was not financial gain that motivated him, simply the pleasure of seeing his cars win.



Above, Stéphane Proulx at Le Mans in 1989. Left, E Harris (23), the fast-starting Hugh Dibley (33) and Peter Warr (24) sandwich Arthur Mallock on the front row of the Formula Junior grid, Boxing Day 1960 at Brands Hatch.

When not designing and developing his racing cars, his second love skiing, an activity at which he proved himself both skilful and brave.

Through he retired from full time work more than 10 years ago, Arthur was never going to abandon motor racing. His last race, fittingly, was at Laguna Seca in 1990, aboard the Mk2 Formula Junior which he had raced 30 years earlier.

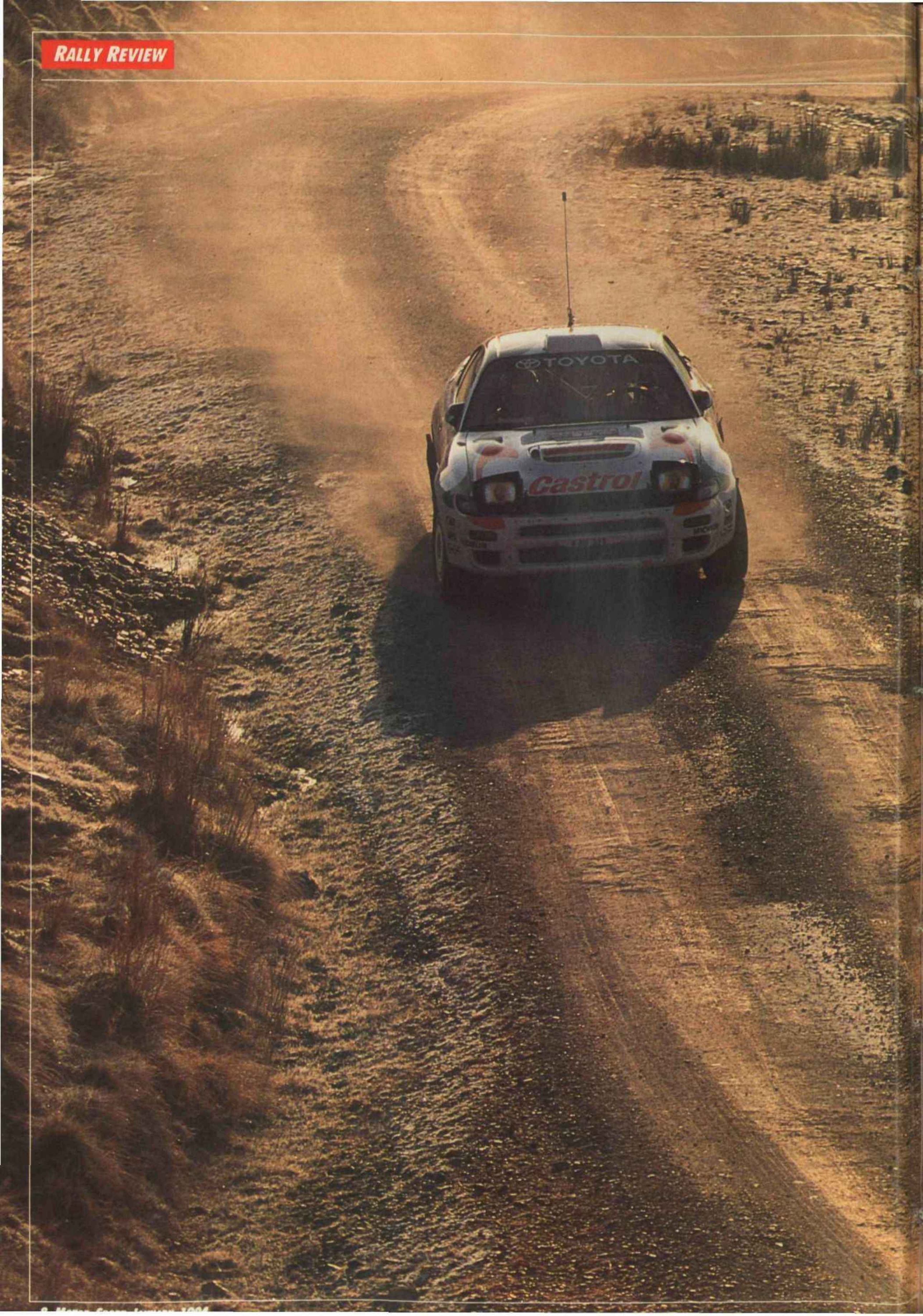
In his later years, Arthur's fertile mind was as active as ever and he constantly sought out new ideas. Indeed, he was never happier than when grappling with an engineering problem and, in the final days of his life, his thoughts were of chassis rigidity and the new Mk31 design. Indeed, he was present at Mallory Park only eight days before his death, to oversee development of the new model.

Arthur will sorely be missed by so many people who have cause to be grateful to him, but his legacy will live on in British motor racing.

To his wife Kay, sons Richard and Ray, daughters Sue and Carol, their families and his many, many close friends in the sport, MOTOR SPORT offers its sincerest condolences. **P L**

JANUARY FIXTURES

Date	*Venue*	*Event*	*Type*
Jan 2	Swansea	Classic Rally of the Vales	R
Jan 8	Llandrindod Wells	Powys Factors Mewla Rally	N
Jan 15/16	Ripon	Measham Night Rally	R
Jan 22/27	**Monaco**	**Monte-Carlo Rally**	**INT**
Jan 30	Brooklands	MCC Edinburgh Trial	R


TOYOTA
Castrol

Basic Finnstinct

Colin McRae kept hopes of a British success alive until well into the event, but in the end Juha Kankkunen capped a successful season with a well-judged victory

It was said that conditions during the 1993 RAC Rally were the worst in memory. All I can say is that many memories are decidedly short. Certainly it was cold, snowy and icy this time, but it was far more so in 1969, when Harry Källström and Gunnar Häggbom took their first win in a Lancia Fulvia and a trio of Datsuns, making their first official visit to Europe, beat three works Triumphs to the manufacturers' team prize – even though one of them rolled and another was in the hands of a driver whose arm was broken. There were no delicate rubber differences. You used 'chunky' tyres, usually either Dunlop Weathermasters or Goodyear Ultragrips and you set off. Chains were common and no one complained, even if they got stuck, which was rare.

Some 10 years previously, when Gerry Burgess and Sam Croft-Pearson were winners in a Zephyr Six, it had been even worse. Snow blocked a road in Scotland and, as there were no contingency plans in those days and virtually no organisational checks on what went on out in the field, it was just up to the crews to find their way around it. Some fared well; some less well. The Burgess/Croft-Pearson Zephyr just coped better than the rest.

All of this was achieved without even ordinary limited slip differentials, let alone 'intelligent' transmissions, tyre warmers, engine management systems, direct communications and as many electronic innovations as would keep the National Physical Laboratory going for a decade. Tenacity, ingenuity and sheer doggedness got the crews to the finish, without much service, without any advance planning and without a nightly rest stop. A pillow was an essential piece of in-car equipment in those days and, when it was invented, a reclining seat for the navigator. The driving was shared and it was up to navigators to take over on relatively easy sections, driving with maps on their knees so that their partners could sleep and be ready for the tough stuff ahead.

This was not way back in distant history. These things were happening even in the '70s, when roadbooks were not issued until the day before the start and frantic plotting and planning went on throughout that



The lack of an ice-note crew hampered Sebastian Lindholm (left). He eventually rolled. Below, Colin McRae showed all his customary panache before his mishap in Kershope.



night. But no one grumbled. On the road, one person slept; the other both drove and navigated. It was the same in service vehicles, far fewer in number than they are today, and those who tried to stay awake for the whole of a two-night-and-three-day leg had only themselves to blame if they came to grief. The sensible people managed very well, and woe betide anyone who approached a stationary car in which someone was sleeping unless it was to proffer a reminder that it was time to depart.

I am not saying that rallying has become soft.

However, the increasing complexities of car sophistication, brought about by legislation makers who do not appear to understand what they are trying to regulate, and anomalous rules which seem to change month by month, have needlessly complicated a sport which was once straightforward and untrammelled by bureaucratic interference and have transformed it into one which even some seasoned regulars cannot always comprehend.

"The FIA obsession with conformity to its home-spun standardisation has diluted the sport, and if a driver sees that, by agreeing with FIA demands, he does not have to stay awake at night, who can blame him?"

One team manager used to say: "To get the best from a driver, keep him hungry." This is not the case today, for the professionals are very well recompensed for the skills they have and the risks they take. The FIA obsession with conformity to its home-spun standardisation has diluted the sport, and if a driver sees that, by agreeing with FIA demands, he does not have to stay awake at night, who can blame him?

It's not rallying which has softened. It's the effect of the legislation which controls it. The demands are greater, inasmuch as rules have quadrupled and become more complicated, but the standards have changed radically and, although drivers nowadays are at the wheels of things akin to missiles, they do have the benefit of far more attention than their forerunners. What is worth remembering is this: going off the edge of Penmachno a couple of decades ago in a Saab, a Mini or a Cortina presented no less risk than going off today in a modern Group A car, with all its horsepower in apparent excess of the regulatory limit. The speeds may be higher now, but the perils and the uncertainties are the same.

Perhaps the worst and most insidious piece of interference of all in rallying, at least in present times, is the obscene, shameless, near-criminal squeezing of cash from organisers and others for the so-called television rights of the World Rally Championship. What does the FIA, or its UK-based agency International Sportsworld Communicators, give in return for the huge sums it demands? I cannot think of a single thing. In fact, TV coverage must have been reduced since this obnoxious levy was introduced because small – and very good – film outfits have quit covering World Championship rallies simply because they could no longer afford the ridiculous fees. To our knowledge, at least one national TV company packed up and left a World Championship rally in 1993 because it objected to the enormous sum demanded and would not accept standard footage from the FIA agency. Quite naturally, it wanted to make its own film, showing its own national drivers, and this would not be possible under the FIA terms.

Manufacturers are hit as well as rally organisers, for they too are expected to pay substantial fees for video footage shot by the FIA's appointed filming agency. Other film companies, rally organisers and manufacturers' teams complain individually, but not collectively as far as we have heard, even though all have their budgets dented by this gross excuse for money making and, in private if not publicly, are vociferous in their condemnation of the money-making machinations of those who now seek to control the World Rally Championship and milk it as much as they can. What product, service or anything else is offered in return? Is there an annual balance sheet offered to those who add to this dubious coffer? We would be interested to see the attested answers to these questions.

The whole thing seems to be a nest-feathering exercise. The sooner it is abandoned, the better it will be for the sport, for all who take part in it, for all who organise its various elements, for all who follow it and for all who seek to bring it, untrammelled by profiteering, to public attention.

If this does not happen soon, the players, the stage managers, the writers, the producers, the scene shifters and everyone else involved will rebel, raise two fingers to the FIA and its greedy offspring and organise its own production. A World Rally Championship without its strings being pulled by the FIA? Why not, indeed? The writing is on the wall.

Back to the RAC Rally, this year sponsored for the first time by Network Q, the used car division of Vauxhall.

Many people have asked, "What is it about the RAC Rally? It's always cold, dark, foggy and miserable, and often snowy and icy. Why do people go for it?"

The answer is simple.

It's tough.

It has unique qualities inasmuch as it takes place in weather conditions which can only be experienced in Great Britain. Anything can happen. It's almost like a toss of the coin. Although pre-event reconnaissance has now been allowed in the forests for three years, things can still change drastically, from hour to hour or from corner to corner. What is more, our forests are deep, dark, almost incomprehensible, adding an unfathomable mystique to the event. And even with ice-note (rock-note!) crews allowed nowadays, a development of BMC's Monte-Carlo innovation of the '60s, there were still surprises around almost every bend.

The Welsh forests are smooth, fast and often overlook steep drops, whilst those of Kielder can be uncompromisingly rough and full of puncture-provoking rocks. It can be warm and sunny on one day, but lime-brushed frosty the next; icy in the morning, dry and dusty at midday, wet and muddy in the afternoon and as snowy in the evening as though it had been bombed with flour bags.

So it was this year. Every possible condition came up, with a vengeance. An unexpected snowfall on the eve of the event sent tyre experts scuttling for their stock lists, and it was not made any better when the whole of the first day was cold, frosty and snowy, the second providing snow, sheet ice as firm and slippery as oily glass and, in parts, dust as though it came directly from the Peloponnisos.

Even Juha Kankkunen, who took the World Championship for the third time in 1993 and is used to the climatic extremes of his native Finland, said that it was all a terrible way to toss a coin. But he was neither criticising nor complaining, merely stating the obvious. Throughout the event he drove with supreme intelligence, even cunning, and, with his Welsh co-driver Nicky Grist he went ahead to lead the event and win it with what seemed like effortless ease.

But it was not that way at all. It took a great deal of skill and rallymanship to understand the extremely bad conditions and to drive accordingly, choosing the best tyres for each stage and at one time, one suspects without proof, deliberately giving up the lead position in order that he could be second, not first, on the probably snow-covered roads of the next day. He is not only a superb driver but a skilful strategist, and this more than showed up on this particular event.

As we have said, Kankkunen is a fine driver of the greatest capability. It is fitting that, having already won the World Drivers' Championship for himself and the World Makes' Championship for Toyota, his team, he finished off the year by winning the RAC Rally. It was an event upon which no points were at stake. He and Grist won it fairly and squarely, setting an end-of-season stamp on the double which he and Toyota have achieved this year.



Richard Burns performed with great credit, assisting an impressive effort by the home drivers as he finished seventh overall.

As usual, the rally began with a day composed of a tour around private estates, racing circuits and parks, nine in all. This ploy began some years ago — remember that dreadful and dangerous scarper along a North Wales promenade in the late '60s as a means of attracting spectators away from forests and into areas where they could be herded and kept in confines (not our words)? Why, we wonder, was one of these first day stages this year (at the Motor Industry Research Association's proving ground) designated as one to which spectators were not admitted? What a contradiction in terms. Speak with one tongue; act with another. If Sunday is for spectators, why have a stage which bans them, unless it be, in the absence of other agreeable venues, to bring the stage mileage up to the level (10 per cent of the total) which will allow reseeding after the first day?

The opening stages are highly unpopular among competitors who tolerated them simply because they felt that organisers were obliged to cater for a Sunday public. If they are to be excluded, why have these artificial stages at all? Other events have scrapped these so-called superspecials, as FISA dubbed them. The RAC should now do likewise.

On the entry front Toyota, Ford, Mitsubishi, Subaru, Vauxhall, Nissan, Volkswagen, Skoda and Lada were all there, but not Lancia. The Jolly Club team's final event with a Lancia was Spain's Cataluña Rally. Now, contrary to Italian traditions, the team may be seeking a link with a non-Italian make, a link which may have been forged before this issue of MOTOR SPORT appears. Nissan had one of its new Sunny GTis, prepared in Britain but entered by Nissan Belgium for de Mevius/Lux.

Driving the Toyota Celica Turbos were Kankkunen/Grist and Auriol/Occelli, a third car being entered by Toyota Sweden for Jonsson/Bäckman. Mitsubishi, under the Ralliart banner, had two Lancer Evolutions for Eriksson/Parmander and Schwarz/Thul, whilst the official Ford team had just one Escort RS Cosworth for French crew Delecour/Grataloup. However, entered by Michelin Pilot Team Ford were two other Escort Cosworths for Wilson/Thomas and Head/Roy, whilst another, a Group N version, was entered by Shell Helix Motor Oils for Welshmen Evans/Davies. The Shell Scholarship put in another for Milner/Turvey, the co-driver being the son of the late Robin Turvey.

Subaru had a problem before the event inasmuch as the Impreza saloons prepared by Prodrive were finished in the colours of 555 cigarettes. The car has been called the 555 Impreza and the team bears a similar name, but the colour of the car was not to the liking of the organisers, to whom BBC TV coverage was all important. A stalemate ensued. Prodrive had a contract with 555 to use that livery on each of the Impreza's World Championship appearances; the BBC did not want cars in cigarette packet livery on its screens. Who would win? BAT, makers of 555, had a contractual axe to grind; Prodrive had been told by the RAC that the cars would not be accepted in those colours. Eventually, a compromise was reached. Normally, the figures 555 are preceded by what looks like a half-moon. On this occasion, each of the fives was replaced by a smaller, mirror image half-moon and everyone seemed to be happy. Apparently, the half moons mean something significant in one of the prominent Asiatic tongues.

Driving the Imprezas were Colin McRae/Derek Ringer and Ari Vatanen/Bruno Berglund, whilst two of the older Legacys, not in 555 colours, were in the hands of Alister McRae/David Senior and Richard Burns/Robert Reid.

Vauxhall Sport had two 16-valve Astra GSis for Llewellin/Grindrod and Higgins/Corner, whilst the senior member of the McRae family, Jimmy, drove a Volkswagen Golf GTi with Chris Wood, also entered by Shell Helix. Aliasov/Levitan and Artemenko/Timkovskiy were in Lada Samaras; Sibera/Gross and Triner/Klima in Skoda Favorits.

Always slippery, the Sunday stages were worse than ever. The works drivers seemed to have mixed feelings, probably because few of them voiced their opinions publicly, but there can be no doubt that not one of them enjoyed that day of short but decidedly risky stages in the parks, circuits and private homes.

There were spins, slides and brushes with trees, walls, gateposts, straw bales, heaps of tyres and even pheasants. No end of cars finished the day with dents and bulges, but none of the front runners emerged with any serious damage. Delecour lost some time when he went off the road after his steering wheel loosened, whilst both Burns and Alister McRae, and their co-drivers, were soaked when, at a watersplash in Chatsworth, the force ripped up their gear lever base gaiters, allowing the muddy water to spray the entire interiors of their cars. Later, they were 'blow-dried' by their mechanics.

Wilson had the window of his co-driver's door pop out, whilst Colin McRae needed attention to his centre differential after Oulton Park. Father Jimmy got stuck in a gateway in Donington and needed some pushing power to get his Golf going again.

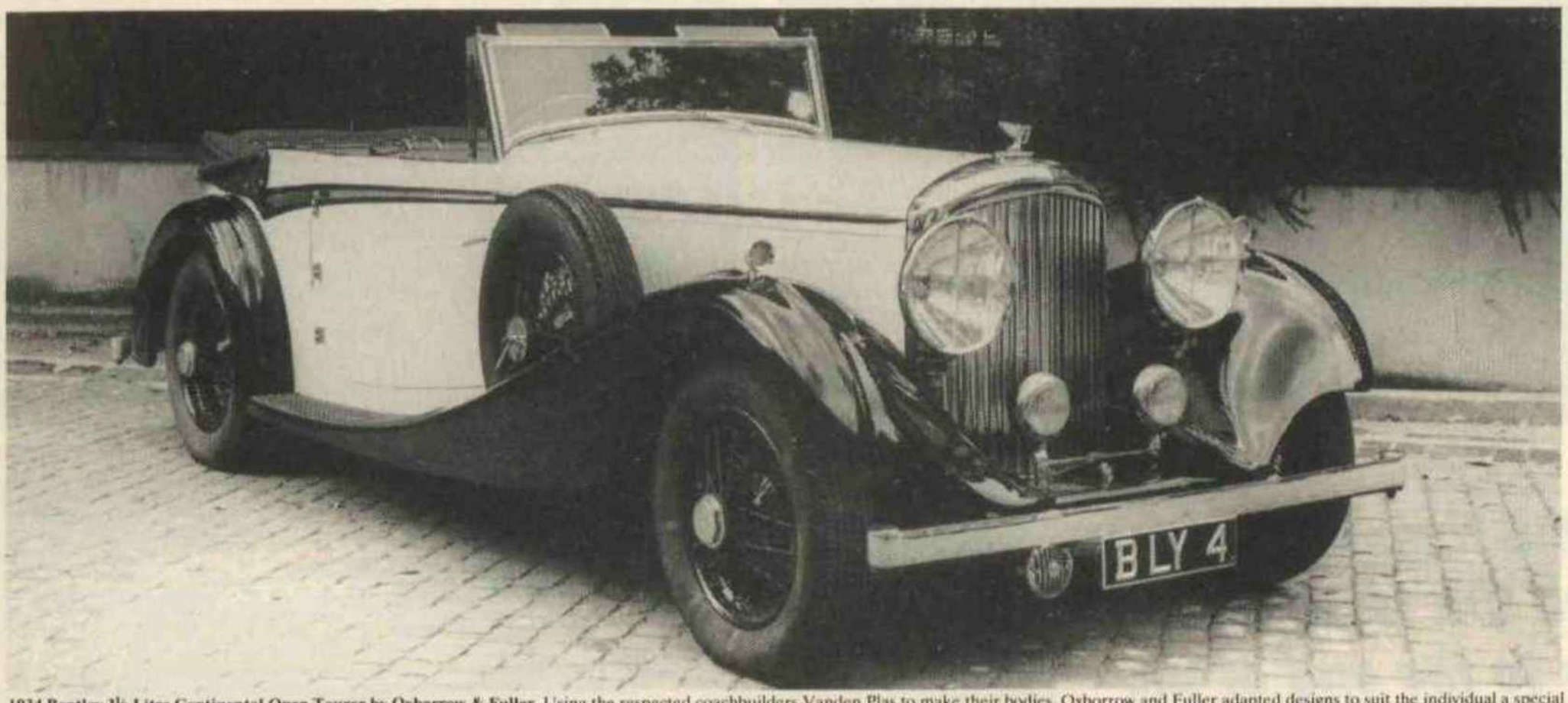
Kankkunen led after the first stage, Schwarz after the next three. Then Kankkunen took the lead again and headed Schwarz by 14 seconds back at Birmingham. One second behind was Eriksson, followed by McRae, Vatanen, Delecour, Auriol, Wilson

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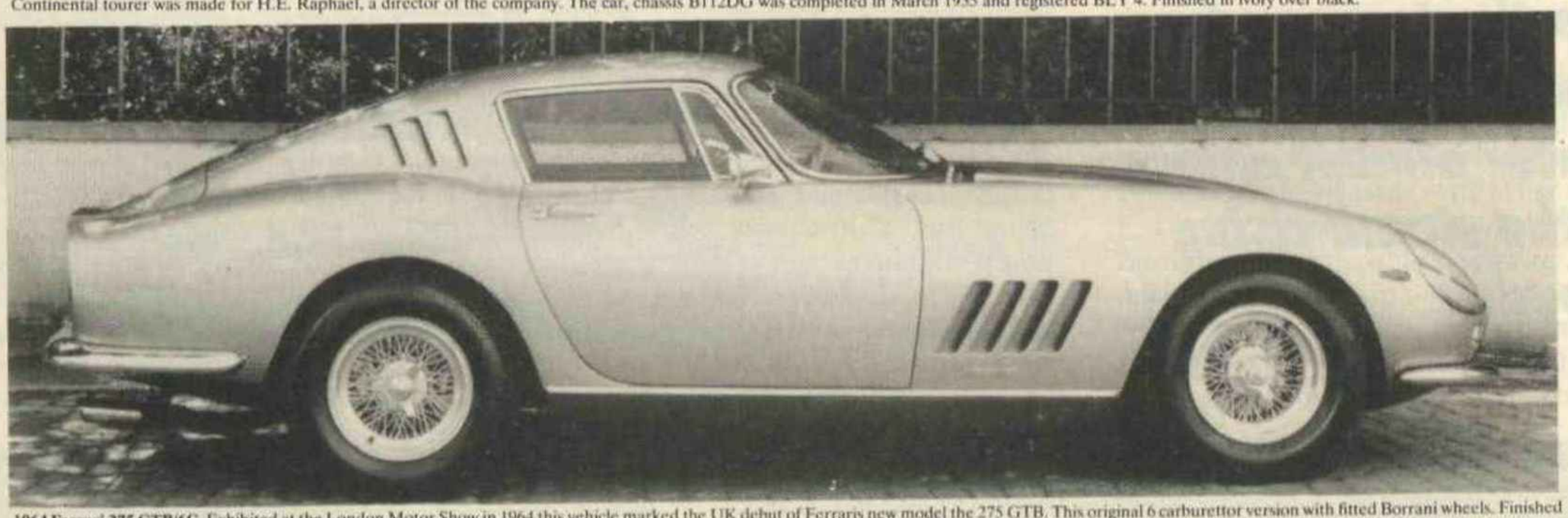
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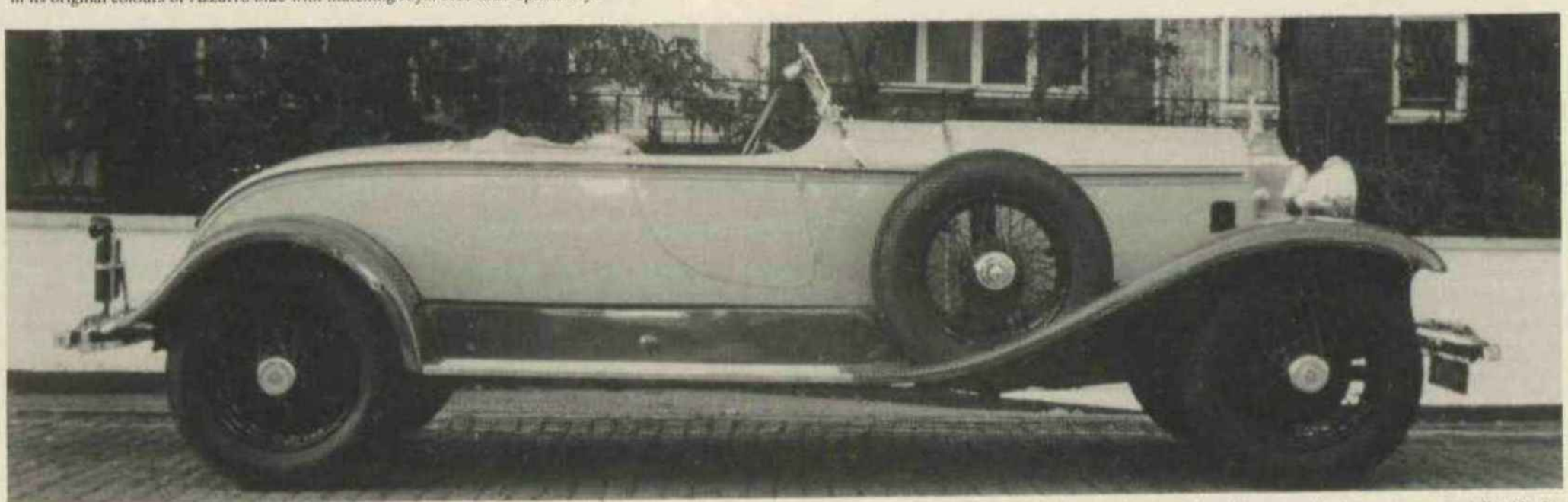
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and Burns. But penalty differences were so small that they were quite insignificant, certainly inappropriate for comparison with what was to come.

During the night stop at Birmingham, Trevor Cathers from Ireland, a competitor who had retired, had his Ford Escort Cosworth (L744 ECW), minus gearbox but complete with service Transit and trailer, stolen from outside his hotel (the Apollo) at Edgbaston. Anyone with information is asked to contact the police at Ladywood (021-428 6020). This sort of thing seems to be a regular risk on RAC rallies nowadays.

On Monday the field moved into Wales, leaving Birmingham at 4.00 so that Dyfnant was tackled in the dark and Myherin in what

vice was allowed between the two stages (there were service bicycles in the past!), Eriksson was hoping for more snow and ice to lessen the advantage over his Mitsubishi of the more powerful Toyotas and Subarus. He got his wish partially, but not entirely.

After the Brenig stage, with only Clocaenog yet to go until the run up to Lancaster for the night stop, Kankkunen's lead over Colin McRae was only seven seconds. It was very close indeed, but it was turned completely around in Clocaenog when McRae beat Kankkunen by 28s and moved into the lead. Was it due to McRae speeding up or Kankkunen slowing down? We wonder. Kankkunen did not really want to be first on the road the next day, a position which

when William Hill and Clive Hilton crashed their Escort Cosworth, the driver breaking an ankle and the co-driver some fingers. An ambulance went in, but apparently not before some time elapsed.

The stages around the Scottish border, Kielder included, provided the biggest fear of the whole event. Dirt road tyres were not much good on snow, whilst snow tyres were rather prone to punctures. Kielder had both conditions, a tricky coating of snow over the penetrating rocks.

On Kershope, hopes of a British win dwindled when McRae went through a ditch and became spiked on what was either a tree branch or a narrow, sharp-ended log. Whatever it was, it lanced the bottom of his

"By the time he had driven the 10 or more miles to the end of the stage the temperature was well up, the radiator almost empty and the steam rising in clouds"



was certainly bad light. There was light snow around, but much worse was the sheet ice brought about by the sub-zero temperatures. It was sunny in the afternoon, but still cold, and when track centres proved to be so polished that they were like glass, people began taking to the verges, risking – and collecting – punctures.

De Mevius stopped when a pulley bolt broke and his engine overheated, whilst McRae's vision was cut down when he smashed a lamp. Eriksson, struggling with a slow right rear puncture, slid off the road and, ironically, punctured his front right tyre. He had to change the wheel and lost some three minutes.

Myherin was delayed whilst an ambulance went in to collect two spectators who were injured when a car went off the road, but this did not affect the early runners. After a short stop at Machynlleth, where the town was as thronged as ever, Worswick had the gear lever of his Sierra Cosworth break off in his hand, but in true fettling fashion he grabbed a pair of mole-grips, latched them to the stump and used this makeshift lever until a new one could be fitted.

In Dyfi, Vatanen hit a rock whilst using a ditch to straighten a bend, damaging the front left, flattening the tyre and breaking the half shaft. Kankkunen collected a right rear puncture and needed a full suspension check after driving four miles on the rim.

Onwards to Penmachno, where no ser-

would have been bad if there was fresh snow, better if the going turned out to be icy. It could have been a tactical ploy, sacrificing half a minute or so to gain a theoretical advantage the next day.

Jimmy McRae stopped when he hit a rock, pulled out a drive shaft and bent a track control arm. He tried to fix the damage himself but it was not possible and the senior member of the clan was out of the event.

At the end of the day, Colin McRae's lead over Kankkunen was 21s, whilst Wilson followed 2m 3s later. Eriksson was a further 10s back, Delecour another 10 and Auriol 35. In seventh place, 2m 37s adrift, was Burns.

After the Lancaster night stop the rally passed up through the two Grizedale stages, the only ones in the Lake District this year, past Carlisle and into southern Scotland. Grizedale was the fear of many a runner, but it was not as bad as it has been in past years. There was not so much ice as expected, but the abundance of loose dirt convinced Kankkunen that he was better second on the road than first.

Wilson made a heavy landing in a hole, bending a front strut and causing the tyre to rub against the arch. Eventually it punctured and he finished the stage on the rim. Sebastian Lindholm rolled his Escort Cosworth off the road and caused so much damage that he could not continue.

There was quite a delay later at Grizedale

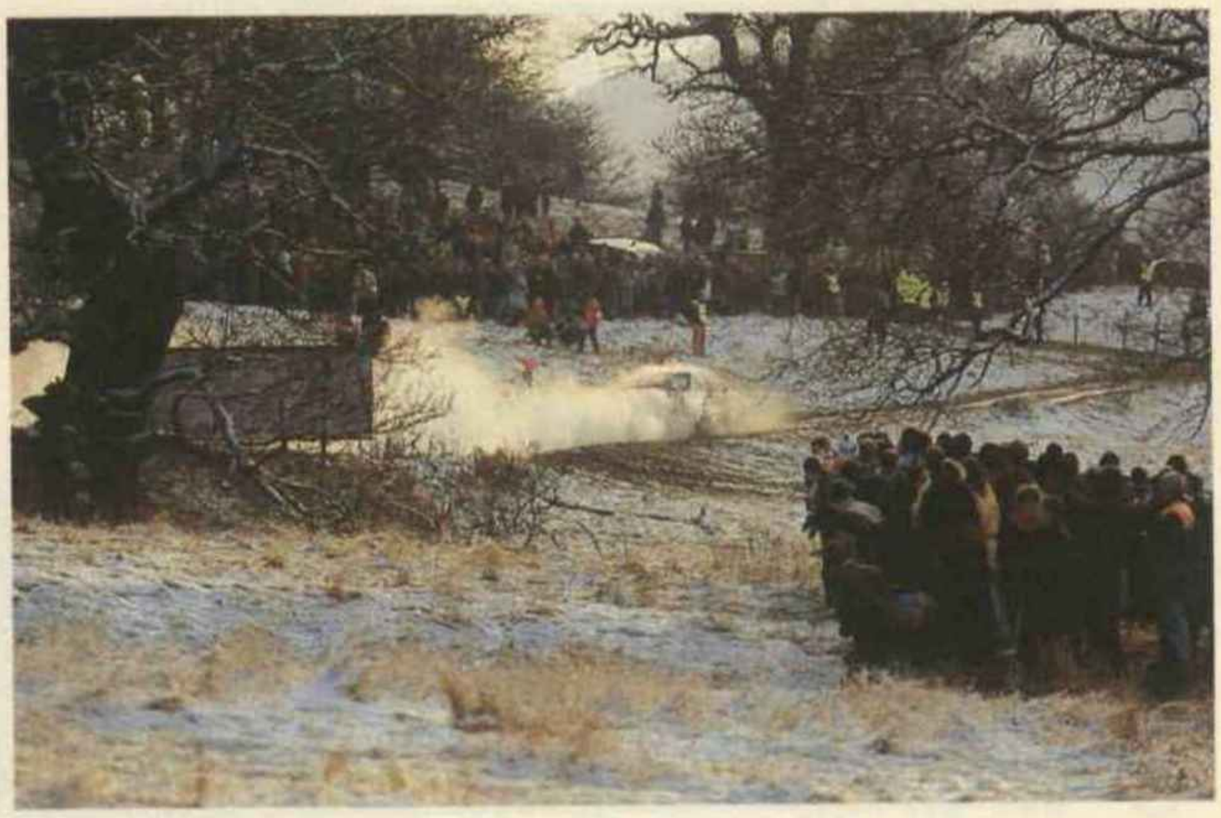
radiator, and by the time he had driven the 10 or more miles to the end of the stage the temperature was well up, the radiator almost empty and the steam rising in clouds. An attempt was made to get the car going, but it was a futile job and potential winner McRae was relegated to the role of spectator yet again.

Meanwhile, his brother Alister had spent some 12 minutes off the road on the same stage, going down a bank and getting stuck on some logs. Fortunately, there were enough spectators there to help him out. Schwarz passed Evans in the first of the two Wauchope stages but, as is common with Group N cars, Evans could not get his Escort to stop in time at the end and he slid, albeit very gently, into the back of Schwarz' Mitsubishi.

On the next Wauchope stage, there was chaos. Many cars got stuck, some off the road but most because they could not get up a hill, either because they did not have the traction or, more likely, because they could not take a run at it because other cars were stuck ahead, blocking the road. Matters were made worse when the start marshal continued to send cars in, and there was a somewhat dangerous situation when many crews had to spend hours in cars with defunct engines in temperatures well below zero.

Before it all blew over many harsh words had been spoken, especially concerning the inability of the organisation, with all its





Opposite page: Didier Auriol played a secondary role to Kankkunen, finishing a steady sixth. Above, it was an excellent event for Mitsubishi. Eriksson (left) took second and Schwarz (kicking up the snow, right) was well placed until crashing, which dropped him to eighth. Below, Malcolm Wilson finished an ebullient third, his best result on the RAC.

communications equipment, to keep track of what was happening. On the other hand, those who tackled the rally without warm clothing and survival equipment in their cars should have known better. Had the start been suspended until the missing cars had been located, the problem might not have been compounded.

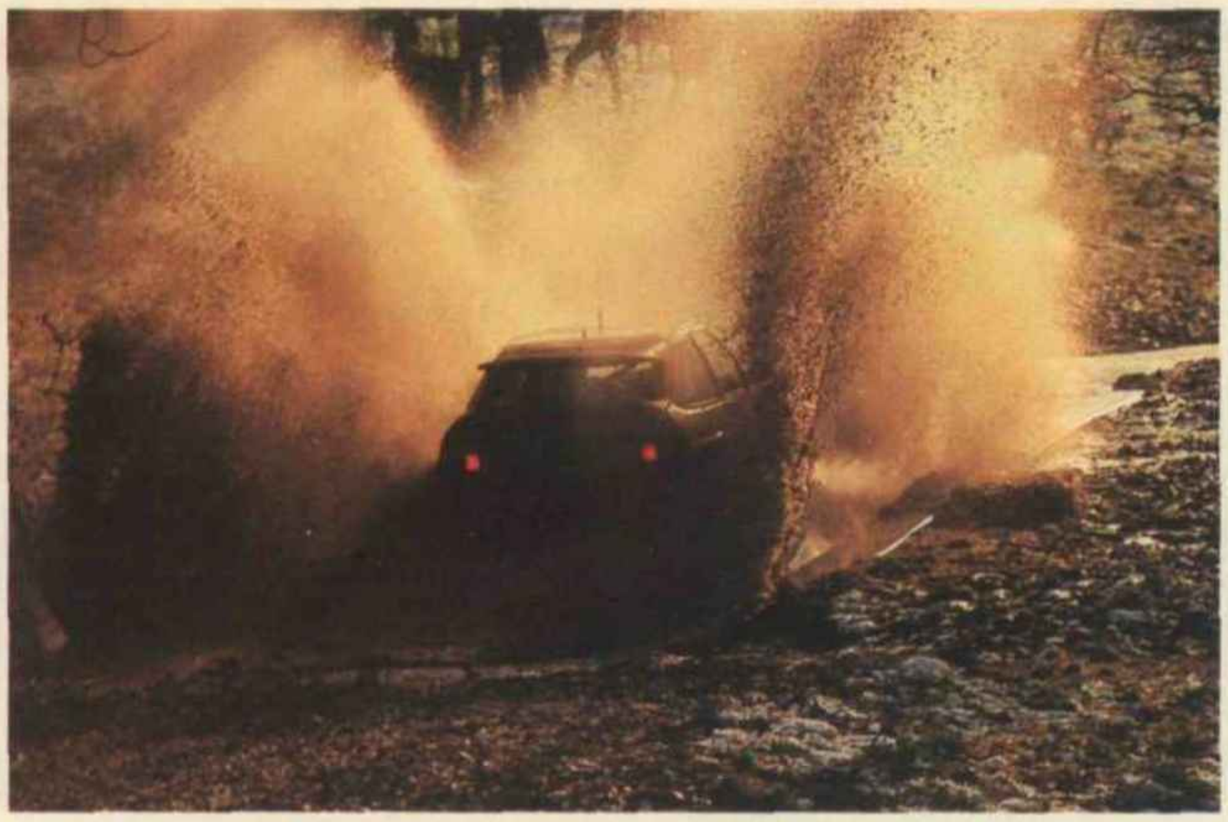
As evening fog came down, Wilson went into Harwood and all but suffered the same fate as McRae. He went off the road and had his radiator speared by some projecting log or branch. Fortunately, he did not have far to go and he made it to the finish without cooking his engine, even posting best time, to boot.

The Falstone stage saw many people going off the road, some regaining it and some not. Kankkunen punctured both his right tyres on this one but carried on and survived the last two and a half miles without causing any suspension or transmission damage.

After Broomylinn, the penultimate stage of the day, Kankkunen realised that Eriksson was getting rather close, only 32 seconds behind in fact, so in Pundershaw, the last stage before the Gateshead night stop, he pulled out all the stops, chopping corners, hooking ditches and risking punctures. His time was 49s less than anyone else's and he finished the day 1m 21s ahead of Eriksson, with Wilson another 55s behind. Delecour, Vatanen, Auriol and Burns came next, whilst Schwarz, after his mishap, was down in eighth.

The next morning's restart from Gateshead was at 6.30, and soon there were more problems. The course car crews at





Gwyndaf Evans achieved the unusual feat of setting joint fastest time on one stage with his GpN Escort. He won the division, and finished 11th overall.

Hamsterley, first stage of the day in a pretty desolate part of the country, decided that part of the stage would be impassable, for 2wd cars at least, especially after an official car got stuck. But rather than cut the stage in half, it was decided to miss out a centre bit and use a convenient short-cut to get cars the half-mile or so from the first part to the last.

Ah, but they reckoned without the barrack-room lawyers of the professional brigade. Crews of the leading cars gathered around the start control and the general cry went up. "You can't do that. Even if it's less than half a mile and, as you say, fairly straight and hazard-free, we have no pace notes so it will be too dangerous." In fairness, not all the professionals were of that mind, one driver even going up to demand a time, saying: "If they won't start, I will, so start counting me down from now." Eventually, word came from Rally HQ that it would be run as the stage commander decreed, and anyone failing to take the start would be penalised accordingly. Very quickly, crews were back in their cars and ready to go.

To obviate such situations in the future, when competitors attempt to invoke the FIA rule that no section shall be competitive unless there has been a pre-event opportunity to recce and make notes, perhaps a set of Alternative Route notes should be issued in advance? But this would be entirely impracticable on the RAC Rally. Who is to know where snow will fall?

Anyway, Hamsterley was eventually run in its shortened form, according to the organisers' decree, and Kankkunen was quickest by 12s from Eriksson, with Vatanen following after another 16s. Wilson was fourth, another 16s behind, 8s ahead of Delecour. Was it dangerous? Certainly not!

In Hamsterley, Wilson had the misfortune to have a small rock fly up and wedge between a disc and a caliper, causing instant transmission seizure. Everything locked up and, for a few moments, the Cumbrian driver was at a loss. Suddenly, he remember his bushmanship, selected reverse and let his clutch out with a bang. Out went the rock, the gear lever was put into first and the car roared off as if nothing had happened, albeit with a loss of some half a minute. Naturally, the entire brake system on that wheel was checked at the next service.

Llewellin was confronted by a fast moving non-competing car on a road section hereabouts and he put his Vauxhall up a bank in an effort to avoid it. Alas, it hit a front corner, damaging the wheel, half shaft, strut and steering arm, all of which were replaced at the next service. The other car did not stop . . .

In Cropton Kankkunen hit a post quite hard, smashing Grist's door window and covering him in snow and glass splinters. He went immediately into a ditch but kept the power on, barged through it and emerged without stopping.

Delecour had said in the early stages that he did not like the rally at all, but as the days went by he changed his tune and was eventually emerging from the car at every stop with a wide grin on his face, saying that he loved every minute of it. "Is fantastic. So difficult. And so plus to my education." During the day, however, he began to look more serious when his gearbox began giving trouble. First it was jumping out of fourth and fifth, then sixth as well, and his car had to be fitted with a new gearbox after the final, Donington, stage in order to ensure that it got to the finish.

Due to the fracas at Hamsterley, the 10-minute stop at Whitby was cancelled, but before the rally got to Langdale Vatanen was off into a ditch on a road section, having swerved to avoid one of his own recce cars coming towards him. The Subaru people all dived in to heave and push, joined by nearby Mitsubishi mechanics who sportingly lent a hand. The damage was not serious, although the Finn did have to tackle the next stage without a sumpguard. The steering also needed some attention later.

There were deep, icy ruts on Dalby, but by this time there were no heroics among the front runners, even though Kankkunen clipped a log pile soon after the start and sent them cascading and rolling into the road. Amazingly, he did not get a puncture. By this time, caution had been thrown to the winds. Penalty differences were such that there was to be no place changing unless for some serious failure. Ditch-hooking became common practice again and the leader's tyre tracks far more adventurous than they had been during the first two days.

That was about the size of it. Colin McRae had once again gone out just when it looked that he would be the first British winner of the RAC Rally since Roger Clark, certainly disappointing the Subaru and Prodrive people but on the other hand confirming to them that both car and driver are made of winning stuff. Kankkunen and Grist stitched up the season in fine form, setting a great seal on a championship double. The two of them, plus the fine performance of the Ford drivers and the startling improvement of the Mitsubishis since the summer, suggest an interesting 1994.

Whether the Jolly Club will come up with something similarly competitive remains to be seen.

G P

Network Q RAC Rally — November 21-24 1993

1	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica T-4wd, GpA	6h 25m 48s
2	Kenneth Eriksson / Staffan Parmander (S)	Mitsubishi Lancer Evolution, GpA	6h 27m 32s
3	Malcolm Wilson / Bryan Thomas (GB)	Ford Escort RS Cosworth, GpA	6h 30m 51s
4	François Delecour / Daniel Grataloup (F)	Ford Escort RS Cosworth, GpA	6h 32m 57s
5	Ari Vatanen (SF) / Bruno Berglund (S)	Subaru Impreza, GpA	6h 33m 59s
6	Didier Auriol / Bernard Occelli (F)	Toyota Celica T-4wd, GpA	6h 39m 39s
7	Richard Burns / Robert Reid (GB)	Subaru Legacy, GpA	6h 47m 25s
8	Armin Schwarz / Peter Thul (D)	Mitsubishi Lancer Evolution, GpA	6h 51m 02s
9	Mats Jonsson / Lars Bäckman (S)	Toyota Celica T-4wd, GpA	7h 00m 48s
10	Alister McRae / David Senior (GB)	Subaru Legacy, GpA	7h 02m 12s

Final championship points after 13 rounds

Drivers: 1. Kankkunen 135; 2. Delecour 112; 3. Auriol 92; 4. Miki Biasion 76; 5. Colin McRae and Carlos Sainz 50; 7. Eriksson 41; 8. Vatanen 38; 9. Gustavo Trelles 28; 10. Tommi Mäkinen 26; 11. Markku Alén 25; 12. Schwarz 23; 13. Andrea Aghini and Jonsson 22; 15. Franco Cunico 20. (A total of 75 drivers have scored points.)

Makes: 1. Toyota 157; 2. Ford 145; 3. Subaru 110; 4. Lancia 92; 5. Mitsubishi 86.

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Dirt and glory



An antidote to the high-grip, no-slide world of modern F1 comes in a timely reminder of days when men were men and Langhorne had a fierce reputation as a killer track

If you have the slightest interest in what drives men to race cars and, in bygone days, to remain oblivious to the risks of their profession, you will love Dick Wallen's latest book, *Fabulous Fifties – American Championship Racing*.

Some readers may be familiar already with his excellent *BOARD TRACK – Guts, gold and glory* work on the heady days of racing on wooden oval tracks in the States. That was a wonderfully evocative tome, and *Fabulous Fifties* follows a similar format as Wallen and a number of talented writers trace the decade of American Champcar and sprintcar racing that sired such legends as Jimmy Bryan, Billy Vukovich and Eddie Sachs.

Wallen, true to established form, draws not only on his own personal recollections as a spectator of the era and also maker of some quite extraordinarily advanced films of the racing. Respected writer Carol Sims transcribed the foreword by triple Indy winner Rodger Ward, and there are similarly erudite contributions by Larry Nuber, George Peters, Dave Argabright, Jim Chini and Bob Schilling, all topped off by Phil Harms' splendid box scores and racing statistics. The chapter entitled 'The Speed Merchants' charts pretty well all of the major contenders in photographic and cv form.

I particularly enjoyed Sims' tribute to Bryan, 'The Cowboy' who won the 1957 Race of Two Worlds at Monza, and Argabright's chapter on Tony Bettenhausen, 'The Tinley Park Express'. The warts are there, but so are the achievements that stood them above their fellow racers. Best of all, though, is Sachs' chapter. I confess to a fascination for the Clown Prince, whose resolution and determination puts me in mind of a close racing friend. Entitled 'Getting a ride in the Fifties' it's an oft hysterical narrative of his frequently clumsy efforts to establish himself as a topliner.

Try this: 'I came around the turn, down the front straightaway, and got the green flag! Man, the turn came up on me and I went "Ooooohhhhh!" and I was on the straightaway again. Down the back stretch and all of a sudden another turn. "Ooooohhhhh!" Oh God, I finished my qualification, got back in the pits, stopped the car and sat there, thinking, "Boy, I'm safe!"

'Johnny Apple came running over to me and said, "What'd you do, hold your breath for two laps?" I said, "Oh Johnny, did I set a new track record?" He looked down at me and said, "Eddie, you just turned the slowest time that's ever been turned on this

track." I said, "But Johnny, I was really sideways going through the turns." He said to me, "You weren't even two inches out of line." Just then something attracted my attention. I looked down in the cockpit and both of my legs were jumping up and down so much I couldn't even get out of the car. Then I reached down to unhook the safety belt. Man, when you can't even control yourself . . . '

Or the time he heard 'The Voice of Firestone' as he spun and failed his 1953 Indianapolis rookie test. He slid through 565 feet asking himself all the time as he hunkered down in the cockpit just when he was going to hit the wall. As he spun he got covered in mud, and he was still gripping the wheel when the ambulance arrived.

'When the yellow light came on, Elknoc happened to be driving the ambulance that day. I better explain that Elknoc was really Conkle, the funeral home director in Indianapolis. But if you spell Conkle backward, it's Elknoc. Later he told me, "Eddie, when I saw that yellow I ran for the ambulance, turned the key on, let that clutch fly and took off. And as I was tearing out of the pits I heard somebody holler, 'It's Sachs.' When I heard it was you, my old drinking buddy, I went into the number one turn and through the turn on to the short straightaway and I'm looking for you. Then out of turn two and going down that back straightaway, still looking for you, I looked down and saw the speedometer – 100 mph. Eddie, I lifted my foot from the gas, punched the brake and slowed that ambulance down. I said to myself, "He isn't worth it."

'Elknoc went through the number three turn, across the short straight, and saw me parked in the infield. He drove the ambulance over to my race car, threw his door open, jumped out, ran up to me and I was still down there, waiting to hit the wall. He tapped me on the shoulder and hollered, "Are you okay?" It snapped me, and I realised I'd stopped. I thought, "I'm okay, I'm okay!" Boy I sat up straight in the cockpit and from my helmet on down I was a solid mass of mud all the way. Solid mud. I looked out toward the straightaway, to the left, to the right, and up to the sky. I hollered, "I'm blind! I"m blind! I can't see!" And Elknoc said, "You dumb so and so, take your goggles off."'

Despite self-confessed incidents like that, Sachs went on to establish himself as one of the greats of his time, until sadly he met Elknoc in his professional capacity after getting involved in Dave MacDonald's fiery accident at Indy in 1964.

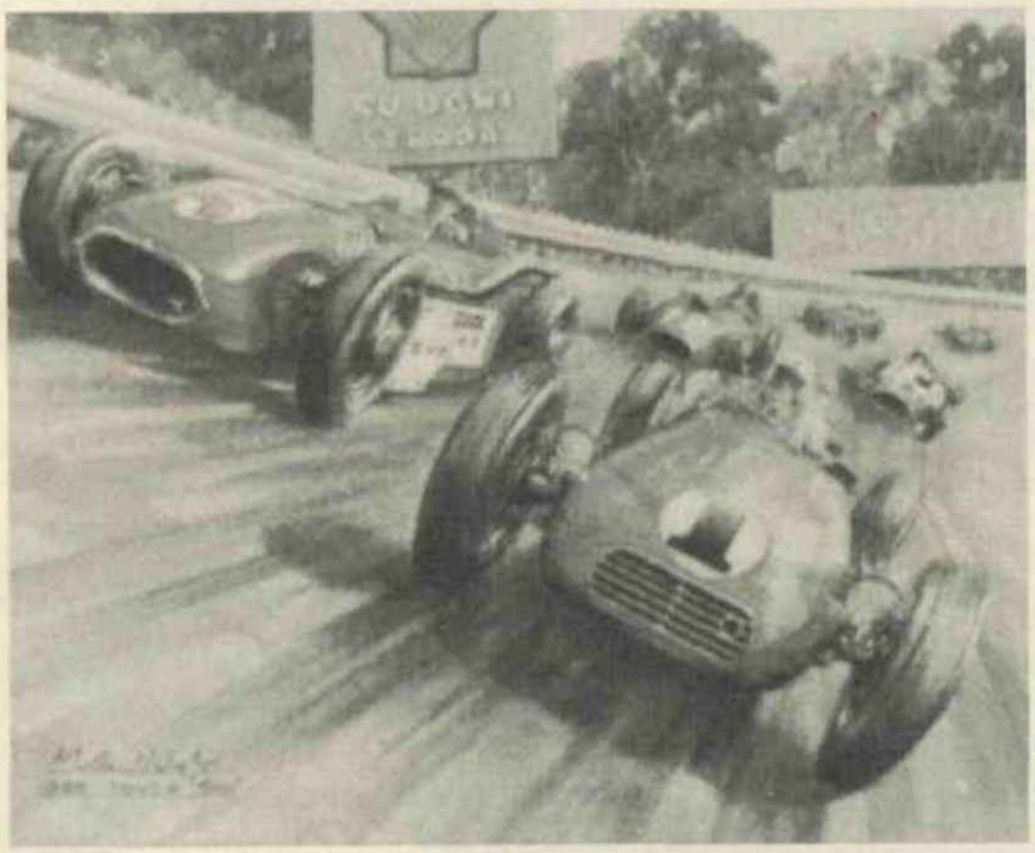
This lovely book is full of such stories, and paints portraits not only of the drivers, but of the circuits they raced on and the events themselves, year on year. There is nothing else like it, nor will there ever be again. It's a unique piece of work. Read it and weep for a bygone innocence and lack of commercial avarice, for a time when the best men really did win.

Today we decry the stick-like-glue cornering characteristics of the modern race car; within the 562 pages of *Fabulous Fifties* are all manner of reminders of men such as 'Nasty' Mike Nazaruk – who once chased a detractor wielding a hammer, screaming 'Whaddya mean, I'm beautiful out there!' Of days when they tore round the furrowed dirt of the notoriously dangerous Langhorne bowl with nothing more to protect them from their own mortality than skill and strength, the tails of their bullish roadsters hung out to the very edge.

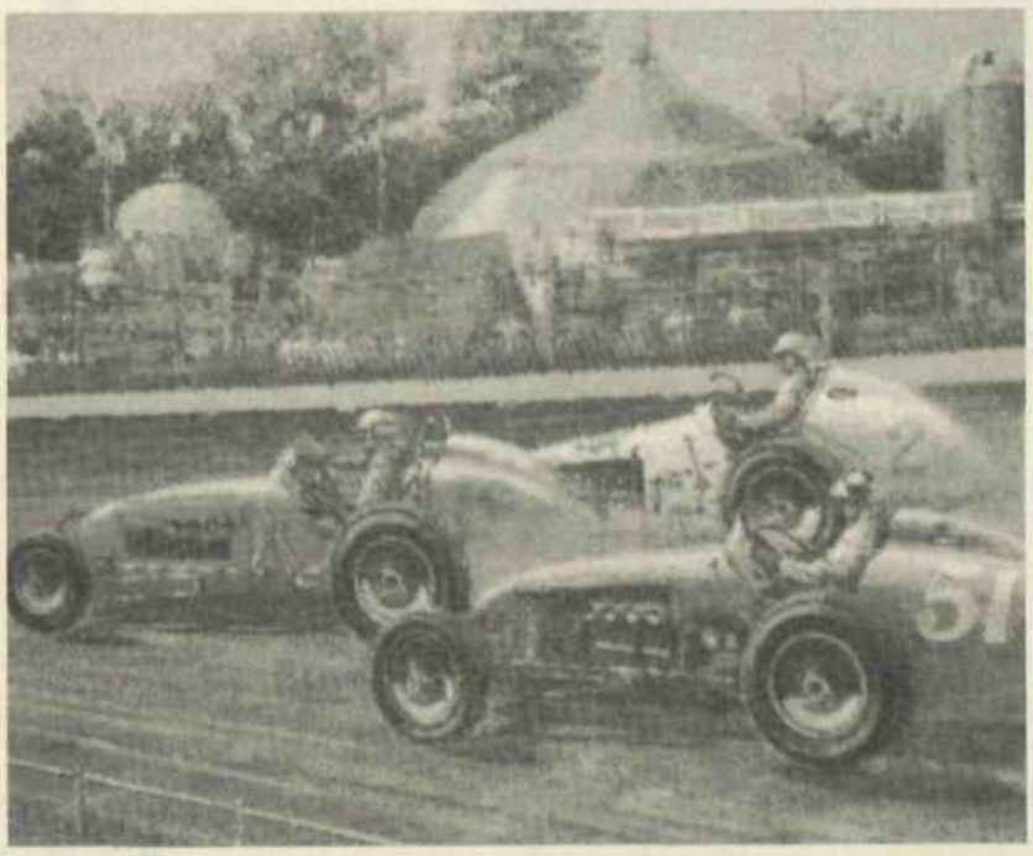
Mercifully driver safety has become paramount, and the days when writers penned as many obituaries as race reports are long gone. But if only we could still see tangible evidence of the battle between driver, car and the laws of physics . . . **DJT**



Michael Wright captures 1954 Indianapolis 500 winner Billy Vukovich narrowly leading Bryan and Jack McGrath.



Wright frames Bryan again, this time fighting for the lead of the 1958 Monzanapolis with eventual victor Jim Rathmann, chased by the heroic Luigi Musso and Stirling Moss.



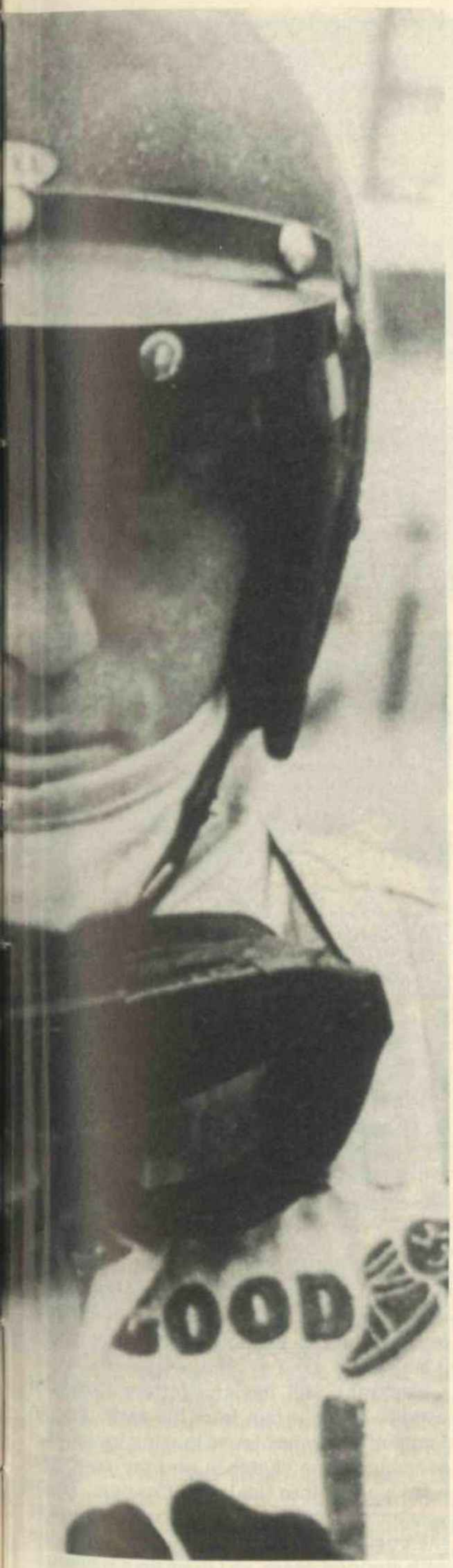
Steele recalls Don Freeland, Bryan and Eddie Sachs in their fight at Springfield, 1956.

Opposite page: In this Ralph Steele painting from the cover of Fabulous Fifties Jimmy Bryan and Bob Sweikert duel for the lead at Langhorne's 100 miler in 1955, when 'The Cowboy' went on to win.

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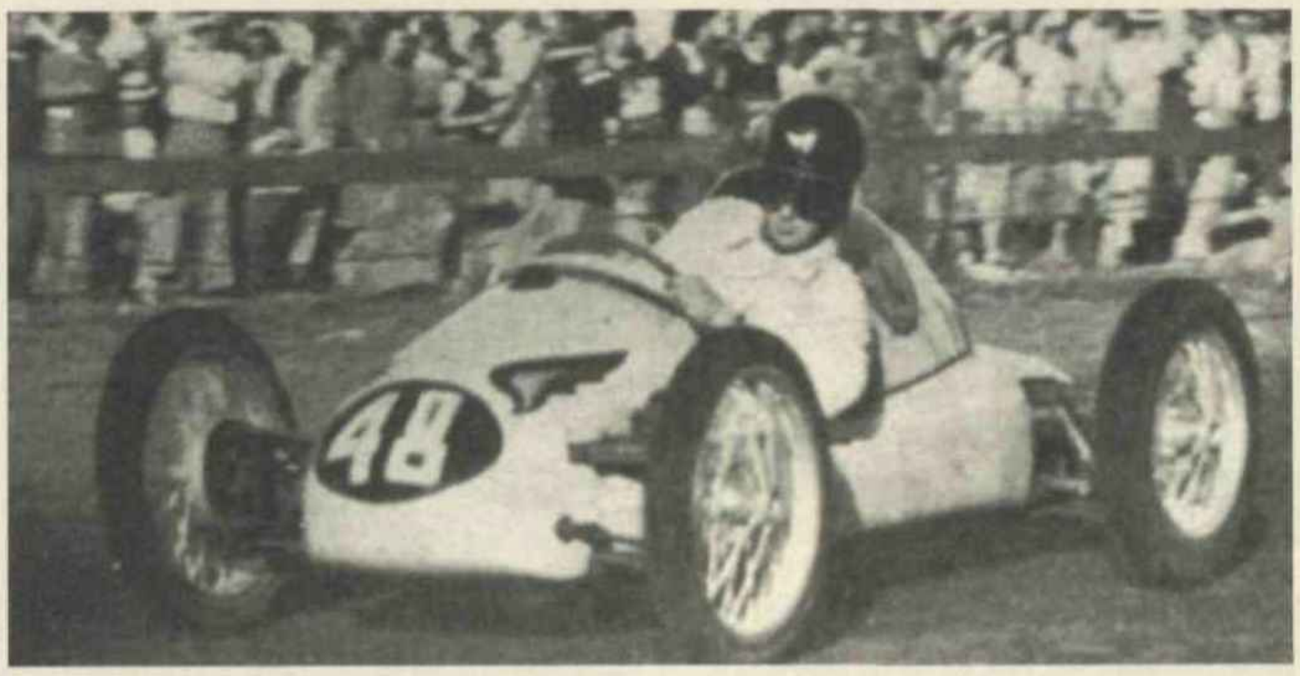


The quiet man



Above, Tauranac and Jochen Rindt. The Austrian wasn't brilliant technically, remembers Ron, though his driving still left an indelible impression. Top right, Austin Tauranac in one of his brother's early Norton 500 Specials at Mount Druitt.

A meeting many years ago Down Under sparked something big for both Jack Brabham and Ron Tauranac, but while one got the fame, the other shunned it



His classically simple, yet incredibly effective cars won championships in every category for which they were designed; Formulae One, Two, Three and Atlantic. They were so sought-after that buyers literally beat a path to his door.

He not only became the world's biggest racing car constructor, with a total output of nearly 1000 open-wheelers, but also one of the most influential, most respected people in the sport. He played a major part in persuading Honda to become involved in motor racing – and, many years later, after its turbocharged 1.5-litre V6 and naturally-aspirated 3.5-litre V10 engines had been virtually invincible in F1 – in convincing it to quit.

His abilities as an innovative designer were complemented, early in his career, by his skill as a driver. So much so that he was more than a match in the demanding art of hillclimbing for a budding world champion called Jack Brabham, with whom he was destined to have a phenomenally successful alliance.

This materialised in the early 1960s after he had hung up his helmet in deference to concern for his family's future wellbeing. But he also had a hand in Brabham's rise to championship fame, when his fellow-Australian friend was driving for Cooper. The late and great Denny Hulme also won a world championship in the cars he designed and built. They also brought F1 success for the likes of Jochen Rindt, Dan Gurney and later, in Formula Two, for a young Nigel Mansell.

Some of the people who would become leading F1 masterminds passed through his employ; Patrick Head, Gordon Murray, Tony Southgate and Ralph Bellamy, to name a few. They would not hesitate today to say that they learned a lot from this quiet, self-effacing and decidedly gracious man, who deserves a huge place in motor racing posterity when its 20th century history is written. It is certainly warranted. He has not always received the credit that was due to him, to some extent because of his extreme modesty, but largely because he was overshadowed by Brabham in the '60s.

From a personal point of view though, Ron Tauranac can at least look back with considerable satisfaction on a lifetime of enormous achievement. And it's not over yet. At a fit 67, he's still in harness, via a contract with March Engineering, which bought his former company, Ralt, in 1988, when he decided it was time to take a change of direction. And his latest cars are still winning, dominating the United States Formula Atlantic series.

Tauranac, for the first time in his life, is starting to take it a little easier. That's how we managed to get this interview, following a tip from a long-term admirer, Greg Siddle (the former manager, among others, of Nelson Piquet, Roberto Moreno and Larry Perkins), that Tauranac, having a rare holiday, was passing through Sydney.

He had been skiing on the NSW Alps and was en route to New Zealand's south island slopes for a week, after spending a few days with his brother Austin, who retired to the Queensland Gold Coast following a varied motor industry career that culminated in him occupying the managing director's chair of Saab Australia for several years. They've always had a special bond. The name Ralt was derived from their initials, with the L being for Lewis, Austin's second christian name.

The Tauranac brothers, incidentally, were born in England, in Kent, and were at the toddler stage when their parents migrated to Australia. They lived near Newcastle for a few years, before the family resettled in Sydney. The family name is of French origin, being carried on from two brothers who came to England during the Huguenot rebellion.

Ron Tauranac has never sought publicity, preferring to let his accomplishments do the talking. But he agreed to give us enough time for a decent chat and the scheduled two hours eventually became a three-hour session, ending only when his hosts called him for dinner. The content of the fascinating discussions would fill most of this issue.

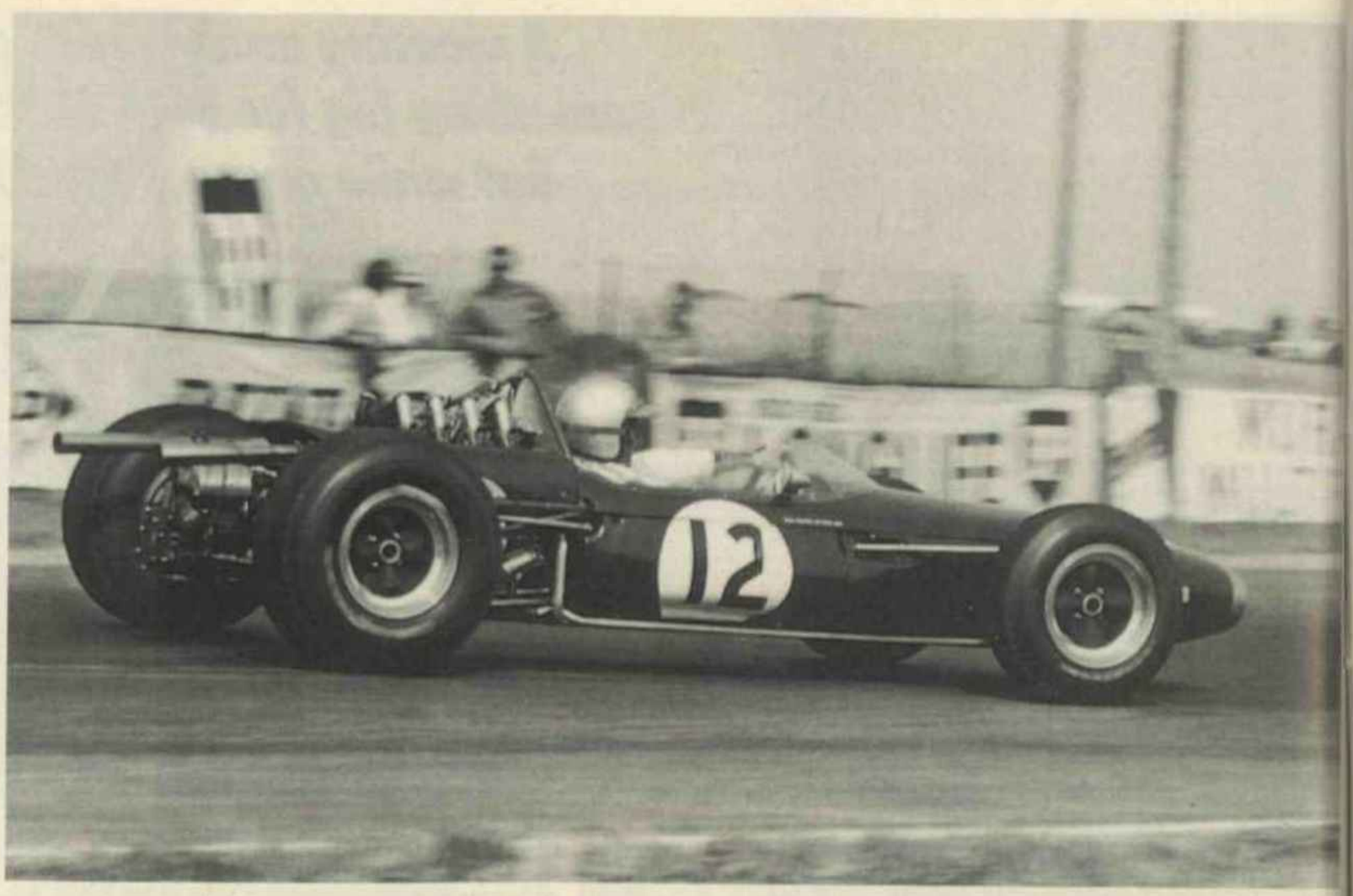
So it's hard to know where to start and stop. The appropriate beginning has to be Tauranac's emergence in local motorsport, through a self-built, low-budget 500

special, powered by a Norton ES2 engine.

Like many enthusiasts facing the deprivations of the early post-World War II era, Tauranac's only means of keeping in touch with motor racing was through the pages of its 'bible' at that time, *Australian Motor Sports (AMS)*, an informative Melbourne-based monthly magazine which was founded in 1946 by brothers Ken and Arthur Wylie and recorded the various goings-on, large and small, both in Australia and overseas.

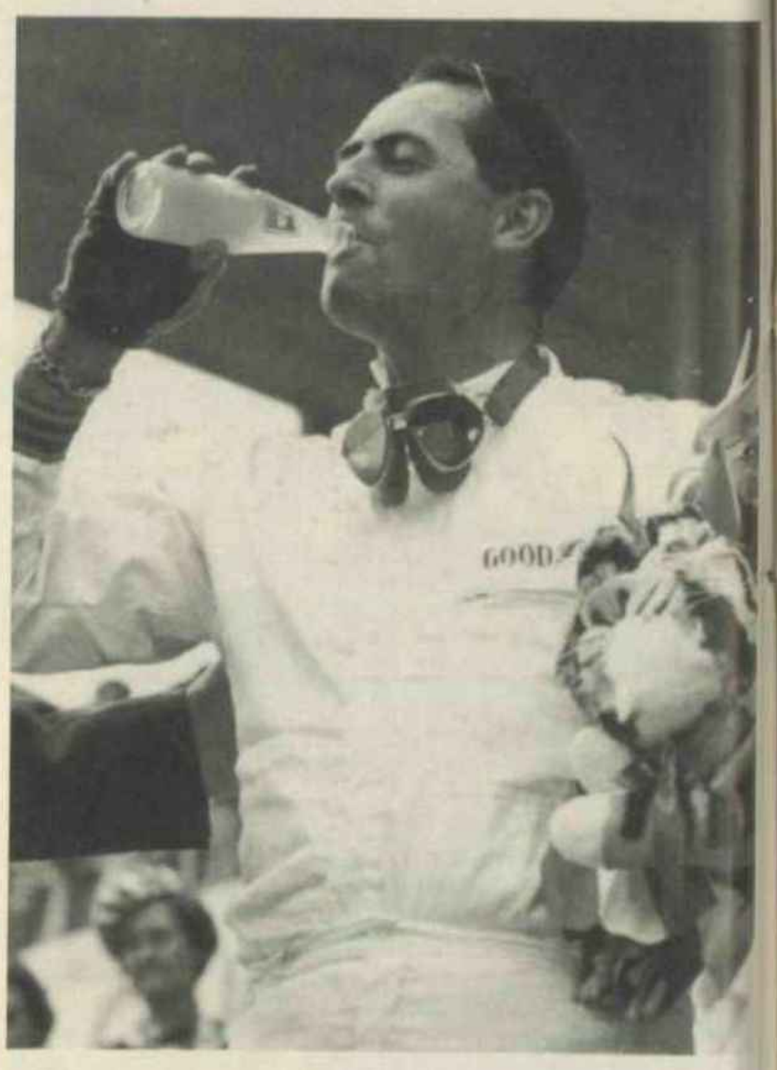
The Wylies were active participants, who built a number of ingenious specials and were happy to devote space to others who created their own cars. They were intrigued by the 500 movement, which originated in the UK and spread Down Under, as more and more people began to appreciate the affordability and competitiveness offered by the tiny lightweight, rear-engined cars.

That movement incidentally, laid the foundations for what was to become a



"Ron Tauranac was a tenacious driver, who frequently humbled other drivers in far more exotic machinery"

Above, Jack Brabham heads for history in the 1966 French GP at Reims with his Tauranac-designed Brabham-Repco. Right, celebrating with a post-race orange juice.



flourishing racing car industry in Britain and its eventual pre-eminence in Grand Prix racing. It sowed the seeds of creative design. The first 500 exponent in NSW was Jack Hooper, who built his car in collaboration with his brother, Bill. Tauranac soon became good friends with them.

It was not long before the Hoopers made their presence felt in the late 1940s, with stunning performances in hillclimbs which occasionally included fastest time of day honours that merited glowing mentions in *AMS*. During that time, Tauranac — an insatiable reader — was swotting up on racing car design in *AMS*, the esteemed Laurence Pomeroy's Grand Prix Racing Car tomes and anything else he could lay his hands on in lunchtime forays to Sydney's Mitchell Library.

He had learned enough by 1949 not only to start the construction of his first car, but also to write a comprehensive letter to *AMS*, explaining the causes of understeer, oversteer and rollsteer, relative to suspension design. His interpretations are as applicable today as they were 44 years ago! The car's subsequent debut, incidentally, was promising rather than auspicious. It was at the Hawkesbury hillclimb, on November 20 1950, at which John Crouch took FTD in a Cooper 1100.

After a couple of years of steady improvement, Tauranac followed up an advertisement for a 500cc MSS Velocette engine. That led him to Hurstville and a haggle over the price with one John Arthur Brabham, who was selling it. Tauranac knew of Brabham through his speedway exploits. The two men — who were like types, practical and down-to-earth — achieved an instant rapport. They had both served in the Royal Australian Air Force towards the end of World War II, Brabham as a flight mechanic and Tauranac as a draughtsman and pilot. Brabham was also a disciple of *AMS*, which did not neglect to note his progress on the cinder tracks and an occasional fling in hillclimbing.

"I was working for CSR Chemicals at the time and one of my responsibilities was sub-contracting machining work for a new plastics plant the company was building," Tauranac recalled. "When I saw Jack's small, but well-equipped workshop, I asked him if he took on work. I was looking for people who would listen to my requirements and be guided in what I wanted them to do.

"He thought I meant private work for my racing activities and he said no. But he became interested when I explained it was for a major company. Jack, a fitter and turner by trade, did a very good job and supplied CSR with bits and pieces almost until his first trip to England.

"Because of that association, he ended up machining things, such as flywheels, for my engines. He was expert at that, from doing his own engines for his speedway midgets. In turn, I provided help by way of drawings and advice for the cars he raced. Now and then, I'd use my lunch hour at his workshop to make bits for myself.

"I never got to use the Velocette engine. I prepared it to go into the car, but left it somewhere in Sydney when I eventually followed Jack to England. God knows where it is now!"

Tauranac still has the letters Brabham used to write to him from his early days in England. "He was always looking for ideas. I sent him some sketches and my concepts were worked into the latest Coopers. There was another time when he wanted to lower the engine. He needed a transmission case with stepped gears, so I drew up a bellhousing and had the patterns made here. Jack took the patterns back after racing in the New Zealand Grand Prix and the new transmission was incorporated into next season's Cooper-Climax."

Brabham, according to Tauranac, started to think about forming his own team in the late 1950s. But he waited until he won his first championship in 1959 before offering Tauranac a partnership to design and construct cars in England. That was down the track. The first venture was Jack Brabham







Above, Dan Gurney won the 1964 French GP at Clermont-Ferrand. Top right, Jack Brabham's final GP triumph, South Africa 1970. Right, Tauranac's last F1 design — the Trojan T102 in Tim Schenken's hands at Nivelles, 1974.

Conversions, which involved putting Coventry Climax engines in Triumph Heralds, fitting twin Webers on to Sunbeam Rapiers and so on. Tauranac's nights were occupied with designing the first BT racing car.

The suggested pay was £30 a week — the same amount of money Tauranac was getting in Sydney. "I didn't know what to do. I was married, with one young daughter. I had a good job in Sydney. And I was also a conservative chap. To get me over, Jack gave me the money for a return airfare, so I could try it for six months and if it didn't work out, go back to Sydney.

"But I wasn't going to leave my wife and child, so I spent half the money on a one-way airfare for me and the other half on a passage aboard the Fairsea for them." Tauranac still had ideas of continuing to race in England, which he soon discarded. "I realised if anything happened to me my family would be stuck here.

"Racing had been a hobby since 1949 and I was actually building a batch of six new cars when I left Australia. Lynx Engineering paid me a nominal sum for all my drawings and patterns. Hillclimbing came first, then road racing, mainly at Mount Druitt. Austin also raced. I designed him a Ford-powered special which he helped to build.

"He also used it as a road car and once towed my racing car and me from Sydney to Bathurst and back, on a rope. We had both intended to race at Bathurst but it didn't happen. Someone had convinced me to fit a Triumph Speed Twin engine in my car, but the engine threw a rod while we were doing a carburation test."

Ron won the last hillclimb he contested in his much-used original car (still using the highly-tweaked pushrod-operated overhead valve ES2 Norton engine, bored out to 600cc), setting FTD up a spectacular course overlooking the sea at Newcastle's King Edward Park to beat Brabham's best efforts in his much more powerful front-engined Cooper-Bristol, alias the Redex Special. Austin Tauranac was third in his 500, running a single-cam Norton engine.

"I demolished the record that day," Tauranac recalled, grinning at the memory. "I was quite pleased with that, because I won a canteen of cutlery that Jack had really wanted to win." He says his racing was "one big experiment," whereas Austin competed for the excitement it gave him. Nevertheless, Ron Tauranac was a tenacious driver, who frequently humbled other drivers in far more exotic and expensive machinery.

In England, his association with Brabham grew into a company which they called Motor Racing Developments Ltd (MRD). But that name was forsaken, quickly, for the car itself when the prominent Paris-based Swiss motorsport journalist Jabby Crombac pointed out to Brabham that it was too close for comfort to the French word *merde*, the equivalent of an expressive English expletive.

"Jack called me from Switzerland to tell me this and I was put on the spot. I agreed we'd have to change the name. He suggested using his own name and calling it Brabham Racing Developments. I said okay, without thinking about the implications. From then on, everything led to Jack. All my friends in Australia assumed I merely worked for Jack. The truth is that I designed and built the cars and sold them to his company, Brabham Racing Organisation."

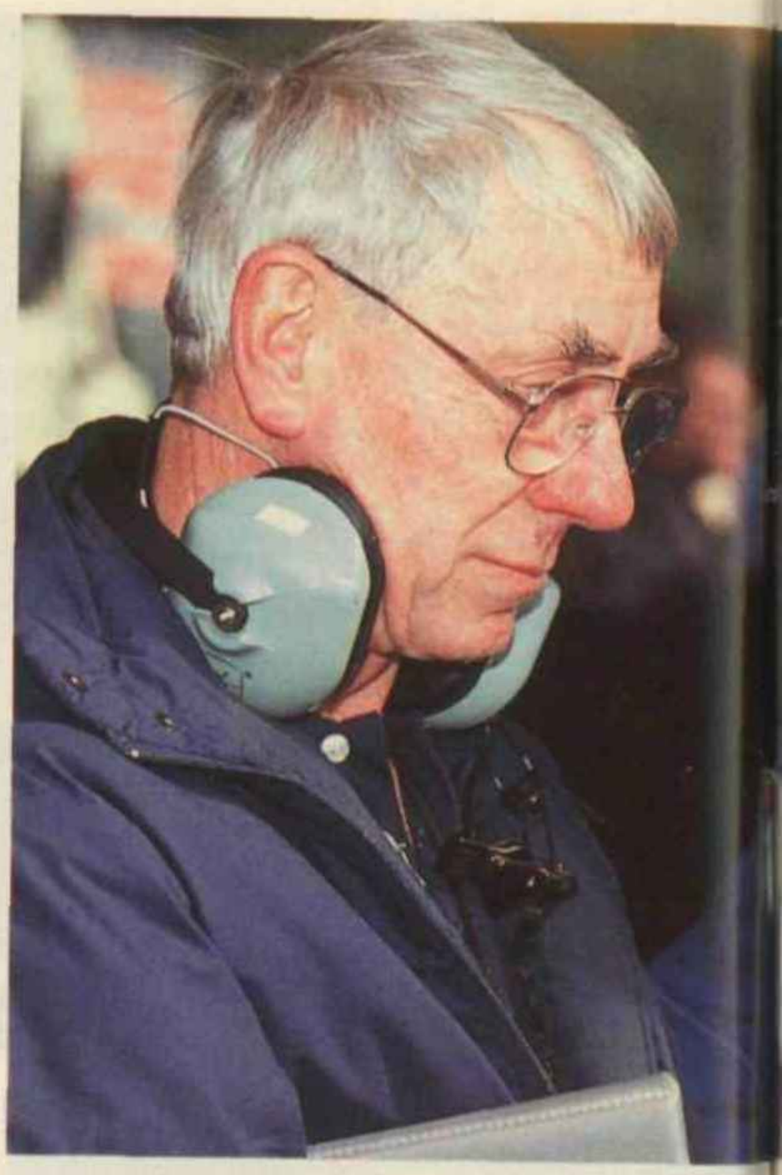
The BT designation was the brainchild of British motor racing journalist Alan Brinton, who contended that the cars needed a numbering sequence. "We'd produced about 13 when he came up with that idea and we applied the numbers retrospectively."

The change in arrangement between Brabham and Tauranac — who had also struck up a promising European Formula 2 championship liaison with Honda — came towards the end of 1965. This was just before F1's changeover from 1.5 to three litres, while Repco was developing a V8 engine, designed by Phil Irving, in Melbourne, when Tauranac intimated he wanted out.

"I felt I was a loser and I didn't want to continue my involvement. Jack mulled it over for a while, before offering me a 50/50 partnership that covered both the construction and racing aspects. It became a single business, although the actual team was run from Guildford."

What happened from there on is well-documented history, with Brabham taking









Clockwise from bottom left: Roberto Moreno's Ralt RT21 heads for victory at Enna, 1987; the Ralt-Hondas of Mike Thackwell and Moreno lead the field at Vallelunga in 1984, the final season of European F2; epic F3 duel — the RT3s of Martin Brundle and Ayrton Senna at Snetterton in 1983; Tauranac and David Brabham, 1991; the Ralt 93C in Jacques Villeneuve's hands at Macau, November 1993; Terry Perkins' classic RT1 leads Richard Hawkins, Silverstone 1975.





his rivals by surprise to win his third world championship in 1966 and Hulme capturing the 1967 title. They also swept all before them in the European F2 championship, in their 1000cc Honda-powered cars. The 1968-69 seasons were much less successful and by the end of 1969, Brabham had not only made the difficult decision to retire, but also sold his shares in the company to Tauranac.

Those retirement plans were put on hold though, in 1970, when Lotus' chief Colin Chapman out-bid Tauranac for Jochen Rindt's services after the brilliant Austrian was considering a return after a one-year spell with Lotus. Rindt's chief mechanic in that era was none other than Ron Dennis, who ultimately acquired the McLaren team. Jack Brabham soldiered on in 1970, but Tauranac was on his own in 1971. He sold the team the following year to Bernie Ecclestone.

"I gave it away, really," Ron remarked. "After that, I was at home for a year. It was a big contrast from never being at home to being there full-time and my wife, who had always wanted me to be there, soon realised it was not such a good idea. She suggested I should go out and buy a workshop. I did and Ralt was born again."

Tauranac's first customer after the Ralt revival in 1974 was Larry Perkins. "He had no money and asked me to help him redesign a Formula Three car he had bought. After looking at it, I said: 'We can do better than this.' So I built him a car and with Greg Siddle doing the management bit, Larry began to progress."

Ralt prospered and the company was kept exceedingly busy fulfilling orders from all over the world, as its cars amassed a growing tally of F2 and F3 titles in the late 1970s and early '80s. There was a long pause when I asked Tauranac if he had a favourite racing car.

"I guess the 1966 Repco-Brabham was a bit of a classic in its time. It was designed originally for the 16-cylinder Coventry-Climax engine. But this never happened, so we converted it to take the Repco V8. Its 1967 successor was probably a better car, because it was smaller and borrowed a few features from our F2 chassis."

Was there a worst car? "I suppose the least competitive one we did was the 1988 Formula 3000 car." Of all the drivers he's been associated with, apart from Brabham, which one made the biggest impression on you?

"Oh, Rindt. He had great car control. Technically, he wasn't that good, but he was a hell of a driver."

Tauranac, a self-confessed workaholic who says he has always loved a challenge, asserts that simplicity has always been a design priority with him. "It's always been important to know the regulations and how to exploit them. Aerodynamics have been the most important facet in recent years." Next question: if he had his time all over again, would he do things differently?

"I think I've had a fairly good innings. I should have done more for myself on personality development, especially in the area of employing people and making more use of them. Our activities have been a good training ground. We never had the money other top teams had but, over the years, we did reasonably well with our budgets."

Would he be tempted, if someone threw a lot of money at him, to do another F1 car?

"Given the right team . . . hmm. I don't think one could do it alone, any more. You'd need a proper wind tunnel. Williams is hard to beat because it has a half-scale wind tunnel. Most of them are quarter-scale and the wind speed is too low. They operate as if the car is only doing about 15mph. Patrick Head has told me Williams can pick up one factor in 3000lbs of drag.

"That's the order of accuracy today. Before, if you were lucky, you could pick up only one in 20. As for a team environment, I'm not that good with people. If you can do something yourself, it's very difficult to let other people have their head. You can see them going wrong, but then of course they've got to go wrong from time to time in order to learn to do things right."

Tauranac has progressed this year from a drawing board to computer-aided design, after choosing Anvil software as his CADCAM programme. It's a radical change — and he has taken a while to adapt to the technology. But he is delighted by the computer's versatility. He is not the last of the master designers to make the transition. Gordon Murray for example, stuck to a drawing board when he laid down the McLaren F1 supercar's design. But McLaren International, of course, uses CADCAM technology.

He has some well-chosen words of advice for aspiring racing car designers. "A complete designer needs to be an all-rounder with both academic and practical skills, combined with the discipline of organisation of both himself and a workforce. Race car driving experience at any level and race car engineering — that is, the ability to maximise the potential of a given car design on the track — are desirable."

"I don't think I could change tack. I'm going to carry on working for as long as I can"

Practical trade experience is also necessary. It should cover machine shop work — milling and turning, both manual and computer-controlled — fabrication including sheet metal development, casting, composites from GRP to carbon structures and drawing board and CAD drafting.

As for the academic aspect, Tauranac contends that an engineering diploma or degree course in some discipline is almost essential to obtain knowledge of strength of materials, heat treatment, stressing and fluid dynamics. He says general engineering is more important than specific automotive experience.

"To get started in racing, one should befriend a team and provide help in one's spare time as a gopher, car and parts cleaner, etc. The next step is attending race meetings in a general capacity to find out what it is all about." One of his disciples who did precisely that, Penske's Nick Goozée, is interviewed elsewhere in this issue.

Tauranac does not contemplate returning to live in Sydney, but not because he dislikes Australia. "I don't think I could change tack. I don't know what I would do there. I'm going to carry on working for as long as I can." That's good news; Ron Tauranac, the epitome of clever, self-taught designers, still has a lot more to offer to world motor racing. **MK**

Tauranac is only partially in agreement with the FIA's proposed regulation changes in F1

The FIA, with its post-1993 anti-technology regulations changes, is running the risk of extinguishing interest in F1 racing by the world's major car-makers, according to Ron Tauranac.

He contends that most manufacturers are interested in becoming involved in F1 because of the technical aspect — and says they are likely to become disenchanted if they perceive that the FIA is obsessed with turning F1 into a show, along the lines of the IndyCar series.

Tauranac believes that the existing balance between the two types of racing, with F1 offering a technology challenge and the IndyCar category providing entertainment value, is still the best solution for the long-term good of world motorsport.

He has mixed feelings about the new F1 regulations. "The top teams will not lose their edge because of the changes. Those with the resources, money and technology advantages can still change tack faster than the teams playing catch-up. The longer a set of regulations stays the same, the more the competitive gap between teams will close.

"This is something I don't think the FIA power-brokers understand. They are not, in the main, competent enough to make decisions of this magnitude. The competent ones are the doers in the racing car industry who understand technology and its ramifications."

Tauranac supports some of the changes, primarily the introduction of stepped undertrays from 1995, and the immediate banning of anti-lock brakes and traction control devices. But he is opposed to the abolition of automatic ride height control, alias active suspension systems.

"The substitution of flat bottoms by a stepped floor will get rid of a substantial amount of downforce. It lessens the importance, in aerodynamic terms, of constant ride height control. But its deletion will require a lot of camber changes. There will be a renewed focus on suspension, which will go back to the importance it had prior to 1980, when ground effects was introduced.

"The top teams will not lose their edge because of the changes . . ."

"Anti-lock braking needed to go, because it masks the ability of drivers, who can just push the pedal as hard as they like to stop the car in the shortest possible time. It takes away skill and judgement, particularly in wet-weather conditions. But the more sophisticated systems which were developed for F1 cars, with sensors on each wheel, would be a big advance for road cars if they were simplified and made affordable. Traction control also had to go, for much the same reasons as anti-lock braking."

Tauranac is pleased that automatic transmissions have not been disallowed. "It would have been a pity had that development, which isn't all that expensive, been stifled. I hope that car manufacturers will pick up on the latest transmissions being used in F1. It would be a step forward in fuel efficiency."

He questions the FIA's wisdom in extending the present 3.5-litre engine capacity to the year 2000. "Straightline speeds are going to rise under the new regulations, which means that accident impacts are going to be higher. Ideally, power outputs should be reduced by about one-third.

"I am all for a reduction in engine capacity and a limit on the number of cylinders. There are alternatives, such as a rev limit or air intake restriction, but the problem with the latter is that you get an artificial rev band and the risk of detonation, which burns holes in pistons.

"Formula 3000 has the best set of regulations at present. They're a good leveller. On average, there's only about two seconds between the fastest and slowest cars on a European Championship starting grid. But the category is being deliberately kept at a low profile so that it doesn't offer any competition to F1."

M K

Ralf's last European F3000 victory came at Pau in 1991, courtesy of Jean-Marc Gounon. Tauranac remains a big fan of the category, even if he no longer has a presence.



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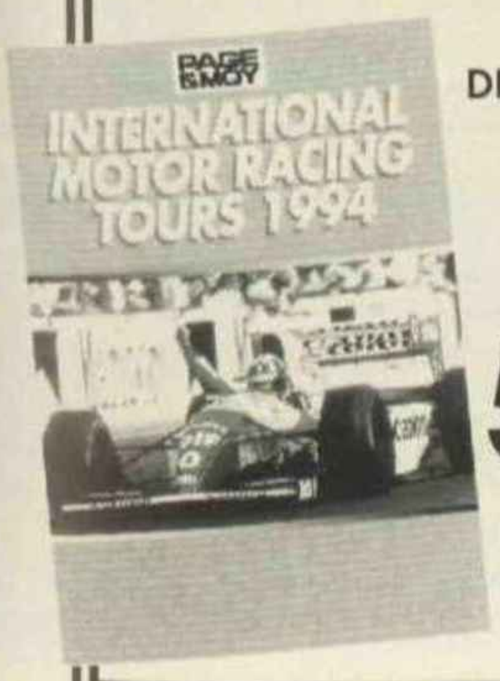
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Sensible season

I was ready. I wasn't going to be caught out. I'd heard all about it, the backhanders, the back biting – more moves than the Kasparov/Short epic, they said. I bought a brand new notebook, sharpened by pencil, and waited by the 'phone for the inevitable cacophony of calls . . .

Nothing. And lots of it.

And I was so looking forward to silly season; it was not something I had come across in three years of covering club rallies. Was I missing something? I rang one of my sources.

"Has silly season started?" I inquired.

"Not really. All the top boys are waiting on the Mercedes-Benz announcement."

Of course, the chances of earning megabucks with the Three-Pointed Star was a sizeable carrot for the current top-liners. And so we waited. And waited. All the sides concerned prevaricated, and the drivers started to get itchy feet as rumoured political infighting at Mercedes concerning the continuation of its involvement in Class 1 put the BTCC project on the backburner.

Many could wait no longer, and suddenly Silly Season became Sensible Season.

Better the devil you know . . .

Ford stuck by Andy Rouse and Paul Radisich, Renault clung onto Tim Harvey and Alain Menu, while John Cleland and Jeff Allam were retained by Vauxhall. The options for those still hanging on were narrowing quickly.

All professional drivers face this dilemma; to play it cool and dig your heels in for more money, or stay where you are, sign on the dotted line and give you and your family a relaxing Christmas. For the incumbents there is the added worry that touring car racing now offers the only European escape route for Formula One drivers who have outlived their usefulness in the highest echelon of the sport, and former sports car drivers who have outlived their echelon. Tin-tops are now longer frowned upon by the single-seater superstars; they might not like them, but beggars can't be choosers. Tough!

But this exodus also puts extra pressure on the BTCC's team managers. If they want someone who until very recently was a just over a second off the pace in an active suspension, automatic gearbox, traction control, ABS endowed flightless aircraft, they will have to pay through the nose for him. For example, when Mazda UK approached former World Champion, Alan Jones, to drive its Xedos 6 at the FIA Touring Car Challenge, the brusque Aussie demanded a fee greater than the entire budget for the race!

Better the wage packet you know . . .

Drivers' CVs have been winging all over the country and landing on various desks, but at the time of writing it would appear that Toyota will stick with its combination of Will Hoy and Julian Bailey, Ecurie Ecosse will again run David Leslie and Harry Nuttall (budget permitting), Robb Gravett will be retained at Peugeot and Kieth O'dor by Nissan. There was a brief flurry of excitement concerning the latter's team-mate, when it was revealed that he would be joined by talented Belgian F1 refugee Eric van de Poele, but the conjecture proved to be a little premature.

My only hopes are Volvo and Alfa Romeo; two new teams, *ergo* new drivers.

The BTCC circus is a small community full of gossip, but TWR is impressively watertight. A host of drivers have been linked with Tom Walkinshaw Racing's return to touring cars – David Leslie, Armin Hahne, Rolf Schumacher, Geoff Lees, Will Hoy, John Cleland, David Brabham – but this has never been more than speculation. The underlying theme is that Tom is on the scout for some new faces in the Paul Radisich mould, a couple of young, lower formulae single-seater types who are prepared to tow the line, who do not command a huge signing-on fee, but who could shake up the establishment with some blinding pace. But I must admit, I haven't got a clue who he will eventually plump for. There has been a suggestion, however, that the Volvo's ballast will be in the shape of a couple of black labradors; one presumes that they will have to lie down and be pressed hard up against the rear seats in an effort to centralise the weight and lower the polar moment of inertia!

At Alfa, Gabriele Tarquini has long been pencilled in as the number one driver for its BTCC effort, but he is now being linked with possible F1 resurrection at Tyrrell. It is understood that two Italian drivers will drive the Alfa Corse cars, although exactly who they will be has yet to be revealed, and that a third 155 would be run by Prodrive for a British driver. However the latter team's boss, Dave Richards, is master of telling you the bare minimum. so there's no rich seam of rampant speculation there.

It has yet to be confirmed that victorious BMW combination of the Schnitzer team and Jo Winkelhock will return to defend their titles. It's 99 per cent certain that Charly Lamm's men *will* be back, and that Steve Soper will be one of his drivers, but there are doubts over Winkelhock's presence. Recent rumours have linked the chain smoking late braker with the recently formed ONS-ADAC Class 2 series in Germany, as well as the Italian Championship. The latter theory has some credence, as last year's CiBiEmme pairing, Roberto Ravaglia and Johnny Cecotto, struck each other off their respective Christmas card lists after a couple of internecine accidents mid-season. So, Winkelhock may be partnering Ravaglia while Cecotto partners Soper.

Elsewhere, there have been some definite changes.

After a nine-year association Vauxhall Sport dropped Dave Cook Racing Services and switched to those of Ray Mallock, who ran this year's Ecurie Ecosse Vauxhall Cavaliers with great success on a limited budget. This wasn't a major surprise, but the news that the Ecurie Ecosse Cavaliers would continue to be run out of Mallock's Milton Keynes base *was*. Ray insists that they will be two completely separate teams, but that they are to be based in the same workshop and be overseen by one man makes you wonder . . .

There has, however, been some silliness amidst all the common-sense contractual negotiations.

It would appear that each round of next year's championship may be graced with Noel Edmonds' allegedly funny, pink and yellow TV creation Mr Blobby. Steve Neal, the man who controls the vestiges of what was Team Dynamics, has apparently clinched the deal, and his son, Matthew, will drive next year for Crinkley Bottom Racing . . .

I hate to think what his overalls will look like.

PTF

Full credit available

At the risk of being branded a heretic, I'd like humbly to suggest that observers of IndyCar racing have been a tad harsh in criticising Championship Auto Racing Teams over the years. True, the restless team owners reversed their field once again last month in Indianapolis when they tossed out the five-vote/seven-man Board of Directors in favour of the "one-franchise/one-vote" Board system that proved so unmanageable from 1989 through 1992. And it's equally true that IndyCar racing continues to stand alone among bona-fide and wannabe players on the world sports stage in that its keystone event – the Indianapolis 500 – is overseen by a group wholly separate and (at times) at odds with those who govern the sport the other 11 months out of the year.

The fact remains, however, that when CART's teams assemble in Surfers Paradise next March no fewer than three engine and three chassis manufacturers will be represented along with half a dozen drivers with a realistic chance of winning the 1994 PPG Indy Car World Series . . . and perhaps an equal number with realistic chances of winning a race or two.

Nigel Mansell will certainly have every hope of a successful title defence while Roger Penske's latest three-car superteam for Emerson Fittipaldi, Paul Tracy and Al Unser Jnr is a real powerhouse line-up . . . and it's almost unfair when you figure that Emmo, Paul and Al Jnr have Rick Mears in the wings for support. Then there's Michael Andretti who, like Adrian Reynard and Chip Ganassi, has something to prove in 1994 – if not to himself then to rest of the world. And Bobby Rahal lurks as something of a dark horse who would rank as a favourite but for the so far unproven Honda Indy engine.

If it's asking a bit much of Honda for Rahal to be in the thick of the PPG points race, it's not the least bit out of line to suggest the combination may win an event or two in the next 12 months. Honda is not known for doing things by halves.

Mario Andretti, in the final season of his glorious career, Raul Boesel, Danny Sullivan and Robby Gordon are similarly viable candidates for Victory Lane. And if the Bettenhausen, Hall, Indy Regency and Budweiser/King teams teams can get their collective acts together you can add the names of Stefan Johansson, Teo Fabi, Arie Luyendyk and Scott Goodyear, respectively, to the list of potential IndyCar winners.

When (or perhaps if, according to the current mood in Argentina) the F1 circus touches down in Buenos Aires in March there will be many more engine and chassis manufacturers involved than in IndyCar racing, but only a fool or a compulsive gambler who would make Ayrton Senna and Williams less than prohibitive favourites for the drivers' and manufacturers' championships. Sure Damon Hill, Michael Schumacher, Mika Hakkinen, Jean Alesi and Gerhard Berger rate a chance, and some of them will undoubtedly win races. But the championship?

As for NASCAR, while it's true any number of drivers from Rusty Wallace to Jeff Gordon, Bill Elliott, Mark Martin, Harry Gant, Dale Jarrett, Kyle Petty, Ernie Irvan, Morgan Shepherd, Ken Schrader, Ricky Rudd and Darrell Waltrip can win the Winston Cup championship, the fact of the matter is five of the last eight Winston Cup titles have gone to Dale Earnhardt. And Buick's withdrawal from the series, after the 1992 season, has left a mere handful of Pontiacs swimming upstream against the Chevy and Ford tide – a number that may diminish by one very significant number should Wallace bolt to Ford as is widely rumoured.

The fact is, that for all the internal squabbling, all the lack of direction, all the various conflicts of interest when the likes of Roger Penske, Carl Haas and, at times, Chip Ganassi, have worn the hats of entrants, promoters, directors, chassis importers and (in the case of Penske) engine manufacturers, Championship Auto Racing Teams finds itself on the threshold of a dream season. And with Mercedes-Benz, Firestone and perhaps Toyota poised to enter the fray in 1995 things only stand to get better.

The fact that IndyCar racing holds auto racing's ultimate trump card in the Indianapolis 500 – the world's largest single day sports event – is of course undeniably attractive to manufacturers the world over. Success at Indianapolis gives instant credibility and opens vast publicity opportunities to any product. Then too, the Indy Car World Series has been professionally and generously supported by a single sponsor – PPG Industries – since 1980.

Most important of all, though, has been a logical, stable set of rules designed to balance the often conflicting poles of cost effectiveness and technological relevance. Although the rules have changed at the edges since CART was established in 1979, what with modifications to turbo boost levels and regular tinkering with the aerodynamic and safety packages – the 1994 IndyCar is a readily identifiable development of the machines in which Rick Mears, Bobby Unser, Gordon Johncock, Johnny Rutherford, Al Unser, Danny Ongais and Tom Sneva contested the first CART title.

Compare that, if you will, to the dizzying changes undergone in Formula One since 1979. Sliding skirts have come, gone and





Mario Andretti and Nigel Mansell lead at Michigan (opposite page). Mansell can expect increased opposition in 1994. Michael Andretti (top left) will spearhead Reynard's assault. Bobby Rahal (below left) gets Honda power. Rick Mears (right): Penske's unfair advantage?





ultimately been outdone by the current flat-bottomed machines; turbocharging has come and gone, likewise rocket fuel; fuel stops have come and gone and are back again for the coming season; active suspension, traction control and semi-automatic transmissions have come and are now in the process of being phased out.

Without question, F1 remains the highest form of the art of motor racing. But at what price? Like the monstrous CanAm cars of the early 1970s – arguably the fastest racing cars ever produced in terms of the technology available at the time – F1 produces superb technical creations, but competition – genuine suspense as to the outcome of any given race – is often a rare commodity.

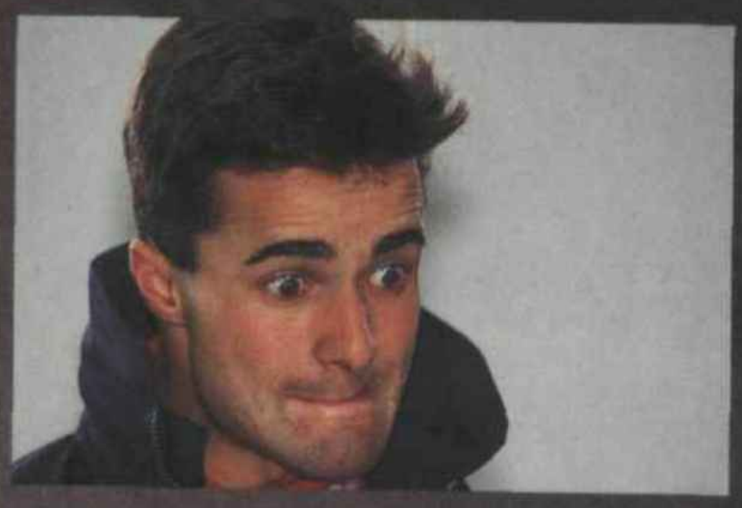
It hardly seems possible that just three few years ago F1 was bursting at the seams with oversubscribed fields even as Bill Stokkan was making weekly 'phone calls to fringe team owners begging for entries. Yet 1994 could see IndyCar fields average 30 cars, thanks to the new PacWest, Forysthe-Green and Formula Project teams and the fact that Rahal-Hogan and Indy Regency expand to full-time two-car operations and Penske gives a three-car team another go.

Rest assured IndyCar racing has its problems. CART has been and is being outhustled, outmuscled, outsmarted and outspent in marketing by a NASCAR whose efforts in that arena threaten to outstrip even those of the NBA, NFL and Major League Baseball. Thus it's no coincidence that, for all the new manufacturers involved in IndyCar racing, there has yet to be a corresponding increase in new big dollar sponsors.

Meanwhile, the upcoming Brickyard 400, Indianapolis's first NASCAR race, threatens to steal some of the 500's thunder. And CART also has to get its act together with regard to nurturing new talent beyond Paul Tracy and Robby Gordon, although it must be said some positive strides have been made of late through the Firestone Indy Lights Championship.

Just as sure as the Wheel of Fortune had brought IndyCar racing to unheard of prosperity, so economic forces beyond the control of CART – to say nothing of CART's own penchant for shooting itself in the foot – could just as easily bring it crashing back down. But for the moment, let's call a spade a spade and give credit where credit is due.

D P













Seats of yearning

It's a brisk autumnal afternoon in south-western France, where in two hours' time the final round of the 1993 European Formula 3000 Championship will take place. In the Nogaro paddock, Gil de Ferran is staring morosely at a plate of pasta under the Paul Stewart Racing motor-home awning.

"I really hate this time of year," explains the Brazilian. "It's alright for you guys who'll still be employed when the race is over. I don't like all the uncertainty, not knowing for sure whether I'll have a job next year . . . "

In fact, de Ferran probably has slightly less cause to fret than most, although an item in *The Daily Telegraph* on December 2, which reported that "the Bucks-based Brazilian is set to drive in Formula One next year, for the Footwork, Pacific and Simtek teams", appeared rather to exaggerate his prospects . . .

All the same, his first year in F3000 was suitably impressive, and if he doesn't find a place in F1 for 1994 then PSR will welcome him back with open arms. Indeed, the team has already made it quite clear that it wants



Main shot: Jean Alesi driving for EJR in 1989. Two years later he was with Ferrari, but he has still to win an F1 GP. Left-hand column, from top: Pedro Lamy – confirmed graduation with Lotus; David Coulthard – uncertain plans; Gil de Ferran – hates the close-season. Centre column: Emmanuel Collard (top) – forced out? Paul Stewart (below) – change of direction. Right: Damon Hill, in his Middlebridge Lola during the 1990 season, is the only F1 winner to have emerged from European F3000.

to run him again, ideally alongside Kelvin Burt, who this year succeeded de Ferran as British F3 champion.

But what of de Ferran's main rivals this year? What are their realistic prospects?

Take championship winner Olivier Panis, for instance. It seems inconceivable that the Frenchman *won't* land a full-time job in F1, but will he be racing or working in the shadows as a test driver? Panis's Elf connections ought to stand him in good stead, and there remains a suitable place for him at Ligier, though there are other qualified Frenchmen who covet the same perch. If, for some reason, Panis doesn't graduate automatically, he would be the first European F3000 champion who has ever failed to do so (Christian Danner, Ivan Capelli, Stefano Modena, Roberto Moreno, Jean Alesi, Erik Comas, Christian Fittipaldi and Luca Badoer all made it, even if they sometimes had to make do with crumbs of the Coloni or EuroBrun kind).

That would be a kick in the teeth for a formula in which 22 of the 34 men who raced in F1 this year cut their teeth (of the other 12, incidentally, nine were in F1 *before* F3000's inception). That said, the fact remains that Damon Hill is the only product of the European F3000 Championship who has subsequently gone on to win a Grand Prix. Furthermore, two of the three F1 drivers who eschewed F3000, Michael Schumacher and Mika Hakkinen, are perceived to be amongst the most glittering of the sport's young diamonds.

Do such facts and figures mean a great deal?

Not really. Of *course* the majority of F1 drivers today will have graduated via F3000. That is only logical. It's what the formula was put there for.

That Hill should be the only winning graduate isn't as much of a black mark for F3000 as it might look. Far from it. It points to two things: the durability of F1's leading lights over the past decade, and a degree of conservatism on the part of F1 driver selection committees. In recent years, who has done all the winning? Williams and McLaren, predominantly, with occasional interference from Ferrari and Benetton. And who have their drivers been? Experienced hands such as Prost, Mansell, Piquet, Senna, Berger, Patrese and Boutsen, plus of course Schumacher. And note that Senna's departure to Williams means that by 1994 those drivers will all have driven for at least two of the four teams mentioned.

Prior to Hill's arrival at Williams, Alesi was the only F3000 graduate to have been given a sniff at what, on the surface, appeared to be a drive with winning potential. It's a sobering thought that Lotus has not won a GP since Detroit, in June 1987, and that Ferrari's current void stretches back to Jerez, on a Sunday afternoon in September 1990 . . .

As of early December, when this was written, Pedro Lamy was the only F3000 racer whose graduation to Formula One was assured. Others, surely, will follow, though there seems little chance of a mass exodus. Of the 37 drivers who attempted to qualify for a European F3000 race this year, only half a dozen nurture even the slightest hope of being in Formula One next year, despite the fact that Grand Prix racing has seen the last of veterans Prost and Boutsen, while others such as Patrese, de Cesaris, Warwick and Alboreto face uncertain futures.

Even in a world known for the frailty of its guarantees, one must assume that Panis will eventually land on his feet. Somewhere.

For others, the path is less clear.

What of David Coulthard?

The Scot spent three years getting to Formula 3000, one apiece in Formula Ford, Formula Vauxhall Lotus and F3. Now, he faces his third season *in* F3000, always assuming he can raise the ante.

"That's not certain at the moment," he says. "Obviously, I'd love to be racing in F1, but that looks unlikely. I'm not being negative. Just realistic. It's easier to sell F1 to a sponsor than it is F3000, but it's still hard work because you need that much more money. Having said that, I'll still keep chasing until all the seats are taken."

"Damon Hill is the only product of the European F3000 Championship who has subsequently gone on to win a Grand Prix"

Coulthard has been employed regularly by Williams this year as a test driver, and there is every chance that the relationship will continue in 1994. "Even if I'm testing though, I still want to compete. I know that F1 test drivers who aren't racing, such as Allan McNish, have found it quite hard to come to terms with. I think I still have something to offer in F3000. It's the next best thing to F1. It's good and fast, and I think I can win the championship. But there's no use asking now whether I'll definitely be doing it. Even last year, I'd only got enough money for the first few races by the start of the season. I had to find the rest as I went along."

The fact that Williams-Renault is confident in your ability is apparently no assurance that sponsors will be like-minded.

Paul Stewart, who improved beyond measure as an F3000 racer in 1993, his third season in the formula, was believed to have the necessary means and was assumed to be tacking a straight course for F1 . . . until he calmly announced in late November that he was retiring as a driver with immediate effect, in order to concentrate upon developing the racing team that carries his name. Paul will eventually get to F1 in a roundabout way, for he and father Jackie intend to have their own team in place by the end of the millenium. We wish him well in his new career. It's a bold choice borne of commercial considerations and hard-nosed realism.

Donington winner Olivier Beretta is rumoured to have access to the sort of F1 budget that should have F1 teams camping out on the doorstep of his Monaco apartment, but where's he going to spend it? A French magazine, not known for hiding its own subjects' credentials under a bushel, recently published a full list of F1's potential runners and riders, yet Beretta's name was nowhere to be seen, even though he is *known* to have spoken to several teams.

Olivier is in an awkward position: is it worth spending that money on an uncompetitive F1 ride, just for the sake of *being* there, or is it better invested in another season as an F3000 front-runner? Unlike Panis, he still has something to prove at this level, certainly moreso than the likes of Coulthard.

The same is true of Emmanuel Collard who, through necessity, appears to have joined the swarm of drivers currently buzzing around the dozen or so free F1 seats. This is the man who regularly outraced Panis when they were team-mates in 1992, but whose career slumped as spectacularly as the latter's blossomed when they found themselves separated for '93. Collard wasn't happy at Apomatox, and complained openly at the end of the year about the lack of unity. "It was like two separate teams," he said. "At no point during the season did *both* drivers and *both* engineers get together to discuss solutions. There was never any common direction."

Collard only regained anything like his 1992 form in the final two races, after respected British engineer Humphrey Corbett was brought in to renew an old, and previously profitable, association. "He is," says Corbett of Collard, "one of the most talented drivers I've ever worked with. Believe me, he could be world champion within four or five years, given the breaks. He's got *that* much potential."

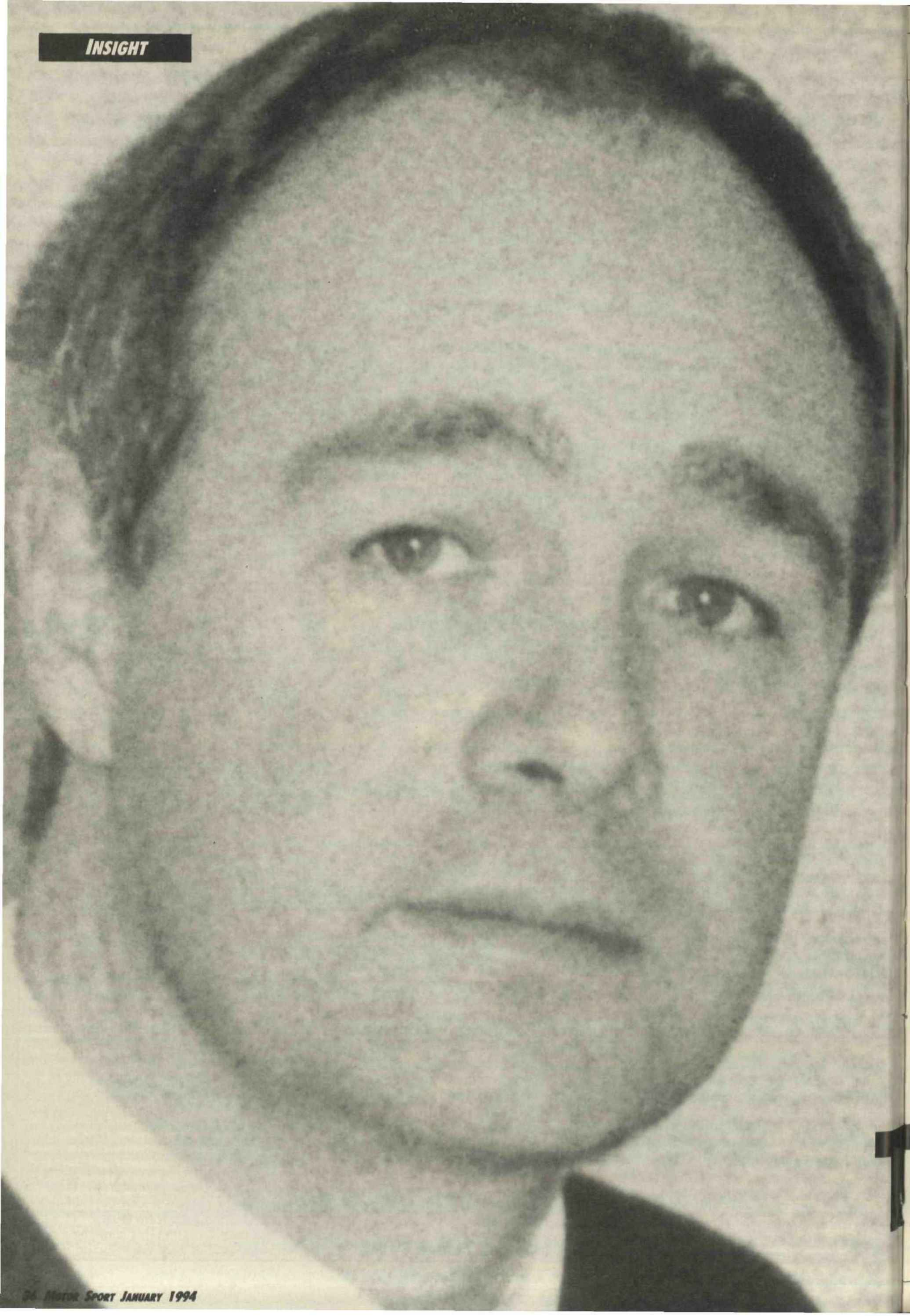
Collard has had his two years of Elf patronage in F3000, and now he must look elsewhere as the petrol giant nurtures other aspiring Frenchmen. He is one of several rivalling Panis for a place at Ligier. Should he not succeed in that particular quest, what are his alternatives? Can he raise the half a million or so pounds required to continue in F3000, or will he be forced, at the age of 22, to seek alternative employment, perhaps in touring cars?

Others, such as Laurent Aïello, have already taken that option.

At least, if single-seater talent is going to be frittered away prematurely, there is nowadays a chance it can be channelled towards earning a decent crust.

And that in itself marks something of an improvement in the young racing driver's lot . . .

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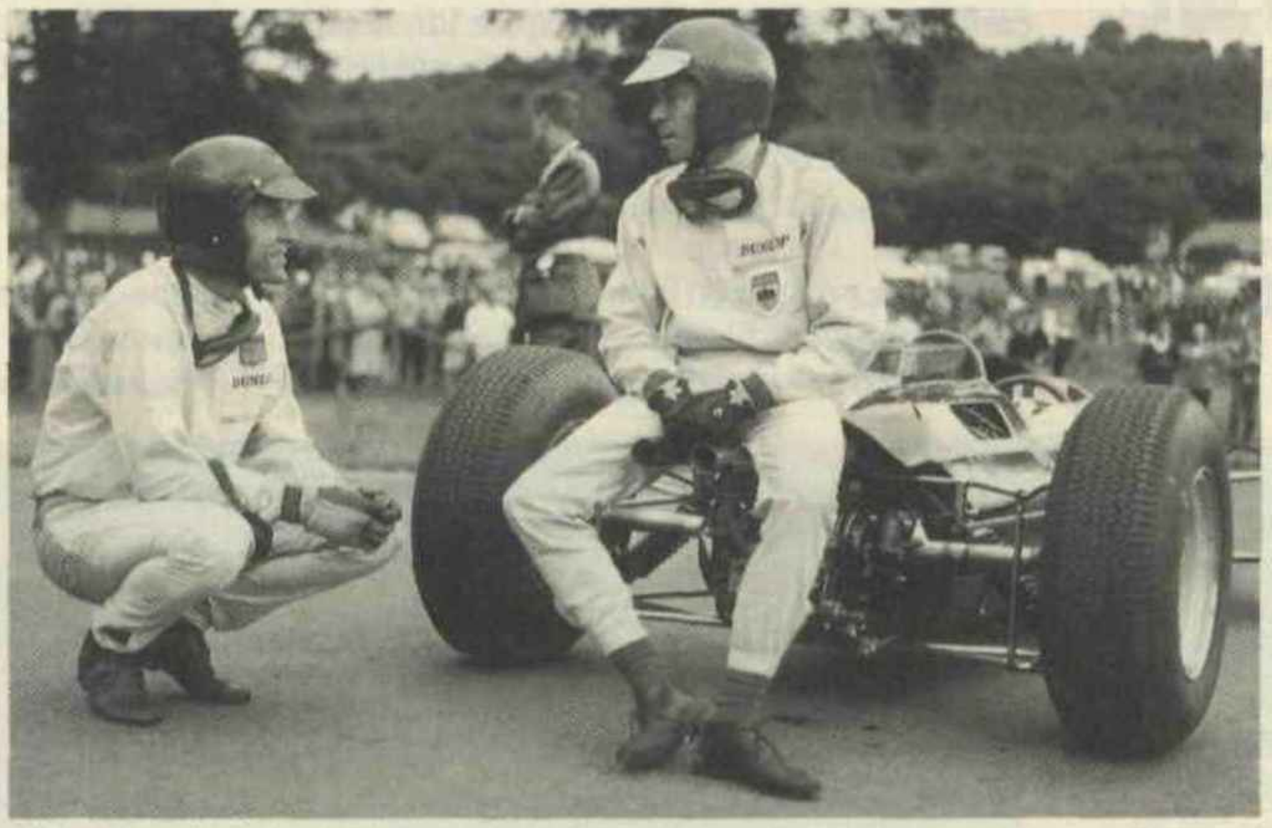
Penske Racing's car-building offshoot in Poole may be run on deadly efficient lines, but the man in charge is also one of the great motorsport enthusiasts

It has been said of Nick Goozée that you can see all four seasons in a day on his face, but the fact that he's the one saying it tells you a lot about the man.

"I guess I am lucky, because I probably struck right at the period of time. If you reflect all the time people think you're being basically negative, but I think it's very fortunate that I was able to get an apprenticeship with a man who I worshipped as a schoolboy – Jack Brabham. Dan Gurney was part of that too, but Jack Brabham in particular. If you can think of it, of a boy of 18 starting work at Brabhams in 1963 when it was an extremely small company with probably no more than a dozen people there. In 1964 Brabhams had built and were supplying about six Grand Prix cars – Bob Anderson, Siffert, Bonnier, Gurney, Brabham, Silvio Moser – in those days all the drivers and all the mechanics used to descend on the Brabham workshops and it would be like a feast. And all the Formula Three drivers would have their little VW pick-ups and be there building *their* cars up. You got to know all the drivers, and it was wonderful. I grew up with people like Paul Hawkins and Frank Gardner. I was assigned to Denny Hulme, being his lad, really, as he ran and maintained his own car. And I found myself going off every weekend to Formula Two and Formula Three races and then helping at the UK-based Formula One races. Making tea and things. You'd go to Goodwood, and be making tea also for those adjacent to us in the paddock. Lotus and that. So I'd be making tea for Jimmy Clark, and John Surtees, and then you'd go and sit in their cars. Having Jimmy Clark say, 'Would you like to go and sit in my car?' So this young boy in baggy overalls was able to sit in the car that Jimmy Clark would drive that race weekend – and Jimmy'd be sitting on the wheel – these are my fondest memories.

"Then of course Gurney, who I grew to worship. I bought a Yamaha motorcycle in the early days and Dan would go off for hours, riding it. And I used to drive my motorbike dressed in British Racing Drivers' Club overalls with a Jack Brabham helmet, Gurney goggles and Gurney boots and Brabham gloves and stuff... One was able to live a fantasy.





Beware the Bear! Denny Hulme (above) was like an older brother to Goozée (opposite page). Conversations such as that between hero Gurney and Clark at Spa '64 form happy memories.

"Brabhams didn't change much. When I left briefly in mid-1966 to join Robert Lamplough in a Formula Three thing – which was an absolute disaster, the first and only time in my entire life when I've actually prostituted myself. I was earning £10 a week and he offered me £12 or £13 to be a mechanic – I couldn't go back to Brabham so I went to Coopers. I was there for about four months, which was the end of their Formula Three production, then went to work for Thompson & Taylors. Then Brabham had a BT8 sportscar that needed rebuilding, so they employed me again.

"Denny was like an older brother to me; he was best man at our wedding, and at one time I lived with him. When Denny won the Championship and left to go to McLaren, I went too to work on his car. It was such a different change, McLarens to Brabhams, and I bumped into Ron Tauranac in the old brick toilets at Silverstone and he said, 'Nick, we're going to be building a monocoque, would you like to come back and do this?'

"So I left McLarens and went back to Brabhams, which was really my spiritual home. We were building the BT26s, which were the last spaceframes, and then the BT33, the first monocoque. I stayed there through Jack's retirement, and when Bernie bought the business. And the place really changed about that time, because Bernie came in with a big white paint brush and cleaned everything up. Basically a lot of new people came in and the old people left. Bernie was really good to me; he was actually a very nice person to work for, and I enjoyed those days. Colin Seeley was there, and we built a motorcycle for Barry Sheene. And that was the emergence of Gordon Murray.

"Ron Tauranac didn't seem to stay that long once Bernie arrived. Ron was like a father to me. A lot of people had difficulty with him, but he took me when I had nothing to give, and he suffered me, and I'm using that word in its truest sense. He was very patient, and really to this day I regard him as being the most influential person in my life.

"After Jack left the business changed

'hirtysomething

considerably. The spirit went out of the place, although it was nice having Graham Hill driving. And then Ron sold the business. He never told us about this; there was a lot of rumour, and then suddenly it happened. And I guess a lot of us felt we'd been sold with it, with the fixtures and fittings.

"I stayed with Bernie, and then the Penske situation arose. Heinz Hofer came up to the storeroom and left a message there if anyone was interested in joining Penske. Well of course we knew about Penske, we knew they had a fantastic reputation for excellence – the Donohue Penske partnership. I rang them up and said I'd be interested, and I was most impressed that Heinz, the team manager, drove all the way up to Surrey to interview me at my home, rather than me have to drive down there. It showed that much care and interest. The rest of it was really a foregone conclusion . . . September 24 1974 I started at Penskes."

By that time he'd been working on the 'renta' Brabham, driven initially in 1974 by Richard Robarts with Myson sponsorship. The Penske offer was timely, and has proved longlasting.

How Goozée got into motor racing is an object lesson to ardent schoolboy race fans. "I was at public school and I developed this interest in motor racing when I was a paperboy. I delivered this newspaper to one house and there was a

"Jochen would go off and get the fish and chips and stuff, then we'd do the race meetings"

motor racing magazine in it which I believe, actually, was MOTOR SPORT, if I remember rightly. It was pouring with rain, this house had a porch so I read this magazine, and from then on my money went on buying Stirling Moss's Book of Motor Racing and Jack Brabham's. I liked Jack; I don't know why I chose Jack Brabham, but I did. When I went back to school I had to write to my parents every Sunday, and I used to write to Jack Brabham every Sunday and to Stirling Moss every Sunday. And I used to get letters back! Not on a regular basis, but the letters I got from Brabham were always less formal than the ones I got from Moss, so I suppose he became my chosen hero from that respect.

"Then my father, who was at the War Office at that time, was posted to West Byfleet, and Brabham had just bought this workshop there. The first day of my summer holidays in 1963 I cycled to Surbiton, which was about 10 miles away, and the Cooper workshops used to overlook the high street in those days. The doors were open, it was sunny, and you could see the the cars, and people making bits and pieces. I hung around and they let me go in, and Bruce McLaren I think was actually building his Tasman car, the 2.7 Climax-engined car. And John Cooper said, 'Well, you can start here if you like,' so I cycled home at twice the speed, but I got to Byfleet, and I saw a postman. I said to him, 'Do you know where Jack Brabham's workshops are?' He gave me directions so I cycled up there and hung around by the workshop doors for about two hours, leaning on my bike outside. And I looked into this dingy workshop with old tyres, engines, broken cars and a couple of crusty old laurel wreaths. Once the colour went out of the leaf they just used to get crusty and brown, with a faded piece of cloth attached to them. And eventually they said, 'Well look, don't stand out there come on and make a cup of tea and be useful.' And I went in and I worked every single day of that summer holiday at Brabhams, and it was fabulous.

"I used to make the tea, sweep the factory, and do things in the stores, and then they let me work on the cars a bit. I used to sit in the Grand Prix cars, because you had Brabham Racing Organisation, Brabham Conversions and Motor Racing Developments all in the same block. The three different companies. And Brabham Racing Organisation was the Formula One team, which was Jack, Dan Gurney and two mechanics. That was it. Then you had your car conversions where Triumph Heralds and Vivas were converted. There were a few people in that. And then you had the people building Formula Junior cars and the sports-cars, they were in those days, for Ian Walker Racing. So I was really spread between the three, but I was just a kid and probably a bit plummy voiced and public schoolboy, and I got an awful lot of ribbing, but it didn't seem to matter.

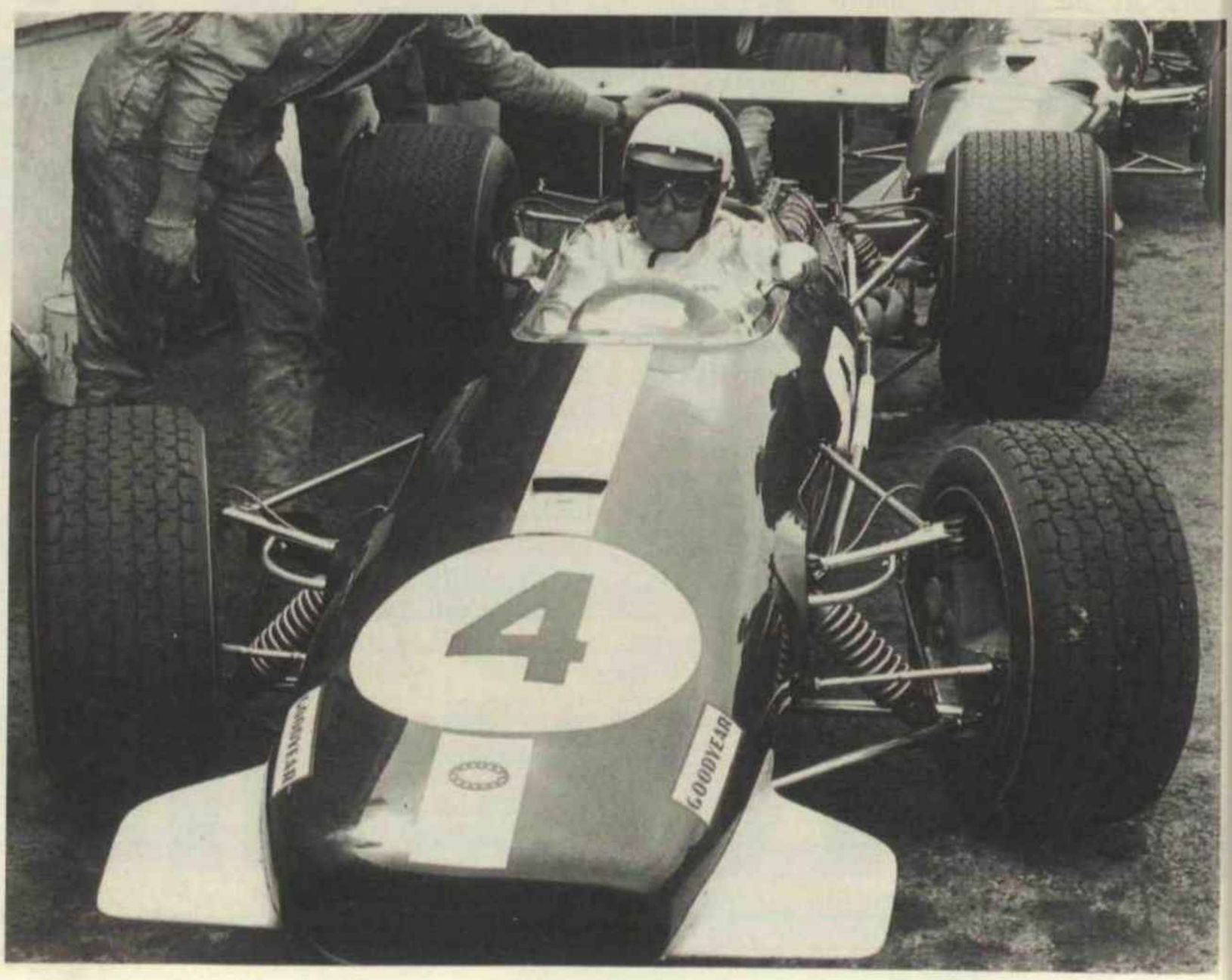
"I was convinced then that was what I had to do, so I went back to school in the winter term of '63 and managed to persuade my father to go and see Ron and see if I could start work. And Ron said it was all right, so my father reluctantly released me from public school and I started there just before Christmas in '63."

Thirty years on, he admits, things have changed. "You can't do that nowadays. We have countless letters from people with just the same enthusiasm . . . But I'll never forget that somebody at some time gave me the break, and if you look at everybody who runs a Grand Prix team now, every one of them will tell you the same – Ron Dennis, Frank Williams.

"In those days people didn't take racing that seriously. The drivers would come and build their own cars, and often as not we'd work countless all-nighters. On one particular stint when we were running the four-cam version of the Repco engine in 1968 – that was an absolute dog! – we worked four straight nights in a row. You'd go to work on the Monday and you wouldn't go home until Friday. And you really smelt and you were dead, but that's what people did. Nobody asked you to do it. You did it as a group. And then you'd go off to a race meeting, wash on the boat and just collapse.

"And of course you really got to know everybody then. You *did* know all the drivers, you knew all the other teams. We used to travel in convoy on the continent. We used to share other people's problems, and them ours. And to this day some of the most abiding friendships are the ones that were formed in those days. The hard core, you can really respect what they've achieved. To look at what Ron's achieved, and Frank, and know how they started out; I mean *genuinely* how they started out, it really gives a great deal of pleasure."

Besides Brabham and Gurney, Goozée has worked with some of the greatest names in the sport. When Jochen Rindt burst insouciantly on to the scene at Crystal



Palace in 1964, it was Goozée who had helped build his Brabham.

"Jochen; there's a classic example. I built that car with the foreman at Brabham because he didn't have his own mechanic. We ran that from a council lock-up in Byfleet, as it happened, with the doors falling off. And there would be the foreman, Jochen Rindt and myself working on this, and Jochen would go off and get the fish and chips and stuff, then we'd do the race meetings. You saw the person.

"We had some super drivers. We had Jackie Ickx driving for us in 1969, when we had the Cosworth engines. He was very quick, exceedingly quick. And they were just really nice people. I don't remember any racing driver in those days that I can say I disliked, or that I know anybody else disliked.

"Graham Hill was fantastic. I didn't know him until he drove for us, only as somebody you nodded to in the paddock, but when he drove for us in '72 he was a real gentleman. He was a super guy with us, and he never forgot us. If he was in the vicinity, within driving distance if he had a function, he and Bette would turn up at the factory at 10 or 11 o'clock at night. He'd be in his dinner jacket and she'd be in an evening dress, and he spent some time. He liked doing that, and he always made us feel good. One thing that Graham probably did more than any driver that I can recall, is that he always introduced you to anybody else who came to the team. He introduced you to a visitor as his mechanic. One always felt an affinity with that. I didn't know him that well, but I admired what I did know."

Goozée has been around drivers long enough to recognise that they can't always be sweetness and light, much as some of us might wish them to be. In Gurney and Rick Mears he has probably worked with two of the finest of all time, in every sense, but he acknowledges: "To be successful in racing there has to be a measure of competition within you. I think you almost have to be Jekyll and Hyde. I think in the old days that drivers and people could be just as competitive and just as unpleasant. I mean, Denny Hulme . . . who was the probably the person I became most close to in my formative years, was a terror. He didn't have the name Bear for any reason other than that he *was* a Bear! He would run people down in the pit road, and he wouldn't even flinch about knocking somebody over and the fact that he might break their leg. If he was in a bad mood, beware!

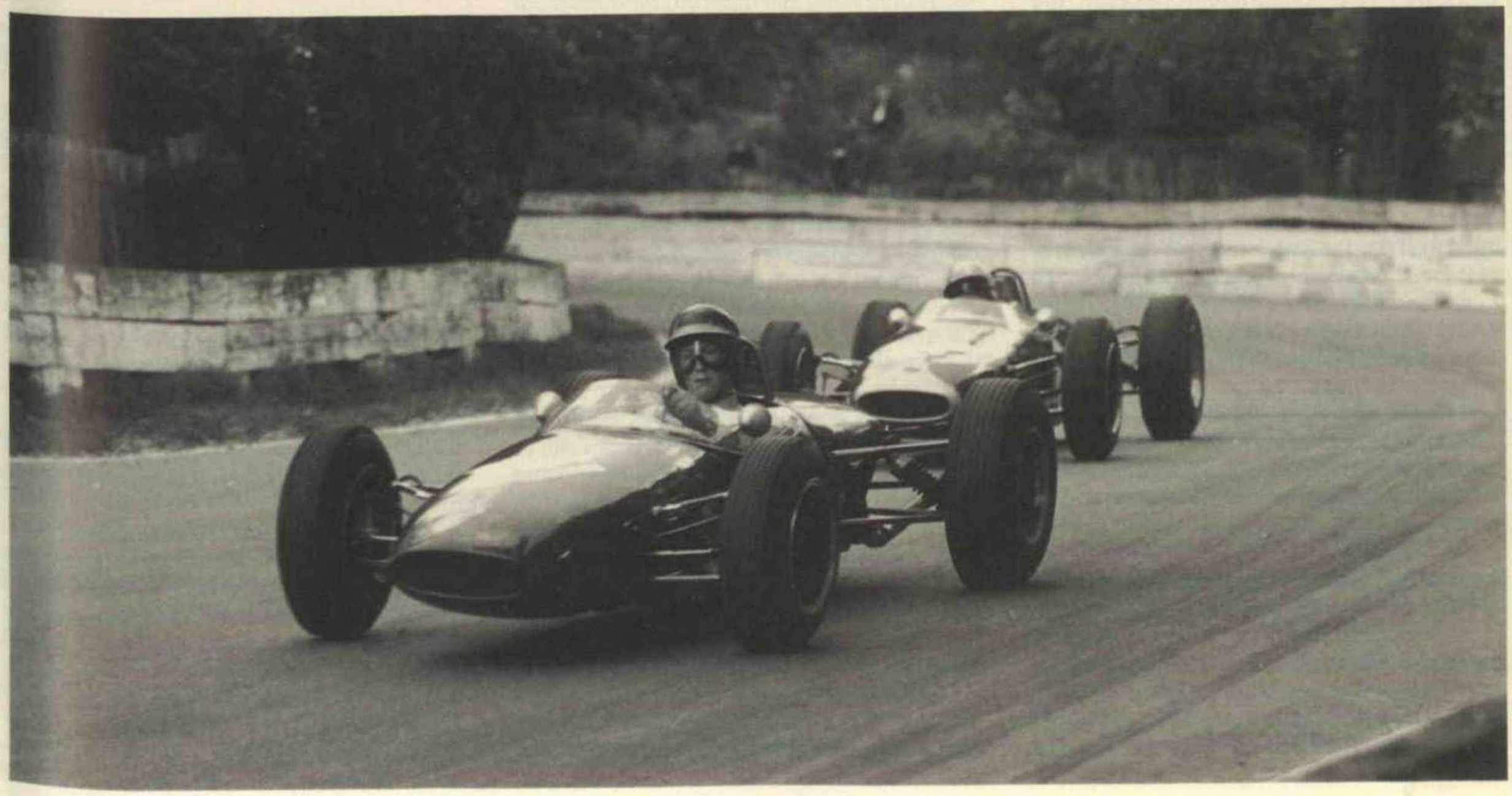
"So the drivers in those days compared to the drivers of today: they were black and they were white, but there was a distinction. The very bad were sometimes difficult to get on with, but the very good were very pleasant. And fortunately you'd see more of the pleasant than the unpleasant. So you grew up with this. Jack Brabham could have a bad mood; at Brands in 1970 he was cross, and frustrated. He had his words to say, but then it was over and done with. You knew the drivers then as workmates, because it wasn't until Rindt and Rolf Stommelen, who didn't live in the vicinity, that you got drivers who weren't there tinkering away at the cars. You knew you would face Jack the next day; you'd bring the transporter back, unload it, Jack would be there in the office, then he'd put a coat on and come down and fiddle with his car. He was quiet, but then he always was. He wasn't somebody who'd whistle, or turn a radio on; he just did his own thing. He never bore a grudge, and the next race was the next race."

He notices more of a difference on the Grand Prix front than in the IndyCar field in which he most often moves. "I think that within the racing field nowadays that they are more distant in Grand Prix than we are in IndyCar, we know the teams and are much more closely affiliated to them. That's what I like about IndyCars in many ways. The approach and the attitude to racing is not dissimilar to that which existed in the late '60s and early '70s in Formula One. We left Grand Prix at the end of 1976 as you know, and I think that the changes were well set by that time. My memories of Grand Prix, though they are primarily of the late 1960s and early '70s, are very fond ones, and to this day I think the cars were perhaps the most attractive and the people you talk about the most came from that era. Whenever you get any people from racing together, the conversation is always about people who raced in the 1960s and '70s. They talk about people racing today, but not with the same reverence."

In his 30th racing season, Goozée acknowledges his good fortune.

"In that time I've been lucky to work basically for only two people, apart from the sabbaticals. I worked for Brabham from '63 to '74, and I've worked with Penske from '74 to this date. And I'm very lucky that I've worked for two people that I've admired and not gone off on my own, and during that period I've always been fortunate to work with racing drivers who are extremely nice people. Those in the '60s and '70s, then Donohue to Watson and then going to all the IndyCar drivers we've had. Fabulous. Really fabulous. So I don't look back with

Nick Goozée retains fond memories of working with Jack Brabham (at Brands Hatch in 1968, far left), although he doesn't cherish quite such pleasant memories of the quad-cam Repco behind him. Below, Jochen Rindt at Crystal Palace in 1964. While Goozée worked on the F2 car in a council lock-up, the Austrian would pop out to get the fish and chips . . .

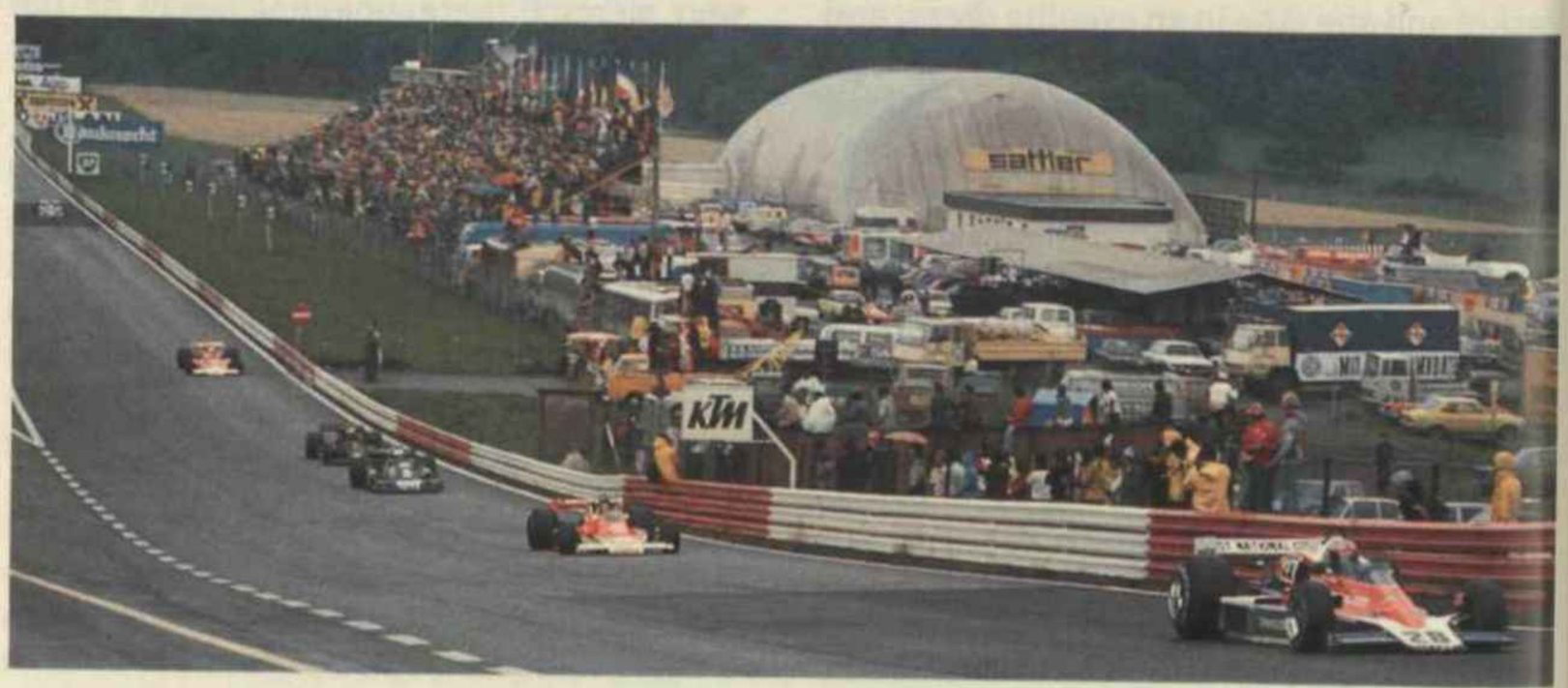




Penske arrived in F1 at the tail end of 1974, contesting the final two Grands Prix. This is Mark Donohue in the Geoff Ferris-penned PC1 at Watkins Glen. Ferris was also responsible for the 'charisma' PC4 with which John Watson gave the marque its only GP success, at Austria in 1976 (below). Here, Wattie leads James Hunt, Jody Scheckter, Gunnar Nilsson, Jochen Mass and Jacques Laffite.

any undue sense of nostalgia, because I enjoy being where I am today. I'm very lucky to be able to run this company, and we've got some super people that work here; you couldn't wish for 75 better people. If you went out and selected them you couldn't get better than we've got here. That might sound a bit trite, but they really have moulded into one society. We live cheek by jowl day in, day out and there isn't any friction between any people in this place whatsoever. And then you go across to the race team, the drivers are friendly. When we have our Christmas party they come over, and they just mingle; there's a great friendship and camaraderie, exactly the same type that we had in the '60s and '70s. It's really down to creating the environment."

He has some keen observations on the way motor racing and its image and self-promotion is going. "Sometimes I think we are getting a little bit remote from what we are trying to do. What I like about Penske and IndyCar racing is that there is this feet-on-the-ground attitude. Although we laugh and joke about Mansell going across and some of his idiosyncrasies, all of us here admire what he has achieved. In fact he's done a great deal of good for us because he's elevated IndyCar racing into the public eye. We've now become of age and are an accepted part of motor racing. And that's all because of one person. And when you look at Mansell on the grid in IndyCars you think, 'Well how can one human being have actually done this when we've been doing this for years?' and it's hard because he's not charismatic, but he's there. And he magnetises the interest. It's given us a sense of purpose now, because we've always been competitors against Lolas, and now we've got Reynards coming in and probably a couple of other people



thinking about doing it. And we can now look forward to 1994, having had a very successful 1993, where we believe – arrogantly, maybe – that we *lost* the championship and Mansell didn't *win* it, because we threw away three races. But we now know that we are up here and we can compete against them, and that this year it's going to be even harder. So we are really looking forward to 1994."

Having seen both sides of racing, in different generations, he is wryly amused by the hype that surrounded Mansell's Touring Car debut.

"Now we applaud Mansell as being the first driver since Jim Clark or Graham Hill to have gone from one side of the Atlantic and succeeded in a strange territory. What we forget is that in those days this used to be common practice. At the Grands Prix I used to attend, every driver was in a supporting race. They did something else, they didn't just do a Grand Prix and fly home. More often than not the Touring Car race would be the last race on the card, so they would finish their Grand Prix and then have to sit around until climbing inside a Lotus Cortina or Galaxie or Jaguar or whatever it was and thrash around for 15 or 20 laps. All this hype about Mansell doing a Touring Car race. Well, all right, but . . .

"The point I'm trying to make is that we make such a song and dance about a professional racing driver who should, if he's good, be able to get out of any car and climb into another and perform in exactly the same way. If he's got that skill he can do it in anything. That's why Mansell, as current Formula One World Champion, was able to get in an IndyCar and adapt so quickly. There shouldn't have been any doubt; the only doubt that was raised was really a hope. It was wishful thinking that he wouldn't do it. I know that anybody who thought about it, knew that he was going to do it.

"I think if Grand Prix cars were more equal, in the same way that IndyCars are more equal, I've got no doubt that some of the good IndyCar drivers could climb into a Grand Prix car and perform, within a period of time, just as effectively as Mansell did. Not perhaps walk away and be an Ayrton Senna because he's exceptional, but perform creditably."

Of all the drivers he's worked with, he

picks a handful as the stand-outs. "I suppose Dan Gurney had the most charisma. When I flick through my motor racing books I look at just the photographs. Dan was a giant of a man, and stood alongside Brabhams which in those days were tiny little cars, he towered over them. And he had some fabulous dices with Jim Clark. The Brabham BT4, the Lotuses 25 and 33 and Graham Hill's BRMs must be amongst the most beautiful cars that have ever been built. And the racing was very close. The first Grand Prix I went to was the 1964 Belgian Grand Prix where they all ran out of fuel and Clark won and then ran out and sat with Dan. I remember going out to collect the cars and Gurney and Clark had stopped fairly close together. They were sitting chatting on the wheels and we were chatting, and I remember absolutely vividly them talking and chuckling about what they were doing in the race, and Gurney saying that when he went through the Masta Kink, he could feel his hair bristling on the back of his head. Now he had a crewcut then, and I remember Clark running his fingers up the back of his head saying he just had to see what it felt like.

"Gurney was probably the man I idolised most, and then there would be a considerable gap until we started doing IndyCars and I started doing regularly all the races Mario did for us. Mario as a human being probably had more class than any other racing driver I've met to this day, in worldly terms. He won the World Championship that year running the Lotus, and he was driving for us. He had more charisma, there was more aura around Mario Andretti in those days, than any man I've met before or since. We worked as a very small team, there were only two of us worked on the car, and he was always courteous to us, very thoughtful at a race meeting. Always getting us little treats. Very protective of his team. You'd sit and chat, about girls, anything you wanted to talk about. And there was this absolute class there, in global terms. And to this day we always receive Mario's Christmas card first, and at any race meeting he'll always come across and shake hands and ask how things are going.

"Mario as a human being probably had more class than any other racing driver I've met"

"Denny of course was probably the person I was ever closest to because I grew up with him and he looked after me, he raised me for two and a half years." He points to the wall of his office. "That's his steering wheel from winning his Championship in '67." There's Brabham's helmet too, treasures he says will never leave him, along with his father's immaculate Jaguar XK140.

"Then beyond that, well, Rick. Rick we grew up with. My abiding memory of Rick – and I suppose I look at this in much more mature terms than I regard Gurney because Gurney I just idolised – was the very first day he presented himself. We were testing the PC6 at Phoenix at the end of the '78 season and Sneva was due to drive it. We were staying at a hotel that happened to have a swimming pool inside it, and we were splashing around and there was this long-haired, very young-looking man sitting in a chair just watching us. Just sitting, with a beer in his hand. And the team manager came across and said, 'This is Rick Mears, he's gonna be testing the car.' I hadn't *heard* of Rick, didn't even know who he was. And I guess we were a bit churlish, took the mick out of him a little bit. And the next day he came with his wife and two children and sat on the Armco about 40 yards away from where we were until he was called across. He climbed in and settled down and said the car was fine, it didn't need any changes. And within 10 laps at Phoenix he was running quicker than Sneva, and you knew then that something was about to happen. It's probably the nearest thing that I've ever known to sort of seeing a Messiah, the coming of Christ in pure human terms. And Rick has remained, not only to myself but to every single person who's worked at Penske from those days to this, as a personal friend.

To say that he is adored is an understatement. This company and Penske Racing would do everything for Rick, even now that he's retired, and I think this is why he stays on unlike any other racing driver, why he chooses to stay on and do all the travelling, very much in the background, because he's repaying to the team what the team has given him. Those are his words. When you have that sort of relationship with a driver who is a team member, I think that the most successful ones are those that become totally integrated with the team. They become so enmeshed within it that the management, the mechanics, the floor sweeper, the truck drivers will all do anything they can for that individual. It must reap rewards. It did with Rick, and Danny Sullivan was a super guy as well.

"There were dark days for Penske with the PC15 – they were good days in our engineering terms but dark days in our competitive terms – and you could see Rick always try to do the best for the team. It wasn't for himself. He never refers to himself in the first person singular, ever. When he used the term 'we' he wasn't being facetious; he was being collective. He always felt so angry that he couldn't get any better performance out of that car knowing all the hard work that went into building and maintaining it. He just couldn't. It was *not* possible.

"The performance from 1986 to 1987 to 1988 when Nigel Bennett's first car the PC17 came along, it was like all the pressure that had been forced into a bottle had been suddenly released. The team was instantly competitive. The drivers filled the front row at Indianapolis, all three of them. We won that race, we won quite a number of races that year. The whole spirit of the team was lifted again, and it's been that way ever since.

"It's lovely to see Paul Tracy, too. We've dropped our shoulders and sighed a bit when he's had his accidents, but I can remember when we went to Long Beach three years ago when we first saw him, and everybody getting back into the transporter and saying, 'Did you see that kid Tracy, what's his name, whatever it is? Did you see him in that old car? He looked fabulously smooth.' He was signed up that particular day and now, despite the comments we might make about his crashes (and which he deserves), equally there is something very, very special there. And he's not a bad lad either.

"You know, whatever they may say about the Sennas, and all the awkward drivers, if they actually get into the car on the day and give 110 per cent you take all the rest of it. It doesn't matter what they throw at you. It's when you get grief from a driver and he gets out there and decides for whatever reason that he isn't going to make an effort despite all the effort that's gone into the car . . . I think the sad thing that happens in racing nowadays compared to racing when I grew up is the fact that very little attention is made to all the huge resources that support a racing driver. He is the tip of the iceberg, he's above the surface, he's getting all the attention. And some of them are not really good at dealing with that attention. And underneath there's a raft of individuals who are committing a great deal of personal time, at huge inconvenience to themselves often as not to keep these people supported, and there isn't recognition of it. The great thing about the Penske drivers, always the Penske drivers, is that they are very quick to acknowledge the support they get. Whenever Emerson wins a race, and Paul too, a fax comes through to say thank you to us over here, and we are about as far removed from the racing team as you can manage to be."

That in itself may be one of the key reasons why a manufacturing plant located thousands of miles away from the team that races the products still feels part of the operation, and still maintains unswerving motivation. There may not be any bells and whistles on Penske Cars' set-up in Poole, but there aren't any flies, either. Like any truly successful enterprise, its success is a function of the calibre and commitment of its workforce.

Despite his massive business interests, Roger Penske still loves racing, and he has the nous to place his trust in lieutenants such as Goozée or Penske Racing boss Chuck Sprague. When they perform, he's happy. If they don't he isn't, and they know about it. These days, RP is pretty much a happy man . . . His employees describe him as the perfect boss, one who knows when to intervene and when to maintain autonomy. When it comes to efficiency, Penske Cars can put fresh colours into a lot of F1 teams' paintboxes. Thirty years into his racing career, you *know* that gives Nick Goozée a real buzz.

DJT

Whistlestopping in Poole

It's a relatively fast tour and you might be forgiven for feeling that Penske Cars' premises on a small industrial estate in Poole are modest by the standards one has come to expect of typical F1 teams, but Roger Penske's UK build operation packs a lot into its 16,000 sq ft. Where it needs to be, money is well spent, but the overriding theme is efficiency without profligacy. You would expect nothing less from Managing Director Nick Goozée, a man weaned in the motor racing ways of Sir Jack Brabham and Ron Tauranac. Frills are what you sew on to dresses; they don't win IndyCar races. Loyalty, efficiency and pride in workmanship do, and you will find them in spades here.

The design department comprises nine people and a 50/50 split between CAD and drawing boards. It is Chief Designer Nigel Bennett's domain. "With boards you can see things on wider scale," says Goozée, "and while suspension and bodywork is done on CAD, where the maths are quicker, the smaller detail layouts are still drawn."

Small is beautiful, and so is loyalty and commitment where Penske Cars is concerned

Bennett conceives the designs of the IndyCar challengers, but uses former Chief Designer Geoff Ferris, a retiring personality, as a sounding board. Ferris, according to Goozée, carries a colossal workload and never relaxes. He designed Penske's 'charisma' cars – the Austrian GP-winning PC4, PC6 and PC10 are deemed to be his greatest. Between 1980 and '83 he was the Chief Designer and worked alone bar one helper, and he was the General Manager of the company, too. It was a tremendous strain, and in 1983 Goozée became General Manager and Ferris concentrated on being just Chief Designer.

Now he designs the gearbox, and Penske's transverse unit is reckoned by Lola to be one of the reasons why the PC22s handled so well on tight circuits in 1993.

Ten years ago Penske had minimal resources compared to March. There was no wind tunnel, nor any experience with carbon fibre. Ferris' last full car, the PC12, was not successful and it was deemed necessary to look around. Alan Jenkins came along but his PC15 and PC16 designs were not successful either. "But Ajay opened our eyes to what we needed to be a successful manufacturer again," stresses Goozée in the interests of fairness. "He introduced us to carbon fibre work, constructional methods, etc. He brought McLaren technology to us, and he should get the credit for that." There were 20 people at Penske Cars then; now there are 75. "Alan had come from a very big high-technology organisation to something fairly basic . . ."

Penske Cars has always been based in the Poole area. When Roger Penske decided to go fulltime Grand Prix racing in 1974 he wanted something fairly low-key to begin with, given his reputation for success back home in the United States, so he bought McRae Cars' premises just outside Poole. At the end of 1973 Ferris had six people working for him, and the first car appeared from very limited resources.

"F1 had a different mindset," recalls Goozée. "Everyone was up-front, especially the sponsors. In hindsight we needed more development time. We needed instant results. In 1984, for example, we bought two Marches and won Indy two weeks later. We needed that in F1."

Penske's corporate business was picking up towards the end of 1976, with the growth of his truck leasing business, and with First National City Travellers' Checks uncertain about its future, he opted to withdraw. Ferris' PC4 had proved highly competitive in John Watson's capable hands, winning the Austrian GP and challenging James Hunt strongly in Holland before gearbox failure. It had been an honourable campaign.

Ferris admits: "I don't miss the hassle of going to races. With IndyCar races it was a weekend away, a weekend at home. You were always travelling."

Goozée: "What Geoff did back then on his own was with total responsibility, like Gordon Murray at Brabham. You just couldn't contemplate that now. It's so much more involved."

Within the design team everyone makes inputs, but only Bennett, Ferris and one other member had previous experience of motor racing. Everyone else has been trained at Penske, a point Goozée makes with evident pride. "That creates a good spirit, although that situation can work against you – you don't have such a transfer of new ideas – but parochiality builds intense loyalty. Few leave, but lots want to join . . ."

The factory is effectively a 16,000 sq ft amphitheatre, including the mezzanines. The central car build area is deliberately surrounded by the other departments, which is good, "because everyone involved gets a clear view of the end product. They get a greater sense of purpose."

In '94 the upstairs composite shop will build eight chassis for the team's three drivers, Al Unser Jnr, Emerson Fittipaldi and Paul Tracy. Each PC23 will go through the season with two complete sets of 'consumer' bodywork, rather less than one might expect, because the attrition rate is lower than a Grand Prix as the cars are heavier and more robust.

The department personnel are multi-talented, as part of Goozée's management style. "When the patterns have been completed, the staff switch to making brake ducts and speedway wings, that sort of thing. That way we don't have to make people redundant, they can carry on working through the factory. It keeps up the general interest."

Within composites is guru Don Berrisford, using all his years of experience at McLaren. He runs the department with Kevin Emmett, acting as troubleshooter. Nobody is better experienced, and he has made further bequests to the racing industry as sons Gavin and Paul work respectively in McLaren's R&D department, and with TAG. Berrisford started the composites department at McLaren with the M26 back in 1977. It used aluminium composites, and carbon fibre wings and underwings. "We had to learn the hard way; nobody wanted to tell you," he recalls. "I like to think our approach is very practical. We need to make our cars very strong – there's no lack of technical ability but our approach is very practical really. Here each man probably does three jobs. It's very good, like an old-fashioned F1 team."

The pattern makers produce the chassis and bodywork buck from mahogany because Bennett likes to look and to fiddle with it and adjust it so it looks good to him. Goozée, laconically: "In technical terms we're not far off the expert methods. Our composites now are the equal of most of our contemporaries."

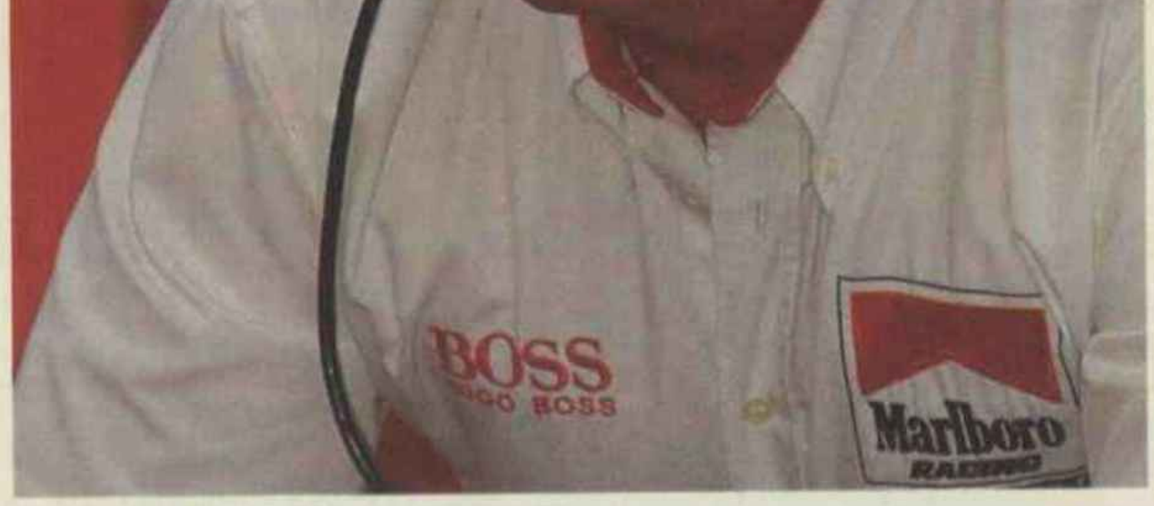
Each buck takes around six weeks to build with four people working on it. "Usually we allow 15 weeks between the buck and completion of the first chassis."

The PC23 for 1994 is a minor derivative of the PC22 with new engine mounts to accept the revised Ilmor D V8 and a modified rear bulkhead, so it's not so radical. That's helped with programming.

Interestingly, Berrisford lays a few carbon fibre myths to rest. "It actually improves with age, because the resins harden. And although you maybe don't specify gauges, like you did with aluminium in the old days, you can specify lay-up, thickness and direction. The composite side of the IndyCar regulations is worked out by Lola and Penske in conjunction with Kirk Russell from CART. Records are mandatory for each chassis. Drawings, curing times etc. Just like aircraft. It's actually a bit like building a spaceframe, you know. You can localise strength then fill in bits here and there."

One big advantage with carbon fibre is repeatability. "In the old days you could make a set of eight aluminium wings, and there'd be 40 per cent difference between the best and the worst. Then we tried carbon fibre and from then on wings have always been carbon fibre. The drivers





The Penske PC22s of Paul Tracy and Emerson Fittipaldi running in team formation at Laguna Seca (above). Roger Penske (right) acquired his factory on the outskirts of Poole 20 years ago, as a quiet base from which to launch an F1 programme . . .

immediately found that the cars would repeat. Whatever you dialled in to one chassis would stay the same when you dialled it into another."

Bennett and his men spend 22 weeks of the year in the Southampton University wind tunnel. Their 40 per cent wind tunnel models are fully adjustable works of art. At Southampton Dr David Hurst heads the department and it runs a scholarship scheme which supports a selected student in his or her final two years. "They spend their holidays here and join in the wind tunnel tests, and that could lead to employment here," says Goozée. "We are also starting an apprentice scheme. We have one already, and we plan to have another two in 1994."

Penske Cars operates on tight, clear lines. Goozée, works manager Martin Webster and all the heads of department have a production meeting every Wednesday morning to specify deadlines. Webster is his right-hand man, "the hub of company" according to Goozée. "He came in as a fabricator, and runs the factory and staff. He gets lots of flack from me, which he takes very well."

By the following Monday there is an achievement list which the staff gets from its respective head. There are very tight deadlines to meet. The November 26 car deadline, for example, was set early in September, and Goozée proudly but quietly stresses that they've never missed a completion date for a new car, and can tell the team precisely when to expect its next batch.

The minutes from the meeting act as a template for the coming week. All of the staff have grown up through the company, from the shopfloor, and they know the business intimately. There is no hierarchy; everyone knows their individual responsibility. "It sounds trite," admits Goozée, "but you can see it works." He pauses, then adds almost regretfully: "We are a very disciplined society here, I'm afraid." Like all good race shops, though, it's the sort of discipline that comes from within individuals, not the kind that needs to be imposed.

Penske Cars will try to produce a PC23 every three weeks, until they have a stockpile of the scheduled eight chassis, and will hope to avoid debilitating accidents such as those Paul Tracy indulged in during the early part of 1993, which wreak havoc with such production plans. "Then" says Goozée, "it's like trying to run with a dog biting your leg."

DJT

Williams

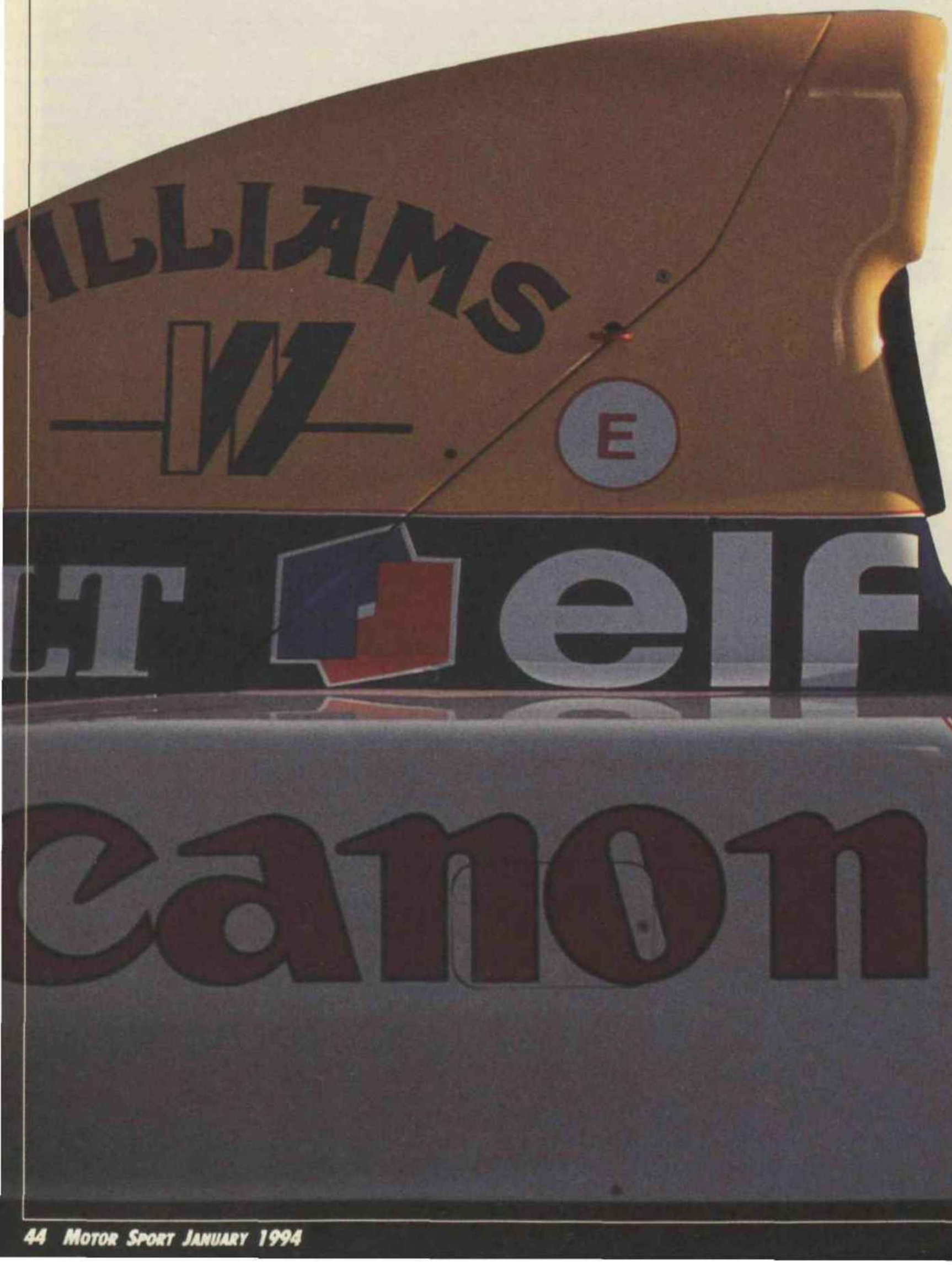
Okay, so the contract for 1994 may not be in the post, but when I got the chance to drive the championship-winning Williams I really wanted to make a good impression. After my first five laps, I rolled to a halt and lifted my visor. The guys came running up to me, and I was desperately searching for something subtle to tell them. When you've had ear plugs in, and a lot of noise around you, you raise your voice a little, and the only thing I could come out with was what you might politely call a Dutch version of 'Oh dear'! I couldn't think of anything else to say. They dissolved into laughter . . .

As soon as I found out about the test, I phoned up Henny Vollenberg at Vortex and said, 'I'm driving the Williams, can you give me some laps?' I did about 17 laps in Henny's F3000 Reynard at Nogaro. More than anything, I wanted to feel its power so that I wouldn't be too amazed when I drove the F1 car. It didn't work; I was still astonished! The first time you go into a second-gear corner and you floor it, you really don't know what's happened. The thing just takes off. It's like hitting the eject button.

Before I went out, Damon Hill said: 'Allard, just be careful.' Johnny Herbert said, 'Don't worry, there's plenty of grip, plenty of power, so you'll be all right.' David Coulthard gave me some really good advice, and we went round and had a look at what Derek Daly was doing in his stint. I'd had quite a long chat with Jan Lammers too, and everybody at Williams and Renault was very supportive. They said, 'Don't worry about it. We're not here to break any records, or to prove anything, just to have a good time.' Mind you, not everybody was as supportive as Johnny. He said, 'Go out there, and when you get to a corner it's going to be phenomenal. Don't worry, buddy, just nail it!' As I drove off, Williams' PR star Annie Bradshaw looked a bit worried . . .

Once you're in the car, there is actually a surprising amount of room. It's very comfortable: you can move your legs around – I was wearing kneepads because you don't want to bang against the sides of the bulkhead – and there's enough room to move your arms. There is more room than in a Formula Three car.

I had a fitting in Riccardo Patrese's seat from last year, and there was plenty of room



the conqueror

Eurosport F1 commentator and FF1600 and F2 racer Allard Kalff takes us behind the wheel of the World Championship-winning FW15C

in that too, so perhaps I'm not as fat as I thought I was. I took the seat and put it in the car we were going to use, and we did up the belts. The guys said, 'Alright, is that comfortable then?' I said, 'Yes, brilliant,' and I was thinking I'd get out, have a cup of coffee and have another half hour to get nervous, because we were just making sure that I fitted all right. Suddenly they gave me the helmet, and the next thing I knew I was being pushed out of the garage, started, and was on the main straight! Well done boys.

I wasn't *that* worried about adapting to a semi-automatic gearchange – although I admit I had taken one of the steering wheels for lunch and played with it under the table! It sounds cocky, but I didn't actually find it confusing at all. After two corners it came so naturally that it was amazing. In the whole 10 laps I didn't once feel like I had to go for a gearlever. I spent more time thinking, 'Do I change with my middle finger, or index finger?' than I did actually worrying about the system itself.

It's semi-automatic, which means you can also be on the brakes or full on the power. To change gear you use a lever, although it feels like a button because it's very light. You don't have to pull it with the whole hand or anything, it's literally a one finger job. To change up you pull towards you, to change down you pull towards you with the other hand.

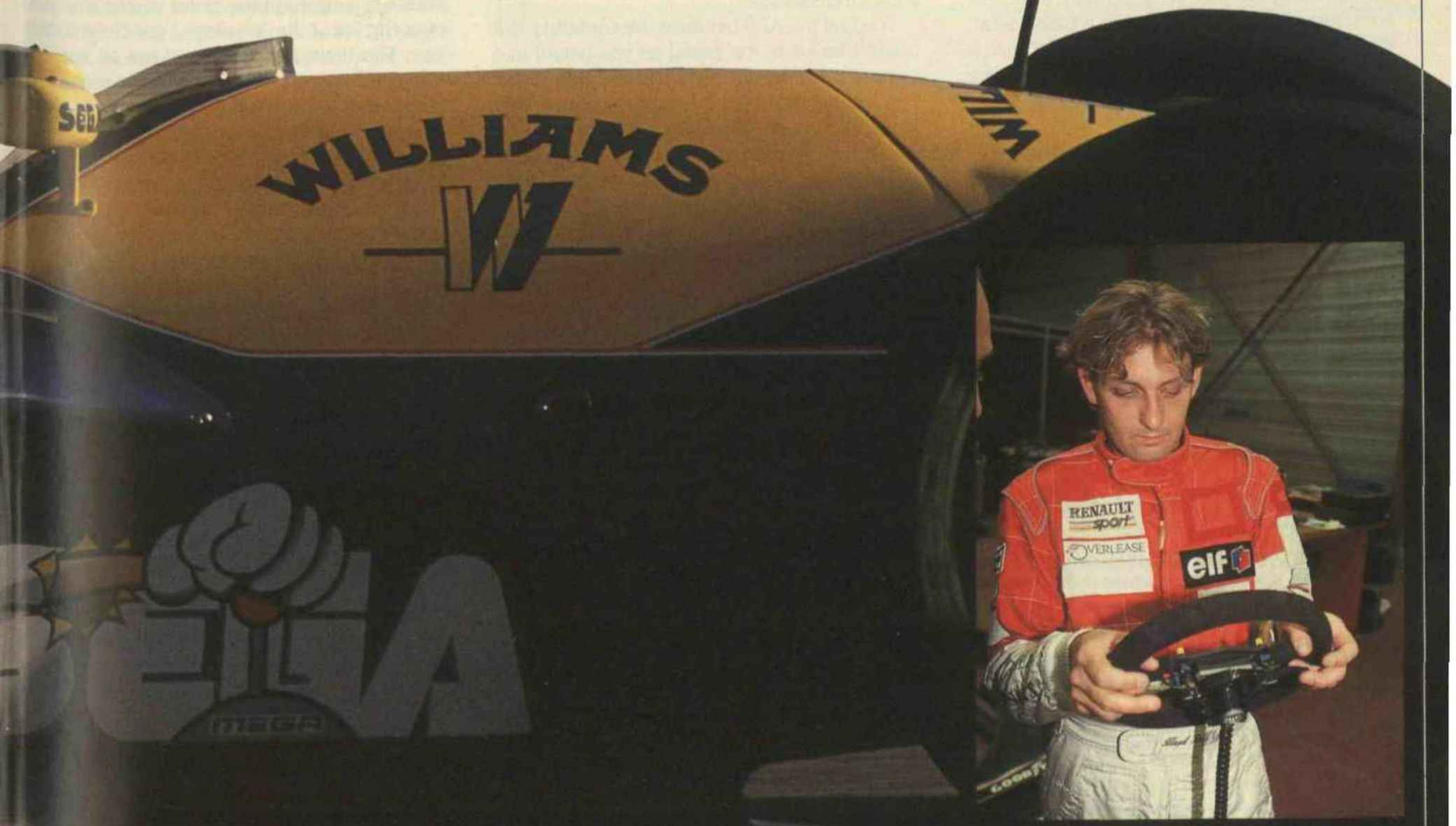
If you use the software for an automatic downchange or upchange, it will change at the optimum point, although Damon said it's more fun without it. There is also a programme where it will do all the gearchanges by itself! I'm not sure I would like to have it *all* done for me.

What struck me most about the gearbox was that after Signes you've got a double right-hander where you're braking in the corner and you've got to change down. You're hard on the brakes – and the deceleration is phenomenal – yet you just pull with your index finger, one click, and it changes down a gear and the car doesn't even move.

The changes are very smooth. Coming out of the slow corners, within 100 metres you have changed up from second to third and third to fourth. In maybe 1.8 seconds you've gone through two gears. If the drivers are going to do that manually, I feel sorry for them. They must be losing quite a lot of time into the bargain. The computer will take away the throttle, change gear, and apply the power again in about a millisecond!

There are three lights on the dashboard, and the car accelerates so fast that when the second light is on you have to change gear, and when the third is on you're on the limiter. Going from second to third, as soon as the second light was on you were calling for the gear but would actually touch the limiter because the engine was revving so fast. (Around 240 revolutions of the crankshaft, rods and pistons every second!) If you do that manually, you are definitely losing time.

After a while you get so used to the button that you are actually anticipating the change; you know you're going to go up, so you might as well get the finger in position instead of having to get it stretched and behind the lever at the last moment. It's remarkable that so soon you are concentrating on shortening



that time as well.

You still use the clutch to drive away. In fact you *only* use it to drive away. For the remainder of the time, the left foot is on the foot rest. You're not even allowed to use the clutch on the circuit. They made these things so very clear to me . . . The first couple of laps I just pressed very hard against the footrest, after that it was fairly natural.

Ricard was the first time I've driven anything with traction control. Watching Derek Daly go round in the morning, he would feed the power in like he always used to do when he was racing in F1, IndyCar and IMSA. I was watching with Coulthard, and he said, 'Allard, don't do that. You can just turn it in and nail it because the traction control will take over.' I tried that, and it literally does. Because of it, there wasn't any oversteer on the entry to a corner. There probably would be if you took wing off (we were running a lot) and a little bit of traction control out – because you can see on television that they *do* slide – but the car being set as it was, you just pointed it at the apex, gave it full throttle, and it would go to the outside but it wouldn't break away. You just take off. You could really feel the traction control working. The funny thing is, you can hear the misfire but you're still ejected horizontally!

I knew Ricard was a fairly smooth place, but I didn't know they'd taken out *all* the bumps. The active ride was very, *very* good. You could actually feel the suspension move. Amazing.

I suppose if the active's not working properly, it's just as hard to drive as a passive car. But this was working properly, and it gave a very smooth ride. Even when you get on to the kerbs you don't notice them.

The car gave me so much confidence that I wondered where the limits actually were. For someone who has never driven a passive car, it could well be a little dangerous *because* it gives so much confidence. It's a little like driving a four-wheel drive car in the snow, where you can get away with murder. Until it goes wrong . . .

The Williams gives you so much confidence, until you step over the line, and then you must be in deep trouble. The good news is that as a World Championship-winning car it probably has a fairly big window in which it would work. When David went round in the morning the team was making small changes; not that big, but it seemed to please him whatever they were doing. I would say it's positive to changes, rather than sensitive to them. You don't want a car which will only work on a very tight line, because it will fall off the line too easily.

You have to be committed to get the best not only from the active, but the whole car. You have to have the tyres up to temperature, the brakes up to temperature. You only get that if you're going in fully committed. Nigel Mansell and Damon Hill are the same in that they really had the confidence in the car. They could drive it so well because they knew what it would be able to do.

Ricard was my first time with carbon brakes too. You hit those brakes and your eyeballs come out of your head! It is unreal, especially on the pit straight. There you have a very slow right-hander at the end, you're coming down from something like 270kph to nearer 120, and you're saying to yourself, 'You've got to brake *now* . . . ' You know it has mega stopping power, but you still actually hit the brakes about 30 yards too early. The first time you do that you nearly come to a complete standstill. Someone said the FW15C goes from zero to 200 clicks, and back to zero, in something silly like five seconds. I think under braking it was like 3.9G, which I think is quite a lot. Unbelievable.

You feel the ABS because the car stops, but I didn't feel it in the pedal as you would in a normal road car. I didn't hear it, and didn't feel it, but perhaps that's the way it should be: I don't know it's there, but thank you very much!

The car also has servo brakes, so you don't even have to push the pedal very much. In a way, all these things make the FW15C less physically demanding to drive. Although the G loads are still very high, and when you're loaded up on high downforce the steering will be fairly heavy, things like not having to press the brake pedal with Heaven knows how many millions of pounds, make it easier to drive.

Of course, I did have my neck strap on, and I did make sure that under acceleration I rested my head against the headrest! But I got out after 10 laps and thought, 'This is okay, maybe I could do another 10 or another 20.' Or at least I did until I woke up the next morning! The muscles at the front of my neck, which took the load under acceleration, were very sore. But not as sore as my neck would have been if I hadn't worn the strap: I didn't worry what people would think; I didn't know what to expect. I thought it was better to put it on and have everybody laugh about it, than not put it on and find out that my head would fall off.

Where you really notice the G force is when you go round the horseshoe, where you're turning in third gear and that neck strap is being loaded to its maximum. Then you accelerate, and your head is not only being pulled to one side, it's being tugged back at a funny angle as well. That is a definite killer.

The strange logic of downforce was something I was very conscious of. Johnny told me, 'Whatever you do, don't lift off in the middle of the corner, because you'll take away some of the downforce.' The faster you go, the more stable it is up until the point where you step over the line; I don't believe I got close to this line. The team had promised me all sorts of things if I shunted it, none of them nice!

Going quicker is funny, because you get to the point where you're not sure where you should go faster, because the car feels unstable. But when you actually do go faster, it makes it *more* stable. You have to get over something of a mental block.

I keep saying things are fabulous and amazing, but one thing struck me above all: *le moteur, c'est incroyable*! It was incredibly quick, incredibly powerful, and incredibly smooth. You could go fairly low on revs and it would still accelerate like a bullet. It was revving to 14,000 plus. How much plus, you ask? Unfortunately, we can't tell you that, but the plus was plenty enough for me . . .

I was talking to Jos Verstappen after his first run in a Formula One car, and he said you can't believe a car can actually accelerate that quick. I thought of him when I first accelerated out of a corner in the Williams. *That* was just incredible. The sheer acceleration in second, third and fourth gears is unreal. It is absolutely mind-boggling.

You try to make comparisons beforehand, think what would it be like: you're taking off in an aeroplane and you think, 'If I do this by two, will that come close?' You try to visualise that acceleration. But then the first time you actually floor it, you know that whatever you had come up with, it would have been





Even with the prior benefit of F3000 experience to get used to real power, the Williams-Renault's performance was truly astonishing (above). Friendly advice from David Coulthard (right).

nowhere near what the feeling actually is.

The good thing is that although the acceleration is phenomenal, it's all very smooth. The car's very driveable. It didn't particularly surprise me; it was more a relief that it wasn't like a beast trying to control a beast. If you get into even a road car and go halfway round a roundabout and floor it, you can find out it's a beast and you're struggling to keep it on the black stuff. You think that is quick. With the Williams you're getting into something which is probably four times as quick, yet probably 20 times easier to control!

It's 800 brake horsepower, 550 kilos, and it just takes off, but still inspires so much confidence that you have no fear of getting to a corner, giving it full throttle, and finding that it does something vicious.

Doing 299kph down the straight and having to turn into a corner wasn't really a scenario I was sure about. One of the most important things with this car is that you're concentrated a thousand per cent all the time. In the end the car makes sure you won't get into a false sense of security but because it is so quick, and because it gives you confidence – it's very positive, when you touch the brakes it actually stops, and when you turn the wheel it goes left or right, and when you touch the throttle it moves forward – you have to be with the programme every millionth of a second. If you're not, you'll pretty soon be ejected from the programme.

There was a switch for high or low revs, which I was allowed to use on my second run. I don't know how many more revs I gained because you change gear on the lights, and as soon as you switch the button the lights will change accordingly.

When I first sat in the cockpit, I thought 'Heck, all these knobs and buttons,' but while you might be searching for them for a couple of runs, I reckon you would actually get used to them pretty soon.

It's a little bit like an aeroplane cockpit with all the instrumentation. That includes tyre puncture, gearbox failure, and active failure lights. Yes, they really *do* work. I did a photo shoot after my run, and was driving round slowly on an old set of rubber when the tyre warning light came on. It senses the temperature in the tyres on the left and right, and if they differ more than the norm should be, the light immediately comes on. I thought that was very impressive.

There were four buttons on the steering wheel: the 'levers' for automatic upshift and downshift, an all-stop button, and one for low drag. They can use that on the straights. As I understand it, it raises the car and breaks the undercar aerodynamics to make them less effective, so the car is not sucked to the ground as hard as it is around the corners. That way you are able to move quicker through the air because there's less drag. I think all the active cars have such a system, and when you watch the onboard camera you can see the drivers pressing the button. The classic one is Schumacher, who seems to press it on just about every straight he can!

Then, of course, there are the normal radio knobs, ignition switches and switches to activate the hydraulic system for the gearbox and suspension. There are more knobs to tweak the engine, lean off the mixture. On the right-hand side of the cockpit, actually under your right elbow, there are knobs you can turn to change the active. We weren't allowed to touch them, but I assume they change the characteristics of the car just slightly. If you get different conditions during a race, you will be able to fine tune the active a little bit.

Like everybody else, I've heard and read the comments suggesting that because of all the technology the cars can effectively drive themselves. The way I see it is that you're talking about going round say a double left or right-hand corner where you've got to brake, change down a gear, accelerate, brake, change down again and accelerate, and it's probably easier to do it in this car than one which doesn't have those automatic or semi-automatic capabilities.

You could very easily think that it detracts from the driver, but because you've got all those things you can go round that corner faster. You've still got to do that. I think people are too quick to say that driving a Formula One car is now so easy that a monkey could win. That is definitely not the case; you still have to drive it, steer left and right, and brake at the right point. It will take away some of the physical stuff, very definitely, and the drivers will probably say it will take away an element of the fun. But you must never forget that part of that fun is going round the corner as fast as you can.

You can definitely go round faster than if you have to do a lot of things manually. But if you are going faster, it all happens faster, so your brain has got to be in top gear to handle that. Could a monkey drive the car? Maybe yes. But the monkey won't be able to win a Grand Prix . . .

Before the test I talked about it and people said, 'Ah well, it's an amazing car and it does everything very well.' When you actually get in it, you expect 'very good' to be very good. But I never envisaged 'very good' to be *this* good.

It would be understatement to say I enjoyed it immensely. It was an amazing experience and, yes, I would like to do it again. I've been looking at my fax machine a lot lately! A big thank you to all the Williams people, and everyone at Williams-Renault for making this happen.

I realise now just why top drivers such as Alain or Damon are amazing. They are going at a speed that is mind-blowingly fast, they've got to do the same thing every lap, at those speeds, and under those G loads, they have to do the same things under very difficult circumstances. Not only do they have to do every little thing right, they also have to realise what they're doing and tell the engineers what the car is doing. And they have to do all that while racing other competitors. That is a real feat. To be able to do all this and *win*, you must be an outstanding racing driver.

All of us who drove the car – myself, Derek Daly, Jochen Mass – stalled the car. Only my fellow *Eurosport* commentator John Watson didn't, but I must say that after a couple of times, once you've got the feel, it's a very smooth and fairly easy getaway. David did a 1m 5.5s while warming the car up for us. Jochen did 1m 6.6s, I did 1m 7.63s, Wattie 1m 7.9s and Derek 1m 8.7s.

I 'phoned Frank as soon as I got out of the car, and said, 'Thank you very much.' He said, 'Allard, the pleasure was mine.'

I said, 'No Frank, it was *mine* . . . **AK**

A lap of Paul Ricard

Past the start/finish line you're in sixth gear and get up to 280kph before you brake hard for the very tight right-hander at the end of the straight. When you turn in you go over a hump which is also a camber change and is, I think, the only *very* tricky bit of the circuit. It's too big even for the active to iron out! The road falls away, but when you put your foot down the traction control will make sure you just accelerate rather than sliding off.

Then a very short burst, second gear, a quick brake, and the road will drop down on you and you're on to the the long Mistral straight which is hard acceleration, through all the gears. My top speed was 300 kph . . .

Yes, I know the Signes kink should be flat, but it wasn't for me. Jochen Mass was the only one of the testers who managed it; full credit to him. The corner comes up very, very fast and then you have to concentrate hard on your turn-in point because it is absolutely vital to get that right. Once you've done that, you've got a lot of space and the kerbs on the exit are very low so you're able to use them.

It's a short burst to the horseshoe, the double right-hander. I turned in and braked at the same time actually, then down two gears to fourth, accelerate a little bit towards the second bit of the horseshoe, brake, go down to third. As soon as you turn in the car bites, so you can just nail it and let the car do its work. You make sure you don't hit the kerbs on the outside, because they're fairly high and will spin you off as soon as you hit them.

The horseshoe was amazing. There you could really see what the car and engine were capable of, because you're braking, changing down, accelerating, braking, changing down, accelerating again, and yet all the time you're going right. The stability was just amazing. It shouldn't have been happening.

After that it's through the wiggly bits, the chicane – still in third – left, short acceleration, down to second and another very tight left- hander. As soon as you turn in there it's hard acceleration, up to fifth, going right at the same time. It's a right-hander, but you're accelerating all the time, up to about 260kph. Then it's hard on the brakes, turning left, turning in to the corner on the brakes, down two gears, and quick acceleration for the very last right-hander where you avoid all the kerbs on the inside. Again it's very important to get the turn-in right. As soon as you do that, you can unwind the lock, floor the throttle, avoiding the kerbs on the outside because the tyre wall is very close.

Then it's into another glorious lap . . .

Blackpool power



TVR is Britain's most adventurous car manufacturer and the Chimaera is arguably its most desirable model. Discuss . . .

Let's dispense with any niceties immediately, shall we? There are 'sports' cars and there are *sports* cars. And as *sports cars go, TVRs represent something of a hard* case. Friendly on the outside, Blackpool's finest will not tolerate fools gladly.

The concept is simple enough: a large capacity, rear-wheel-drive, open-top two-seater with torrents of power. They are designed with a singular purpose.

Pleasure.

And let's face it, how many modern cars have room for character within monotonous silhouettes that are a dull, lasting tribute to the efficiency of CAD/CAM aerodynamics?

No, a TVR is all about undiluted pleasure, delivered principally via the seat of the pants. One has an understanding with a TVR. Respect, and you will enjoy.

TVRs have always been hard-edged, but they used to be a little rough and ready with it. The wedge models were hardly paragons of elegance and cooling problems used to affect their reliability. Attention to detail wasn't the best either, but this has been improved considerably.

From amidst a sprawling hive of workshops on a Blackpool industrial estate, TVR can now hold its head high as Britain's most adventurous car manufacturer. And don't forget that its racing brainchild, the TVR Tuscan Challenge, is, for drivers, the most exciting one-make racing series of them all.

TVR's only concession to the faint of heart is its S4C, powered by Ford's three-litre V6. The rest of the range thunders along courtesy of Rover's trusty V8, which propels the V8S, both 4.0- and 4.3-litre versions of the Chimaera and the Griffith 500. Gradually, however, TVR's own engines will be introduced.

The Chimaera (say Kim-air-ah) is arguably the most desirable of the range. The mighty Griffith 500 may frighten off potential buyers. It's not so much the performance, more that, for £33,000, you are approaching territory where customers may not be quite so willing to accept compromises. For that sort of money, drivers might be looking for greater sophistication and the unimpeachable build quality of an altogether more soulless market sector.

The world first saw the Chimaera at the 1992 Motor Fair, since when demand has outstripped supply.

It's easy to see why.

TVR produces them at the rate of around

10 per week, according to demand. Suffice to say that, should you put your name forward tomorrow, you'll join a three-month waiting list. The Chimaera is not as bulbous as the Griffith, nor is it as aggressive. Its contours are more sensual, the exterior detailing more interesting (though the Griffith has been to a better headlamp stylist). One of the staff photographers described it as 'sex on rubber'.

As ever, visual appeal is subjective. TVR reckons that customers are split down the middle when it comes to nominating a favourite between the Chimaera and the Griffith. Whatever, they rank amongst the most stunning of current production cars – at any price.

We tried the 4.3-litre Chimaera, with



Chimaera keeps its driver involved like few other cars, yet the cabin (right) is surprisingly comfortable and turbulence-free, even at high velocity.



catalyst and electronic fuel injection, in early November, and its 280 bhp were less of a problem on greasy, sometimes icy roads than one might have feared.

Torque peaks at 305 lb ft/4000 rpm. It is thus supremely tractable, and the ability to pull away strongly from low revs in higher gears helps one to avoid wheelspinning embarrassment in such conditions.

The engine and five-speed gearbox are mounted behind the front axle line (for optimum weight distribution) and thence attached to the legendarily rigid tubular backbone chassis, to which the independent double wishbone/coil-over-adjustable damper suspension units are also mounted, front and rear. A limited-slip differential is a standard, and necessary, item.

There really isn't much else on the specification sheet with which to bombard salesroom enquirers.

"Does it have sophisticated engine management?"

"No, sir."

"Traction control, then?"

"Sorry, sir."

What it does have, in abundance, are leather, walnut and deep-pile carpet, which blend into the cockpit more successfully than they did on some previous models. The adjustable steering column and switchgear come from Vauxhall, as does the somewhat OTT dead-lock security system. There's a heater and a neat stereo cassette/radio (inaudible in the upper reaches of the rev range when the roof is down), and the instrumentation is comprehensive. The manual hood is amongst the simplest and neatest around. Release two struts, take out the centre section and pop it in the boot, where it nestles snugly, leaving plenty of room for a bag or three. The windows and the boot are opened electrically, as are the doors, via an unusual rotating knob near the gearlever. The latter is the only gadget on the whole car.

At the end of the day, however, TVR is a bespoke manufacturer. You can order pretty much whatever trim level you fancy.

TVR claims a mere 4.6s for the 0-60 mph dash, and less than seven more to hit 100. Given the power/weight ratio of 268 bhp/ton, that's no surprise, yet it *feels* more relaxed on the road than the figures suggest. The Toyota Supra (MOTOR SPORT, December 1993) felt quicker, but this was simply down to power delivery. Where the Supra would come on song with a flourish after a touch of inertia, the TVR delivers without peaks or troughs. Road-spec V8s tend to be somewhat lazy by nature, but they deliver efficiently with absolute minimum effort.

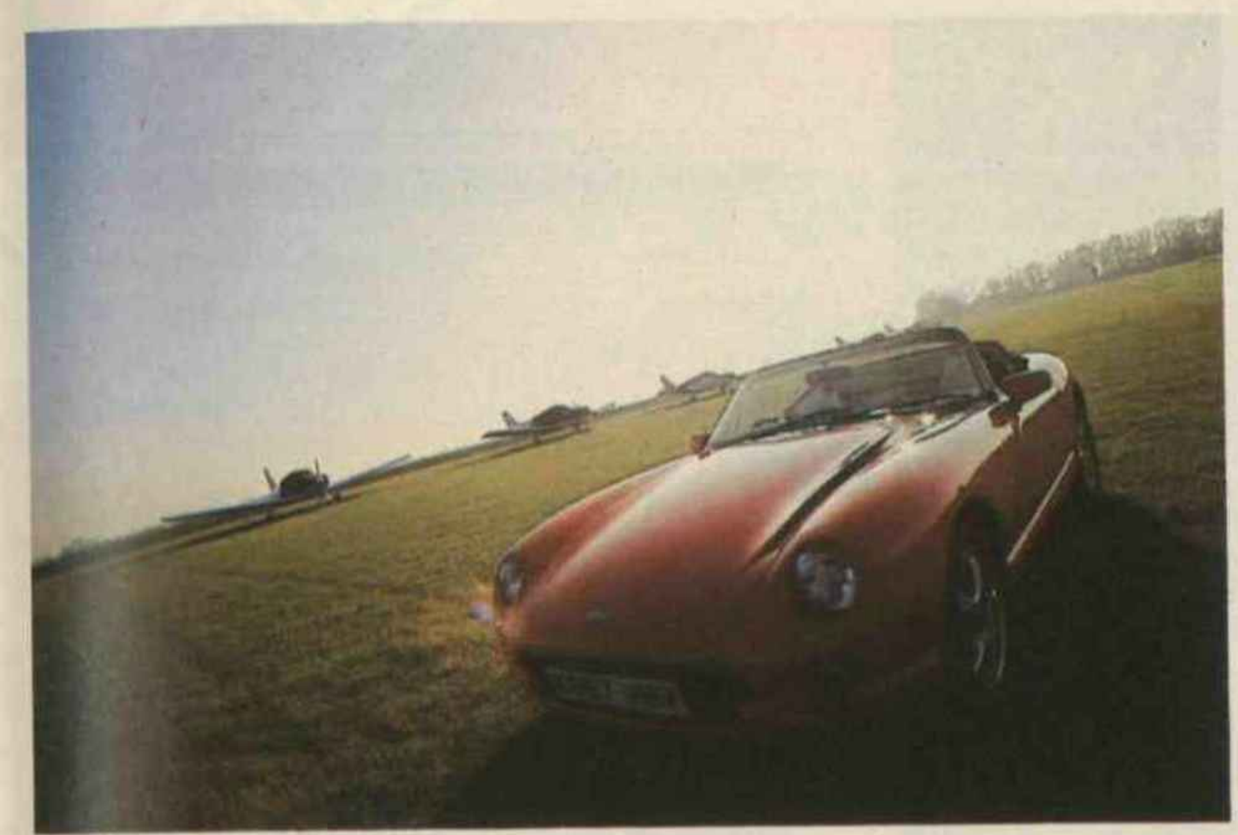
Don't be fooled.

The Chimaera *is* very rapid. Its estimated 158 mph maximum is impressive, all the more so when you consider that aerodynamics aren't exactly a priority consideration. There isn't a Porsche that will stay with the Chimaera through the gears (with the exception of the £80,000 911 Turbo). As for Lotus (Esprit S4) and Ferrari (348), expect to pay £47,000 and £74,000 respectively – and you'd still have to eat the Chimaera's dust.

Accelerate under full throttle. In the thick of a glorious, almost violent cacophony, it's difficult to know who's picking up whom by the scruff of the neck. (If you're going to do this with a passenger, give them plenty of warning. Otherwise the back of their skull will be squeezed, perhaps irretrievably, into the head-rest.) There is a feeling of power within you, and all around you. Every sense is subjected to a full assault, no matter how you drive. The V8 tickles your ears gently at idle . . . and damn near bursts them at the top of the rev range. Your fingertips tingle from the vibrations that filter through the aluminium gear knob. On overrun, a deep bass rumble pitches its way into the depths of your stomach. You'll watch the gauge needles flutter when you swap gears, and with the hood down you will smell the combination of leather, the flowing breeze and, if you are in a mischievous mood and a suitable environment, the occasional whiff of tyre smoke – which you can also taste.

Unfortunately, you'll also detect the faint smell of fibreglass, something inherent in new TVRs but which should pass with time.

When driving the Chimaera quickly, your







Engine sounds fantastic, and has a silky punch to match. Internal door-release mechanism (below left) is a touch over-elaborate, which is out of keeping with the car's character.



mind becomes totally focused. It communicates like few other cars. It feels alive. You want to extract the most from it. You are consumed.

In many modern, hi-tech cars, some of which are dubiously prefixed by the word 'sports', one feels safe in the knowledge – false sense of security though it may be – that a barrage of electronic devices will eventually save you from all high-speed dangers, should you overstep the mark. Consequently, you will learn to drive confidently more quickly than you might in a TVR. But there is extra spice in mastering something like the Chimaera, for there are no gimmicks to help you. Where it goes, and how it behaves, are entirely at your discretion. All that power sitting there, and it's all yours, should you wish to exploit it. There's no spoilsport brain lurking within, ready to cap the power as soon as it detects you are breaking into a smile. Sure, there is the potential here to plunge you into tricky situations, but the same is true of all cars. If you're daft enough, no number of electronic safety nets will keep you out of the foliage. With the TVR, you know exactly where you stand. The fact that is unfettered makes it all the more satisfying to drive. It offers pure excitement of a kind that modern road and traffic conditions nowadays discourage, sadly.

Despite its worthy, old-school traditions, the Chimaera does make a few concessions to the 1990s. The ride, for instance, is pleasantly supple, and far-removed from the brain-rattling trip you can still find in other traditional sports cars. Its handling is straightforward enough, and is enriched by sharp, direct steering, which is beautifully weighted on the move, though it wasn't exactly designed with urban commuter trips or parking in mind. Turn-in is impressive, though when pushed it will understeer naturally, and the extent to which the test

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car did so was alarming at first. More weight is required over the front wheels, but that may upset the balance for faster corners, which, when one gains confidence, becomes very neutral. Progressive power will bring out the tail as one would expect and, particularly in damp conditions, the car can easily be balanced on the throttle.

This is possible at higher speeds, too, but you don't want to push your luck, for the grip levels are such that you are likely to be travelling rather faster than is advisable when you finally lose adhesion. Believe us, there is enough power to allow you adequate amusement at relatively low speeds.

Body roll isn't too noticeable until the steering is turned beyond half a lock, whereupon it lightens and, depending on the amount of power being applied, the front or the rear feels like stepping out. It's all rather redolent of the Tuscan racer.

All of this lateral activity adds up to a massive grin factor, but there are a few minor gripes. The seats lack support, for example, and only the sheer height of the centre console prevents you from sliding into your passenger's lap. The brakes are a disappointment, too. Decelerating quickly from high speeds, you get precious little feedback. There is plenty of braking power, and the car will stop quicker than your brain tells you feels possible, but the chassis squirms a little in protest, which can be unnerving. It's effective, if a little crude.

High speed straightline stability is questionable, too. Air gets under the car and creates enough lift to lighten the steering; as a result, the car has a tendency to wander. The good news for Britons is that this happens at speeds beyond the wit of the UK's parliamentarians . . .

Other irritations are generally typical of cars such as this: lack of space to rest the clutch foot; lowering the hood renders the rear-view mirror useless (and fouls the inertia-reel seat belt, unless care is taken); roof up, wind noise around the A-pillars will begin to irritate after long, high-speed runs (all it needs is better sealing, but die-hards will tell you that it's all part of the character); your left leg will be begging for mercy if you're in stop-start traffic for more than half an hour.

Actually, TVR has made every reasonable concession to assist urban driving, and indeed, a power steering option is available (has anybody invented a powered clutch?), but at the end of the day, this simply is not the Chimaera's happiest environment, and if it happens to be raining heavily the whole experience can be quite miserable.

For such a thirsty beast (we managed a meagre 14-17 mpg on the test), the fuel capacity of 12.7 gallons is rather impractical, even if it does leave decent boot space.

Verdict

The Chimaera, like all TVRs, is a no-nonsense sports car. It wouldn't know a compromise if it ran one over. In today's market, it stands out for its commendable individuality. In more ways than one, it offers a breath of fresh air.

However, for some drivers, it may be difficult to live with on a day-to-day basis. If you're an urban commuter, you'll be tearing your hair out at the wastefulness of it all.

This is a car for the open road.

If you desire comfort and convenience, go and buy a Porsche. The 911 Turbo may well have been fine-tuned to the Nth degree over the years and the 968 Club Sport may well be the most finely balanced car of its type, but if you want something that combines good looks, stonking performance, honest thrills and more than a touch of individuality, and all for less than £30,000, there's nothing that comes close to the Chimaera.

R R B

ENGINE

Location	longitudinally front-mounted
Cylinders	90 degree V8
Bore × stroke	94 × 77mm
Capacity	4280 cc
Compression ratio	8.9:1
Valve gear	dohc, two valves per cylinder
Power	280 bhp/5500 rpm
Torque	305 lb/ft/4000 rpm
Fuel	unleaded, 98 RON

TRANSMISSION

Type	five-speed, rear-wheel drive

GEARBOX

Gear	ratio	mph/ 1000 rpm
First	3.32:1	n/a
Second	2.09:1	n/a
Third	1.40:1	n/a
Fourth	1.00:1	n/a
Fifth	0.79:1	n/a

SUSPENSION

Front	independent with unequal length fabricated wishbones, coil springs over adjustable telescopic shock absorbers and anti-roll bar
Rear	independent with unequal length fabricated wishbones, coil springs over adjustable telescopic shock absorbers and constant velocity sliding driveshafts from the centrally-mounted differential
Wheels, f/r	aluminium alloy 7J × 15 / 7.5J × 16
Tyres, f/r	215/50 ZR / 225/50 ZR

BRAKES

f/r	ventilated discs, servo-assisted

STEERING

Type	rack and pinion
Turns, lock to lock	2.8

DIMENSIONS

Wheelbase	2282 mm
Front/Rear track	1460/1460 mm
Overall length	4015 mm
Overall width	1865 mm
Overall height	1215 mm
Kerb weight	1060 kg
Fuel tank	12.7 gallons

PERFORMANCE

0-60 mph	4.6s
0-100 mph	11.3s
Standing quarter-mile	13.3s
Maximum speed	158 mph

Figures supplied by TVR

FUEL CONSUMPTION

Average for test	16.8 mpg
Government figures:	
Urban	n/a
56 mph	n/a
75 mph	n/a
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Motoring News
MOTOR SPORT

The British Open

Remember 1989, the Mini's 30th anniversary and all that? It was the year that spawned a series of Mini special editions designed to fête this notable landmark. As it transpired, many of them smacked more of desecration than celebration.

Perhaps the Mini Cabriolet is a car born four years too late. It would have been a perfect antidote to the more vulgar offerings of the time. It might still look a trifle silly with the hood down, for it hangs uncomfortably over the rear end of the car, but you can't fault the execution. It's straight from the Mazda MX-5/TVR school of simplicity. It takes no more than a fistful of seconds to lower it, and little more to reverse the process.

It takes up space, but there never *was* much room to stow things in a Mini.

In short, the whole car is quite beautifully finished. The dash is a tribute to the aesthetic benefits of burr walnut veneer when it's used properly and, unusually for a Mini, the radio/cassette is actually sited where the driver can reach it. The sports seats offer far more lateral support than is customary for Mini owners, and there is a snazzy, user-friendly, leather-bound sports steering wheel. Flared bodywork houses wider five-spoke alloy wheels, and though one or two fit lines are visible, the effect is still both smart and striking.

Traditionalists may blanche at something so 1970s as an *internal* bonnet release catch, though they will doubtless appreciate that there are still a few traditional Mini foibles. The Cabriolet comes with a remote Doppler alarm/immobiliser as standard, but this doesn't actuate the door locks. You still need three separate keys to get in, start and, occasionally, refuel.

Slicing the roof off a Mini wipes out roughly one-quarter of the original article. Rover has compensated with much effective bodily stiffening, as a result of which there is commendably little scuttle shake. It's still there to a degree, but chances are you'll be having too much fun to notice.

The Cabriolet shares the Mini Cooper's fuel-injected, 62 bhp, 1275 engine, though the extra weight clips the edge off its performance. Even so, there's sufficient low-end torque to ensure that the Mini remains supreme amongst small town cars. The problems start, of course, when someone removes buildings and traffic lights from the landscape. That's when you start to notice that it's really rather noisy, that there are only four gears (even though force of habit means that you inevitably look for an imaginary fifth every so often), and that the ride is, well, Mini-like, though it is perhaps a little better damped than the saloon.

All in all, it's an addictive cocktail, though bean-counters and value-for-money realists will look long and hard at the £12,000 price tag, whereupon the words 'expensive' and 'toy' will doubtless spring to mind.

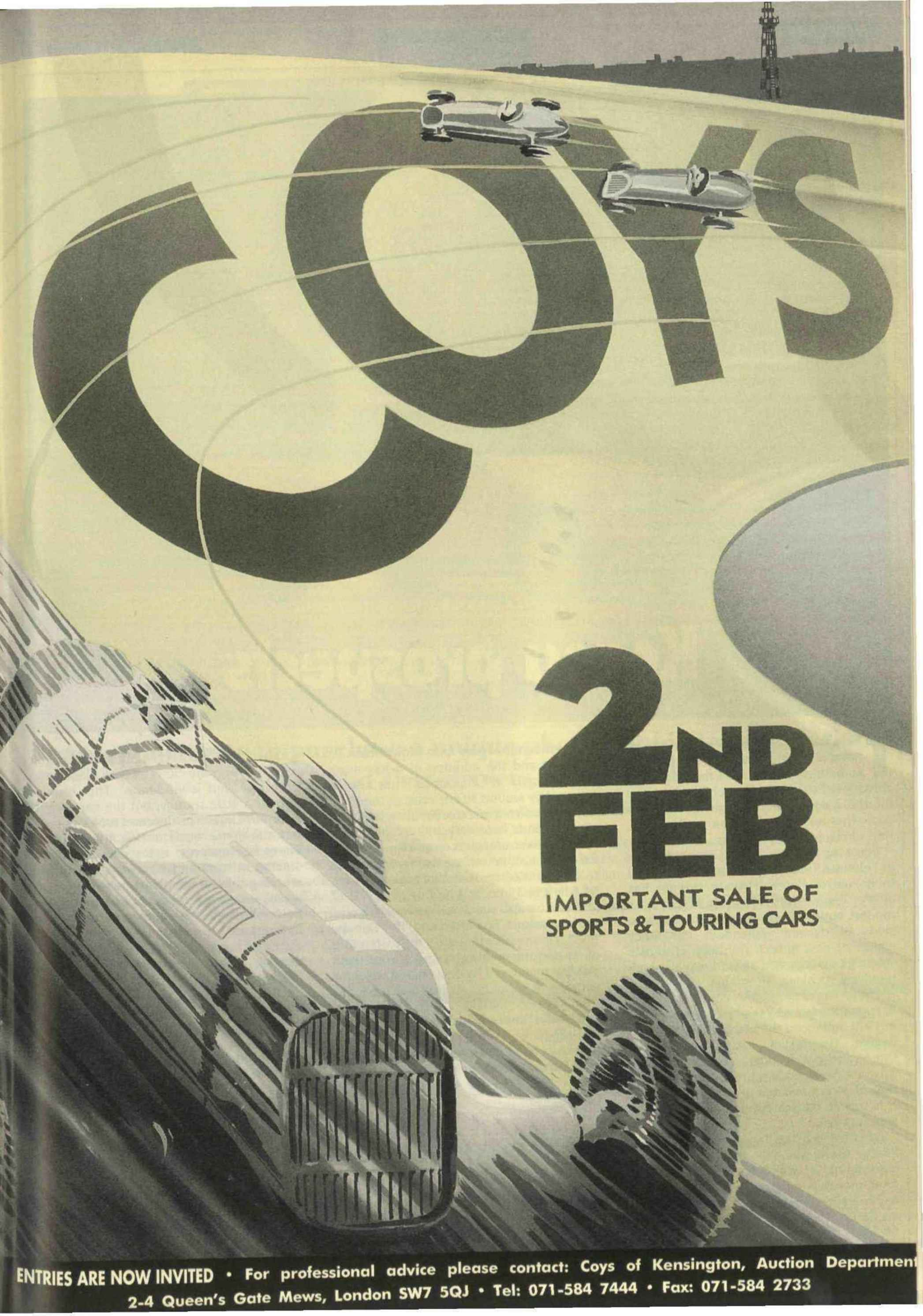
To be fair, that's exactly what it is. Rear passenger legroom is reduced by the rake of the larger front seats, and the boot can just about accommodate a soft sports bag. It's a Mini with added chic . . . and reduced practicality (which is something of an achievement in itself).

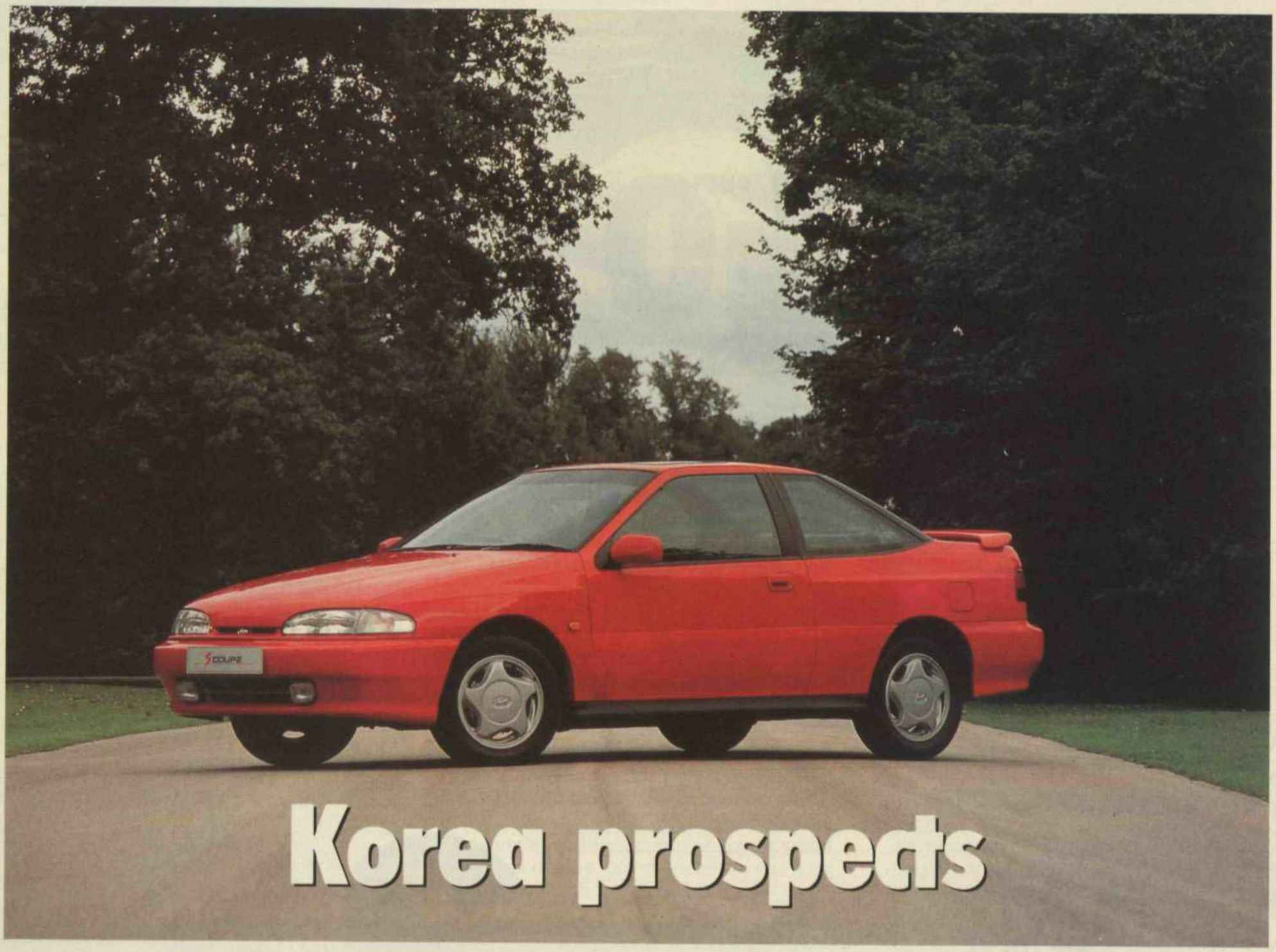
Looked at objectively, it makes no sense at all.

Fortunately, there are still probably enough folk around who couldn't care less.

Amen for that, **SA**




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Korea prospects

There was a time when Hyundai's most notable achievement was building something which, from the back, was virtually indistinguishable from the Maserati Biturbo. It's just that the original Stellar was somewhat less powerful than the Maserati. And wholly less charismatic.

Since the marque's arrival in the UK back in February 1982, 15 years after it debuted in its native Korea, Hyundai's tenet has always been to provide a lot of car for a modest outlay. There were neither pretensions of dynamic splendour nor fancy claims of new hi-tech frontiers. Hyundais were simply regarded as workmanlike and, relatively speaking, affordable.

The arrival of the slightly curiously named Scoupe (pronounced ess-coupé, not scoop) in 1990 enhanced the marque's image to a degree. The rakish, naturally aspirated, three-valve-per-cylinder coupé certainly wasn't a perfect sculpture, but it marked a radical departure from previous policy.

It wasn't particularly fast, but it was a step forward.

By late 1992, two things had happened. Firstly, there was talk that Hyundai was considering a works British Touring Car Championship programme (which has yet to be realised). Secondly, the Scoupe had evolved further with the announcement of the MVTi. This features the same 1.5 'Alpha' engine as the MVi, albeit with substantially reduced compression ratio (down from 10 to 7.5:1) and the addition of a low mass turbocharger. Performance has been boosted by around 30 per cent, so the MVTi accelerates from rest to 60 mph in less than nine seconds, according to its manufacturer's claims, and goes on to a top speed in excess of 120. Power has risen from 87 bhp to 114 (at 5500 rpm) and torque is up from 94.8 lb ft to 126.6 (at 4300).

Sure, to most manufacturers such figures are, nowadays, vin ordinaire. The Scoupe MVTi *is* impressive though. If the extremities of its performance won't knock your teeth out, the manner of its delivery is a welcome surprise. It picks up cleanly and smoothly from low revs. Initially, it feels torquey and responsive, impressions which last until the mid-range, where the impetus fades. It's a bit like coming down a motorway slip road in an Escort RS2000 only to find that it turns into a 1.6 LX by the time you reach the carriageway . . .

The Scoupe understeers in true front-drive tradition, and it also loses grip rather earlier than you might expect. This, surely, is a function of too little rubber? The MVTi shares 185/60 tyres and 14 inch rims with the lesser MVi, albeit on alloy rims. That said, the MVTi's handling is generally sound, and always predictable.

Its other dynamic attributes are similarly satisfactory. There are no major vices. The steering is a trifle woolly, but you soon get used to it and the car is easy to place with accuracy and confidence. The brakes appear a little spongy, but the car always stops in time. The interior looks cheap, but there are no irritating trim rattles. There is, however, a lot of equipment: electric mirrors and windows, adjustable steering column, leather trimmed steering wheel and gear lever knob, pull-out drinks holder in the centre console (not so daft as it sounds), front fog lamps and remote alarm/immobiliser. The latter, incidentally, does not actually lock or unlock the doors.

After a long drive on a route comprising the M4 and some of its twistier lorry-filled tributaries, the onset of thigh ache was noticeable, and no amount of fiddling could produce a more comfortable driving position. That, really, was the only gripe I had.

The Scoupe MVTi is no world-beater, but is is a pleasant small car, whose striking looks have been enhanced by a recently lowered bonnet line and, arguably, the neat rear spoiler.

Perhaps the next generation of Hyundais will spearhead a charge onto the same dynamic plane occupied by the best of Europe and Japan, but for the time being this represents an encouraging effort at a reasonable price. **S A**

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MAGIC OF 1970. The last year of the new decade brought the dramatic shape of the new Lotus 72 (below), the car with which Colin Chapman would again redraw the parameters of F1 design. With this model, and the old 49B, Hunt would clinch the title, but died at Monza without knowing that he had done enough to beat Jochen Rindt in the Ferrari (seen winning in Mexico, above). In that final race not even Pedro Rodriguez's pleas could persuade the boss to observe safety requirements and keep behind the Tecnos, but to avoid a riot it went ahead.

DECEMBER 1993

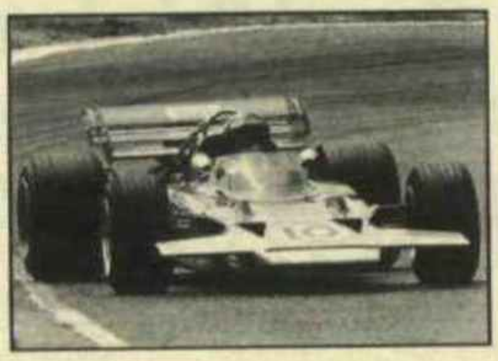
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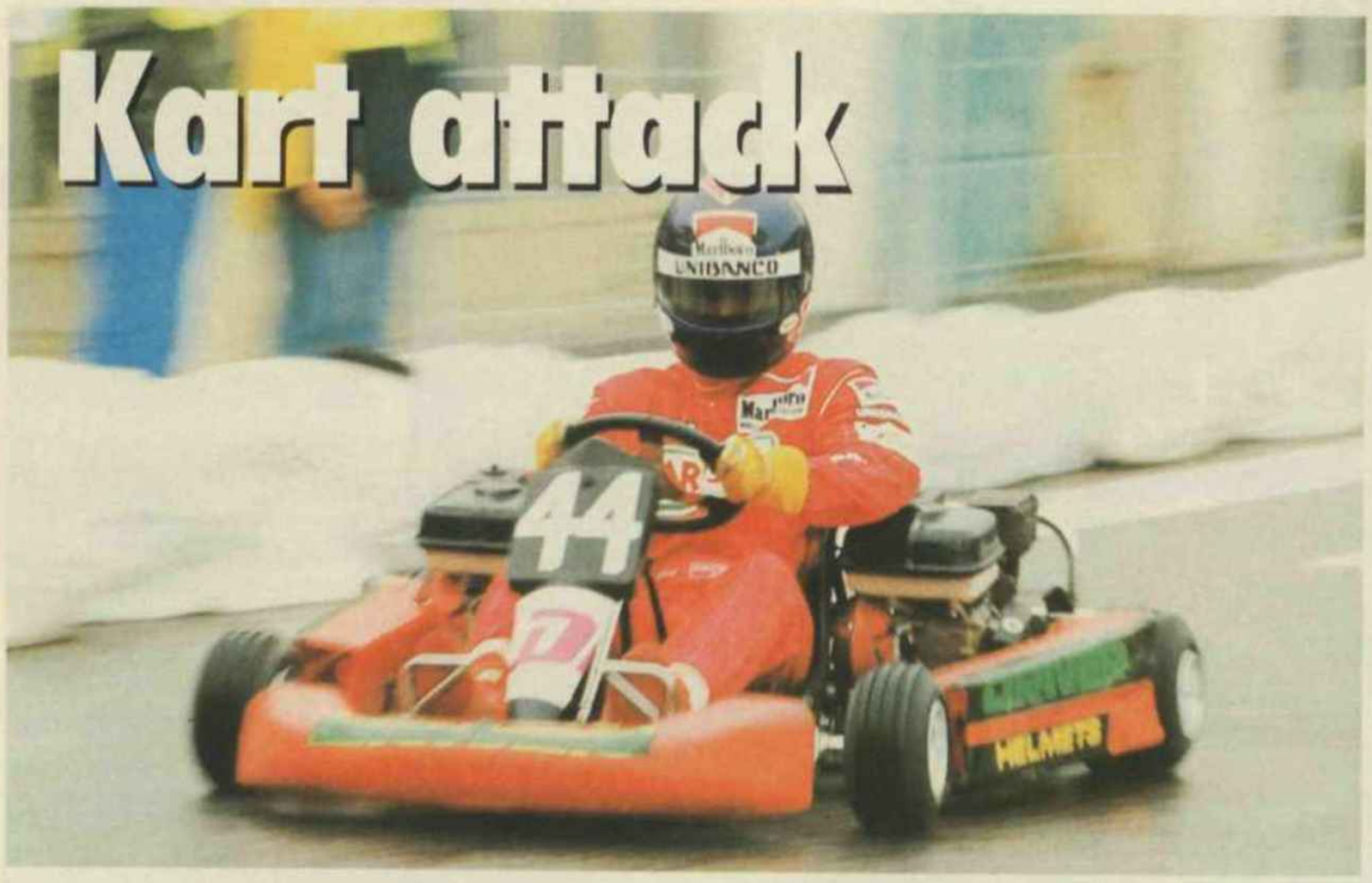
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Kart attack



Pictures: Raw Action Photography

The Monaco Grand Prix is no longer the only motorsporting event which restricts public access to the Principality's streets

Like countless young boys, I always dreamt of racing around the streets of Monaco. I was going to be number one driver for Matra . . . until 1973 when I read, broken-hearted, that the ear-splitting Matra V12s would no longer be heard at Grands Prix, the team having quit F1.

It seemed I would not, after all, be able to dedicate my first GP win to the dreadfully unlucky Chris Amon . . .

Indeed, it would be another 20 years before I got to race in Monaco, and it wasn't quite what I'd hoped for in my boyhood.

It's late October, and I'm standing by the swimming pool complex. It's raining, and it's bitingly cold. The event is the first of its kind in the Principality. Race Pro, a karting specialist run by the irrepressible Robert Pope, has teamed up with Cre-Action (an equivalent in Belgium), and organised the Monaco 12 Hours, an endurance race aimed, literally, at the man in the street. Part of the attraction was that it ran on parts of the F1 circuit.

Events such as these are a logical progression from the populist hobby of indoor karting. They usually run over 24 hours and feature twin-engined Pro-Karts. Races are frequent, and there are annual championships in several European countries. Teams entering the series purchase their karts and nominate drivers from all walks of life, but usually include at least one person 'who knows what they're doing'. F1 drivers have been drafted. As no prevous racing experience is necessary, the door is open to anyone who can drive . . . and who isn't deterred by the fact that there will be 50 other machines out there. Actually, that can act as a stimulus.

Make no mistake, these events are big business. With over 50 teams, and at least 200 drivers, you can imagine the administrative headaches.

For Monaco, all the karts were identically prepared (as far as is possible with machines of varying ages) and transported to the venue by Race Pro. Teams simply turned up and picked their kart out of a hat. There were only four 'British' teams, two of which were based in Monaco. Ours competed as Team Mazda (Mazda was unable to compete, so a new team was drawn up under the same name). We thought we had a strong line-up, with experienced Pro-Kart racer Joe Flay, Jersey's former 125 kart champion Nick Meldrum, one-time F3 racer Steve Hepworth, erstwhile European F3000 racer Mario Hytten and myself (previously a 125 kartist).

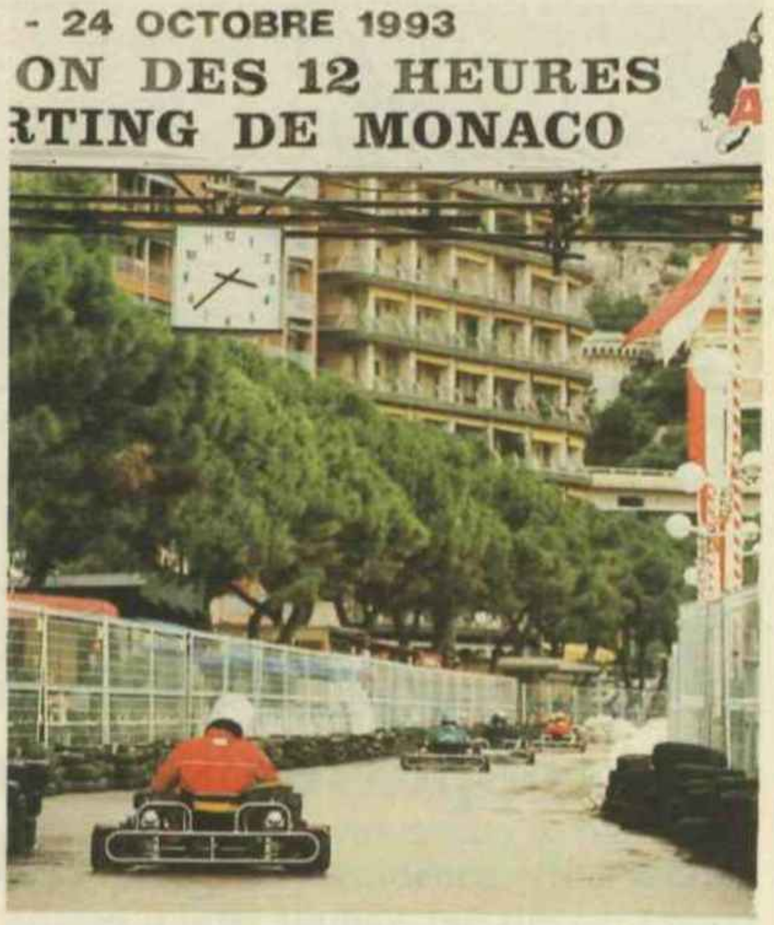


However, it takes more than experience to win an endurance meeting.

To the amusement of a large crowd, the 'Le Mans' start saw all kinds of havoc. Eventually everyone got away, whether backwards, in the air or upside-down. Race patterns soon developed. Often, inexperienced pilots, thinking 'This *is* fun', drove down the middle of the narrow track, smiling at their pit crew, utterly oblivious to the ferocious race millimetres behind.

The charisma of the venue and the extraordinary volumes of traffic within such a tight venue are adrenaline boosters. It doesn't matter that you may have raced much quicker machinery before; these karts feel rapid enough in this environment. Driving flat through the swimming pool section and sliding round La Rascasse, your wonderment that F1 cars thread their way through here increases tenfold.

Minor accidents were frequent, and there were numerous laps under yellow flags. It


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ON DES 12 HEURES
RTING DE MONACO

was a tribute to the temperament and staying-power of Race Pro's mechanics that there were few retirements.

This is probably the safest form of motor racing this side of a Sega computer.

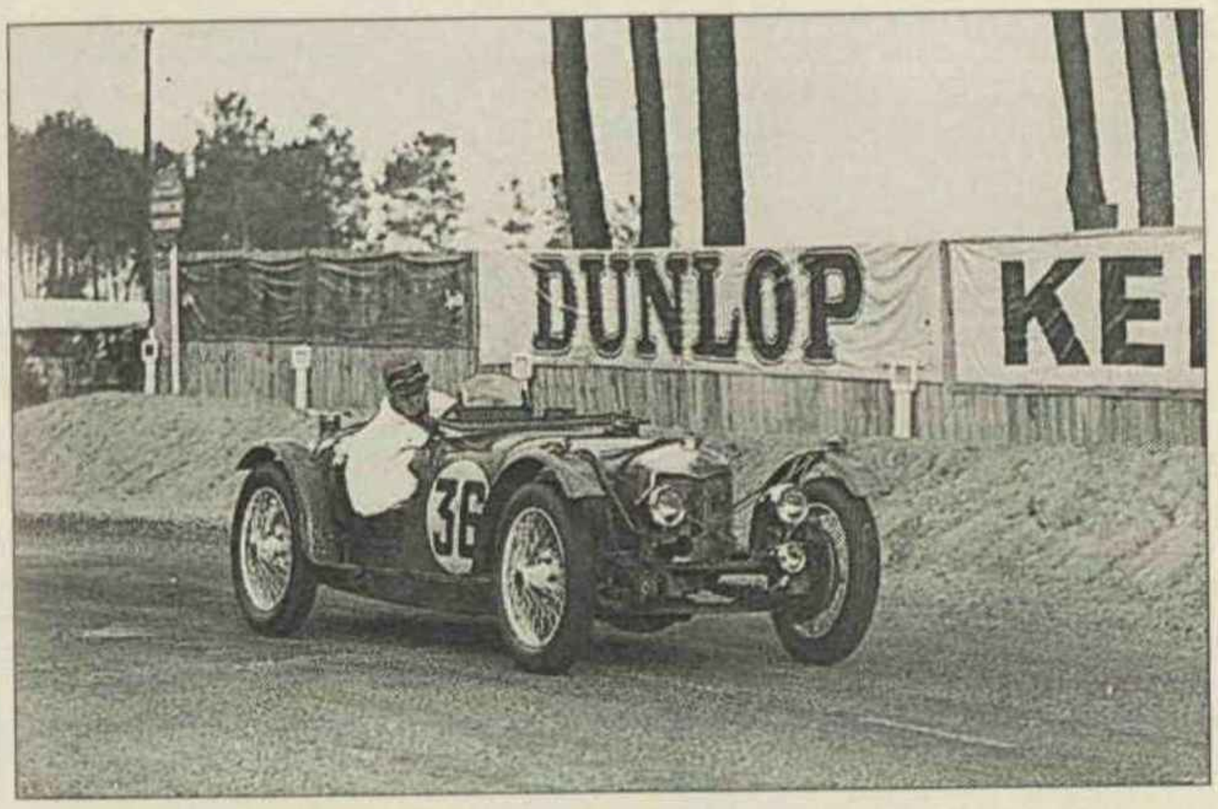
Into the closing hour of the race, however, one driver tried frantically to disprove this theory by driving absolutely flat out through the only kart-sized gap between the barriers on the whole circuit. He cleared safety barriers, straw bales and disbelieving medical staff as he sailed into the harbour. Mercifully, as his kart disappeared, engine a-gurgling, into the murky waters, all he proved was that his racing helmet was sturdier than the hull of the dinghy in which he found himself spreadeagled.

The British had mixed fortunes. Team Softek, who led for some time, finished a close second to Cre-Action who, it appears not only co-organised the event, but had invented some of the regulations at half-distance! Such were Team Mazda's mechanical troubles that we wound up a miserable 49th out of 55.

What mattered more was that the event was adjudged a success.

So much so, indeed, that next year, it will become the Monaco 24 Hours. **R R B**

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Daddy of them all?



It's not often I go to view an interesting old car at Hyde Park Corner in the middle of London, but within taxi-hailing distance of the Duke of Wellington's town house I was shown into a haven of interest for the car lover. Behind an unlabelled pair of doors, classic car specialist David Clark ran through the current stock in trade of Taylor and Crawley, a selection with a strong racing slant — Clark himself is often seen at the wheel of the ex-David Duffy Connaught or his Lister-Chevrolet. Lined up under evocative paintings by Franco Sciamia were single-seater Marches and Lolas of the Sixties and Seventies, several sports-racers and sportscars (including a sports Cooper with four-cam Porsche power raced in the USA by Lex Dupont) — and a scarlet coupé bearing all the signs of competition.

It seems to be an early type 166 Ferrari with a Le Mans berlinetta body by Touring, which in itself is a desirable combination — that dainty 2-litre V12 in a sculptured and, for its time, aerodynamic bodyshape. But the chassis frame is an older one, and there is much evidence that it came from the very first Ferrari to compete in a motor race.

Certainly the car as it now is was bodied in 1949 to the order of Franco Cornacchia, Ferrari's agent in Milan, before returning to Maranello for completion in early 1950. But Cornacchia did not start with a new chassis; he did a cut-price deal on a stripped frame which had been gathering dust at the factory, having it fitted with the newest 2-litre version of the V12 engine (developed by Giuseppe Busso from Gioachino Colombo's original 1500cc unit when Colombo was tempted back to Alfa Romeo to oversee the development of the Alfetta 158/159). Because the result was effectively a new machine, Ferrari gave it a new chassis number, the one it bears now — 020 I. Unfortunately, conclusive documentary evidence for which old frame was used is absent, but the balance of probability points to its being chassis 02C — the car

which made the Ferrari name's race debut at Piacenza in May 1947.

These cars, *Tipo* 125, revealed for the first time the tiny 1500cc V12 engine with which Ferrari intended to go Grand Prix racing. He knew that it would be vital to sell road cars to support this enterprise, and that sportscar racing was the best advertising, as well as benefiting race development. Thus the sportscar project came to fruition first, with two cars entered for that race at Piacenza. Photographic evidence of the historic firing-up of the first complete Ferrari to bear the name seems to make it clear that this was 02C, which had the framework for full-width bodywork, and not 01C, which first raced a month or so later with narrow body and cycle guards.

The 55 x 52.5mm (1496cc) V-12 engine had a single cam per bank, twin distributors and three downdraught twinchoke carburettors nestling in the vee, and produced some 118bhp at 6800rpm. Chassis design was fairly conventional, using round tubes, with semi-elliptic rear springs and double wishbones at the front with a transverse leaf.





"A cough and a snort as a dozen tiny cylinders catch"



Piacenza was a promising start: Franco Cortese led for much of the race in 02C with its all-enveloping body (a little reminiscent of the two Ferrari-built AAC 815s which contested the 1940 Mille Miglia), until the centrifugal fuel-pump failed. But it won the next race, and soon the two cars and a subsequent development, the 1900cc *Tipo* 159, were building Ferrari the name he craved, as a builder of race-winning cars instead of merely a team manager. In the following year, 1948, Busso again increased the bore and stroke of the engine to reach two litres, and the cars became *Tipo* 166. But according to Ferrari historian Tito Anselmi the two 125 cars were stripped and laid aside. Commercial pressures on a young company being what they are, 01C was soon resurrected with a 166 engine and new Spider Corsa body and still exists. 02C simply stops being mentioned, but Carlo Anderloni of Touring remembers Cornacchia coming to the *carrozzeria* in late 1949 with his old chassis, and is convinced it must indeed have been the Piacenza car.

Touring had by this time developed a tidy, compact coupé just capable of claiming to be a 2+2 for the 166 series Ferraris, and this was what they fitted to the "new" car, whose number 020 I places it as an early competition car; cars intended for the road, even if outwardly identical, had odd numbers, and were by now onto a four-digit series, though total Ferrari production was still in the low thirties. As well as the coupé, Ferrari offered the type 166 in two body styles. The earliest, the Spider Corsas, were equipped with cycle wings and narrow bodies with just room for two, and could double as sportscar or Formula 2 racer. (Much like Clark's ex-Abecassis Alta-Jaguar which was co-incidentally sitting alongside the 166 when we inspected it.) The Spider Corsa was functional, but not especially pretty. More memorable aesthetically is the open version of the coupé, the *barchetta*, a simple two-seater which in 166, 195 and later 212 variants became something of a design benchmark, inspiring many Fifties sports-racers and famously evolving into the AC Ace.

In offering a closed coupé, Ferrari hoped to attract the enthusiastic road driver who might also use his car for competition, and the body-style was sometimes labelled "Le Mans", although "Mille Miglia" was the more usual term. In fact 020 I did not race at the Sarthe, but did contest the 1950 and 1951 Mille Miglias; it failed to finish on both occasions.

In 1953 it passed to an American living in Rome, who kept it in Italy for a couple of years before taking it back to the States, where, under a succession of owners, it had one minor and one major rebuild before coming to Britain via Brooks' Monaco auction in 1990.

Having inspected the car closely, historian Doug Nye agrees that the chassis is older than the body, as its body-mounts appear to have been adapted, and it shows fitments for an earlier type of damper.

Close to, the delicate body reflects the compactness of the 12-cylinder engine; it is a dainty little car, whose lack of corners accentuates its small size. This is effectively the first Ferrari to have any sort of regular production run (around 32 cars, including a dozen coupés), but using a coachworks with Touring's experience means that the car is as well finished as anything of its period, with every detail from grille through recessed door handles to rear number-



Touring's continuous wing line was innovative in 1948 and was little altered for later 195 and 212 Ferraris. Top left: bolstered cord seats are the only soft touch in a spartan interior. Above left: three-in-one grouping of temperature, oil pressure and fuel gauges through slender wheel. Left: ally trunk feeds cool air from bonnet scoop to three twin-choke Webers; twin distributors driven from rear of camshafts.

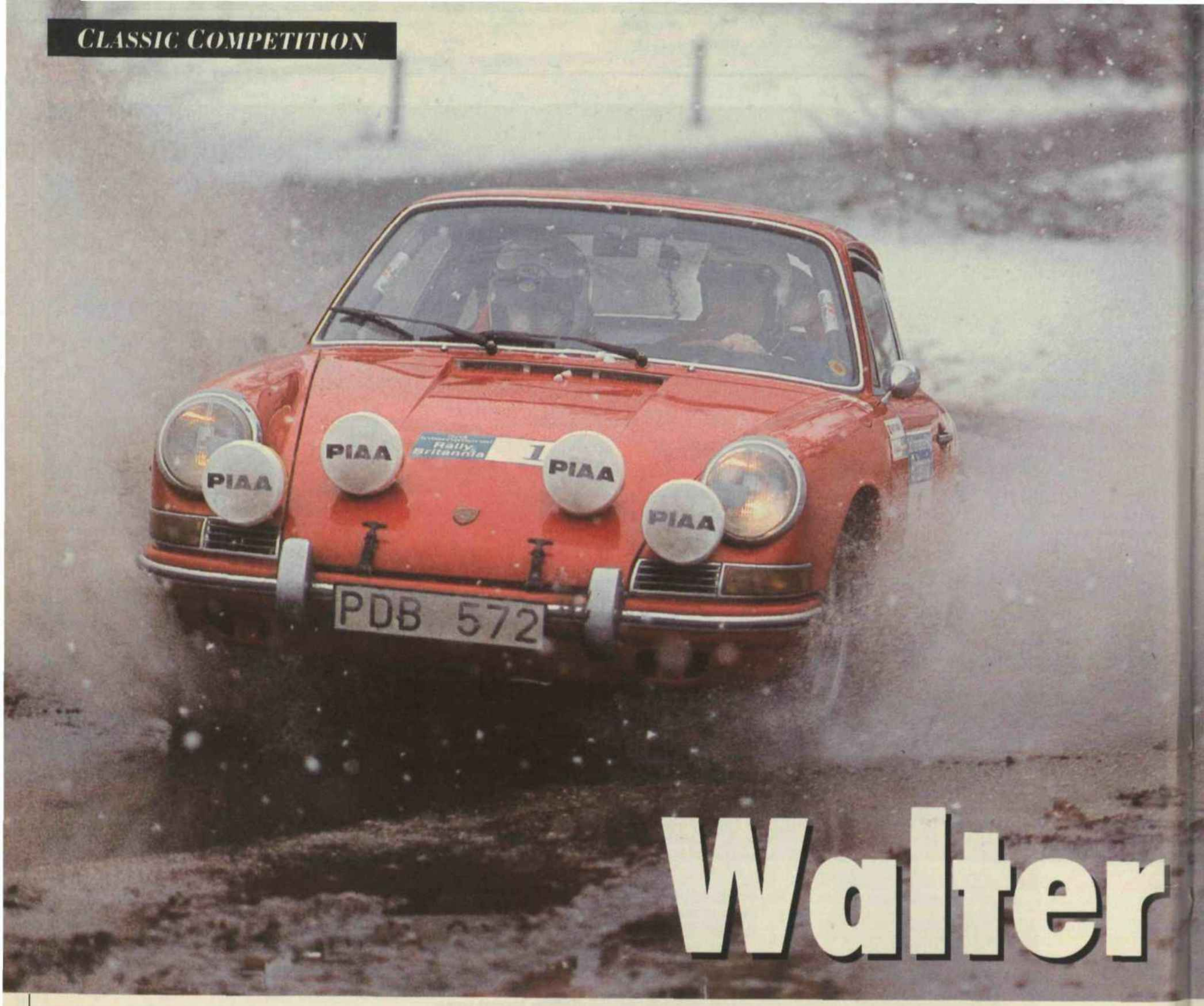
plate surround beautifully crafted. The interior is unashamedly naked in places, notably on the doors, whose drilled framing is fully exposed inside, and the fascia is scarlet-painted aluminium whose only decoration is the perspex control knobs. An unadorned ally gearknob controls the five ratios.

Three round sculptured pods thrust out of the dash behind the slim wooden wheel, tachometer and speedometer cradling the central one which houses three round Jaeger dials for the vital body fluids. Cord-covered seats are equipped with comfortable hip bolsters, while the three-point harnesses and fat Borrani spare wheel strapped over the fuel tank with its chunky quick-fill fuel cap make it plain that this is a competition car. Vents in the moulded perspex side windows are further testimony to function coming before comfort. There is no pretence at rear seats. With its strong tumblehome on the upper "glasshouse" compared to the rounded sides and hollow doors, the feeling is of tailor-made neatness: plenty of room for wielding the upright wheel, but no wasted space beyond that. There is a separate boot, but it is open to the cabin, and there is nothing more than thin black carpet for insulation anywhere inside; a thousand high-revving miles in this would blunt the hearing for days.

Despite its two restorations, the engine nestling low under the light sculpted bonnet does not look over-prepared; the simple rounded cam-covers have the soft gleam of unpolished aluminium alloy as they run back to the two vertical distributors, while a squashed sleeve of alloy crowning the vee inhales cool air from the small bonnet scoop and crams it into the three twin-choke 32 DCF Weber carburetters. The motor starts with the characteristic "ching" from the ring-gear, then a cough and a snort as a dozen tiny cylinders catch and suddenly the air is alive with cam-chatter and gulping carbs, against a sharp-edged background rasp echoing from the twin tailpipes.

In 1948 the 166 left Ferrari's mark on sportscar racing; today, as compared with younger rivals, David Clark says that the car is "not terrifically fast", but is a pleasure both to race and drive on the road. With its sharp-revving motor and predictable handling, it is the sort of car which can be driven hard, making the most of its abilities instead of being wary of its limits. Its Mille Miglia history is a nice bonus to a lovely little car, and while the "02C" evidence is not cast-iron, there seems to be no other plausible identity for the stripped chassis which Cornacchia took to Touring.

I looked around the showroom as the Ferrari was slotted back into its spot, alongside a rather fine AC. It seemed very appropriate: the Touring body on the Ferrari 166 and the 289 Cobra, the beginning and the end of the *barchetta* line. **GC**



Walter

Double world rally champion Walter Röhrl, driving a Francis Tuthill-prepared Porsche 911 and co-driven by Beatty Crawford, led the International Rally Britannia from the third stage to the finish.

And then he was excluded at post-event scrutineering, which handed victory to the similar car of Norwegian Monty Karlan. It was Karlan's second consecutive victory on the event, which supported the opening day of the Network Q RAC Rally.

Röhrl's silver 911 was thrown out because it had slots in the lower wishbones. These facilitated camber adjustments, though Tuthill maintained that they were a factory recommendation on early chassis numbers and did *not* permit more than the normal factory settings. His words fell on deaf ears, however, and the car's exclusion was enforced. Röhrl was not alone, either. The Mini Cooper of Nick and Tom Barrow, provisionally 15th, was found to be running a track wider than that shown on their FIA Identity Form.

Such situations should be much clearer next season, when the new FIA Appendix K regulations specify that cars on international events must run strictly according to their period homologation papers. In the meantime, nobody can continue to suggest that eligibility scrutineers in historic rallying have no teeth.

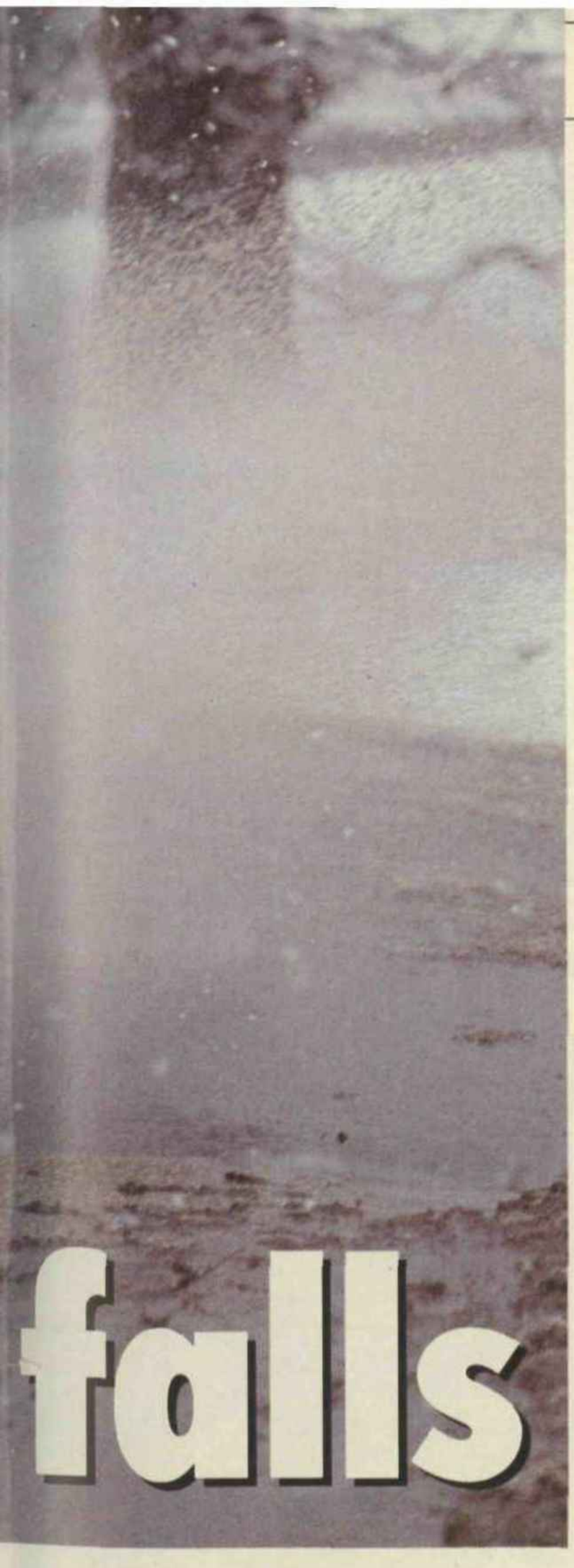
The event itself was also marred by the unfortunate accident which befell Martyn Griffiths and Max Harvey. On their second run through Clumber Park, nearing the end of the stage, Griffiths allowed the car to stray onto the ice as he snatched fifth gear — some 90 mph in a 911. This resulted in a terrifying trip across the grass which was ended, violently, by a very stout tree. The collision speed was estimated to be around 80 mph. Fortunately for the crew, the car was travelling backwards at the moment of impact. Had the 911 hit the tree sideways on, there is little doubt that the occupants would not have escaped injury. As it happened, both were taken to hospital for a check-up, Griffiths being released the following day. It was all the more alarming as the unlucky pair had been made to cut out a piece from the car's under-dash cage bar before the start . . . as such fitments aren't allowed on international events.

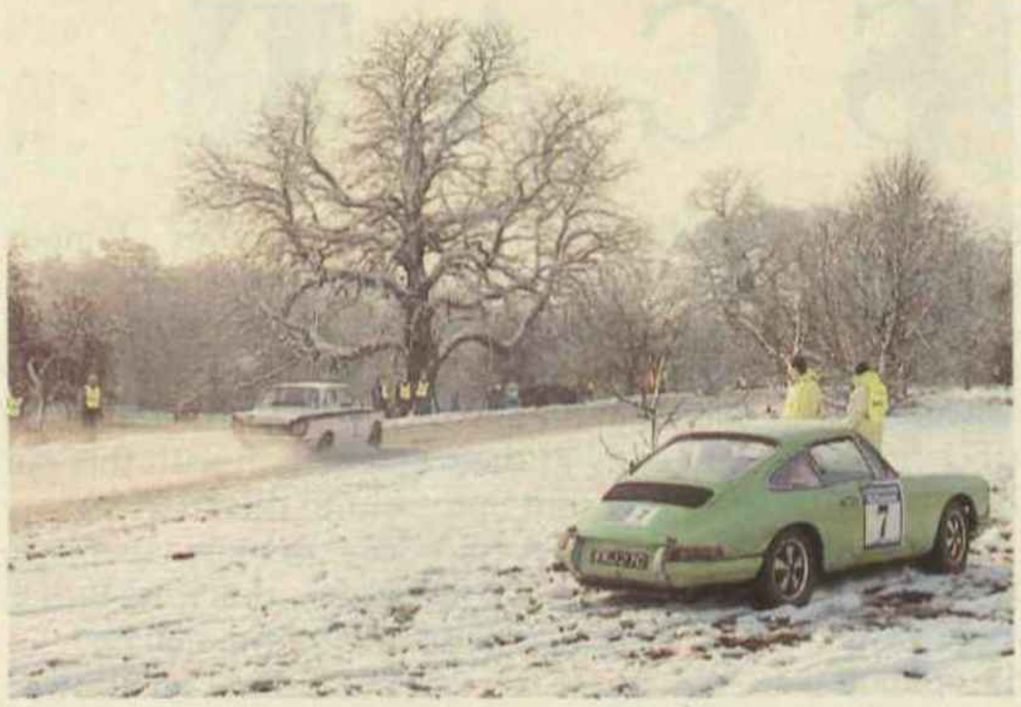
One wonders what would have been said if they *had* been badly injured?

Snow covered the opening four-mile stage at Chatsworth, making conditions very difficult for the early seeded runners. With cars restricted to just six tyres, it was almost impossible for those without M&S rubber to get through unscathed. Karlan and Ake Gustavsson and Jerry Larsson/Torbjorn Henrysson spun their Porsches twice apiece, and Geoff Crabtree/Pauline Taylor took a stage maximum after planting their 911 firmly off the road. Jonathan Everard/Adrian Robinson badly damaged the steering on their Austin-Healey 3000 after an 'off', but their service crew did a remarkable job to repair the car. Their efforts were rewarded when Everard proceeded to finish third overall.

Peter Quinton/John Warren initially led the event in their MGB, taking full advantage of the improved conditions they encountered running low down the order at number 58. Mats Adolfson in a Volvo 122S was fully nine seconds adrift of Quinton's time in second place, with Kevin Bird's Mini Cooper third.

The Triumph TR4s of Alain de Falle/Robert Rorive and Stephen Hall/Jane Bourne were quickest on the first run through Clumber, but the two Porsches of Karlan and Röhrl had moved to the fore by the time they passed through Clumber for a second time. However, only 25 crews had a crack at this second stage before it was





Left, Dutchmen Robert Leerdam and Rob van der Beek pass Roger Chilman's stricken 911.

Left, 1992 winner Monty Karlan repeated his Britannia triumph . . . once Walter Röhrl's exclusion was confirmed. Right, the spectacular, and tenacious, Jonathan Everard took third place.



cancelled in the wake of Griffiths' accident.

Karlan thought he could hold Röhrl at Donington, especially as there was no snow or ice, but the German took 20 seconds from the Norwegian after the two stages. The crews then headed to the MIRA test track for the final pair of stages. Here, Röhrl firmly outpaced everyone, extending his lead over Karlan by a further 54 seconds.

The third International Rally Britannia certainly wasn't the total Porsche walkover that had been feared — even leaving aside Röhrl's problems — with a Volvo, Austin-Healey and Triumph also squeezing into the top five.

The contest should be fiercer still on next year's event, which rumours suggest will be expanded to cover two days.

● Paul Loveridge's Mini Cooper S finished the shortened National Rally Britannia as the clear winner, some half a minute ahead of the MG Midget of Chris Sanders and the Rallye Imp of Rob Pilcher.

For the National runners there were only four competitive stages, those at Clumber having been cancelled. **IGMS**

International Rally Britannia — November 21 1993

1	Monty Karlan / Ake Gustavsson	Porsche 911	42m 18s
2	Mats Adolfson / Richard Nilsson	Volvo 122S	43m 08s
3	Jonathan Everard / Adrian Robinson	Austin-Healey 3000	43m 17s
4	Dave Preece / Rowland Prentice	Porsche 911	43m 38s
5	Stephen Hall / Jane Bourne	Triumph TR4	43m 42s
6	Jerry Larsson / Torbjorn Henrysson	Porsche 911	43m 46s
7	Keith Bird / Tony Graham	Mini Cooper S	43m 47s
8	Geoff Crabtree / Pauline Taylor	Porsche 911	44m 06s
9	John Handley / Tony Moy	Ford Lotus Cortina	44m 14s
10	Roger Powley / Brian Goff	Porsche 911	44m 24s

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The SCAT

The Italian built SCAT motor car is in my mind just now because a rather covetable little racing car, not of this make but having close associations with it, as I will explain later, and which I encountered long years ago, has since been restored, and was indeed "fired-up" a short time ago.

So over to SCAT history. That eminent motoring historian and celebrated writer the late Kent Karslake was of the opinion that although this car was a product of Italy, it was the Britishers, a Mr John Newton and a Mr R O Harper of Manchester, who were the sponsors of, or at any rate had a considerable influence on, the Societa Ceirano di Automobili Torino, which was to build the SCAT car in Turin. Its designer was Signor Ceirano, to whom one very eminent and knowledgeable member of the British Motor Industry attributed the design of Fiat, Itala, SPA and SCAT racing cars. As at the time pre-1910 Italian racing cars were dominant in the all-important European races, cars from that country naturally appealed to motorists in Great Britain. They would presumably be well aware that in 1907 Fiat had won the French Grand Prix, the Targa Florio and the Kaiserpreis, Isotta Fraschini the Florio Cup, and Itala the Coppa della Velocita, also at Brescia. If in 1908 it was Mercedes that scored in the Grand Prix, the Fiats had been notably fast in that race and they had been victorious in that year's Florio Cup race and the American Grand Prix at Savannah, while this time the sinuous Targa Florio contest had been won by an Isotta Fraschini, and Fiat's ace driver Felice Nazzarro had vanquished Napier in the Match Race at Brooklands.

Signor Ernesto Ceirano was involved in these Italian triumphs even before his design work. He drove a 100 hp Itala in the 1905 Florio Cup event, with which he may have had some engineering responsibility, competed in the 1907 Targa Florio at the wheel of an Italian Rapid, and then he and Raggio drove SPA cars in the 1907 Coppa Florio, and in 1908 Ceirano was third in the Targa Florio race in his SPA. Next we find this versatile racing driver and engineer in the Isle of Man, where he designed for Messrs Newton and Harper a SCAT team of three cars for the 1908 RAC "Four-Inch" TT. One was driven by R O Harper, the others by F Ward and H S Buckley.

Maybe they were too new to go as fast as they needed to, to win, but a new version of this 22 hp TT car was built, its stroke increased from 120 mm to 140 mm, and in the 1911 Targa Florio Ceirano's SCAT won at 29.08 mph over the very tough 277-mile mountain course, from a Lancia and a Mercedes. And in 1912 Cyril Snipe had the distinction of being the only Englishman up to 1955 to win this famous Sicilian race, now the single-lap Tour de Sicily, of 652 miles, his average speed 27.62 mph and his SCAT vanquishing a Lancia and a Fiat. Incidentally, although another famous motoring historian, the late Michael Sedgwick, claims in the *Encyclopedia* that Messrs Newton and Bennett were merely agents in Britain for the SCAT, the fact that very early in their association with this car they had sent Snipe out to the Turin factory to keep an eye on developments seems to confirm Karslake's theory that the British pair were the instigators of the make.

Whatever the truth, the SCAT went on to further race successes, and although it suffered at the hands of the Nazzarro cars in 1913, this could not have unduly depressed Newton and Bennett — because they were agents, also, for this make, which the great Felice Nazzarro had temporarily severed his connection with Fiat to design and manufacture. Anyway, by 1914 the SCAT was back on winning form. That year Ceirano's SCAT won the Targa Florio by the handsome margin of nearly two hours, after being in action on this racing-tour for not far short of 17 tenacious and trying hours. Indeed, his average speed of 36.88 mph compares favourably with that achieved in much later times by a car shared between *two* drivers, over the same circuit. So it is possible to say that before the 1914/18 war it was far from scatty to run a SCAT, even if it was not so good to be seen to have a SCAR — a car which hailed from Reims!

In fact, before that war to end all wars had started the SCAT was well into Newton & Bennett's repertoire. By 1910 they were importing the well-constituted four-cylinder 15 hp SCAT, which had pressure lubrication, Bosch high-tension magneto ignition, a dropped chassis frame, and the distinction of electrical starting, attributed to N & B themselves, but which I think implied that they were responsible for the fitting here of a Westinghouse starter-motor. The cost of this medium-sized chassis was £325 and its engine incurred then an annual tax of six guineas — happy days; not quite like the 1993 Budget! With a flush-sided touring body and a double cape-cart hood the price rose by £100. N & B were also offering at this time the 22 hp four-cylinder car, which commanded the same modest tax; it likewise had a four-speed and reverse gearbox, and cost £425, or £750 with a dee-fronted double-landaulette body as shown at Olympia, upholstered in crimson Morocco leather to match its rich crimson paintwork. N & B provided their choice of detachable wheels on both chassis.

The smaller SCATs had coal-scuttle bonnets and "dashboard" radiators, as associated with Renault cars but also a feature of Bayard, Charron, Arrol-Johnson, Phoenix, SCAR, Hurtu, Schneider, Siddeley-Deasy (with a very elegant "coal scuttle"), the idea being to keep the engine clean from road dust, flies, etc and perhaps increase slightly the warmth of front-seat occupants. The larger SCATs had frontal radiators.

In those halcyon pre-1914 days one of the latter 22 hp SCATs, with a Salmons all-weather body, was used by author P Naish for his wanderings in France, described in his book *Rollings of a Mossless Stone*. Users of the 15 hp model were reporting an easy gear-change, a tyre life of some 8500 miles from 815 x 105 covers, a low oil thirst, 20 mpg of petrol and that the electric starter was an appreciated convenience, if at times, when pistons were at t d c, the starting-handle had first to be

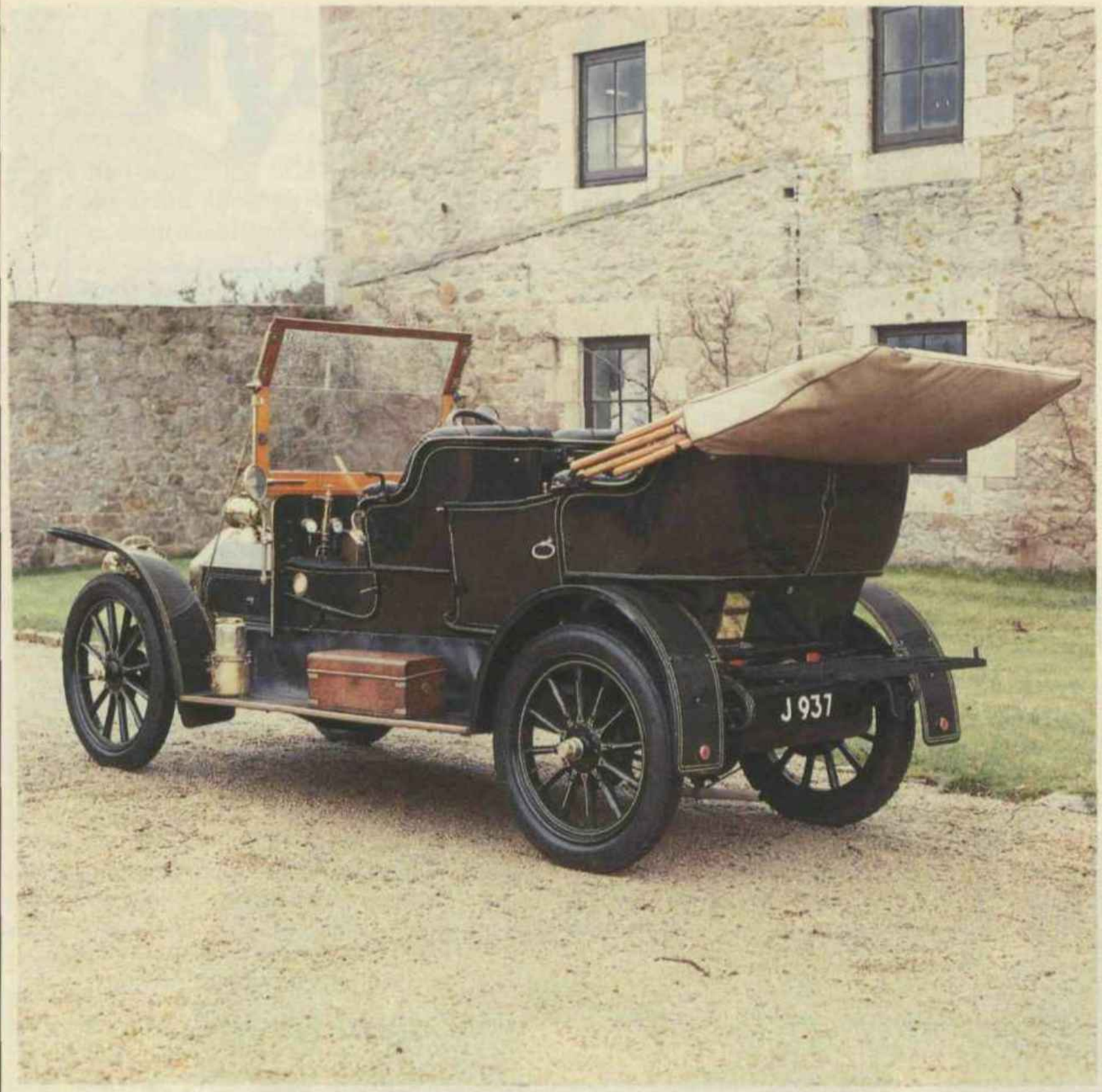




given half-a-turn. A Scottish owner had climbed Porlock. Lynmouth, Cairn O'Mount, on second speed, and the Devil's Elbow on an earlier 14 hp SCAT, getting 22 mpg and after 30,000 miles needing only £5-worth of spares. N & B supplemented these models with their own 10 hp two-cylinder job, which with enclosed valves, h t ignition, and a four-speed transmission, sounds to have been a nice little car.

Hostilities over, N & B had the SCAT at the first post-war Olympia Motor Show in 1919, exhibiting the new 15/18 hp car which had a 75 x 120 mm. (2297 cc) engine and was basking in the prestige afforded by those Targa Florio victories of 1911, '12 and '14. But the difficulties of post-war production had elevated prices and this SCAT, notable for a stiff but light chassis frame, was priced at £1,100 with a four-seater all-weather body. The back-axle incorporated a straight-bevel drive, the clutch was

This 1907 16/20 hp SCAT is typical of the marque's early large touring cars.



"The SCAT swan-song was sounding; by 1923 an all-weather in what sounded like very good order was being advertised for £65"

of plate type, and the handbrake applied a contracting transmission brake. At this time N & B were again showing their own Newton car, now with a two-litre four-cylinder power unit. It had CAV electrics and it seems that the West Manchester company was responsible for the all-weather body.

At the next London Motor Show, in 1920, the latest 25 hp Targa Florio-based SCAT chassis failed to arrive from Italy in time to be displayed, so N & B had to make do with the older SCAT car, now called the 15/18 hp, the chassis price of which was £650, while that of the all-weather model was up to £1,250. There may not have been many SCAT owners in England, but N & B persevered, moving over to the Ceirano line, of which the 75 x 130 mm car shared the SCAT Show stand. The SCAT swan-song was sounding; by 1923 an all-weather in what sounded like very good order was being advertised for £65. . . A sad finish for a company which had a one time, before the war, built cars as exciting as the 4.7-litre 25/35 hp model and the overhead-camshaft shaft-drive 100 x 200 mm 60/70 SCAT. . .

Newton & Bennett were absentees from the 1921 Olympia Show, having turned their efforts to making coachwork, such as a smart saloon on the new 40/50 hp Napier chassis. They were soon to devote themselves to the sporting Ceirano, however. Giovanni Ceirano had sold out his SCAT interests in 1917, having made Hispano Suiza aero-engines under licence throughout the war years. With the peace Ceirano took up the motor-reins again, with cars based on the pre-war Targa Florio winners. Then, when Ceirano closed his own factory, he followed these other cars with a new 1½-litre Ceirano, built in the old SCAT works. This new model resembled the famous Lancia Lambda in outward appearance but had a normal chassis frame and half-elliptic suspension, instead of Lancia's space frame and ifs. Newton Bennett eventually sold these new models in England as Newton-Ceiranos.

First came the side-valve 30 bhp Tipo 150 Normale, able to attain 55 to 60 mph. Things improved with the Tipo 150S, which had push-rod-prodded inclined overhead-valves and wire wheels, and was capable of 65 mph. Ceirano later made trucks, before selling out in 1931 to SPA, whom Fiat later took over. However, the 1½-litre sports model was the mainstay of N & B. But before introducing this model N & B dropped what should have constituted more of a bombshell than it appears to have been at the time, when they showed at the 1923 Olympia Show a 1100cc twin-cam Newton, in both two-seater racing and sports-car forms, the latter priced at £450. This was before the availability of the Amilcar Six here and it seems surprising that, with 1100cc-class racing active here, this car was not in some demand for racing by amateur competitors. The origins of this exciting development are obscure. But it was clearly intended as a true competition job, with its low chassis, both axles being above the chassis side-members. The version with sleek racing body was marked up at £395, the shorter wheelbase sports job, with electric lighting and starting, at £400. This when a normal 1½-litre Bugatti chassis cost £350. Certain it was that this apparently so-promising little racing car was of Italian origin and that Olivo Pellegatti was associated with it. An attempt was made to publicise it here by entering two for the 1923 JCC outer-circuit 200 Mile Race at Brooklands, the drivers nominated as Noel Newton, a son of John Newton of N & B, and the Italian Pellegatti himself. But the cars were not sufficiently ready and non-started — maybe the Show exhibits were in a similar condition?

Nothing more was heard of this venture, as by 1924 N & B were involved with the aforesaid 1½-litre Ceirano. They exhibited these at Olympia in 1924 as a dark brown tourer, a blue semi-streamline saloon and a sports model. The two spare wheels were slung on behind, the Ceirano not having the Lancia Lambda's drop-lid boot in which to slide them, with the suitcases. This 65 x 110 mm (1400cc) car was priced at £375 in four-seater form, the chassis at £295, but front brakes were an extra. The exciting twin-cam Newton endured, on the same stand, its price now up to £575 if anyone felt like buying it in coupé form. Newton even entered a 1½-litre Ceirano for the 1924 200-mile race with E Ceirano as its driver, but it emulated the 1923 Newtons by not starting.

The 14 hp Ceirano was clearly a very likeable car. It began to appear in MCC trials and the JCC High Speed Trial and smart closed bodies were available on the more touring versions. N & B obviously thought the future bright, as they took premises in Knightsbridge, London, and for 1925 reduced prices to £295 for the chassis, £395 for the tourer, and £495 for a four-door saloon. Front brakes added £20, the well-known telescopic Newton & Bennett shock absorbers, that contributed to the much-praised springing, another £10. At the 1926 Olympia Show the red Tipo Roma sports-tourer was an attraction; but it seemed rather miserly to charge an extra £10 for the second of the two spare wheels.

In the final year the cars were called Newton-Ceiranos. Good, undoubtedly. But according to the sage, all good things terminate, and after 1927, for N & B this make was no more. **W B**



A Racing Newton

Geoff Hare driving his rare racing Ceirano during its recent "firing-up" party.

The SCAT history on the previous pages in this issue recounts how two 1100cc Newtons were entered for the 1923 200 Mile Race at Brooklands but non-started. Nevertheless, one of these cars still exists (an even rarer possession than the 2LS Ballot which I described last month) restored by Geoff Hare, the well-known owner of two immaculate Frazer Nash "Chain-Gang" cars. It is almost certainly the only racing Newton in this country, and presumably in the world, and it will be very interesting to see it at next year's VSCC meetings.

A long time ago, always keen to see an ex-Brooklands racing car, I went to Kenton to look at Eric Benfield's 1924 200 Mile Race Alvis, then being restored and now a regular performer in immaculate order (but understandably with a replica body, although you wouldn't know if you hadn't been told) at VSCC races and speed-trials. "Do you want to see another 200 Mile Race car?" asked Eric. And he sent me just down the road, to look at this 1923 Newton, which Nick Sloan, seeking spares for his 1925 S150 Newton-Ceirano, had discovered around 1964 in a shed in Manchester following the death of Henry Longden Ollier, owner of the car since 1927. This is the car which Geoff Hare has now restored so competently, a strikingly attractive little car which looks like a cross between a GP Fiat or Sunbeam from this age of motor racing. Its history is compelling.

Much interest was shown in the two Newtons before the "200", in which they would have been up against the works Salmsons, the Morgans, an ABC and Gordon England's 747cc Austin 7, etc. Whether or not they would have been too new to beat the winning 1100cc-class average speed of 82.73 mph by Robert Buerno's Salmson (or the 76.84 mph of the second-place A7) we shall never know. In fact, one wonders whether both racing Newtons or only the car for Noel Newton to drive got to England from Italy (some time prior to the race the Brooklands' bookie "Long Tom" was offering odds of 20-to-1 against Newton and Longden's Eric-Longden, 25-to-1 against Pellegatti's Newton and a Derby and one of the slower Morgans, whereas Buerno was at 5-to-1). The non-starting Newton, probably the car for the English driver, was shown at Olympia in 1923, the body apparently somewhat hastily finished, together with a longer touring chassis. This exhibit was resumed at the 1924 London Show, where a coupé was also shown, probably a closed version of the 1923 long chassis, to promote the idea of this advanced twin-cam 1100 as a road-car — it had a taller radiator than the competition version — and the coupé also went to that year's Scottish Show. By 1925 Newton & Bennett had taken the UK agency for Ceirano, so the opportunity was taken to re-christen the racer to Newton-Ceirano.

In 1926 Sydney Cummings acquired the remaining racing car, perhaps by way of trading from his premises at 101 Fulham Road, London, or maybe with a view to his daughter Ivy Leonora Cummings racing it; I can find no record that she ever did although her name is on the first of the existing log-books. She seems to have passed it on to Arthur Cecil Wells. In 1927 it was to have been taken in part-exchange for a new Riley by S H Newsome & Co of Coventry. (Coincidentally, Newsome had been a school-friend of Noel Newton.)

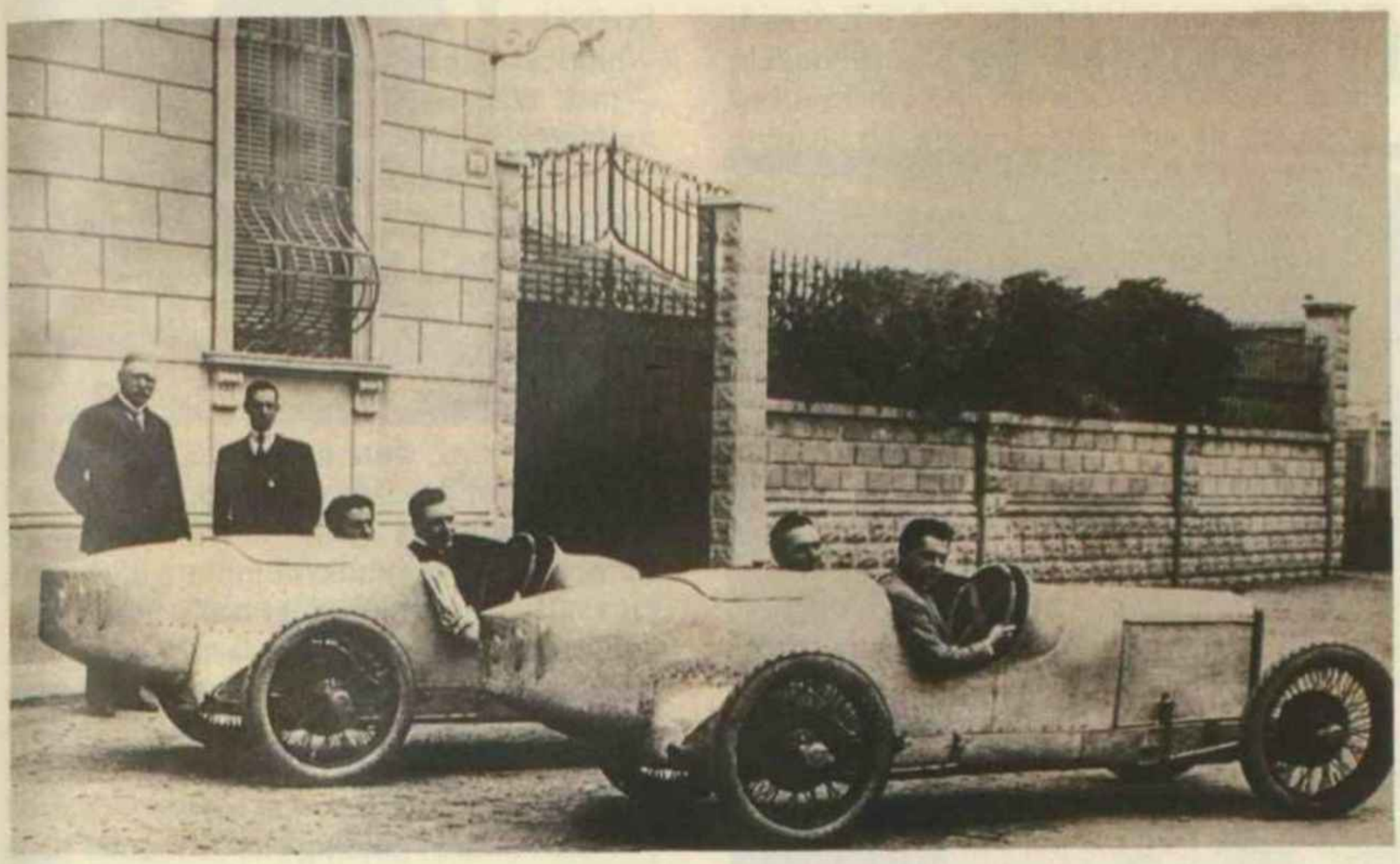
But the customer neither collected his new car nor came back for the old one, which then became the property of Henry Longden Ollier of Manchester, who in 1929

is recorded as driving it very unsuccessfully at Southport sand-races. Around the time that Sloan unearthed the racer, Alvis 12/50 exponent Julian Berrisford acquired from VSCC member Gordon Brown in Hove a complete engine and gearbox, thought to be from the coupé. These had before the war been through the hands of noted old-car exponent Marcus Chambers. In due course Julian passed his acquisitions to Geoff Hare.

Hare, the fifth registered owner, has a quite beautiful little vintage racing car, which he has meticulously rebuilt, having purchased it in 1965 for £140. Technically it is very much in the idiom of the Grand Prix cars of the 1920s. It was the work of Olivo Pellegatti, who, born in Ficaldo in 1897, was only 25 or 26 when the project was started. As far as can be ascertained, Pellegatti went to Milan in 1919 with his brothers Odo and



Ido to form a business at Porto Garabaldi, making civilian vehicles by converting war-time Muletti. After this he was financed by Mazotto to design a quality car in the style of the Tipo 519 Fiat, but although many orders were said to have been taken there was no cash to equip a plant to build the car. Around this time he also designed and built a six-cylinder twin-cam two-litre racing car for an Italian-American, and it was the sight of Pellegatti racing this car at Cremona that impressed Noel Newton sufficiently to commission the 1100cc Newton. Pellegatti was involved with prototype design and machining work for customers including Isotta Fraschini, Hanomag, Singer, Skoda and Laros outboard motors. By 1934 he had founded IMI Bearings and had drawn for OM an advanced twin-cam car with all-round independent suspension and which could have FWD or RWD at will, but it was



Above, the two racing Ceiranos outside the factory in 1923. Designer Olivo Pellegatti is in the front car. Opposite: Hare's racer as it was in 1964, when discovered by Nic Sloan (top), and as it is now (below), in Geoff's workshop.

stillborn. Before the war he went to the USA to develop multi-cylinder outboard motor-boat engines for the Johnson Company, before retiring back to Italy in the 1960s.

The four-cylinder engine of the intended 200 Mile Race car has a bore and stroke of 60.35 × 95.7mm (1085cc) and would run willingly up to 6000 rpm, giving a power output which Newton stated to be a highly respectable 62 bhp. Two o h-valves per cylinder inclined at 45 deg were operated by the twin o h-camshafts, using a train of gears at the front of the engine, from which the water and oil-pumps were driven.

The two-piece crankshaft was joined by a kind of dog-clutch and double-taper bolt at its centre and ran in three ballraces. A plain-bearing crankshaft has been substituted because of the impossibility of balancing the built-up crank. This and other changes have been made to other old cars and while I do not like this, Hare has justification with the Newton because, never having been raced seriously, it is virtually a prototype, which Pellegatti might well have modified himself had he developed it.

Originally there were five oil-pumps, two pressure, three scavenger, and the white metal big ends were fed by centrifugal-fling from the crank-webs, but to meet the needs of the revised bearings only two pumps are now needed for the dry-sump lubrication system, the capacity of both suitably increased. The replica oil tank fills the scuttle and possesses 39 cooling tubes. It holds 1½ gallons as against the 4½-gallon 200-mile race original. The new oil-pumps are in tandem, with the water pump above them; there is no cooling fan. The tubular con-rods have also been replaced, with conventional H-section rods. Both Claudel-Hobson and Zenith triple-diffuser carburettors are shown in the 1923 Newton-Bennett Motor Show brochure, but the car now has 36mm Zeniths on the o/s of the engine feeding into small two-branch manifolds set very close to the cylinder block, so requiring no hot-spot. They appear too large for a 1100cc engine until one is told that they are suitably choked. Feed is by air-pressure from a cylindrical tank in the car's tail, holding about 10 or 12 gallons. Hare runs the engine on leaded pump petrol and Castrol oil. A bonnet-side "power-bulge" covers the carburettor air inlets.

Ignition is by coil, the Marelli distributor driven from the rear of the o/s camshaft (since seen on modern power units!). An interesting point is that a second distributor, yet to be rebuilt, incorporates the coil unit. On the n/s a conventional four-branch exhaust manifold feeds into a long exhaust-pipe. This creates a fine noise but a Brooklands "can" will be made for it before next season. The compression-ratio is 7.9 to 1 using a new set of Martlett pistons which came with the spare engine.

The whole power-unit is beautifully made and proportioned, like the rest of this Newton. A water-jacket plate bears the name "Newton Manchester" but many of the engine parts, such as the timing and other gears, are stamped "I-F" and so were presumably made in the Isotta Fraschini factory, along with the many magnesium castings. The Rudge hub caps bear the same illustrious initials and the front shock-absorbers, mounted inboard of the dumb-irons, are Italian Hartfords. The engine is three-point-mounted in conjunction with the cone clutch and four-speed plus reverse gearbox. The central gear-lever has a normal gate-pattern, except that reverse is through first gear. The brakes have narrow drums with magnesium back-plates and shoes. Both clutch and brakes were originally cast-iron lined, but now use Ferodo. The front shoes are expanded by rods which run within the king-pins to the cams; the rods are pulled via rocking levers by chains with axle-mounted sprockets and then back to the gearbox-mounted cross-shaft. This is another car in which — it was built in 1923 remember — the front brakes were applied by the hand lever, separately from the rear pedal-operated brakes. And the small accelerator pedal is between the other pedals.

The front axle is another impressive piece of work, the ends upswept. The body has staggered seats and a sharply pointed tail. Formerly blue, Geoff has had it repainted Alfa Rosso dark red, appropriate for an Italian car. The dash once had instruments by Ripault, but these were smashed or missing, so it now carries six Smiths dials — a tachometer reading to 6000 rpm, a matching clock, and smaller ones for oil-pressure (60 lb/sq in), oil temperature, water temperature and fuel-feed air pressure, from the hand-pump. The low-hung chassis has half-elliptic springs all round, underslung at the back, the front springs each having six damping clips. Wire wheels carry the correct size 710 × 90 Dunlop herringbone tyres. Rather unexpectedly there are a dynamo and a starter (fitted perhaps for the Motor Show?), mounted one on either side of the gearbox, the dynamo on the o/s being driven rather faster than an engine-driven one. The battery lives in the tail behind the petrol tank and once had a flap through which it could be quickly accessed. The small, handsome radiator is badgeless but one was shown in the publicity leaflet, perhaps intended for the coupé.

Geoff Hare has been assisted in the restoration by Reg Nice, who needs no introduction to Ulster A7 enthusiasts and who did much of the mechanical work and body preparation. The late James Cole repaired the body and made new bonnet and undertrays, Bill May rebuilt the engine, and Peter Gibson made the superb replica oil tank and much finishing detail work. Mick Comber took the photographs at the car's well-attended 70th birthday "fire-up" party. Its owner agrees with me that much of the fun of vintage car ownership is trying to trace the history of your vehicle, and he has amassed some splendid period pictures already. . . So a very rare racing car should next year make the first serious appearance in speed events of its career. Geoff says he will try speed-trials at first, graduating to VSCC races if all holds up. Let's wish him good luck. **W B**

The origin of Genevieve



The 1904 Darracq "Genevieve", famous for its part in the film of that name, has been in the news again, having returned from Australia to take part successfully in the Brighton Run, before being sold at Brooks' December Auction. So I was very interested to receive from Mr Peter Venning, of Mallorca, Spain, the following account of how he remembers this car, a fascinating story which we publish in good faith. W B

Late in 1945 a Court Bailiff walking along the Lea Bridge Road in East London, looking at the order he was about to serve, but not looking where he was going, struck his shin on a piece of rusty iron protruding from a hedge. Cussing and rubbing his wound, he noticed that the damage had been caused by the rusty dumb-iron of a very old motor car. The Bailiff was Bill Bailey, collector of old motorcycles. He investigated further and found behind the hedge a derelict junkyard, and therein he discovered, buried beneath the debris, about 12 very old cars.

Bailey passed news of his discovery on to two friends, Bill Peacock and Jack Wadsworth. The junk-yard owner was approached, and the entire collection purchased. Some of the cars were sold to other collectors, the remainder removed to Jack Wadsworth's premises at Isleworth. These included: a 1903 four-cylinder chain drive Sunbeam, (no body); a 1903 Argyll-Aster; two 1904 Darracqs (two-cylinder), (no bodies); a Thorneycroft Tourer and a Whitlock-Aster. (no body).

Jack Wadsworth retained the Sunbeam, and later passed this on to a Mr Pomfrett in Birmingham. Bill Peacock retained the Argyll which he restored beautifully and sold to W A L Cook of Keston, Sussex, and which was a regular participant in the Brighton Run. And I bought the two Darracqs for £25.

The two Darracqs, which were now in the Isleworth yard, were in very bad condition, and without bodies. The front wheels of both had rotted away, as had the front dumbirons of the most complete of the two cars. The one sound chassis-frame was without engine and other parts, so the plan was to dismantle both and assemble from the best parts one more-or-less complete rolling chassis on the sound frame. At this point a very strange coincidence occurred — the future casting its shadow. One Sunday morning as I was working in Jack's yard taking the Darracqs apart he drove in with another veteran on the trailer, and off-loaded it beside the two Darracqs, saying "Here's a rare one. It was behind Swan Motors in Brentford." It was very rare indeed, and in an advanced state of decay, but absolutely complete. Jack later sold it to the Reece Brothers who had a taxi fleet in Shepherds Bush, and they carried out a meticulous restoration. Some years later two beautifully restored cars were to meet side by side on a film set, for the rotting car which was dumped beside my two rotting Darracqs became one of the central characters in the film 'Genevieve'. It was the Spyker. The resurrection of the two cars began from the same spot at the same time in Jack Wadsworth's Isleworth yard!

When both Darracqs had been dismantled the parts were moved to a workshop near Kew Bridge, and during the next year or so stripped, cleaned and reassembled. These were then put in the sound chassis-frame, and with temporary rigs for ignition and carburettor, I got the engine running, gearbox and back-axle turning and clutch and gearchange working.

I had by this time acquired a set of tyres, but still lacked front wheels. The back wheels were OK. This remained a problem until one day, when passing a chicken farm under Dunstable Downs, I spotted an old T-Ford which had wooden wheels of the correct size (tyre size 30 × 3½ or 765 × 105) and in sound condition. These I bought for a few shillings. However, when offered up to the Darracq hubs, I found that they went over the centre boss alright but the holes did not coincide — too much to hope! So I drilled another set, which did. I wonder if those wheels are still in use, or if they have been replaced?

Then, in 1949, I got married and moved to Bishops Stortford, towing the Darracq to its new home, a nice dry shed in Cannons Farm at nearby Start Hill. It was then that I decided the restoration was sufficiently advanced, and that the car should be registered. I was issued with registration number HXR 322.

The next stage of restoration was to find



or build a suitable body, and, once again, Providence came to my aid. One day old Farmer Cannon, my landlord, passed by while I was working, and enquired what kind of body I intended to use. I explained that this was a big problem, but I was always on the lookout for something which would fit and be restorable. "Maybe I can help you there," he said. I then had to listen to a long, long story about a car he had owned way back in the early days of motoring, and how when it would go no more, he removed the body, mounted it on wheels, and turned it into a gig, to be drawn by his favourite mare "Flower". Eventually, I managed to enquire what had became of the gig. "Oh", he said "I think it got put up in that old barn over there, but that was many years ago. Go and look if you're interested." I was! And I did! And after a long search in the gloom I came across it, lying on its side, partly covered with debris, filthy, but in sound condition. Later, with a friend's help, we cut the body bolts of the frame, and carried this treasure over to the shed, and with great excitement placed it on to the chassis, to find that the width of the chassis and the body bearers and the dashboard were exactly the same. This is the body which is on "Genevieve" to this day, although subsequent owners have added a high back to the seat and a rear box boot.

I had now reached a point when I had to acknowledge that I did not possess the facilities or the money to complete a proper and worthwhile restoration, so I reluctantly decided to pass the Darracq on to someone who could. It was offered for sale in MOTOR SPORT, and bought by Norman Reeves (according to Brooks for a reputed £4, which sounds very generous as this represents a loss to Mr Venning of £21 – W B). He continued the restoration and did, as they say in the West Country, 'a proper job'.

I have always been puzzled by the dispute regarding the age of this car. The chassis which I used in the reconstruction carried the remains of a stack-tube radiator, which would indicate that it was a car of an earlier period. The radiator fitted by Norman Reeves seems to have come from a Flying Fifteen Darracq.

The Darracq became immortal by starring in the famous film "Genevieve", with the Spyker, in 1953. It then went to the Antipodes, where it was registered A-27924 and passed through many hands, being modified and refurbished, and had a sojourn in two museums, before being auctioned for an extraordinary price. After returning to Britain it took part successfully in the 1993 "Brighton" and on December 2 was sold at Brooks' auction, on behalf of Extravaganza Esplanade, for £143,000, £155,000 less than the last owner is said to have paid for it. A far cry from my purchase of it in 1945. **P V.**

POSTSCRIPT: I believe that the original script of the "Genevieve" film called for a Locomobile and a Humber for the race back to London after they had taken part in the Brighton Run, but it was then thought that British cars should be used. A Lanchester was apparently suggested but as actor John Gregson couldn't drive a car, the less complicated 1904 Darracq, owned then by Norman Reeves, was chosen instead, along with the Spyker, that the VCC dated as 1905, eliminating it from Brighton Runs, but which actor Kenneth Moore had had no difficulty in taming for the film. It is to the credit of the National Motor Musem that it held a "Genevieve Evening", prior to the Darracq appearing in the Brooks auction sale, which the Director of "Genevieve", Henry Cornelius, attended, and for which the Rank Organisation made available one of the few copies of the film.

In 1953, the year when the film was first shown, Reeves took rally-driver Maurice Gatsonides (inventor of the Gatso camera) with him on the Darracq on the Brighton Run and it was a frequent competitor in VCC events including the Brighton Runs of 1950–56 until it left this country. **W B**

NMM Trophy for WB

Michael Ware, NMM Curator, presents the Prince Henry Trophy to W B on a surprise visit to Wales.



It was a pleasant surprise for WB to learn that he had been awarded the new National Motor Museum Prince Henry Trophy for 1993. Judged by the Museum's Advisory Council, the citation reads: "The judges all agreed without hesitation in pronouncing WB the winner, all agreeing that the work he has done over the years through his writing for MOTOR SPORT was a major contribution to the world of the historic vehicle and its preservation".

The trophy, which is a glass-cased model of a "Prince Henry" Vauxhall accurate to the last detail, was presented to the winner by Michael Ware, the Museum's curator, and his assistant Mike Lucas. After his usual modesty act of "Why me?" Bill replied: "I am overwhelmed at being voted the recipient of this splendid Trophy. May I say thank you to those who put my name forward and to the Advisory Council who voted for me. I have had a long association with the Museum at Beaulieu, from the 1950s onwards, and I am so pleased that you picked Gerald Wingrove to make the Trophy; no one could have depicted a "Prince Henry" Vauxhall more accurately".

V to C Miscellany

Another tough event for historic cars will be the fourth Swansea MC's Rally of the Vales on January 2, a daylight 150-mile run using some of the best of classic rally territory in the midwinter mountains of Wales, laced with off-road special tests. This is the first round of the 1994 Welsh Speed Sport Design Welsh Historic Rally Championship. It concludes with dinner in Swansea with Stuart Turner as guest-speaker. Limited to 70 crews, entries will be reserved against a returnable £10 deposit, payable to Swansea MC and an s a e, to Alun Morgan, Castle Villa, Llandello Road, Gorslas, Llanelli, Dyfed, SA14 7LY. Funds to the British Diabetic Association.

The Hants & Berks MC organsed a memorial evening in October on the 30th anniversary of the death of Holland Birkett, who was killed while flying a light aeroplane from France to England in 1963. Birkett played a prominent part in the formative years of the 750 MC, developed their 1172 Formula, was a prolific builder of A7 Specials and later ran Bugattis, with both of which he competed in trials and races. Holly also invented the 1in ordnance trials route-card and those highly-individual night trials, with amusing scenarios at the hidden checkpoints. He will also be remembered for the introduction of the Mobil Economy Runs and for much more besides, in our world.

A short replica of his hilarious night trial routes was held before the evening's meeting in Alton, which was supported by 100 H&B members who had known Holly or had taken part in the Club events that had the Birkett stamp. It is nice to know that among those who attended to pay tribute to the memory of this unique motor-sporting personality were Joan Passini-Birkett, both Holly's daughters, and those who knew him well, such as Joe Lowrey, Ann Jones, John Bagley, Bob Newton, Bill Bengry, Denis Jenkinson, Ronald Barker, Les Needham, Beryl Nelms, Norman Sharpe, Charles and Heather Bulmer, Dick and Nan Corthorne, Jack and Amy French, John Derisley, and Geoff Tapp, etc. The organisation was in the hands of the Club's David Madgwick, and a Holland Birkett scatter-rally was held on December 4/5. The Club's Hon Secretary is Bill Bonney, 283 Lodden Bridge Road, Woodley, Reading, Berks RG5 4BE.

Brighton Run Recall

It can now be told that the remarkable entry of 462 pre-1905 cars for this year's Brighton Run was decimated to 418, after 44 drivers had either failed to report at the start or had been non-starters. But the formidable total of 359 successfully completed the 58.8-mile journey, (the retirements are set out below) which included the hilly scenic section necessitated for two years due to roadworks on the A23 and retained this year, although some of the lower-powered carriages-*sans*-horses found this difficult and passing impossible, on these minor roads south of Gatwick, from Pease Pottage to Burgess Hill.

But this typically British event otherwise went off well, the weather cold but dry, in spite of some delays in getting clear of Hyde Park, queues at the new Gatwick coffee-stop, and at the finish as arriving crews were interviewed. For some, problems intruded early. A 1901 Stirling dog-cart from S Africa was difficult to start and B Ripley lost ten minutes because his 1904 Darracq ran out of petrol a few feet from being flagged to start. But it is to the credit of the pre-1900 primitives that 25 out of 36 made it to the Pylons by 4pm, including No 1, P Dawe's 1895 Benz Victoria with but one 5 hp cylinder to propel it. At the opposite extreme, the five racing cars were also successful, the 1902 "Paris-Vienna" Renault, the National Motor Museum's 1903 Gordon Bennett Napier, an ex-Brooklands Mercedes, Ed Rowan driving Don Meyer's formidable Peerless and Johnny Thomas, on his second "go" on the 1902 GB Napier. Ben Collings had a quick run on the Majzub Mercedes — but, like father, like son, so fast that he upset the RAC, which illogically listed him as a non-finisher!

Very definitely this is NOT a race but it is always interesting to know who got to the Mayorial welcome on the Madeira Drive first. This time it was Roger Heminway's 1901 Type-E Renault, although it was overheating and had to be pushed for the last ten yards. Second, "clocking-in" correctly, was the Thomas GB Napier. Third in was the 1901 Lanchester of G Pilmore-Bedford. That great sportsman and "press-on" driver HRH Prince Michael of Kent, Patron of the Veteran Car Club of GB, had a successful run on the RAC's 1901 four-cylinder Mors. The RAC joined the VCC in organising the Run in 1930. For the past three years sponsorship has come from Benson & Hedges and it was rather hard on them that their Jim Elkins' Introduction in the programme faced a Government warning on the dangers of smoking! The £3 programme was well illustrated but rather unnecessarily included pictures of non-veterans, such as the Rover-BRM, a Police Wolseley and 1966 Ford Cortina GT, in publicising a classic car paper and the Heritage Motor Centre. And in it Elkins perpetuated the now-expected Red Flag abolition in 1896 *gaffe!*

The Chairman of Ford of Britain, Ian McAllister, enjoyed the Run, in the 1904 10 hp two-cylinder Type-C Ford driven by J Darlow, and got in a little plug for the Mondeo at the finish, saying the veteran's suspension was not quite up to the same standard. . . The 10,000 spectators said to be lining the Madeira Drive saw the Darracq "Genevieve" complete a trouble-free journey for which a major restoration had prepared it, but fortune failed to shine on other celebrities. John Dennis, grandson of the founder of the Dennis company, cured a leaking fuel tank by the time-honoured chewing-gum method. But Nick Mason (Panhard), Nigel Corner (Peugeot), Mrs Goding, the VCC Secretary and her husband (De Dion), Mr and Mrs Langton (Peugeot and Panhard), and Malcolm Jeal, Chairman of the VCC's Dating Committee (De Dion combination) being among the retirements, Jeal losing much time over an elusive condenser disconnection, nor did Von Pien's 1897 Benz from the Daimler-Benz Museum in Stuttgart make it this time.

The full list of the unfortunates who failed to finish is: P Briggs (1895 Peugeot), N LeLong (1897 Beeston tricycle), M Von Pien (1897 Benz), R Riley (1897 Daimler), A Doering (1897 Roberts Electric), E Baldock (1898 Leon Bollée), K Foulkes-Halbard (1898 Orient Express), S Langton (1898 Peugeot), P Lumsden (1899 Locomobile), J Hennessy (1899 Locomobile), J Leitch (1899 Begot et Mazurie), M Jeal (1900 De Dion combination), J Worsley (1900 Renault), R Hounslow (1900 Mobile steamer), R Eastmead (1900 Stephens), M Crump (1900 American steamer), J-P Flury (1901 Darracq), D Sheppard (1901 Panhard-Levassor), R Hemingway (1901 Renault), N Mason (1901 Panhard-Levassor), P Clarke (1902 Oldsmobile), K Curry (1902 Oldsmobile), Dr Dyke (1902 Steammobile), T Dickson (1902 Delahaye), A Hamilton (1902 Siddeley), A Mackay (1902 Arrol-Johnston), P Radford (1902 Arrol-Johnston), Mrs Langton (1902 Panhard-Levassor), R Shaw (1903 Rex), P Taylor (1903 Oldsmobile), N Corner (1903 Peugeot), R Banner (1904 De Dion), J Pullen (1904 Wolseley), J Studdard (1904 Wolseley), J Arthur (1904 De Dion), G Marsh (1904 Panhard-Levassor), G Hollanby (1904 Star), R May (1904 De Dion), C Dane (1904 De Dion), D Smart (1904 Elmore), M Goding (1904 De Dion), J Davies (1904 Cadillac), D Starks (1904 Cadillac), G Boland (1904 Ford), T Henley (1904 Turner-Miesse), J Cooke (1904 Humber), Sir J Rogers (1904 Darracq), S Southall (1904 Lagonda), B Lally (1904 Lanchester) and A Ferguson (1904 Gladiator).

W B

VSCC in the Lakes

No, no, not literally! What I am implying is that the VSCC, being a traditional sort of Club, has for years ended its trials season with the toughest event of the lot, by taking competitors up to Lakeland, this time 111 of them (only nine unfortunates failing to start), so popular is it. These stalwarts were faced with 14 observed-sections good and true, or not so good if skill and luck ran out. Starting with Prickly, the course finished with the dreaded Drumhouse. In between, such horrors as Thirlby's Folly, Sale Fell, Darling Howe and Grey Stones had to be attempted. Swinside was perhaps the greatest horror, although Hindle's, Evan's and Diffey's A7s and the Rileys of Odell and McEwen took top scores here, when many scarcely got away, and clean climbs were likewise achieved by Joseland (Frazer Nash) Murray (Frazer Nash), Hall (Frazer Nash) and Blakeney-Edwards (Frazer Nash) — jubilation in the "Chain Gang" camp! In contrast, Drumhouse seems to have lost its string.

Whereas it poured in the South, the weather in the Lakes was quite nice and the awards list probably expanded on this account. Miss Tarring (Frazer Nash) and S Diffey (Humber) omitted nine sections and Meeks (1921 Austin), Saggerson (Riley) and Roger Collings in the 1907/16 19-litre Mercedes-Maybach missed five each, the aero-engined monster having a few problems including an inflammatory one, but making the journey out and back to Hereford as rapid consolation. Only Thring (1920 Vauxhall) seems to have retired early. Patrick Blakeney-Edwards was the winner of the Bridge Hotel Trophy, by a clear two marks from James Diffey's A7 and Rodney Felton's Brescia Bugatti, the A7 having run out of petrol, the Bugatti jumping out of gear on one section. In Class 2 David Bond did very well to win the Kirkstile Plate, with a 1926 Morris, six marks ahead of Baxter's Chrysler, with Ben Collings eight marks behind the lighter American challenger, with the heavier 4½-litre Bentley less agile on the grass uplands. One mark behind Ben was Hamish Moffatt, who got the Roy Patterson Trophy.

W B

First Class Awards: P Blakeney-Edwards (1929 Frazer Nash), R Felton (1923 Bugatti), D Bond (1926 Morris), R Thwaite (1930 Chrysler), B Collings (1928 Bentley). **Second Class Awards:** R Clark (1937 HRG), L Murray (1925 Frazer Nash), P Evans (1928 A7), J McEwen (Riley), S Welsh (1930 A7), R Odell (1923 Riley), T Threlfall (1928 Ford), B Spollon (1924 30/98), P Cassidy (1929 Riley), S Baxter (1928 Chrysler), A Goding (1917 Studebaker). **Third Class Awards:** J Hindle (1924 A7), G Winder (1930 A7), B Clarke (1928/29 A7), I Hall (1930 Frazer Nash), A Johnson (1923 Bugatti), J Baxter (1929 A7), M Joseland (1926 Frazer Nash), D Hescroff (1935 AC), D Marsh (1923 30/98), G Toms (1921 Fiat), and H Monro (1925 30/98).

Cars in Books

Those readers who saw the BBC TV programme: "K: Kenneth Clark 1903-1963" should need no encouragement to read his book *Diaries* (Weidenfeld & Nicolson — The Orton Publishing Group Ltd, 1993, £20.00), described as a book that will send a wave of terror through the House of Commons and which is so up to date that it covers Lady Thatcher's contacts with him, to the end of her term as PM, etc. From the motoring angle this column is well provided for. The Hon Alan Clark, multi-millionaire, owner of four houses, notably Saltwood Castle in Kent and Eriboll, his much-loved residence in Scotland, also loves good motor-cars.

They are listed as the SS100 he had owned since his undergraduate days, the 1919 Rolls-Royce Silver Ghost about which he wrote a long piece for MOTOR SPORT long years ago and drove recently in the re-enactment of the 1913 Alpine Rally, the Porsche he uses when "going solo", a 2CV Citröen, a vintage 4½-litre Bentley and a 1908 chain-drive Locomobile. In addition to these, Clark has raced his C-type and XK120 Jaguars at Goodwood and for holidays with his family he uses a Citröen convertible owned by his wife Jane. In this remarkable book, quite rightly described by the *Mail on Sunday* as "unputdownable", Clark pays us the compliment of saying that House of Commons private papers were often a fearful bore, keeping him from reading the latest copy of MOTOR SPORT, though he is seen looking at another motor journal in the film. . .

This exciting book tells, among so many intriguing things, of a visit in his old Chevrolet to the 1984 Beaulieu Autojumble and his stay afterwards with Lord Montagu — Alan describes every single person involved with the Classic car trade as a "businessman — i e all-purpose liar, cheat and con artist" — and was surprised to discover that very few of Edward Montagu's employees got His Lordship's name right or used his title. . . Continuing through the book, we learn that at Christmas 1972 Alan Clark bought a Dodge Command-car as a present, with which they played at Saltwood, and you will find one of the finest descriptions ever of the pleasures of driving a light, open R-R Ghost on country roads. There are some revealing asides, too, about Jack Fairman, Stirling Moss, Fangio, and Sir Jack Brabham, as Clark remembers them and as he sees them now in advancing age. He is honest about his only accident, back in 1966, in a 3½-litre Bentley, for which old Lord Margadale fined him £450. And although a one time Minister of the Crown, he has sensible views about speed limits and there is a nice little cameo on out-accelerating a blonde in a BMW (ANY 1) from the Princes Gate traffic-lights in the SS100 and "still, forty years on, getting that wonderful evocative thrill as I settle into the driving seat and look down the long louvred bonnet. As the lights turn amber the faithful SS, always unbeatable for the first 50 feet from a standing-start, yelped the racing diamond tread of its 18-inch wheels, and was off — the BMW was nowhere." Clark also claims to have cruised the Porsche at 140 mph on the M20. And he tells me he remembers my pre-war dash from London to John O'Groats in a 4¼-litre Bentley and hopes to emulate it one midsummer night in his 4½-litre Bentley. How can you possibly resist a book by an author with views like these? In fact, I was encouraged to read two more of the Hon Alan Clark's works (his *Aces High*, about war over the Western Front in 1914/18 I reviewed on publication), namely, *The Donkeys*, which exposes the terrible mistakes committed by the Generals, resulting in the "murder" of soldiers of the BEF in 1915, and "A Good Innings", the private papers of Viscount Lee PG, GCSI, GBE, of Fareham, who gave "Chequers" to the Nation, which Clark edited. Rolls-Royce historians will find therein mentions of the limousine of this make which Lord Haig was lent by a wealthy banker and in which he rode up and down the front at Ypres in October 1914 with two clerks sitting on the roof with their type-writers, and of the Rolls-Royce which William Randolph Hearst, the newspaper magnate, had at Simeon Castle in America in 1932. **W B**

A Leaf From Down Under

One of the notable and pleasing aspects of VSCC race meetings is the appearance of 81-year-old Tom Delaney and his 1928 Kaye Don TT-winning Hyper Lea-Francis which his father, himself an early racing driver, bought Tom two years after that famous race and which he drove with considerable success at Brooklands in the 1930s and led the 1931 Phoenix Park GP until forced to retire. He also has a second Hyper, which he bought in 1972 while seeking the Kaye Don car, which he was later able to reacquire. He now races both cars in vintage events.

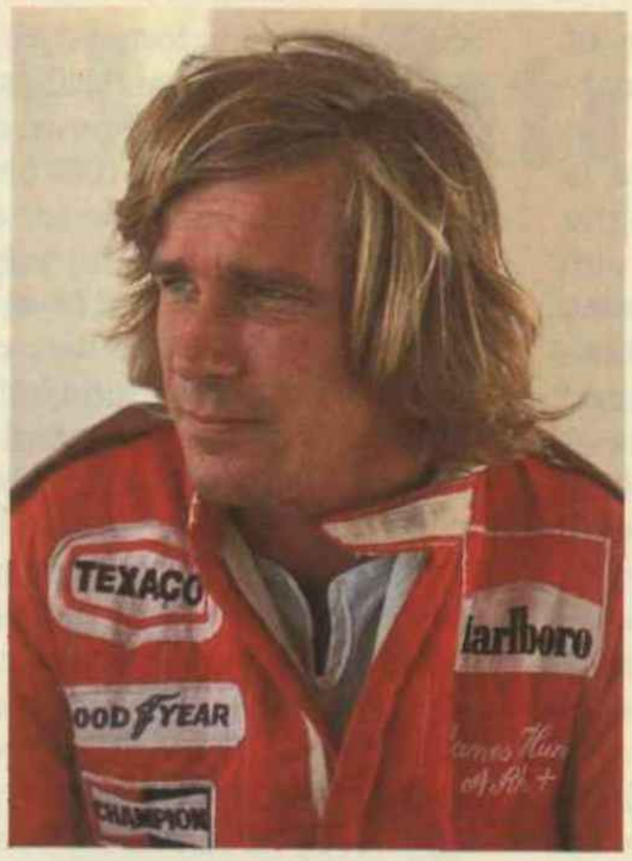
Now Tom Delaney has added another ex-racing Hyper Lea-Francis to his stable. It is the car which J A S Jones had seen win that first Ulster TT when on a visit to Belfast from Australia. He had gone to the race to decide which sports-car he should buy and take back home for racing and ordinary driving. After seeing Kaye Don beat a FWD Alvis by a narrow margin, Mr Jones placed his order for a Lea-Francis similar to the winning car and had it shipped to Sydney. The new owner then raced the car, obtaining more speed by replacing the single-port head with a twin-port head and an Alfa Romeo inlet manifold, on the supercharged engine. He also ran the Leaf at speed-trials, hill-climbs such as the Wisemans Ferry event, and in sand races. After his death he left the car to his sister, Mrs V Clarke, who kept it in her garage for 40 years. Tom Delaney had been introduced to her by John Goddard when that great enthusiast was living in Australia, and she agreed to sell the Lea-Francis to him. It was still in very original order and had been registered 200-000.

After its return to this country Tom Delaney had it looked over by Lea-Francis expert Barrie Price. Craving its original number plates, he has settled for 2000 OO, which he bought from the DVLC at Swansea for some £8750 plus VAT, after getting 2000 TT at an earlier DVLC auction. The car was given its first serious competition run here at this year's VSCC Avon speed-trials, but a slipping clutch reduced its time after Tom had clocked 20.28s on his first run. Back to Barrie Price for some more fettling, perhaps, after which I have been offered a drive in this interesting Hyper Lea-Francis. **W B**

V-C Miscellany



Donald Parker has sent the accompanying photograph of Leslie Ballamy showing the Model-A Ford he was running up to his death to John Willis and Donald Bastow. Naturally it was fitted with the LMB divided-front-axle ifs, which Ballamy had commercialised before the war, for cars with transverse springs, but which made the Ford ineligible for VSCC events, although had the conversion been done before the war it would have qualified. In his last years L M Ballamy was engaged in designing a car with a Ford V6 engine, to be called the Dragonfly. **W B**



James Hunt – portrait of a champion, by Christopher Hilton. PSL, £9.99

Well, if I'm honest it's difficult to know quite what to make of this book by the prolific Hilton. Certainly, it is not up to his usual standard, nor is it particularly well produced, but then speed was of the essence all through as PSL rushed it into print in time for Christmas.

A softback, it's good value at £9.99, and clearly it was thrown together with the best intentions, but before we delve too deeply into it, one has to remember that the definitive Hunt biography won't be ready until late 1994. That will be the work of quiet Canadian writer Gerry Donaldson, whose sensitivity and brilliance shone throughout his book on Gilles Villeneuve.

James's many fans will want to read anything and everything they can lay their hands on, though, so let's accept that this book has its faults and leave it at that. Despite them, and a somewhat gratingly racy style and excessive use of heavy quotes on almost every page, it paints an endearing picture of a man loved by thousands, who never let compromise sully the manner in which he conducted his life.

Harvey Postlethwaite offers some nice insights into Hunt's character at the time of his retirement from F1, but Hilton is rather too keen to slide easily over the role James played in Ronnie Peterson's death. Rightly he concedes that none of us raised the matter publicly during James's lifetime, for a number of reasons, but a book lasts forever, and is the right place for such matters to be debated to the final conclusion. Hopefully Donaldson's book will finally produce the right record – whichever way the cards may fall.

Perhaps the most interesting chapter is the last one, where we learn from his own lips that Murray Walker's initial reaction to being told that Hunt would join him as part of the BBC's commentary team, was: "Fear and resentment. Fear that he'd replace me and I'd lose a job I loved, resentment that my previous career had been in advertising and I knew from experience how long it took to commentate."

When James finally gave up alcohol, Murray remembers: "He became all the better a bloke for it because underneath was an extremely warm-hearted, kind, friendly, sharp-minded nice chap. That's what he became, a genuinely loving father who would bring his kids to the hotel in Portugal every year when we did the Grand Prix there and he was marvellous, marvellous."

There are mistakes in this book – the McLaren MP23, for instance – which bear testimony to the speed with which it was put together, and they are unforgivable even if they are out of keeping with both author's and publisher's normal reputations. By all means buy it and learn more of a great character, but don't forget to budget for the real thing when it arrives. **D J T**

James Hunt – Profile of a Legend. Duke Marketing. 75 mins, £12.99.

As a general rule, Duke's *Legends* series has handled its subjects sensitively, and this is no exception. Although there is plentiful footage of Hunt in his F1 career, much of which serves as a reminder of how reproduction standards have improved in the past 20 years or so, nice though it is to see F1 cars sliding again, the nub of the production is an interview with Hunt, conducted by Nigel Roebuck against a twittering backing track supplied by the late world champion's budgerigar collection.

The conversation, which is largely reflective, captures the essence of Hunt: charismatic, unspoilt and, above all, intelligent.

The conversational part of the tape is actually the best bit. The action sequences are a trifle patchy, and certain key topics – for instance the startline shunt in the 1976 British GP at Brands Hatch – are illustrated by stills, which makes for slightly messy editing.

For all that, this is definitely worthwhile.

Hunt's exploits with the Hesketh March in 1973 were amongst the things that most intrigued my schoolboy mind, and watching this revives many happy memories.

However you don't need to have grown up with a soft spot for Hesketh Racing to enjoy it. It's an engaging appreciation of a man upon whom affection was lavished by a multitude of generations. **S A**



TOCA Shoot Out 1993. Duke Marketing. 55 mins, £10.99.

Now here's a triumph for commercialism. Nigel Mansell's twisted Ford Mondeo had barely finished steaming when this hit the shops.

The dust jacket bills the TOCA Shoot Out as "The British motorsport event of the year", which sets the sensationalist tone.

As with any touring car footage, it can be edited to entertain. That's one of the beauties of the current two-litre formula. What you have to question, however, is whether one 30-lap touring car race merits such extensive coverage (as you can read elsewhere, James Hunt's entire career is only granted an hour and a quarter), the presence of Mansell and Derek Warwick notwithstanding (though you wouldn't really know Warwick was there from the promotional blurb)?

Well, we did say that it smacked of commercialism . . . and if 60,000 people were drawn to Donington by the Mansell magnet, there's a fair chance that there'll be a stream of willing customers traipsing through WH Smith to buy it.

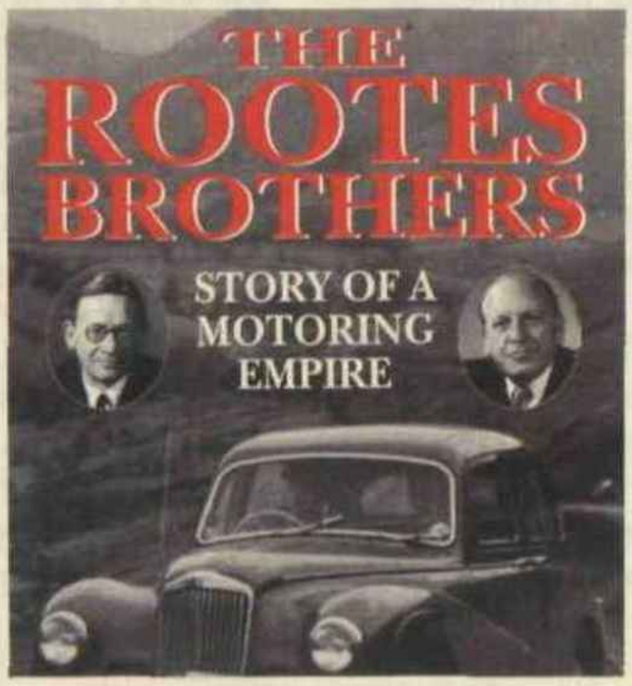
This doesn't include some of the best bits of coverage to which the BBC had access, but it's worth watching the accident several times, if only to question Mansell's subsequent inference that the huge impact wasn't self-inflicted.

Look carefully, Nigel. See the attitude of Tiff Needell's Vauxhall Cavalier, and those large, glowing red things amid the rear light cluster?

He's applied his brakes, because he's trying to avoid that wayward Mondeo . . .

Sure, Mansell may have been deflected towards the bridge after clipping Needell, but you can't say that the latter didn't do everything within his power to avoid contact.

When it boils down to it, this is a 55-minute video about a spectacular accident that has already been documented to death, and the sad thing is that you just *know* that it will sell like mince pies at this time of year. **S A**



The Rootes Brothers — Story of a Motoring Empire, by John Bullock. PSL, £16.99.

Here is a book to enjoy — the account of the great Rootes Empire told by one who has so much inside information about it, because author John Bullock worked for the company for nearly 30 years, becoming PR chief in the 1950s and 1960s and holding the same position at Chrysler International SA in the 1970s. The opening part of his book is more or less history, but as you read on the story becomes more intimate, the personal memories making fascinating asides. There is also fresh information, enhanced by the access Bullock was given by the Rootes family to personal and company material dating back to the 1890s.

So this is a book for both historians and pleasure-seekers.

Space prevents me from disclosing some of the "plums" in this welcome book, but it is fascinating to learn how new Rootes models were not always kept secret, how Churchill demanded a Humber Pullman from Billy Rootes after it was well out of production and, at much expense, got what he wanted and to read Bullock's tales of the great rally days with the Sunbeam Alpines and other cars.

There are errors, though: Campbell named as the first to do 200 mph on land, instead of Segrave, Thrupp & Maberley on early pages, when Maberly is the correct spelling, a car quoted as a "Rode Rour" which must be a Rhode Four.

However, Bullock's stories of Billy Rootes' strong personality, how he and Lady Rootes were imprisoned in Paris for assault, and how the Halkin Street service depot became a brothel for a while, with the back seats of Humber Pullmans pressed into service, are more than adequate compensation. **W B**

● Recent publications on the one-make/one model front include new Brooklands Books reprints covering *1947-87 Capris*, the *BMW M-Series 1976-93*, and two Alfa Romeo volumes, about the *1980-86 GTV6* and the *1972-87 Alfettas*. In addition, Malcolm Bobbitt has sorted out the *Fiat & Abarth 500s and 600s* in a big book published by Veloce, at £19.99 — masses of pictures, some in colour, and plentiful data provide full coverage of these well-liked baby cars. **W B**

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Innes Ireland

Sir,
I am sure that all those who knew Innes Ireland will join me in thanking you for the generous tribute in December's MOTOR SPORT. He was indeed a very fine fellow.

I am certain that stories of Innes' riotous life will continue to entertain us for many years to come. Perhaps I may recall one incident that occurred during the winter of 1958. I was then a Sandhurst cadet, and although cars were forbidden during the first year, most of us contrived to conceal our transport in lock-ups and private car parks within half a mile or so of the college. My own was a shabby two-seater Morris Eight with loud exhaust and completely bald tyres, its damp road characteristics providing useful schooling in car control in comparative safety at low speeds.

Accompanied by two colleagues I set off one Saturday evening to sample the hostelries of Surrey. Heading back to comply with our strict 23.00 curfew we could not resist one last pint at a particularly attractive pub, somewhere near Farnham. We emerged contented after a thoroughly enjoyable evening, relishing the prospect of the sporting drive that was by now necessary to meet the dreaded deadline. Failure to do this was quite unthinkable.

Fate now intervened, as the old Morris refused to start, the battery having inexplicably expired. In a state of some agitation I concocted a heart-rending tale involving a sick relative and asked the publican if I could 'phone Sandhurst to explain our now inevitable lateness. Three men in conversation at the bar overheard this request and immediately volunteered to help out, insisting that we join them for another drink before hitching the Morris to a well-used Austin A90 by means of a very short rope.

I had imagined we were about to tow-start the Morris, but was curious that the driver, the youngest of the three, insisted that my colleagues should join him in the A90. As we moved off, I hopefully engaged gear . . . but to my consternation the A90 tore off into the darkness at enormous speed, leaving me wrestling with the unlit Morris, snaking wildly on its 'slicks' in the frosty lanes, my foot riveted to the rapidly lengthening brake pedal.

Eventually we swung into the drive of a substantial country house, where a van bearing the legend 'Innes Ireland Racing' was parked. We then realised just who our benefactor was. I never discovered the identity of the older men, though I now believe that one of them was Reg Parnell.

Innes flung open the door of his spacious workshops: "In you go lads. Help yourselves, try 'em for size." Quite forgetting our plight, we fell upon the machinery within. From memory there were a couple of Lotus XIs, an A-type Connaught, a Ferrari and sundry exotic road cars. Meanwhile, a 'phone call to the house summoned the then Mrs Ireland with a bottle of scotch, six glasses and a silver tray. As we soaked up both the atmosphere and Innes' whisky we became careless of the fate awaiting us at Sandhurst.

Unnoticed, Innes slipped away to the house, reappearing in the number one dress from his days as a captain in the parachute regiment. To our critical eyes this did not look entirely convincing as the uniform was somewhat crumpled, the buttons were tarnished and the red beret sat uneasily on Innes' distinctly civilian haircut. However, the plot was now obvious so the six of us piled into the A90, which was then unleashed into competitive mode.

The car slid, rolled and squealed its crossply tyres as Innes deftly clonked the steering column gearchange up and down. To us it was a splendid demonstration of on-the-limit motoring, though one of Innes' chums frequently urged caution as we rushed along at between 90-100 mph. Naturally, this only encouraged him to greater things, and I certainly remember seeing 90 on the clock as we streaked through Aldershot.

We arrived at Victoria College guardroom in a long slide over the gravel parade ground. "OK lads, off you go," said Innes. It was by now 1.30 and the duty provost sergeant, to whom first-year cadets were meat and drink, bellowed "You've lost your names gentlemen" as he gleefully reached for the charge sheets.

Enter Innes: much stamping of the feet, saluting and grovelling by our sergeant. "The lads have been out with me for the evening and my car broke down. I'm sure you will overlook the matter, sergeant."

Naturally the answer was affirmative and three relieved cadets made off to their billets while a perplexed sergeant watched Innes and friends wheelspinning on their way, guffawing with laughter.

The following weekend I went over to Elstead to collect the Morris. Its battery had been charged and the dynamo fettled, and payment for this service was firmly refused.

Needless to say, I followed Innes' career with enthusiasm thereafter. It was always a source of regret that he never raced the Maserati 250F acquired from Patrick Lindsay in 1970. That *would* have enlivened historic racing.

By today's standards our behaviour on that night 35 years ago would have earned us a driving ban, or even a jail sentence. Yet then the only offence we committed was speeding in a built-up area, from which one could usually escape with a good ticking-off if caught.

Those *were* the days.

Peter Davis,
Tenterden,
Kent.

Polkemmet proposal

Sir,
It was of great interest to read your synopsis of the proposed motor racing circuit at Polkemmet. It is correct to say that Motor Circuit Developments was approached by the promoters of the Scottish National Motor Racing Circuit, but only after outline planning had been obtained and the plans for the circuit closely considered. Your report mentions local opposition but, if I remember correctly, there was none. As far as the Coal Board was concerned the local Regional Manager was an enthusiastic member of the Ecurie Ecosse Association and wholeheartedly in favour of the circuit.

It was clay not coal which complicated the mineral question. There are heavy deposits of clay in this part of Scotland and they were owned by a company separate from the National Coal Board but they too saw the point of the circuit and were prepared to delay any extraction. Wimpey had gone on its own to produce an extremely interesting type of road surface which would be proof against the extraction of minerals. Most of my Board felt that it was essential to have close ties with Motor Circuit Developments and indeed a joint venture because of the international problem of obtaining a sufficient number of dates in the motor racing calendar. Without this the high cost of a Grand Prix standard circuit could not have produced a viable proposition.

The Earl of
Elgin and Kincardine,
Broomhall,
Dunfermline.

Rum punch

Sir,
Observing the F1 rules practised at Suzuka, can somebody explain to me why Martin Brundle didn't thump Ayrton Senna after Monza?

MR Pears,
Shrewsbury,
Salop.

Duff information

Sir,
I am looking for information about John Duff, who raced at Brooklands, Le Mans and Indianapolis in the 1920s. He died in 1958. Can anybody help?

M Tanney
34 Harwick Cr,
Ottawa,
Ontario,
Canada K2H 6R2.

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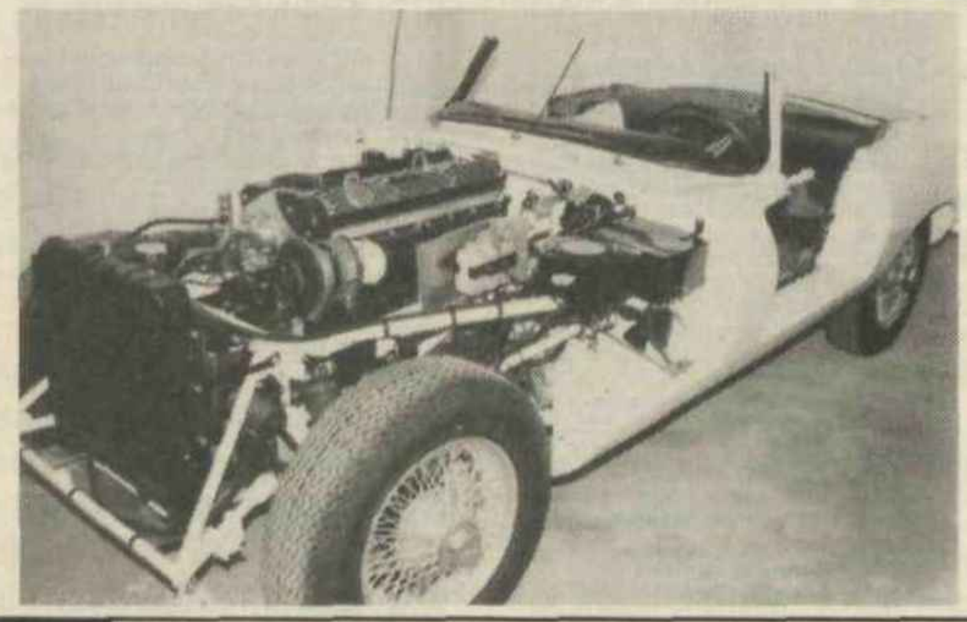
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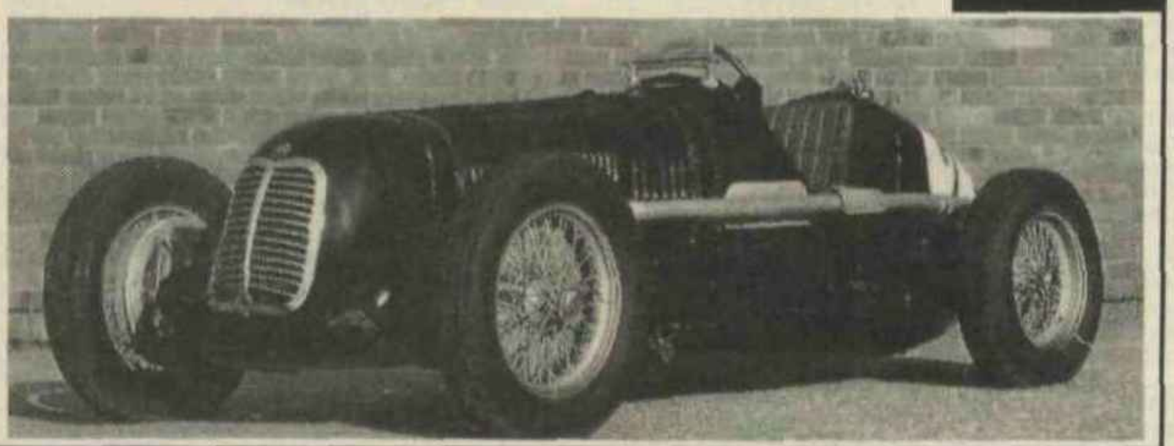


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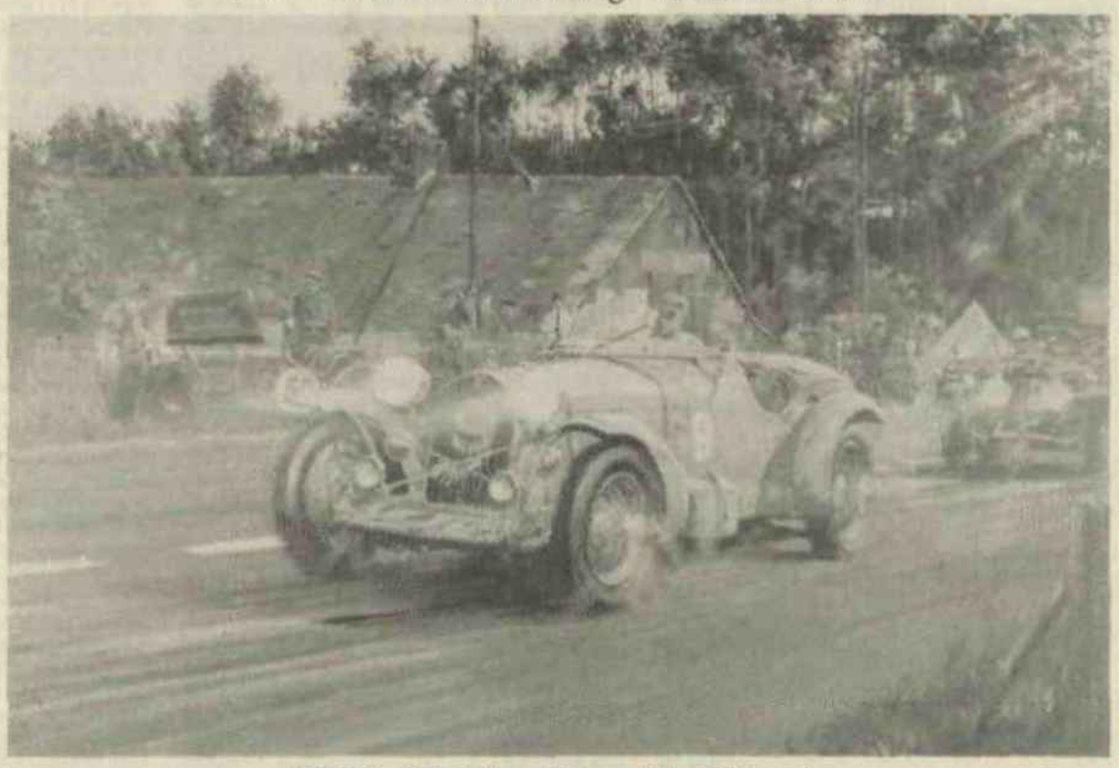
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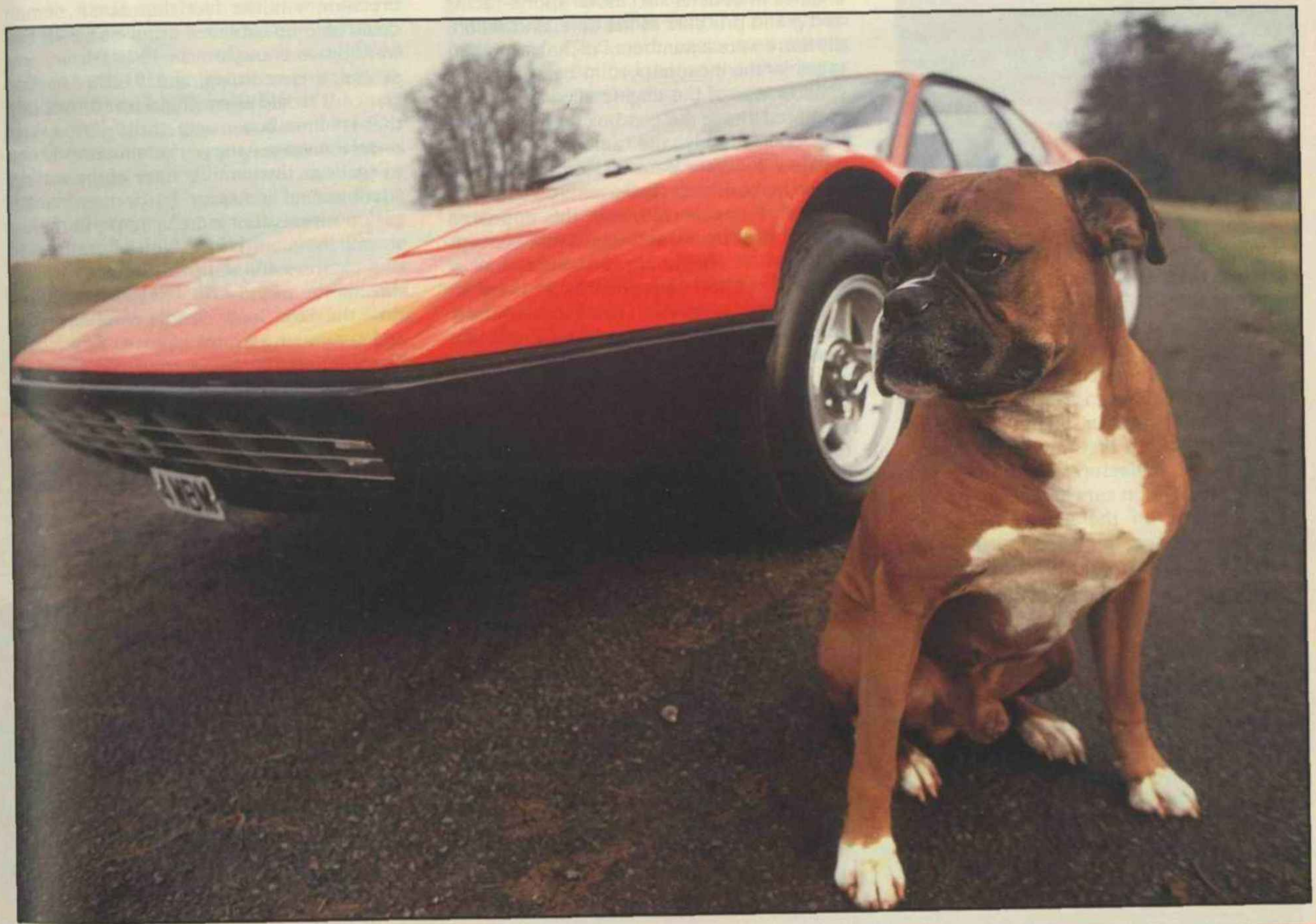
"Mille Miglia 1951" signed by Villoresi — Villoresi and co-driver Cassari are shown in atrocious weather conditions on their way to victory in their Ferrari 340 America.

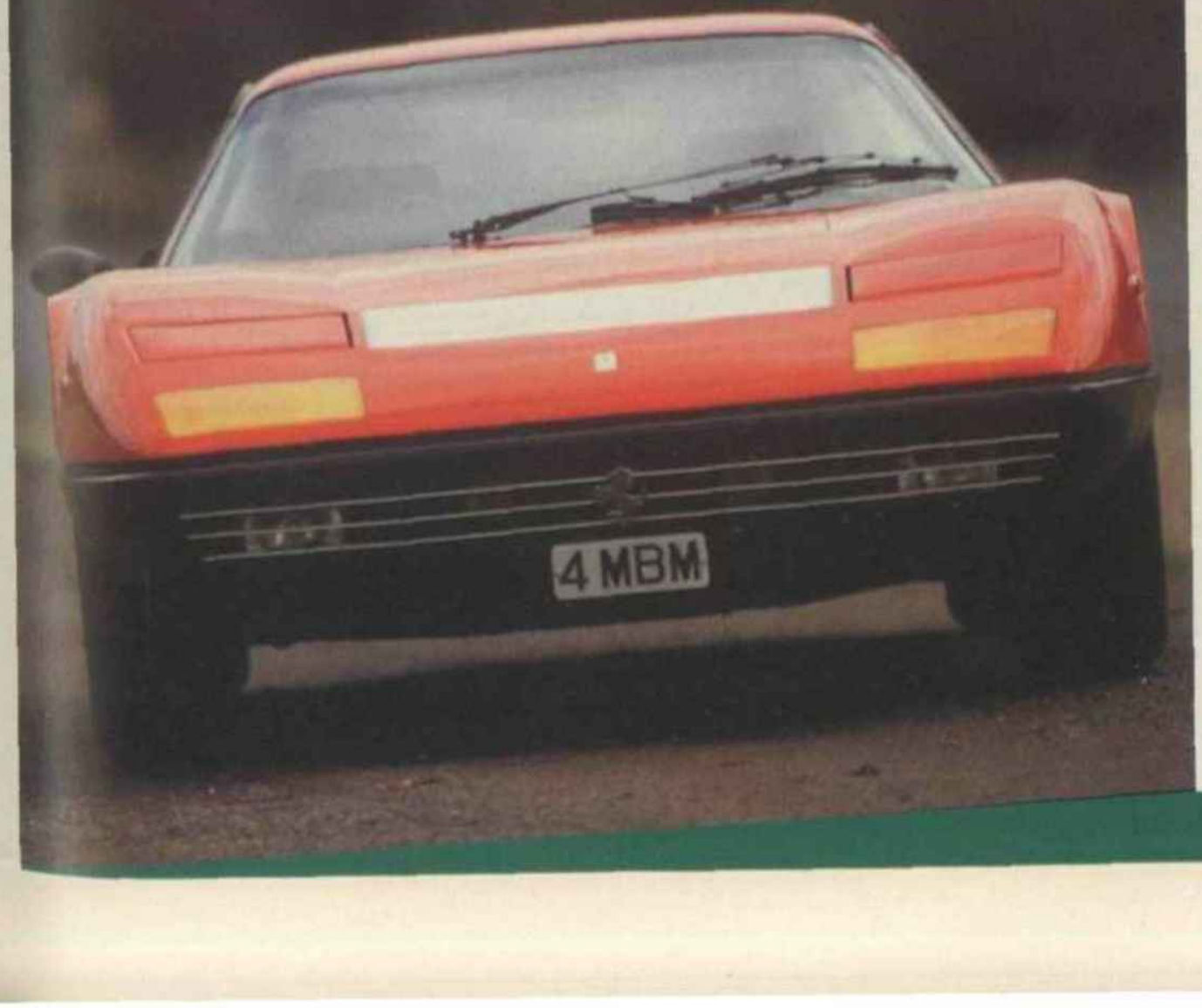
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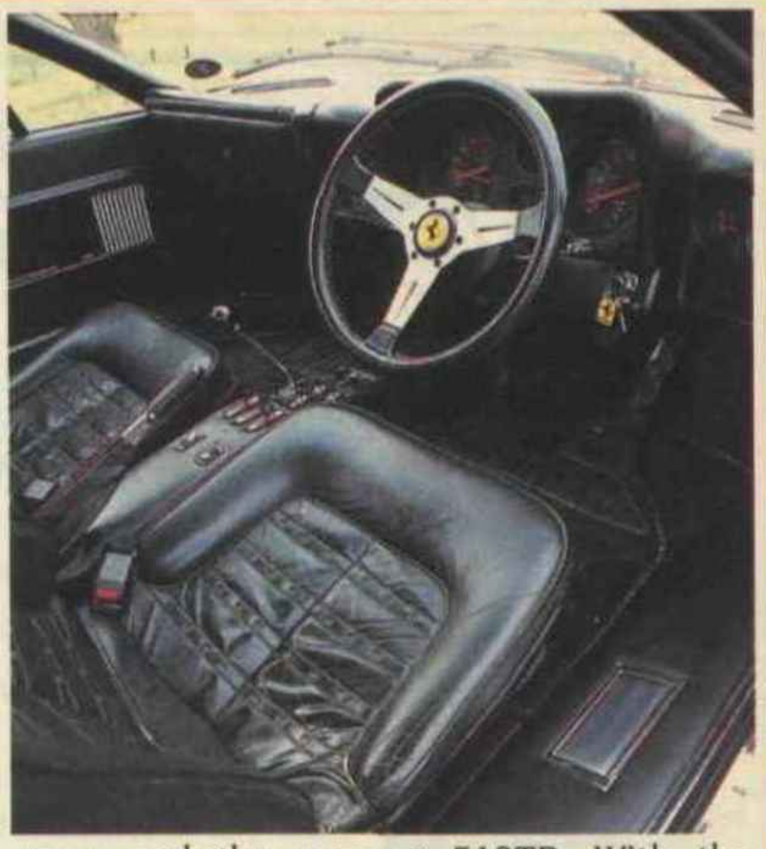
Think of the great sports cars and one name that inevitably comes to mind is that of FERRARI. For more than forty years Ferrari has been building cars that impress not only by their performance but also by their appearance. Enthusiasts around the world have been awed as Ferrari has produced classic after classic. But Ferrari was, and still is, known first and foremost as a racing car manufacturer, and where the Ferrari competition cars led the production cars followed. In the early Sixties mid-mounted engines became *de rigeur* in racing, which makes the Berlinetta Boxer, the first 12-cylinder Ferrari road car to mount the engine behind the driver, an important milestone in the Ferrari lineage. But why did the Italian manufacturer go for a flat-12 engine instead of the V-12 which has become synonymous with the name Ferrari? There were a number of reasons; one was that Ferrari was running flat-12 engines in both its successful sports-racing and grand prix cars at the time, and secondly there were a number of technical advantages — the most important being that the shallowness of the engine allowed it to be mounted above the gearbox thereby reducing considerably the amount of space needed for the transmission system. In 1973 the Berlinetta Boxer went on sale with a 4.4-litre engine. Although this appeared to be a new engine, and even a new concept to some, it was really no more than a widened out and flattened Daytona engine; it had the same twin cams per cylinder configuration, the bore and stroke were the same and even the compression ration was the same. The BB's oversquare bore and stroke of 881 x 71mm created an engine with 365cc per cylinder (hence the designation 365GT4BB) and a total capacity of 4390cc. Ferrari claimed that the new BB engine proced 380bhp at 7700 rpm, compared to the Daytona's 352bhp. According to the Ferrari sales brochure maximum speed attainable in each gear was 54, 80, 108, 138 and 188mph; not mentioned in the brochure was the fact that about 60mph could also be achieved in reverse — if you were brave enough! In 1978 Ferrari presented a new Boxer, the 512BB. At first glance it would seem that Ferrari replaced the 4.4-litre Boxer with the 5-litre car in order to increase the performance and keep its place as the manufacturer of the world's Number One sportscar, but further investigation reveals that increasing performance wasn't the main effect. With alterations to the compression ratio and the camshaft timings the new 5-litre was more tractable than the 365. Some people revelled in the 365's camminess and high rev limits, but Ferrari's intention with the BB512 was to maintain the performance while improving the drivability. Accordingly the new car was surprisingly listed as less powerful than the 4.4, with a claimed 360bhp at 6800rpm, although the torque was up at 331 ft lb at 4300rpm. At first glance the BB512 looked the same as a 365. In fact the tail was longer and had more louvres, and the wheel arches were flared to cover the wider rear tyres.

INETTA BOXER

512

Under the skin there were many different technical features, but a major change was the switch to a dry-sump system to counteract any oil-surge problems that might be caused by the 512's higher cornering ability. The BB512 was highly regarded at the time. John Bolster drove one and commented "... soon I was driving happily away in what is probably the fastest practical road-going car in the world. By 'practical' I mean that it will crawl in traffic all day without the suspicion of a misfire or the slightest rise in temperature. Meanwhile, the occupants can keep equally cool with refrigerated air-conditioning and the built-in stero equipment is ready to while away a dreary hour." In fact Bolster seemed to find hardly anything wrong with the BB and he summed up by saying "For sheer engineering excellence, it is supreme." High praise indeed. Entitled "Now, The Ferrari 512 BBi" the Press Release for the 1981 Motorfair introduced the British motoring enthusiasts to the latest update of the BB. "The Ferrari 512BBi, flagship of the Ferrari range, now has fuel injection giving it quieter and smoother performance. This classic Pininfarina-styled body, built by Scarlietti (sic), is a pure 2-seater GT of utter luxury. Powered by its 4,942cc flat 12-cylinder engine, the new twin Bosch K-Jetronic fuel injection systems enable it to smoothly surge forward to cover the standing kilometre in 25.1 secs and 0-400 metres in 14.2 secs. It produces a maximum bhp of 330bhp at 5,700rpm with a maximum 6,600rpm." (The more eagle-eyed among you will have noticed that as the engine has got bigger the power output has got smaller, but that's a story for another time.)

Another crucial change centred around the tyres, which were now Michelin TRXs. The fitting of these lower profile tyres meant that new wheels were also needed, but more importantly, that the suspension was also modified. Not radically changed or altered, but adjusted to obtain the best performance from the new rubber. Externally the BB512i was little changed from its predecessor. The front grille was shortened slightly to reveal the previously hidden foglights, and turn indicators were incorporated into the leading edge of the front bumper. At the rear there was a new panel below the bumper which had reversing lights set into it, but that was about it. All in all the Boxer lasted eleven years and went through three evolutionary changes, but the basic concept still lives through the Testarossa and the present 512TR. With the advent of the Berlinetta Boxer Ferrari produced a car that had handling to match the power. It's little wonder then that many owners consider the Berlinetta Boxer to be superior to its front-engined predecessors, and more exciting than the newer, and softer, Testarossa.



Our thanks to Peter Jaye for use of the car. Photographs by LAT.



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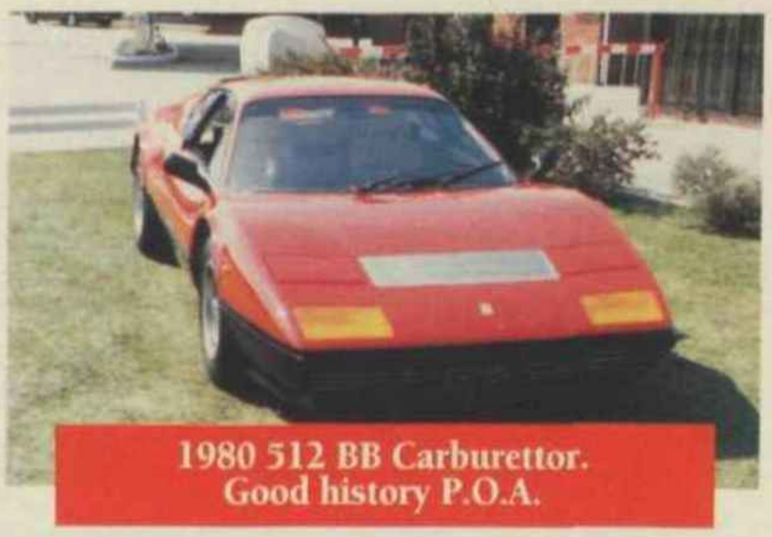
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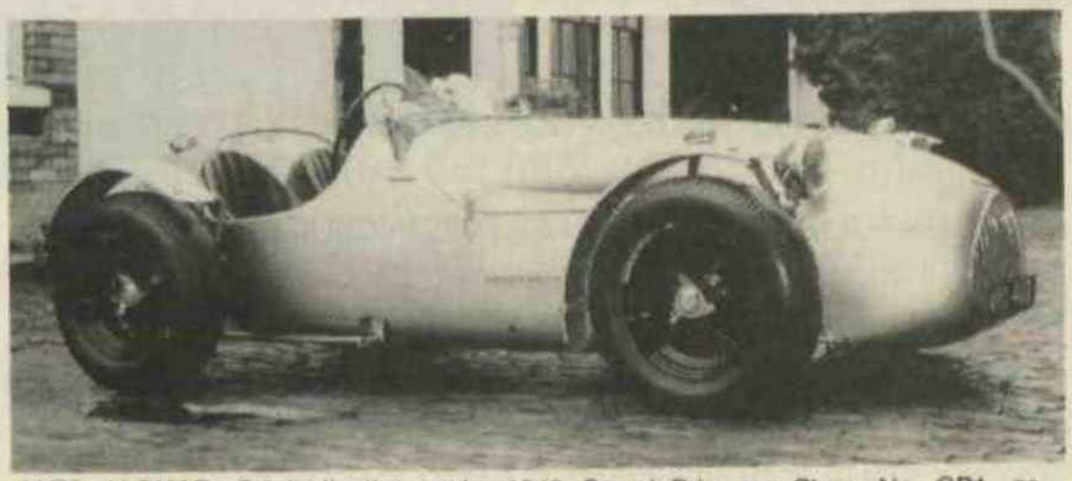
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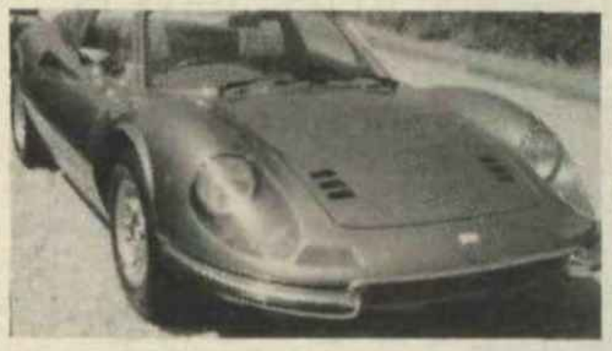
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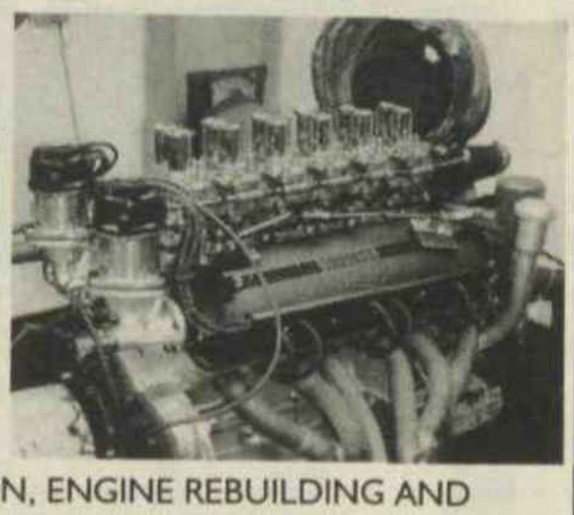
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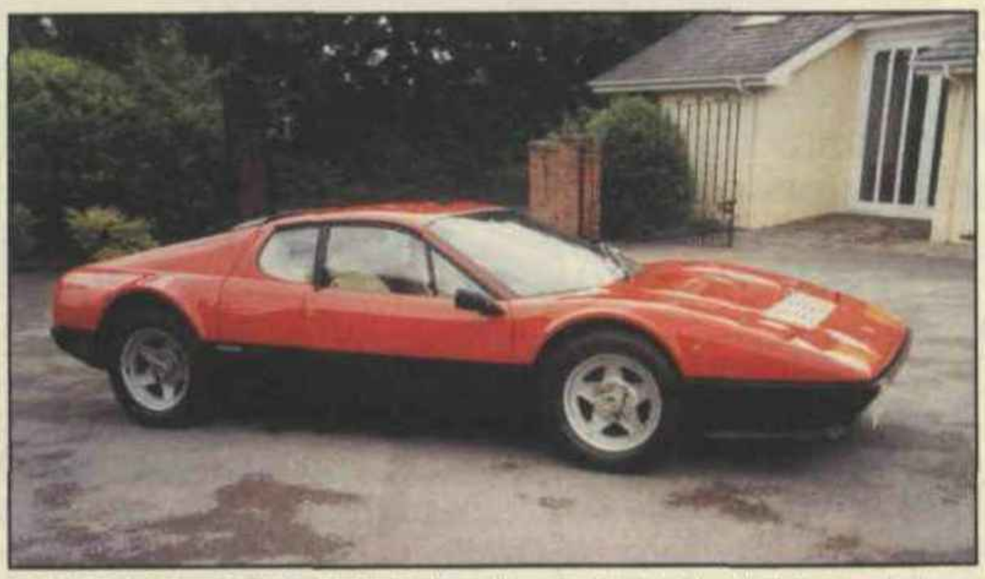
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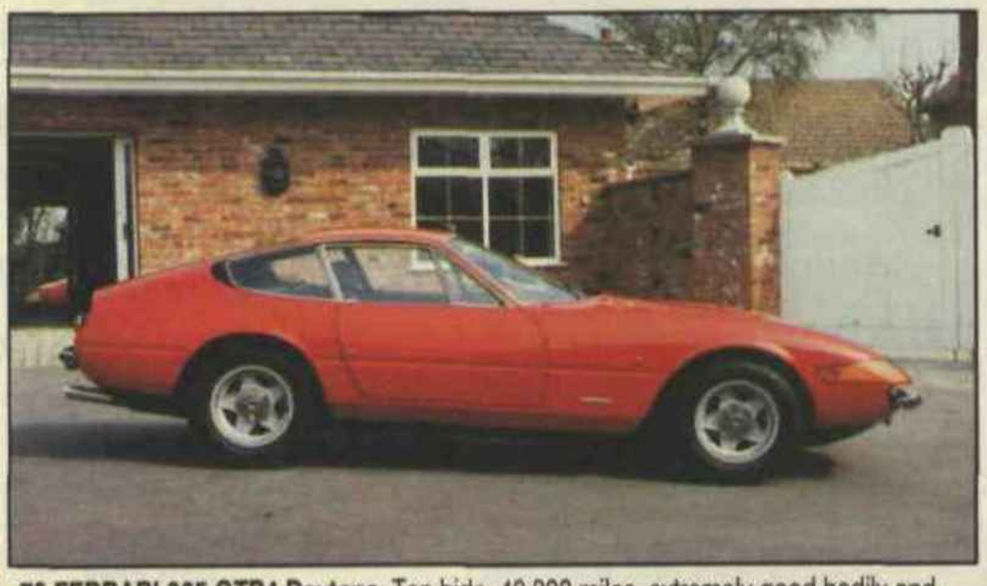
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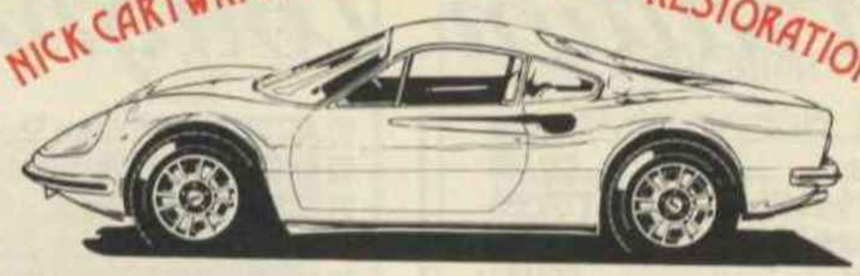
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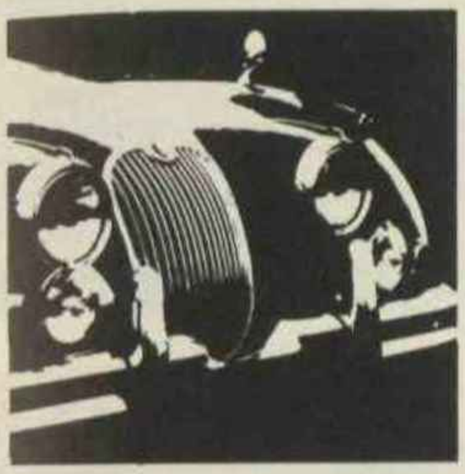
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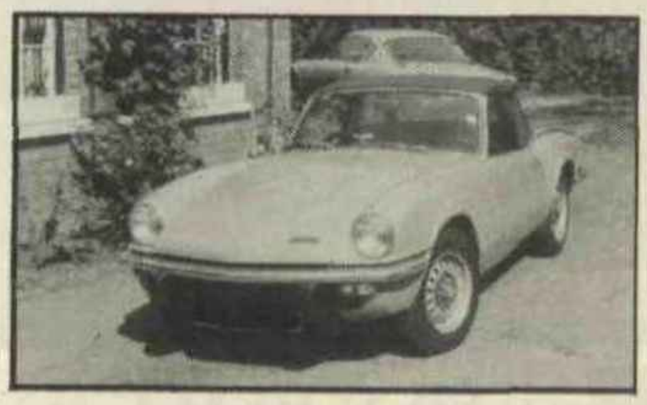












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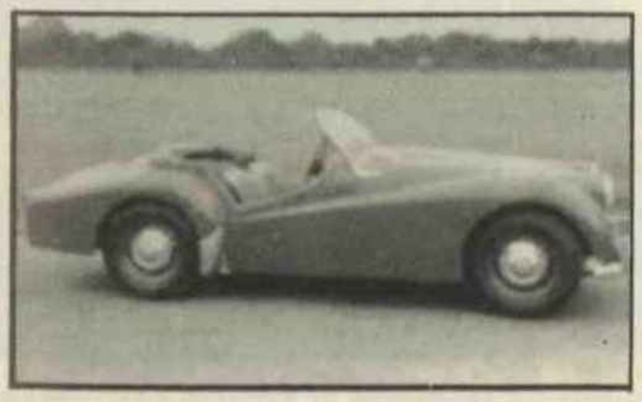
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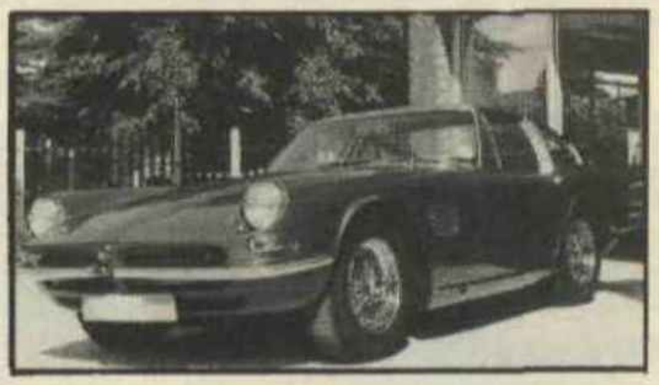
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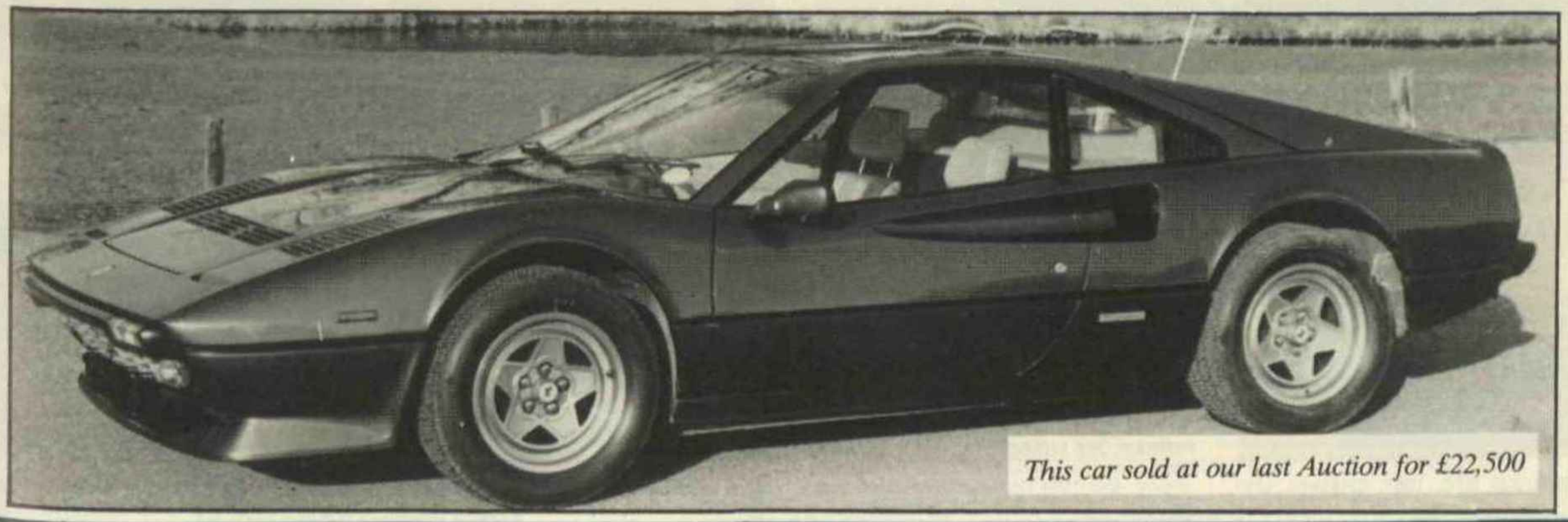
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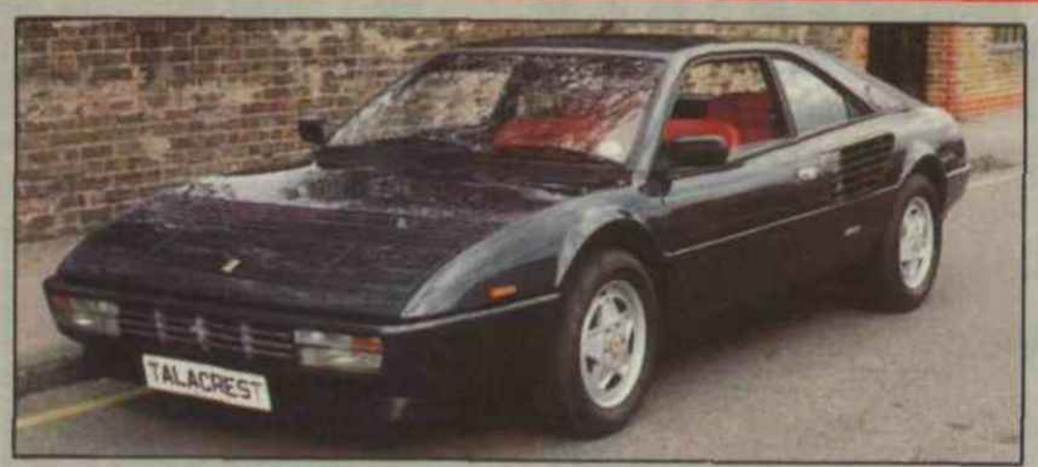


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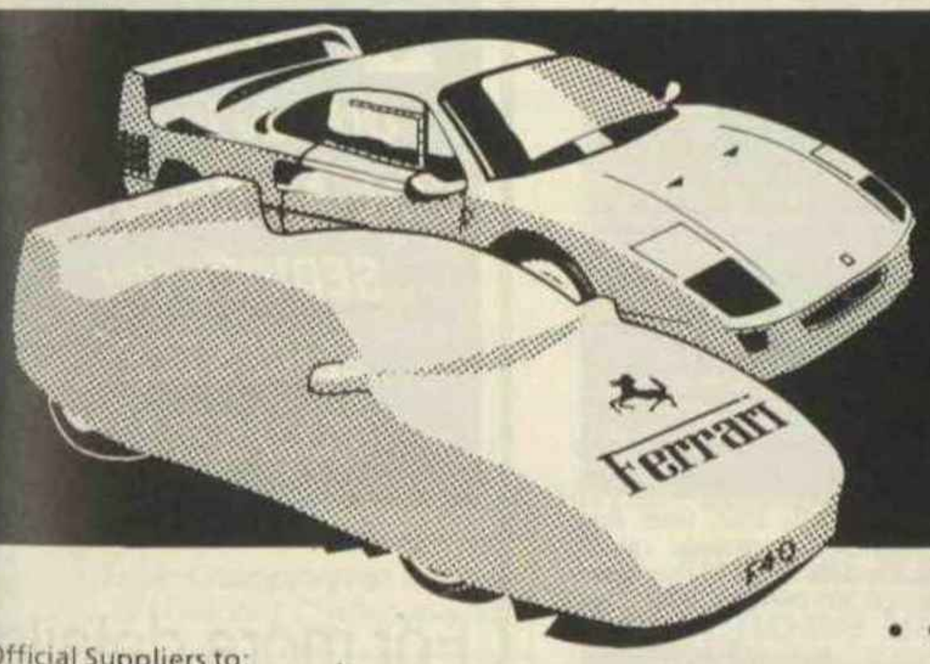
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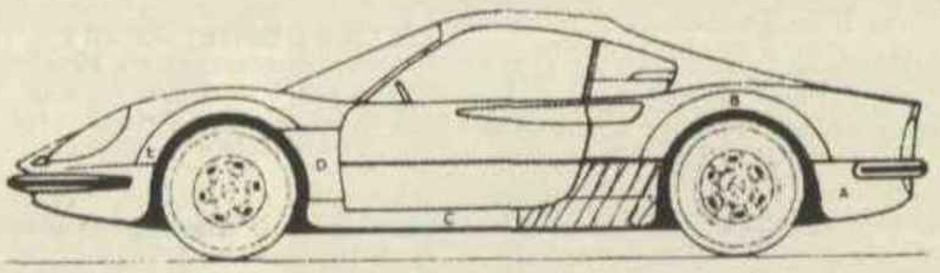
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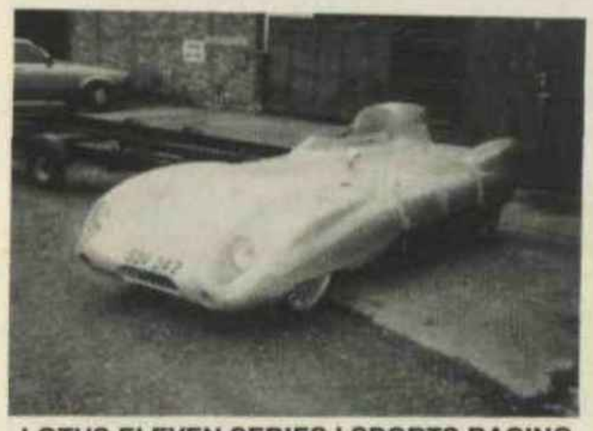
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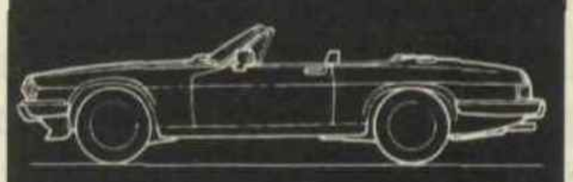
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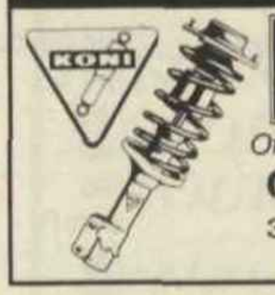
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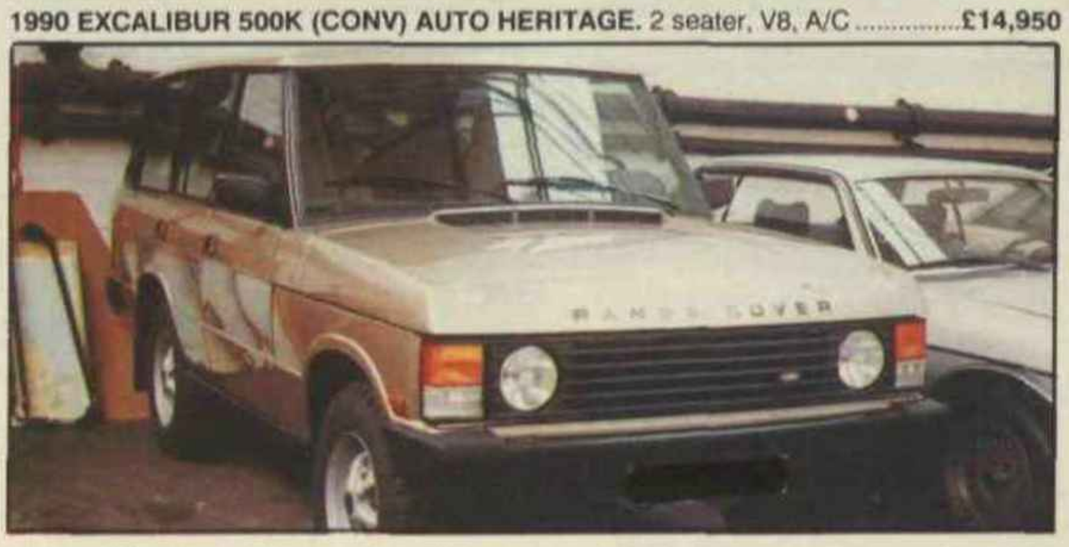
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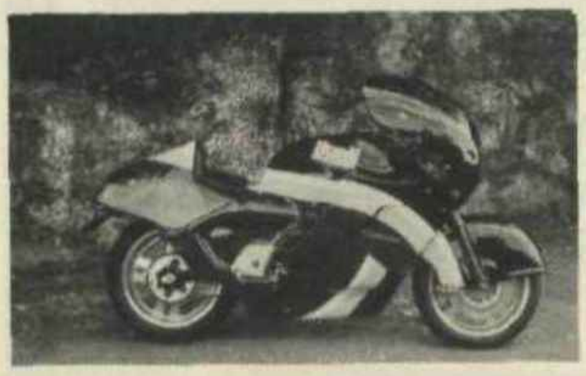


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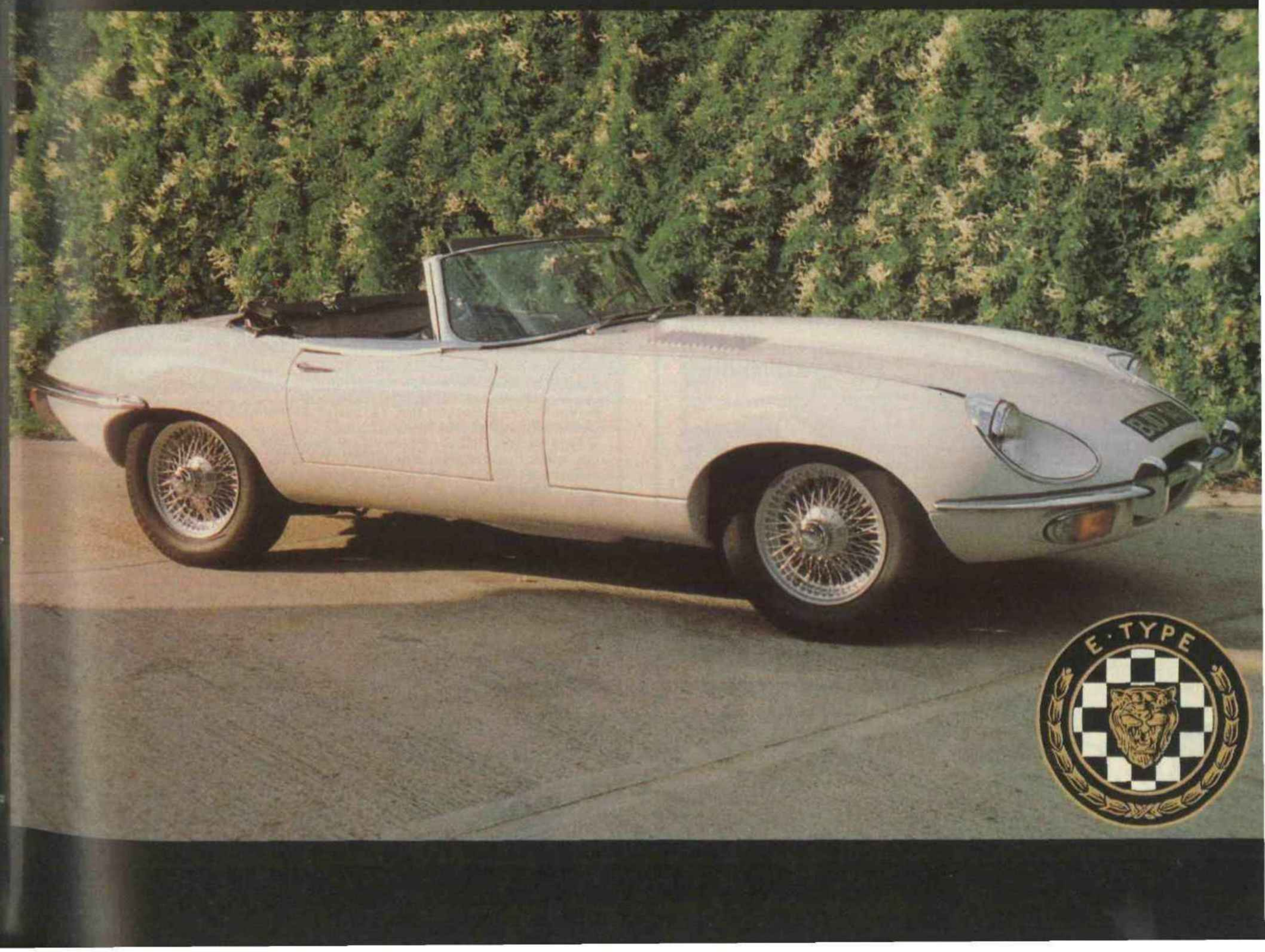


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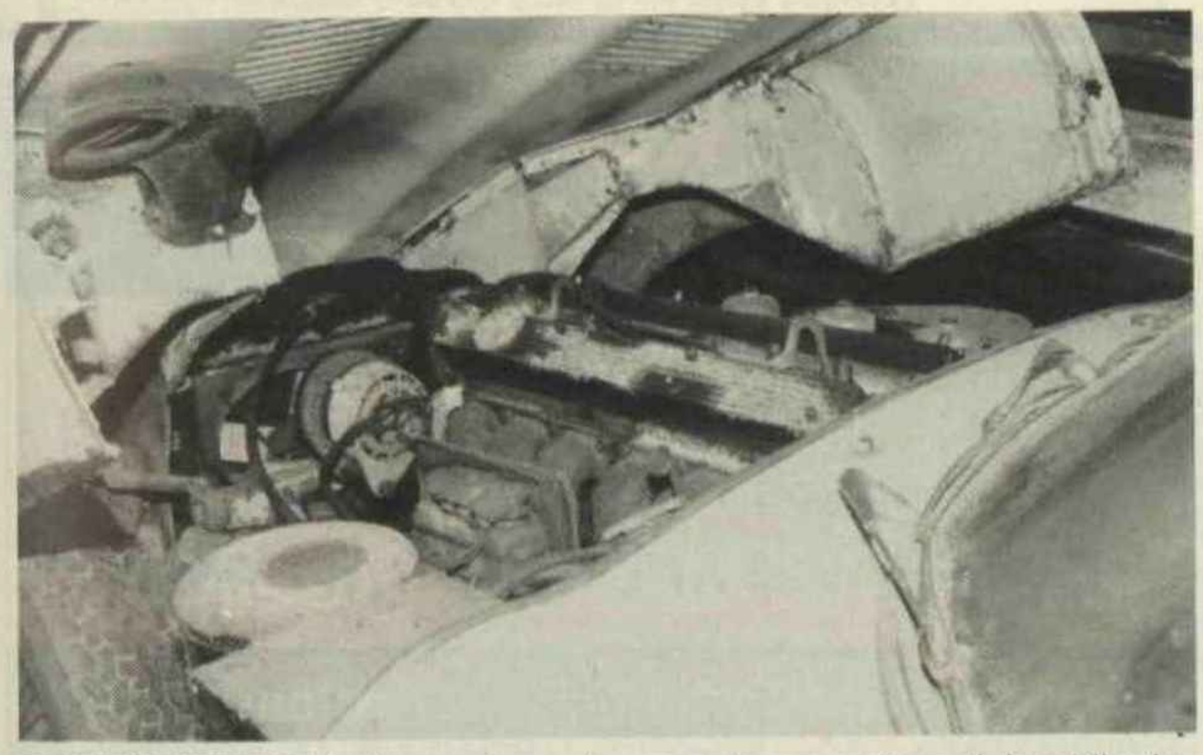
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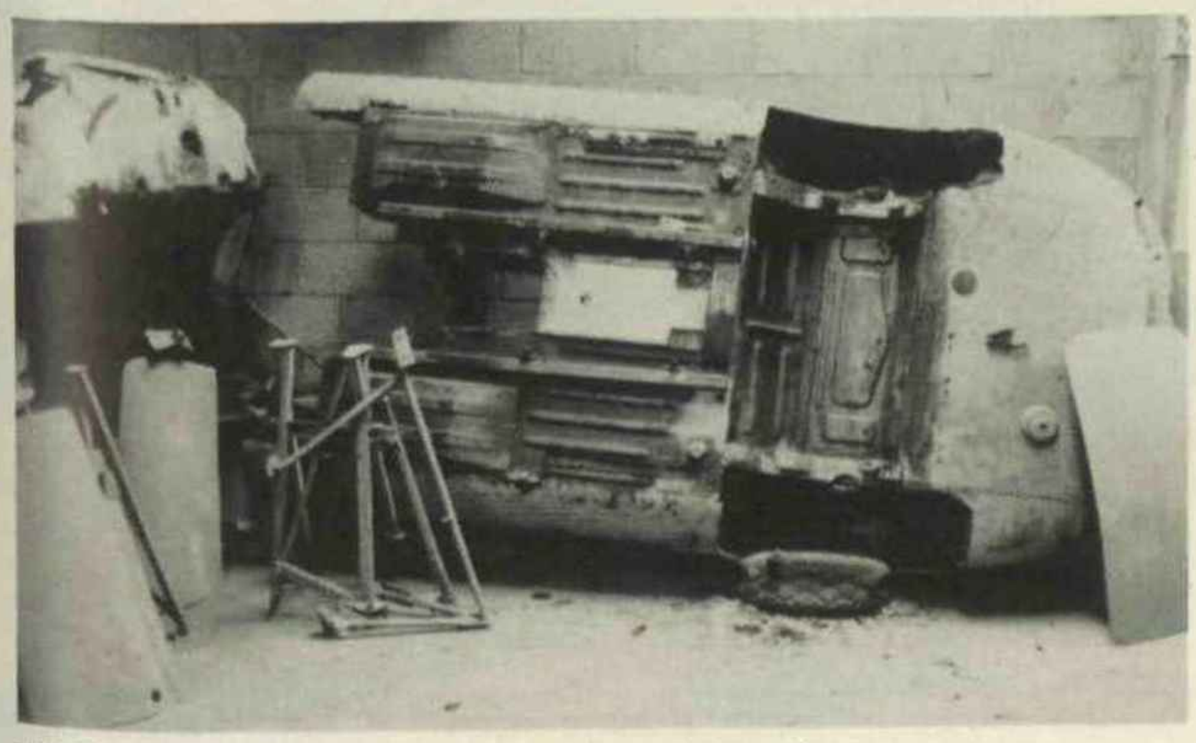
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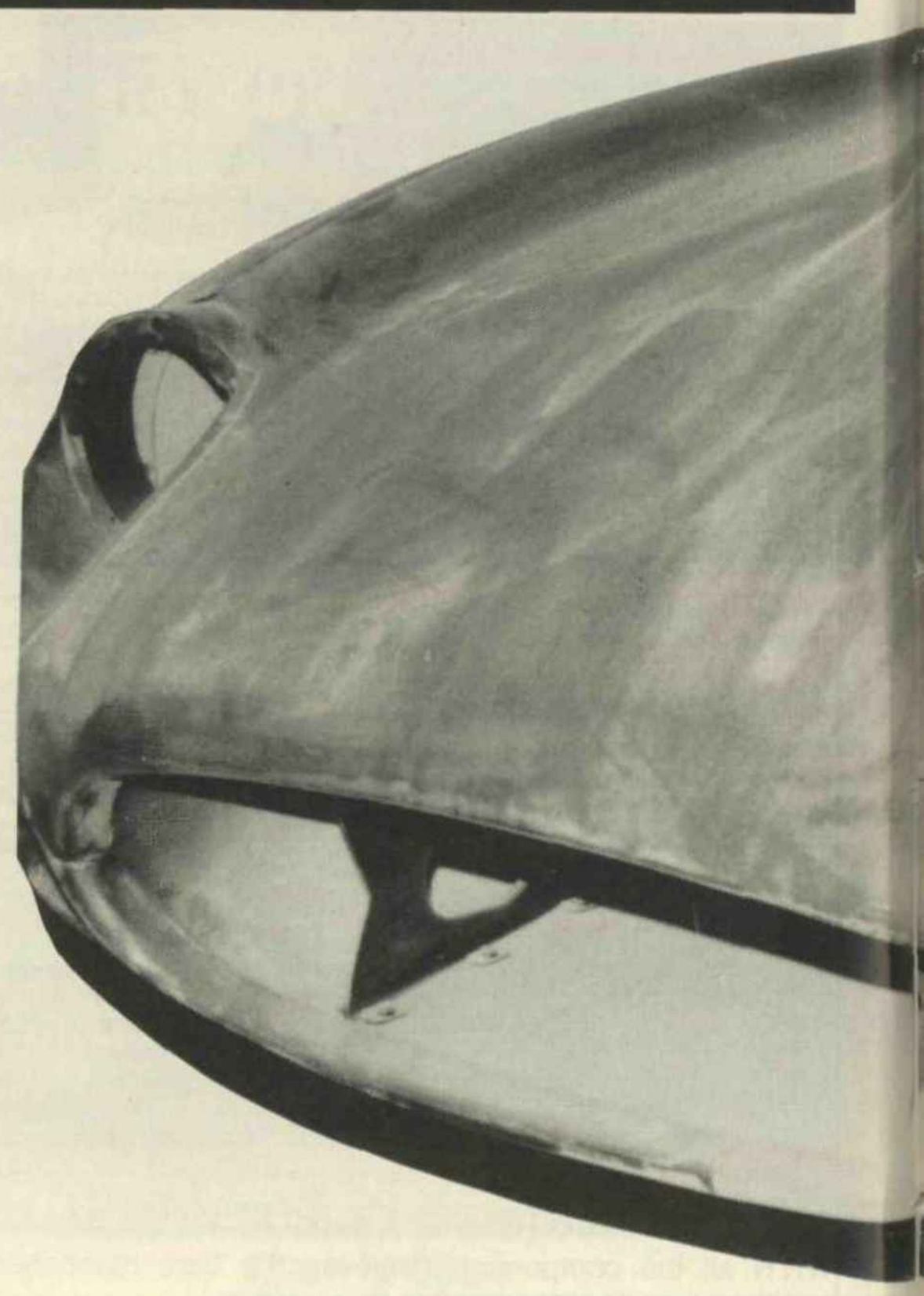
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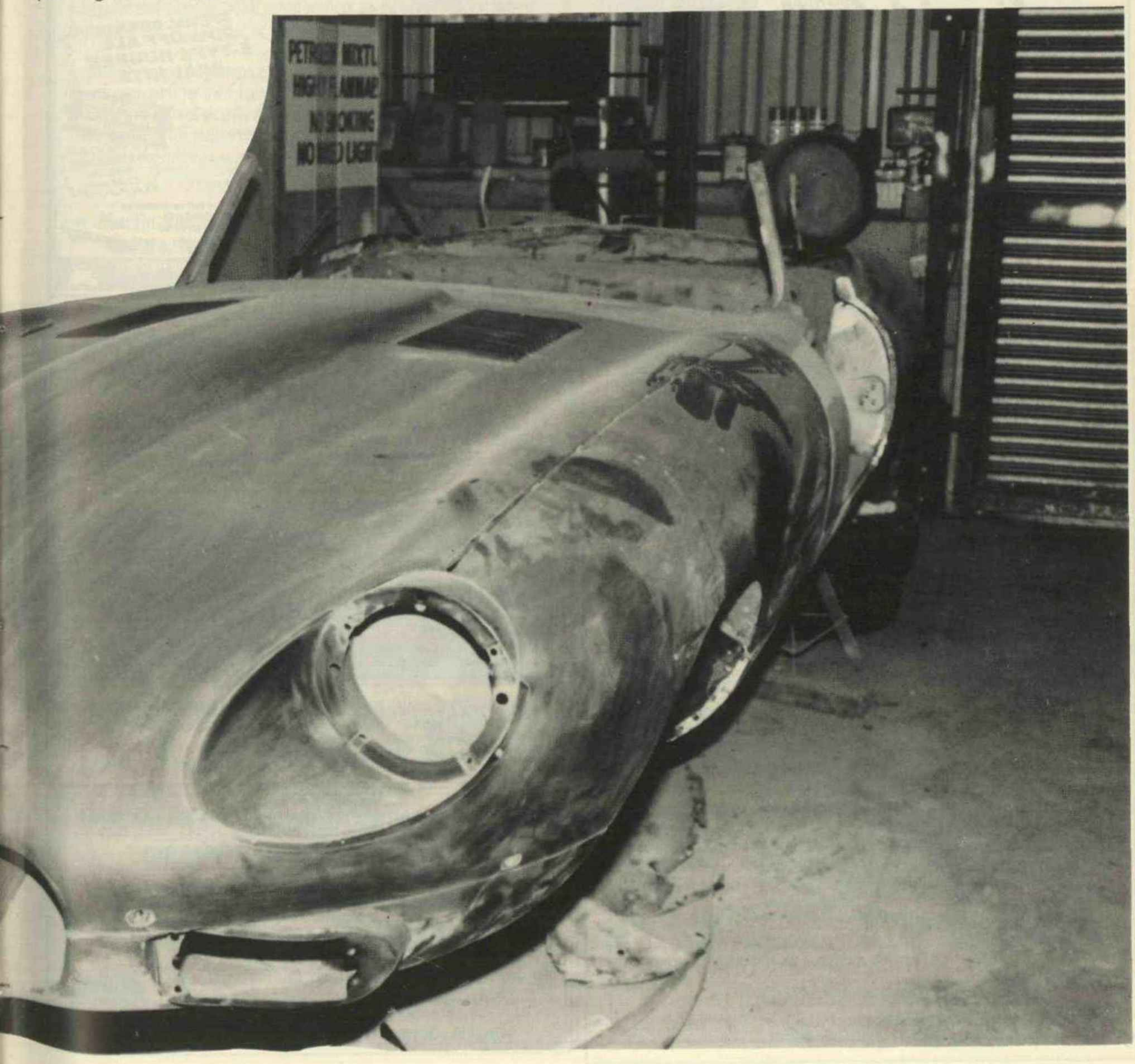
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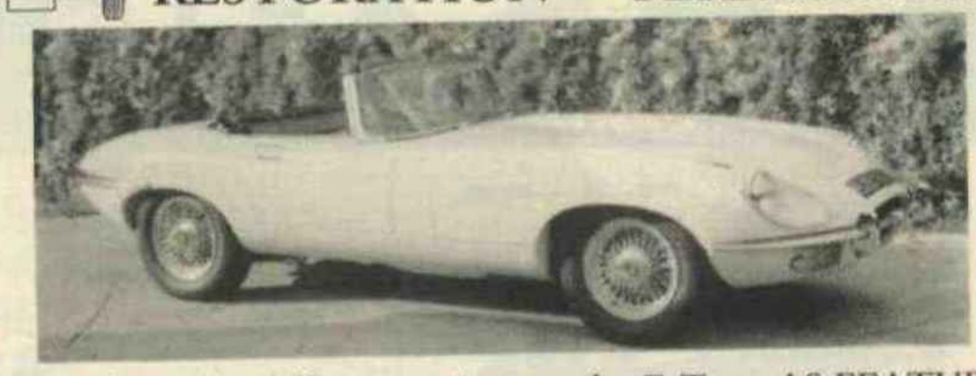
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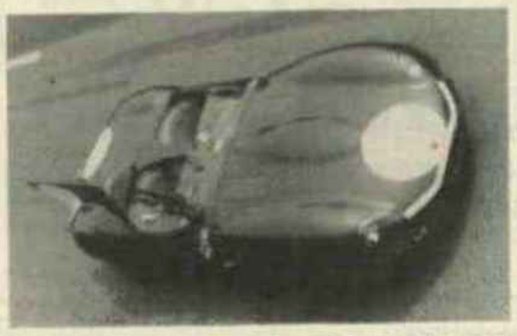
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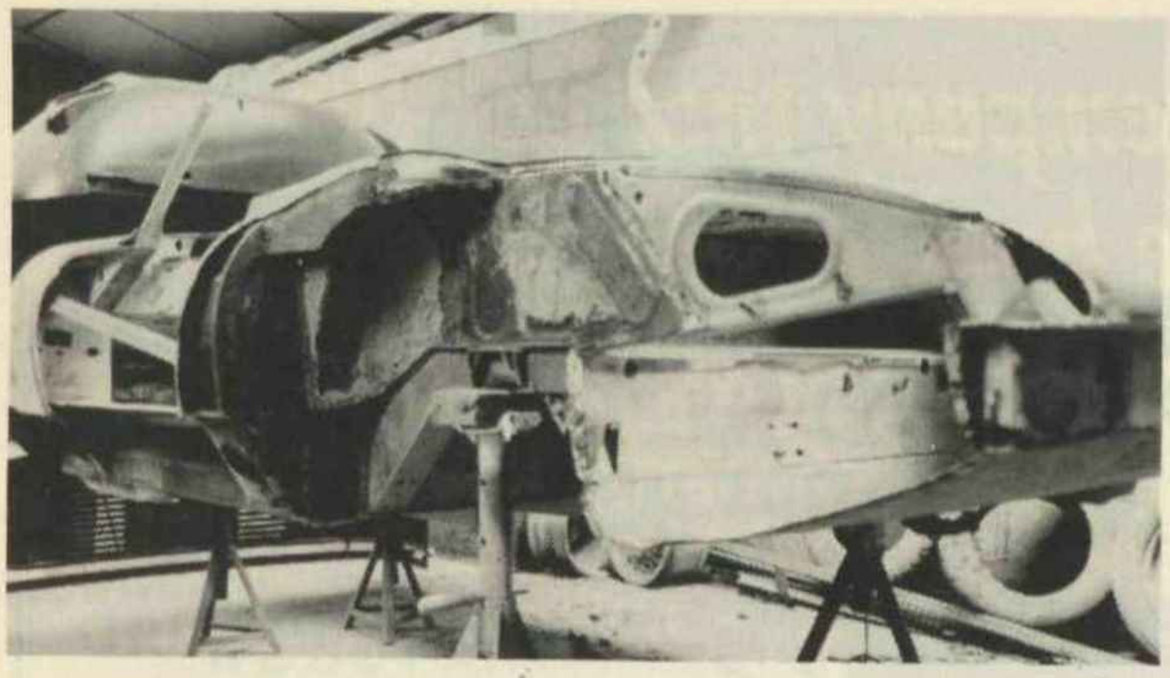
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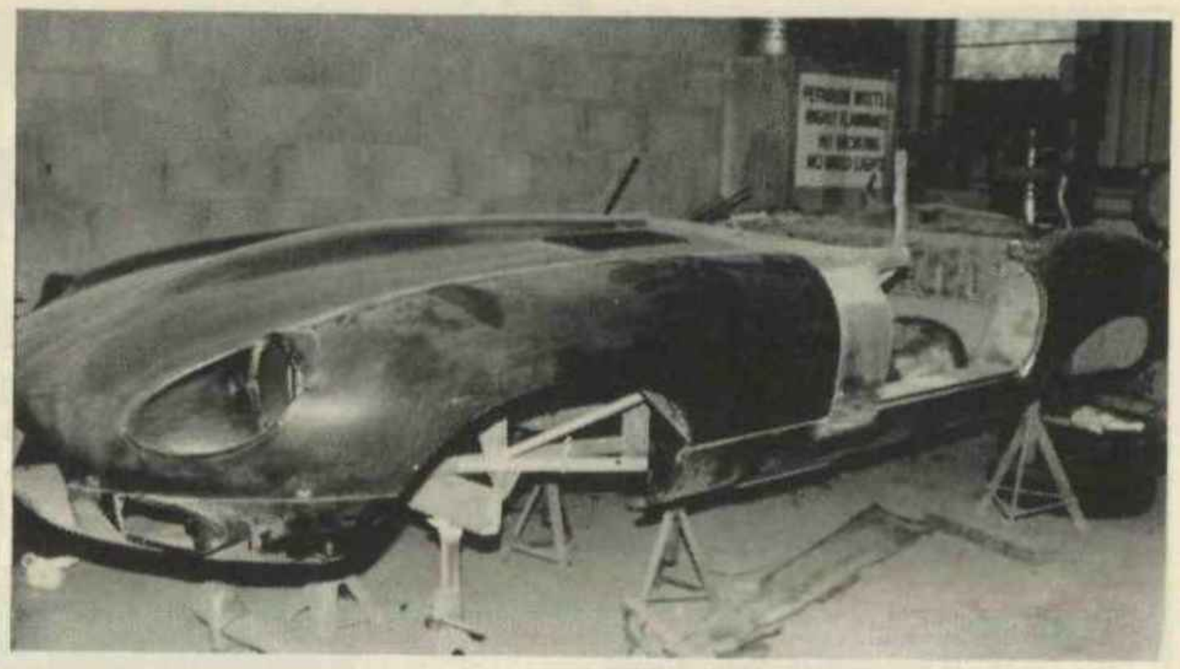
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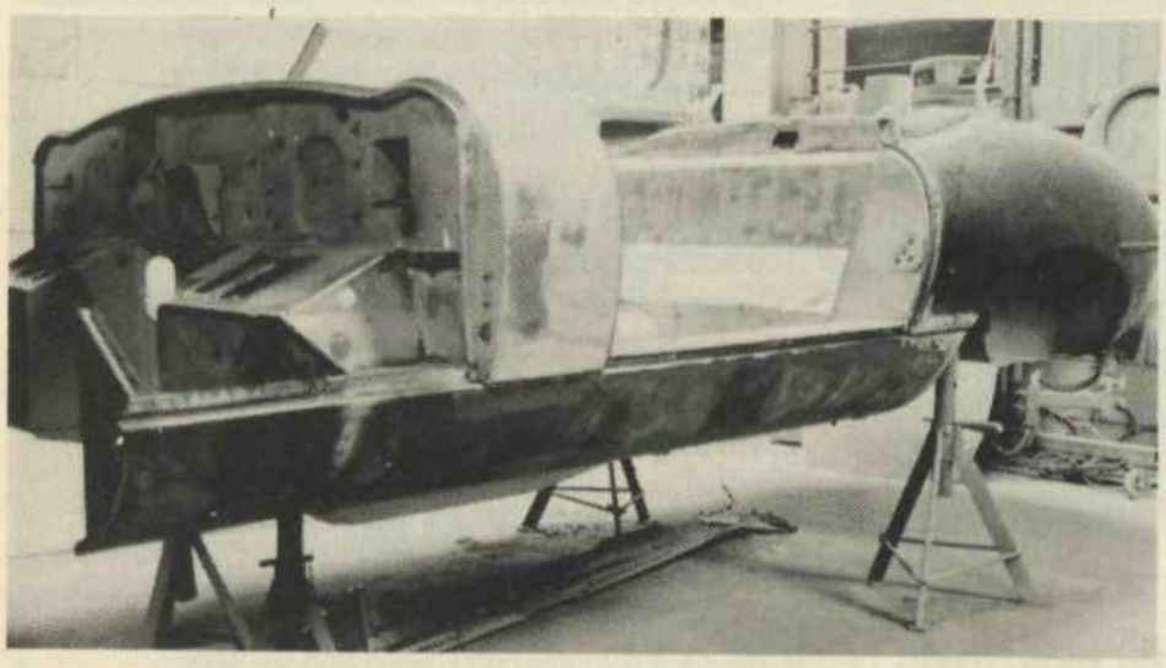
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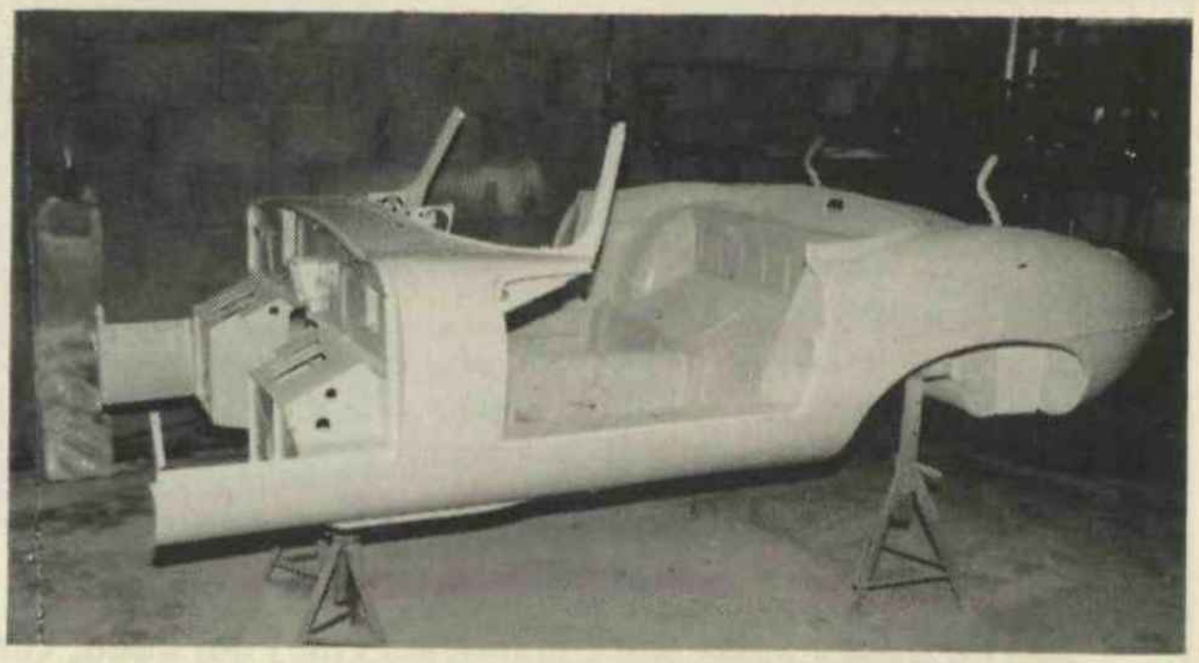
STRIPPED and cut back, the rear quarter is prepared for the new steel wing.



WITH new bonnet, sills and complete new rear end section fitted the E-Type is taking shape.



THE rebuilt moncoque before primer is applied.

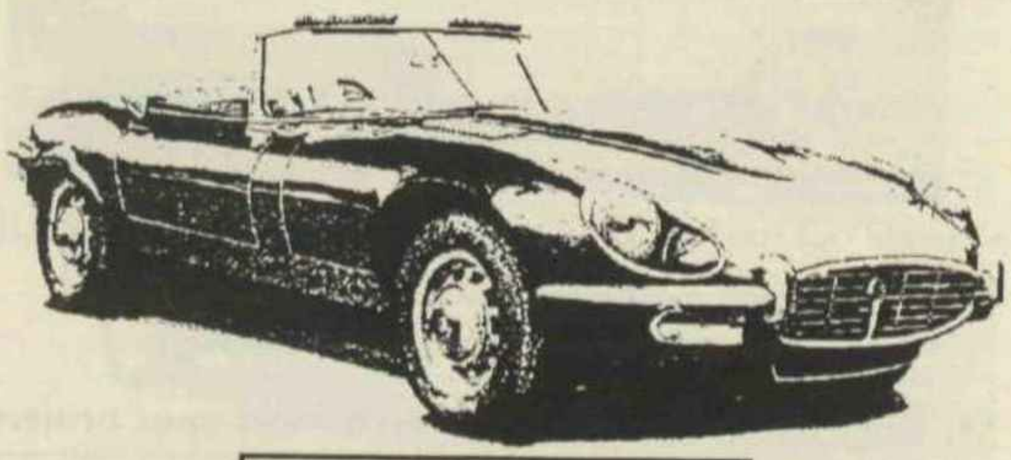


17 COATS of cellulose have been applied, all is now ready for the mechanical jigsaw to be assembled.

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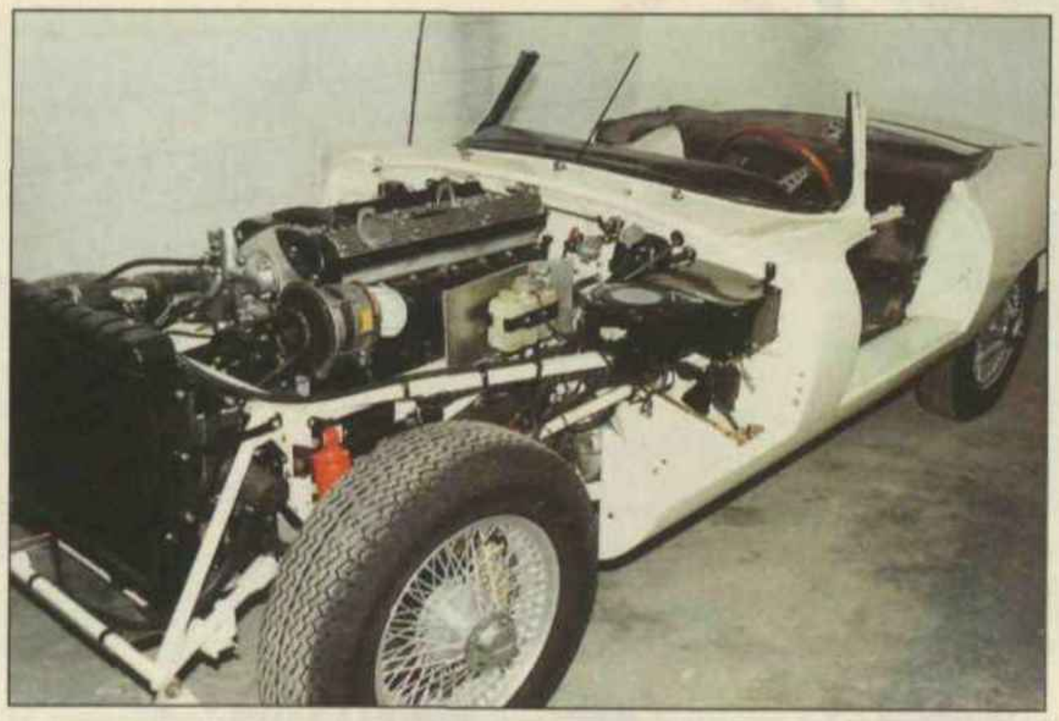
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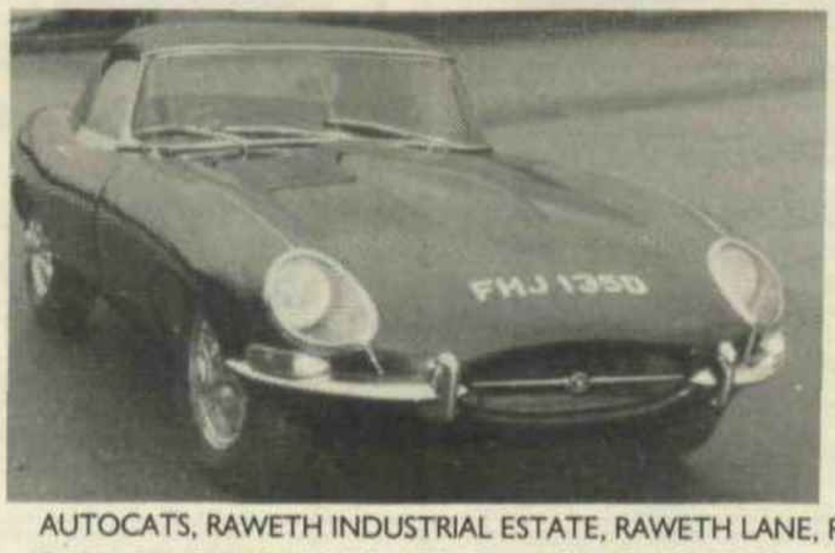
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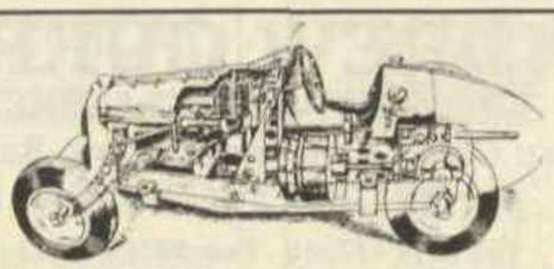
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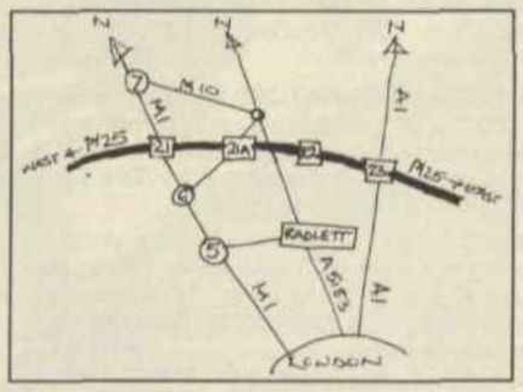
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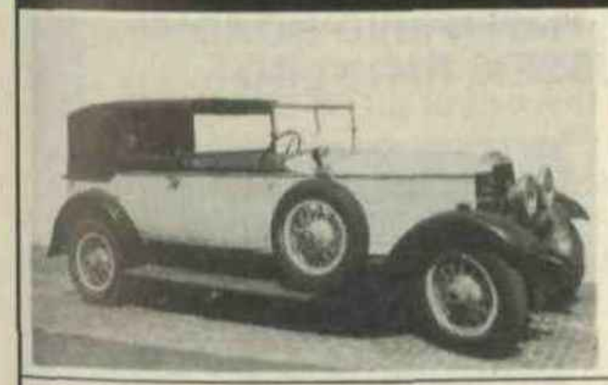
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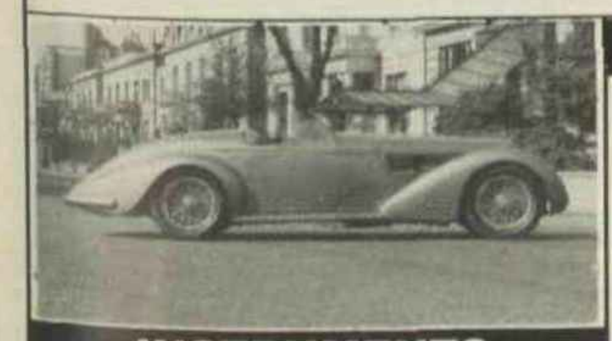
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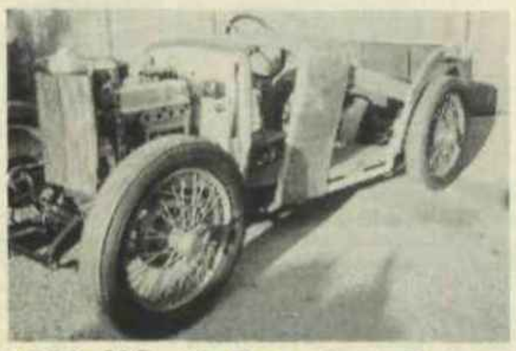
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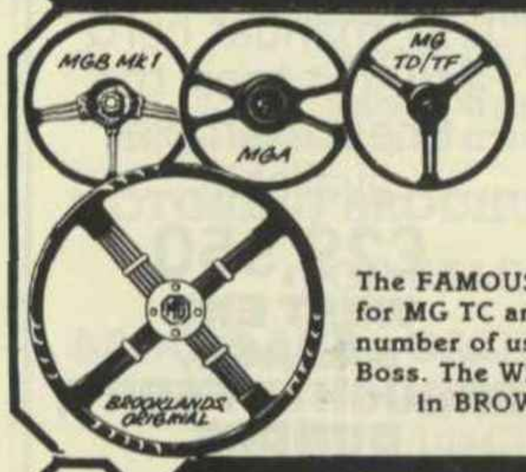
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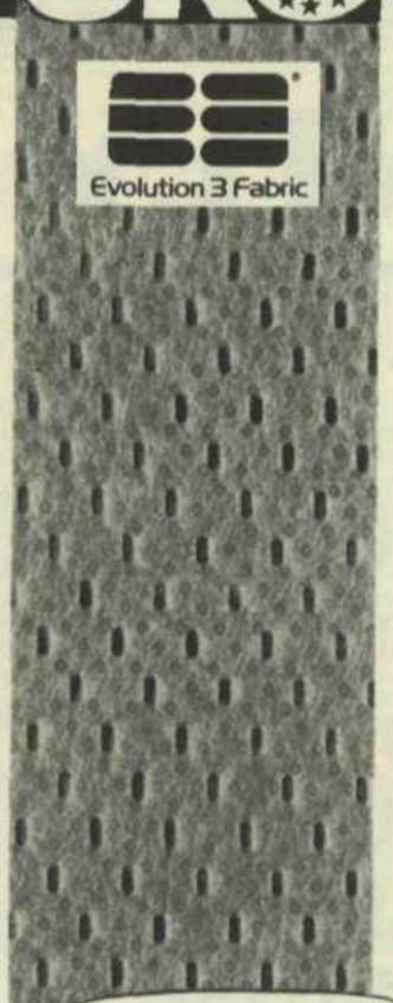
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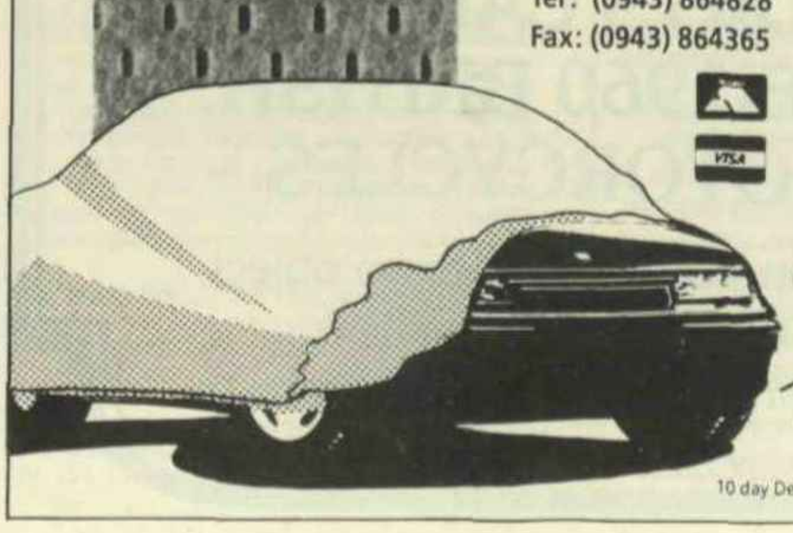
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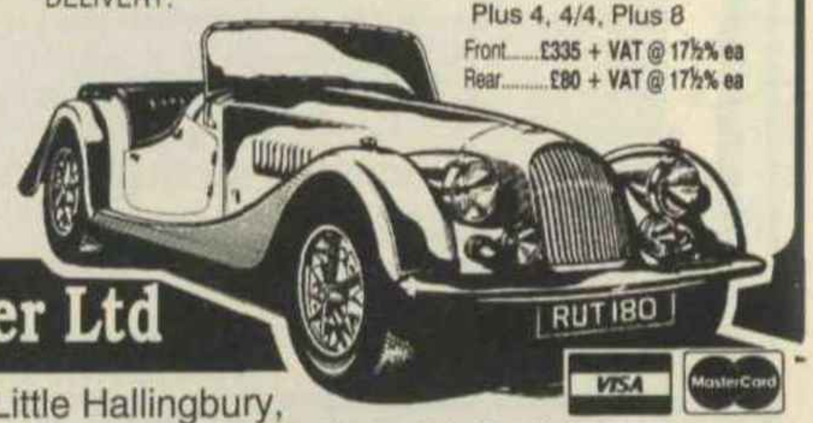
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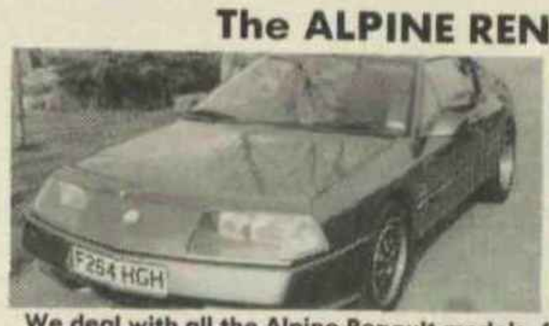
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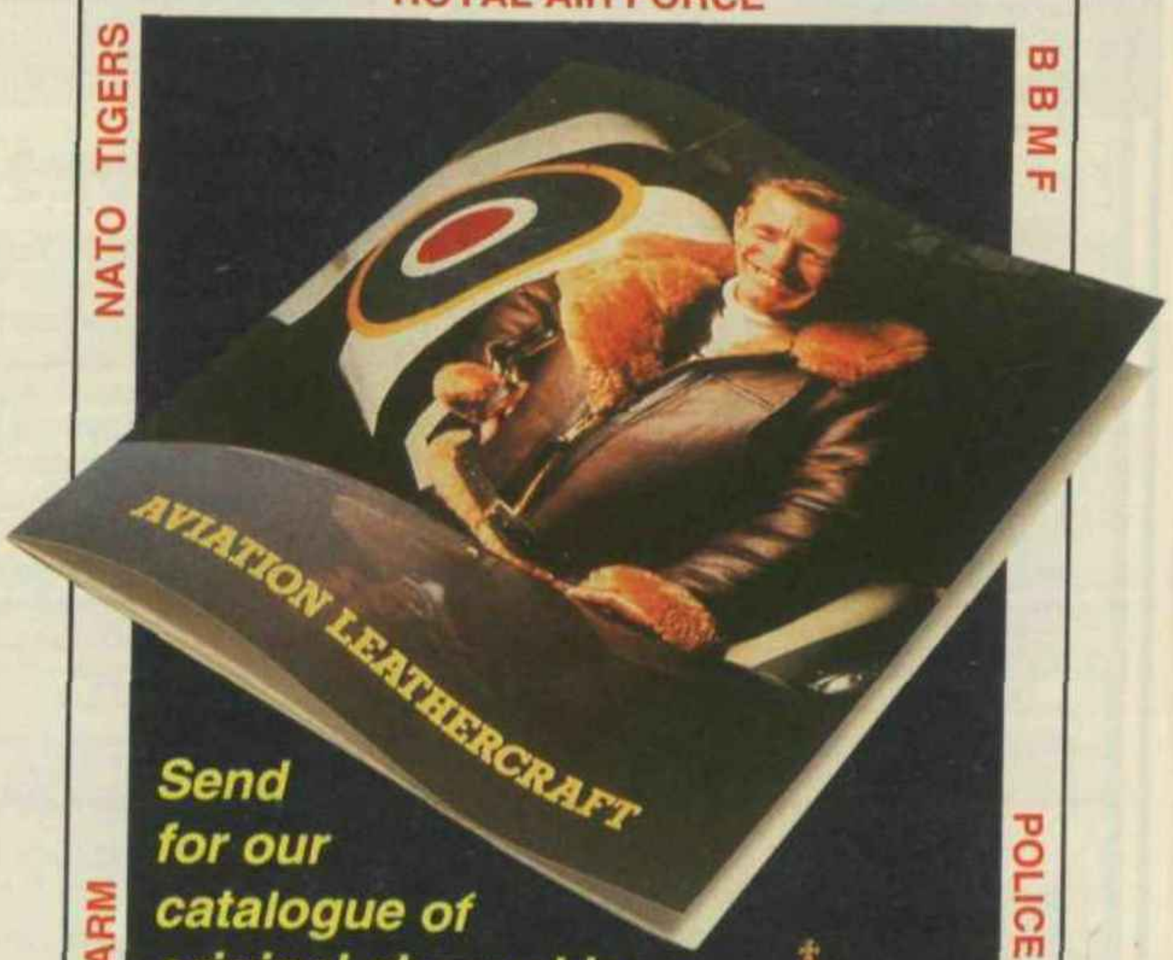
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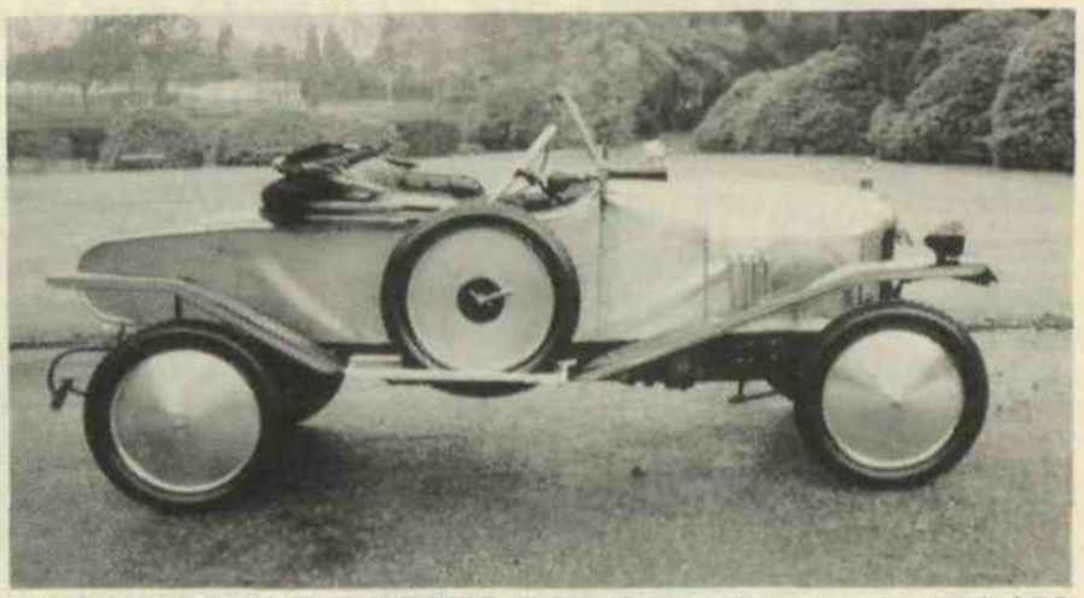
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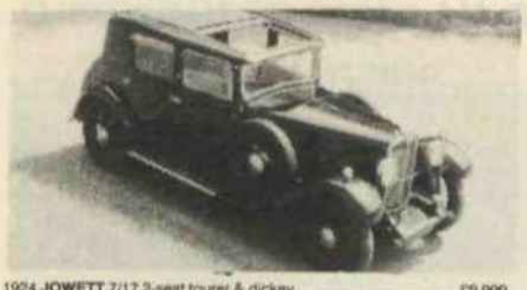
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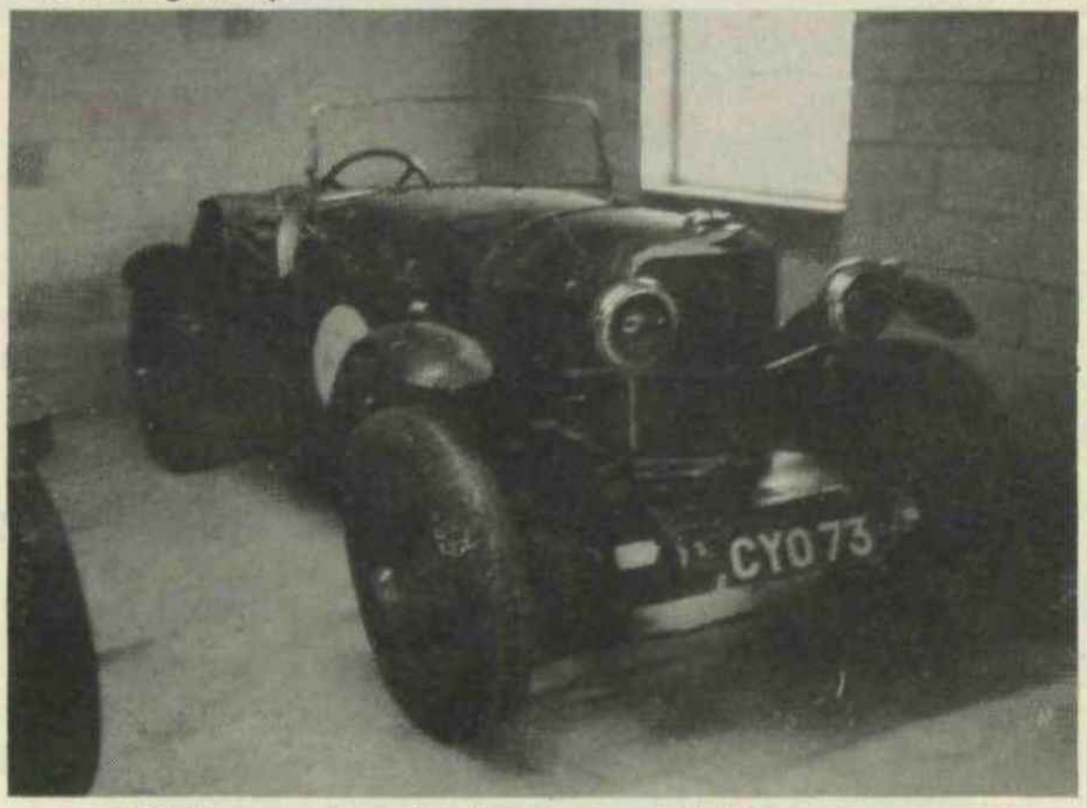
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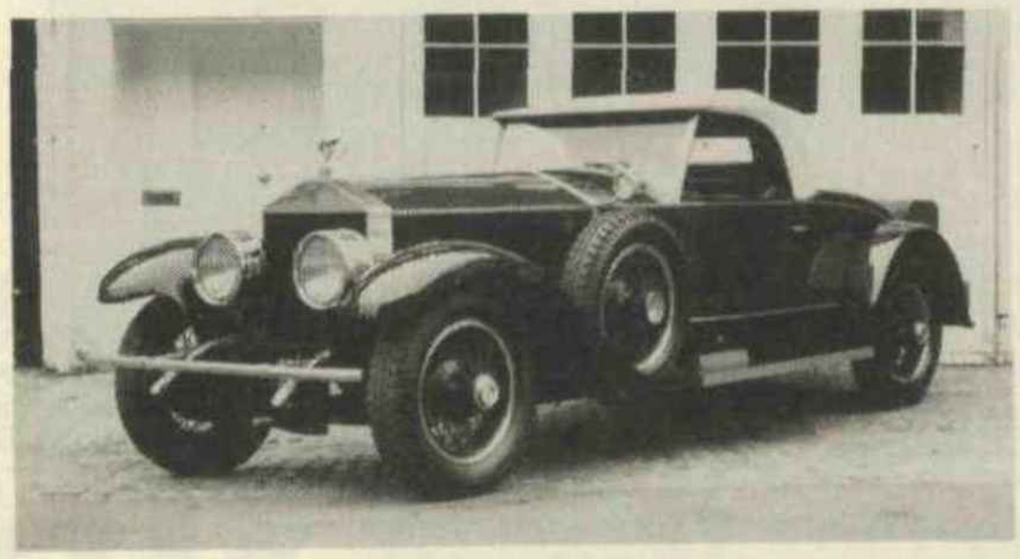
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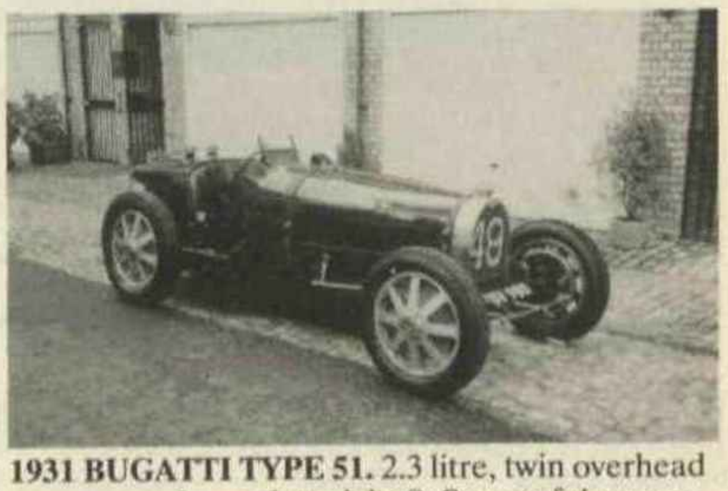
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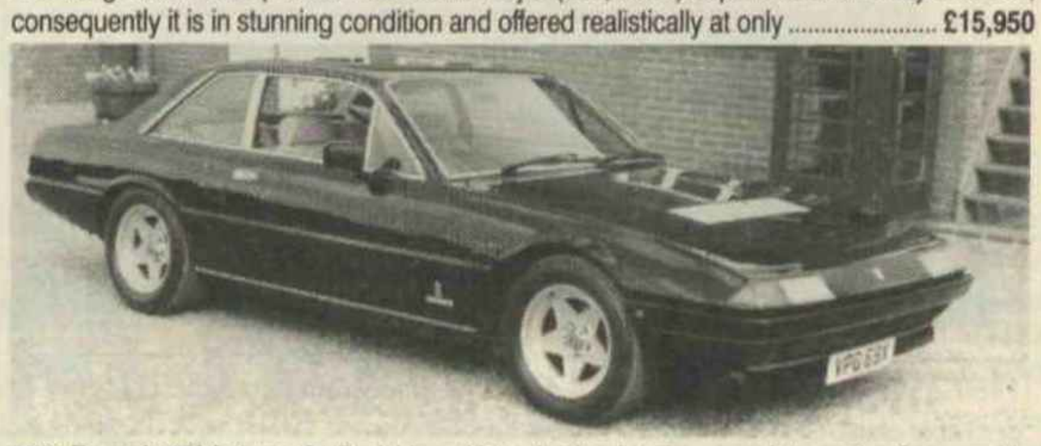
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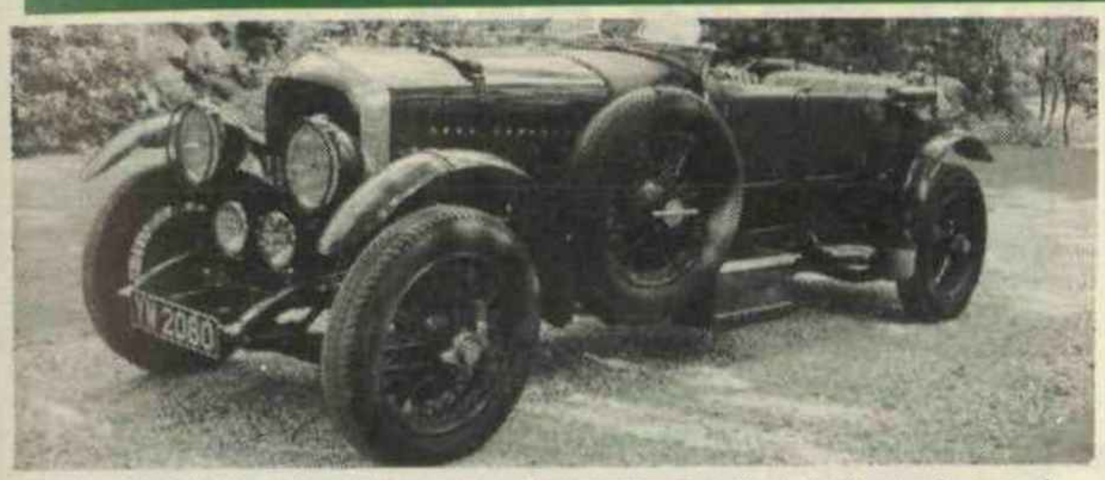
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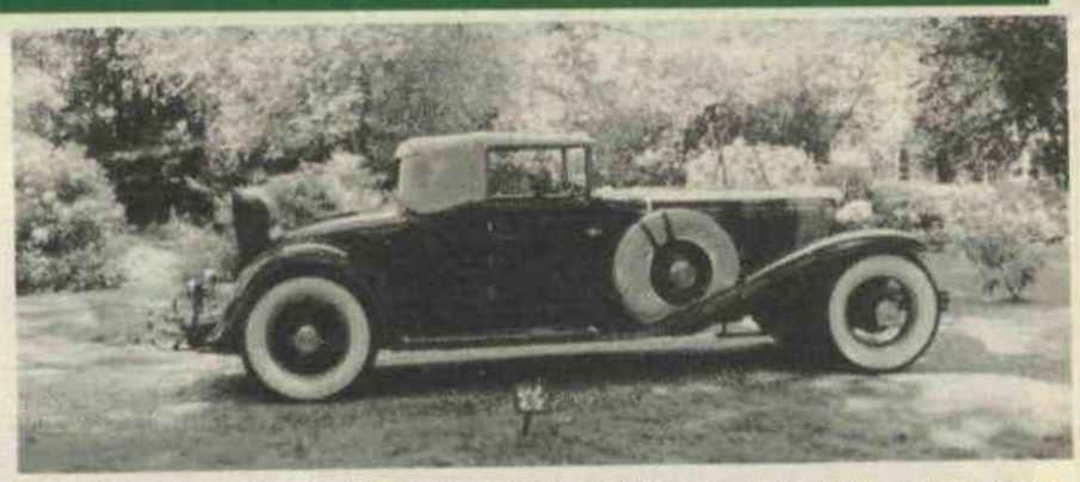
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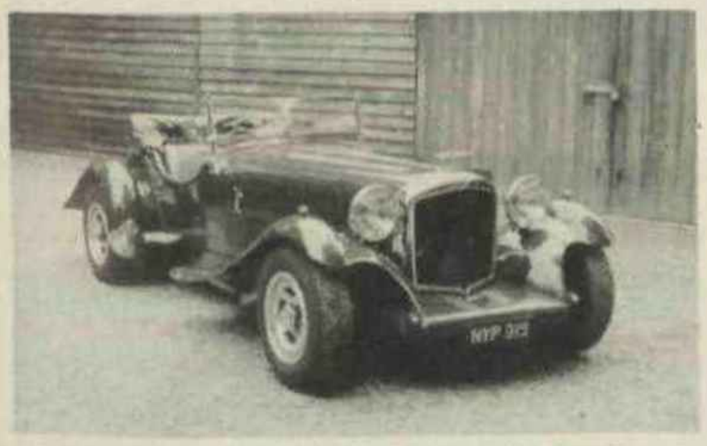
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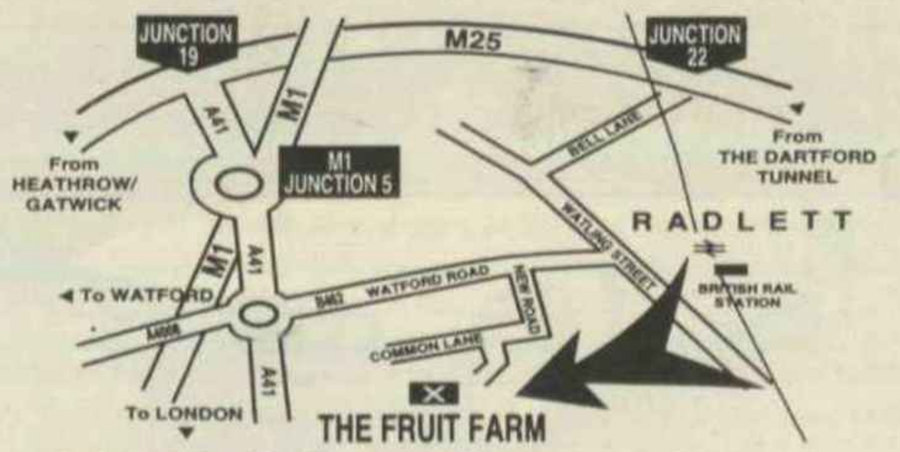
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