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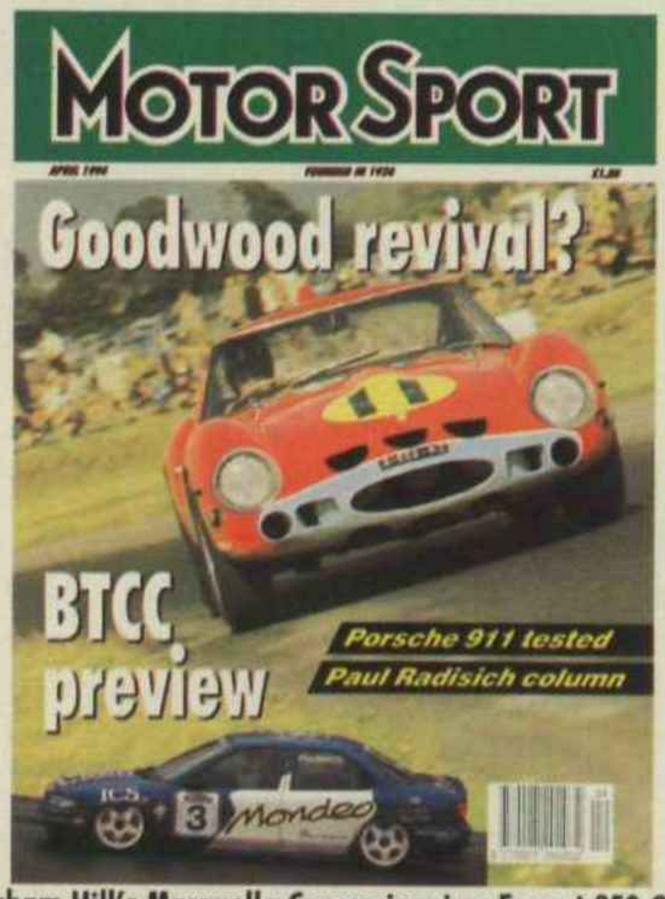
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Graham Hill's Maranello Concessionaires Ferrari 250 GTO heads for victory in the 1963 TT at Goodwood. Could the circuit re-open? Below: Ford's Mondeo is BTCC favourite.

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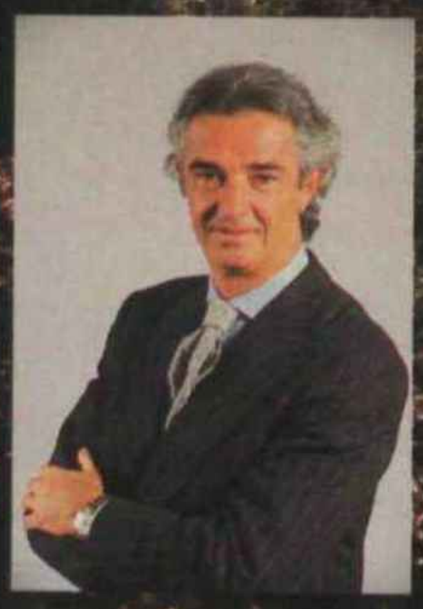
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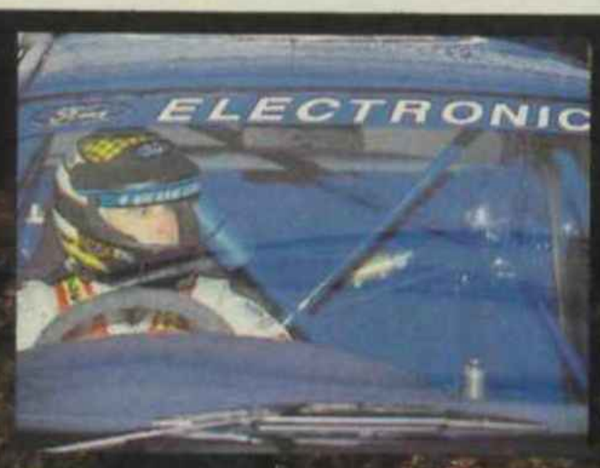
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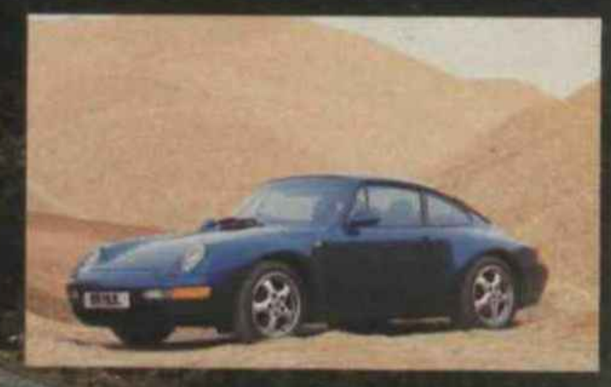
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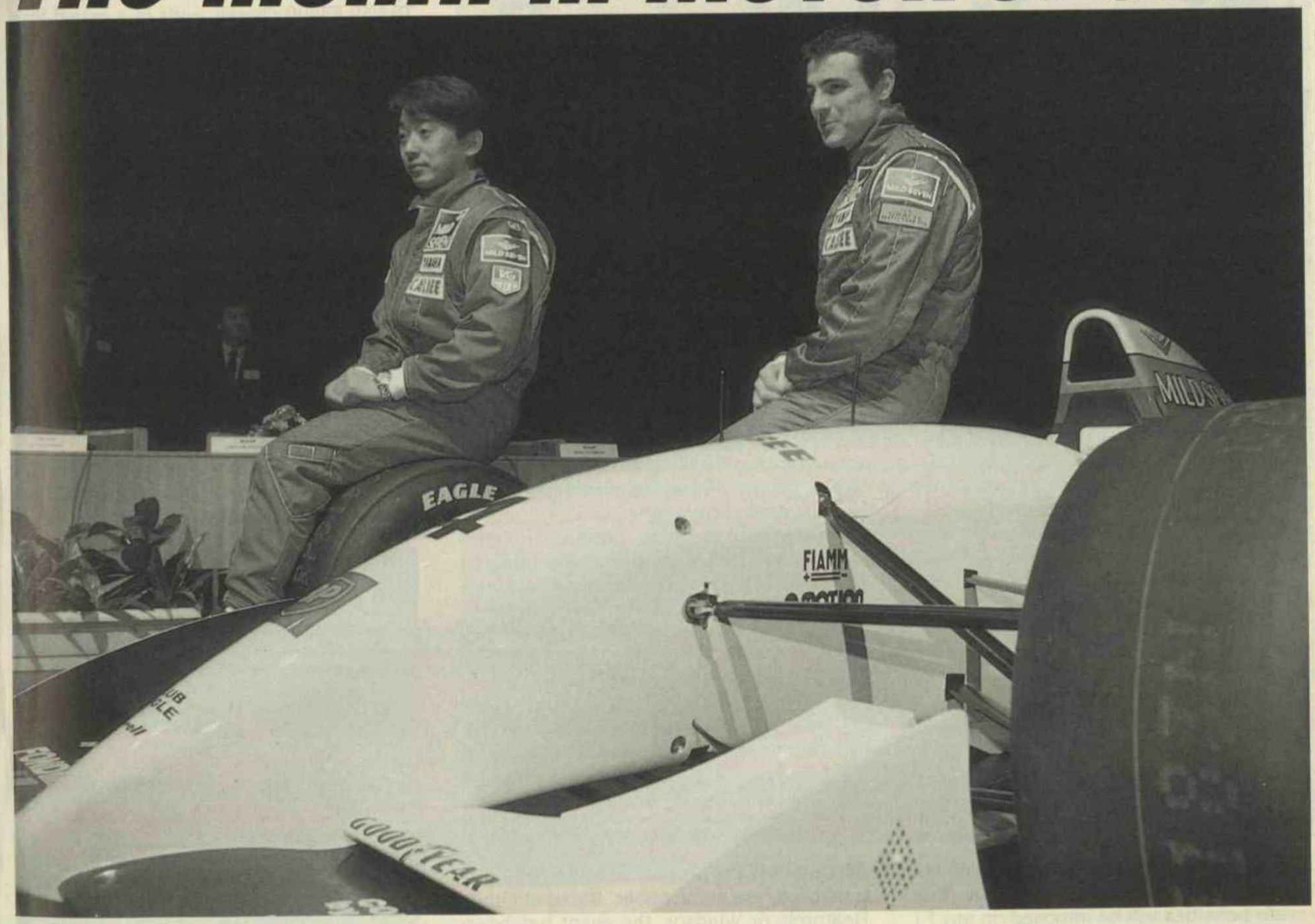
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COMPETITION
Win one of five Braun Action Line shavers. See page 373 for details.



The month in MOTOR SPORT



Tyrrell drivers Ukyo Katayama (left) and Mark Blundell pose with the new Yamaha-powered 022.

FEBRUARY

16: Emmanuel Clérico pips compatriot Eric Hélary to the second Formula 3000 seat at Apomatox.

17: Paul Belmondo shakes down the Pacific PR01 F1 chassis at Snetterton. Team principal Keith Wiggins reports himself satisfied with the car's first run.

17: Robby Gordon escapes with a shaking after a heavy shunt during IndyCar testing at Phoenix.

17: The Footwork FA15 is launched at Silverstone. During the ceremony, Jackie Oliver and Alan Rees reveal that the team will officially be entered as Arrows Grand Prix International this season. It is part of a gradual process which will see control of the team return to its co-founders.

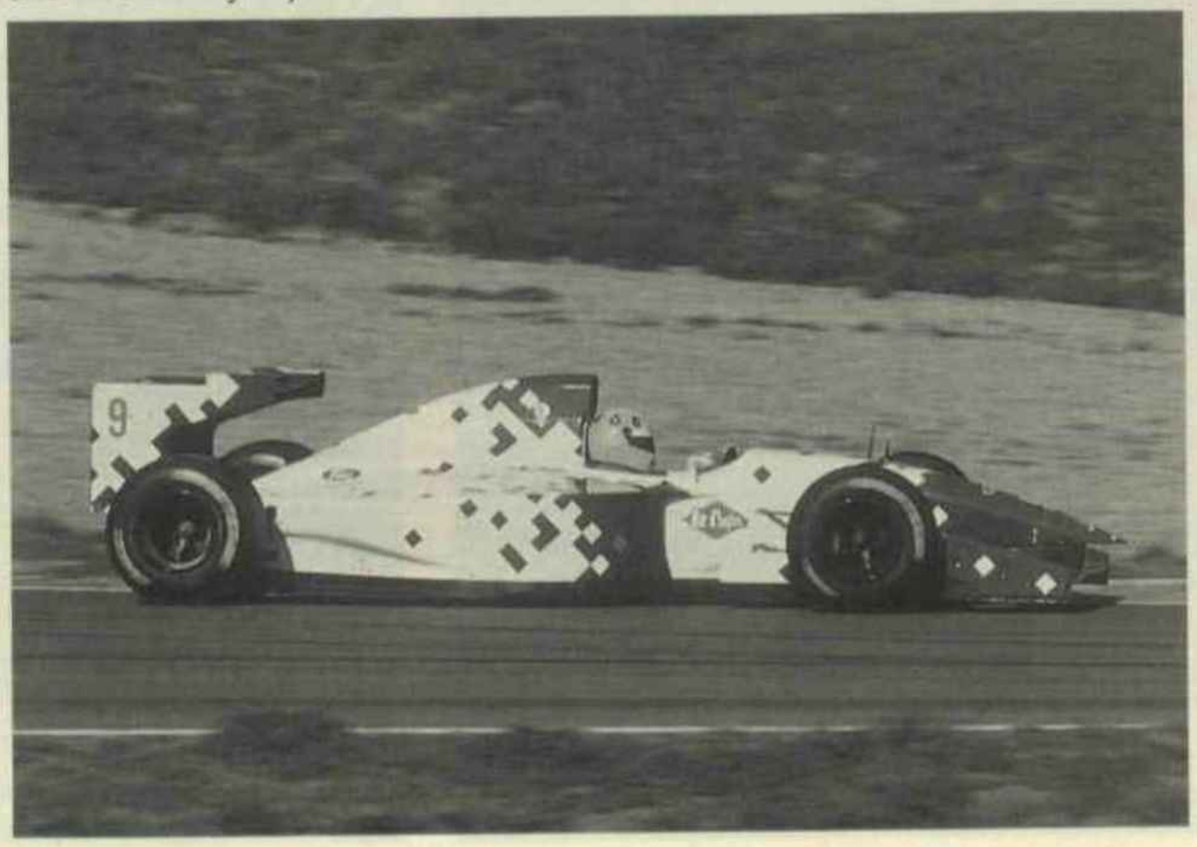
18: Despite earlier denials that it would be running a rally programme with Ford, the Jolly Club confirms that it will run Martini-backed Escort Cosworths for Dario Cerrato and Franco Cunico. Their main target will be the Italian Championship.

20: The Daytona 500 proves to be 276th time lucky for Sterling Marlin, who finally takes his first NASCAR win after countless near-misses. Marlin defeats Ernie Irvan by a car's length.

21: Toyota says that Didier Auriol will definitely contest the Safari Rally. The Frenchman had previously avoided the event, partly because of his intense fear of the necessary injections!

23: Renault confirms that it is returning to F3. West Surrey Racing will run Dallara-Renaults in the British Championship. Drivers will be Spaniards Ivan Arias and Pedro de la Rosa. Another firm F3 deal sees Gareth Rees joining Alan Docking Racing for his second year in the formula. Rees will drive a Dallara-Mugen.

24: Tyrrell unveils its 022 at London's Motor Racing Show.



Christian Fittipaldi tests Arrows' Footwork FA15 at Estoril.

MATTERS OF MOMENT

Disunited States?

What comes around, goes around. It's almost 15 years since Championship Auto Racing Teams (CART) was formed to take over management of America's premier single-seater racing series, but now that very same body finds itself under similar threat to the one it posed to USAC back in 1979. And for similar reasons.

The bombshell dropped by Indianapolis Motor Speedway President Tony George on March 11 – he plans to set up his own IndyCar series, ostensibly as a rival to the current model – may shape the future of CART rather differently to the way that recently elected Chairman Andrew Craig had envisaged.

"CART has become an image of all the things they criticised USAC for in the past," said George when announcing his new initiative.

Whatever the rights and wrongs of his views, and at present little is known about his *exact* intentions, George has one ace up his sleeve that no CART franchise holder can afford to ignore.

The Indianapolis 500.

When CART snowballed, USAC tried in vain to run a worthwhile series of its own, and failed miserably (even though Indianapolis's showpiece event counted towards both series). After one year, those remaining teams who hadn't joined the CART bandwagon promptly did so, and the USAC series quietly faded away.

If CART wants to avoid the same fate, it has no choice. No matter how good the quality of its other events, taking away Indianapolis would deflate the series' status beyond repair. Its directors have to seek an audience with George, to discuss how IndyCar racing can be reshaped to the mutual satisfaction of all parties.

In the recent past, IndyCar racing has developed from a high-profile domestic series to something which enjoys global recognition. Nigel Mansell's presence has certainly helped in that respect, as has the arrival of Honda.

George's statement needn't be the catalyst which brings the whole thing to ruin. The fact that he hasn't yet outlined his precise plans leads us to be optimistic that there is scope for sensible discussion during the months to come. That is almost certainly his intention.

As experienced US TV commentator Paul Page observed at the time of the announcement: "If this is war between the IndyCar owners and the Indianapolis Motor Speedway, it's real simple; the Speedway wins."

S A

24: At an informal lunch with the media, FIA President Max Mosley points out that severe penalties will be imposed on any F1 teams who fail to comply with the 1994 regulations.

23: Goodwood confirms that its Festival of Speed will take place on again this year, in the grounds of Goodwood House (see page 357 for details).

24: Ayrton Senna has his first run in the Williams FW16 at a sodden Silverstone.

24: Details of the proposed London International Rally are made public. Based at either Heathrow or Windsor, the event has been pencilled in for October.

25: F1 testing concludes in Barcelona, with Mika Hakkinen setting fastest time in his McLaren-Peugeot. Eric Bernard is second quickest for Ligier, who also allows F3000 champion Olivier Panis plenty of laps.

25: Mazda's new BTCC signing David Leslie drives the Xedos 6 for the first time at Silverstone.

25: Nordic Racing's first test with its Lola T94/50 F3000 chassis ends in a gravel trap at Snetterton, driver Marc Goossens having been forced off the circuit by Japanese veteran Hiroshi Fushida. Fushida was enjoying himself at the wheel of the rebuilt Maki F101, the car which he unsuccessfully tried to qualify for the 1975 British GP. The Maki, now owned by Jan Lammers, is undamaged in the incident.

25: Despite a week of meetings in Japan, Mitsubishi still isn't sure what its exact WRC programme will be, though Lancers are expected to be sent to both the Acropolis and New Zealand rallies.

26: Formula Ford entrant Foundation Racing completes its purchase of Vector Racing Cars.

26: David Gillanders/John Bennie (Escort Cosworth) win the Winter Rally.



Olivier Panis (above): Ligier aspirant. Ayrton Senna edges out of his Silverstone garage in the new Williams FW16 (below left). David Gillanders (below): Winter Rally winner.





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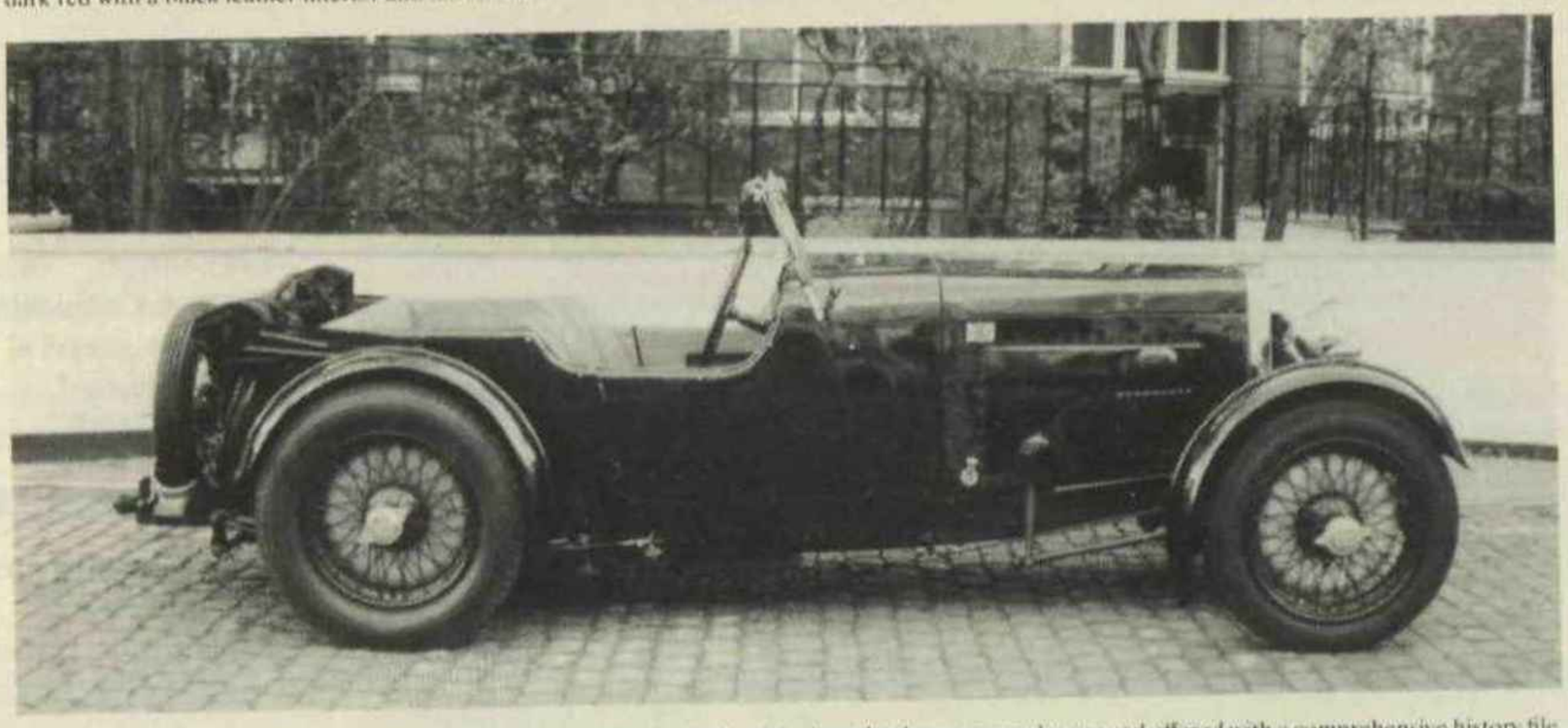
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1937 Bentley 4¼ Litre by Park Ward
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1967 Ferrari 275 GTB/4, Left Hand Drive
1972 Ferrari 246 GTS Right Hand Drive
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1958 Jaguar XK150 DHC 3.4 Right Hand Drive
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1952 MG TD
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1926 Rolls-Royce 20 HP Tourer by Thrupp & Maberley
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27: Rusty Wallace takes his first NASCAR win for Ford, beating Sterling Marlin in the Goodwrench 500 at Rockingham.

28: Leading F3000 team Paul Stewart Racing announces that it is reverting from Cosworth AC engines to the Zytek-Judd KV that it last used in 1992.

28: Briton Richard Dean lands a plum Japanese F3 drive with the crack Tomei Sport team. The Yorkshireman will race a Dallara-Opel in the Far East.

28: Rumours of an extra European F3000 race are rife. A Spanish GP support fixture is thought to be a possibility.

MARCH

1: Martin Brundle tests for McLaren at Silverstone. The circuit is clouded by a veil of secrecy.

2: Lotus confirms that it is to be sponsored by the Miller Brewing Company.

5: Eddie Irvine crashes heavily at Magny-Cours, while testing the new Jordan. The Ulsterman is unharmed.

5: Juha Kankkunen wins as Toyota finishes 1-2 on the Rally of Portugal.

5: Barry Webb (Mallock) wins the opening club event of the British season, at Silverstone.

6: The BPRO stages its first GT race at Paul Ricard. The 40-car field is dominated by Porsche 911s and Venturis. Jean-Pierre Jarier/Bob Wollek/Jesus Pareja dominate the event in one of the former.

6: Victory in the Pontiac 400 at Richmond elevates Ernie Irvan to the head of the NASCAR points standings.

7: Tyrrell runs its 022 for the first time, at Brands Hatch.

7: Arrows confirms that Gianni Morbidelli will race alongside Christian Fittipaldi in its F1 line-up.

7: Simtek announces that Roland Ratzenberger will partner David Brabham in the first five Grands Prix of the year. Original nominee Jean-Marc Gounon has signed to contest the French touring car series with BMW, but nonetheless hopes to join Simtek for the last 10 races of the season, commencing with the French GP.

7: JJ Lehto is passed fit to resume testing with Benetton.

7: It becomes apparent that Ferrari's 333SP sports racer will not now debut in the Sebring 12 Hours.

7: French preparation company Danielson hints that it will enter the FIA European F3000 series. Drivers are expected to be Nicholas Leboissetier and Jérôme Policand.

7: Ari Vatanen's return to the World Rally Championship is confirmed. The Finn will drive a SRS Ford Escort Cosworth.

7: Toyota introduces its new rally Celica.

8: Volvo discloses that it will commence the British Touring Car Championship season with the estate version of the 850.

11: Tony George, President of the Indianapolis Motor Speedway, announces his intention to set up his own IndyCar series, in association with the United States Auto Club. One of the rounds of the new championship, which could be ready to start as early as 1996, will be the Indianapolis 500. The news comes as a bombshell to CART teams, who are mostly in transit at the time the news breaks, *en route* to Surfers Paradise.

11: F1 testing concludes at Imola. Michael Schumacher sets fastest time, ahead of the Williams-Renaults of Ayrton Senna and Damon Hill. Roland Ratzenberger has his first run for Simtek; JJ Lehto has a gentle run, his first outing in an F1 car since his accident at Silverstone.

11: While most of the F1 world was pounding around at the home of the San Marino GP, McLaren ventured to Estoril, where Alain Prost renewed acquaintance with the team that gave him three World Championships. The Frenchman laps at similar pace to Mika Hakkinen, and the *initial* feeling is that he will race, once he has sorted out his contractual situation with Williams, but that means that there could be a vacancy at McLaren for the first two GPs . . .

12: Dougie Watson-Clark/Ian Connelly (Escort Cosworth) win the Malcolm Wilson Rally.

13: Ernie Irvan takes a second consecutive NASCAR victory, winning the Purolator 500 at Atlanta. IndyCar refugee Danny Sullivan fails to qualify, as he had at Daytona.

13: Dermot Carnegie (Metro 6R4) wins the opening round of the British Rallycross Championship, at Brands Hatch.

14: Rumours sweep France that Magny-Cours will lose the French GP to Le Mans' Bugatti Circuit, suitably upgraded, when the present contract expires. Elsewhere, it looks likely that Adelaide may surrender the privilege of hosting the Australian GP at the end of this year.

14: The European F3000 line-up is becoming more settled. Vincenzo Sospiri joins Super Nova, while teenage Brazilian sensation Tarso Marques signs for Vortex Motorsport. The returning Middlebridge team expects to run South African Chad

APRIL FIXTURES

Date	*Venue*	*Event*	*Type*
Mar 31-Apr 4	Belfast	Circuit of Ireland	INT
Mar 31-Apr 4	**Nairobi, Kenya**	**Safari Rally**	**INT**
Apr 1	Brands Hatch	F/First, FF1600, Thundersaloons	N
Apr 1	Oulton Park	Formula 2, Sports GT, Fiats	R
Apr 2	Snetterton	MGs, Jaguars	R
Apr 2/4	Brands Hatch	Trucks, Road Saloons, VW Beetles	R
Apr 2&4	Thruxton	TOCA	N
Apr 3	Cadwell Park	F/Vee, F4, F1300, 750F	R
Apr 3/4	Snetterton	FF2000, FF1600, R5s	R
Apr 4	Castle Combe	FF1600, GTs, Modsaloons	R
Apr 4	Mallory Park	TVRs, Rovers, Polos, Caterhams	N
Apr 9	Silverstone	Historics	R
Apr 9/10	Donington Park	F3, GTs, Rovers, 911s	N
Apr 9	Aberdeen	Granite City Rally	N
Apr 10	Phoenix, USA	CART	INT
Apr 10	Fuji, Japan	F3000	INT
Apr 10	Bristol, USA	NASCAR	INT
Apr 10	Cadwell Park	F/First, FF2000, MGs	R
Apr 10	Jarama, Spain	European GT	INT
Apr 16	Oulton Park	TVRs, VW Beetles, Alfas	R
Apr 16	Snetterton	Classic F3, HTCC, MGs	R
Apr 16	Truro	Tour of Cornwall	N
Apr 16/17	Brands Hatch	TOCA	N
Apr 17	**TI Circuit, Japan**	**Pacific Grand Prix**	**INT**
Apr 17	Long Beach, USA	CART	INT
Apr 17	Wilkesboro, USA	NASCAR	INT
Apr 17	Silverstone	ModProd Saloons, Historic F1	R
Apr 17	Road Atlanta, USA	IMSA	INT
Apr 23/24	Carlisle	Pirelli International Rally	N
Apr 23	Silverstone	Monoposto, F4, R5 Turbos	R
Apr 24	Martinsville, USA	NASCAR	INT
Apr 24	Brands Hatch	F3, Clubmans, Prodsaloons	N
Apr 24	Mallory Park	MGs, Jaguars	R
Apr 29-May 1	Killarney	Rally of the Lakes	N

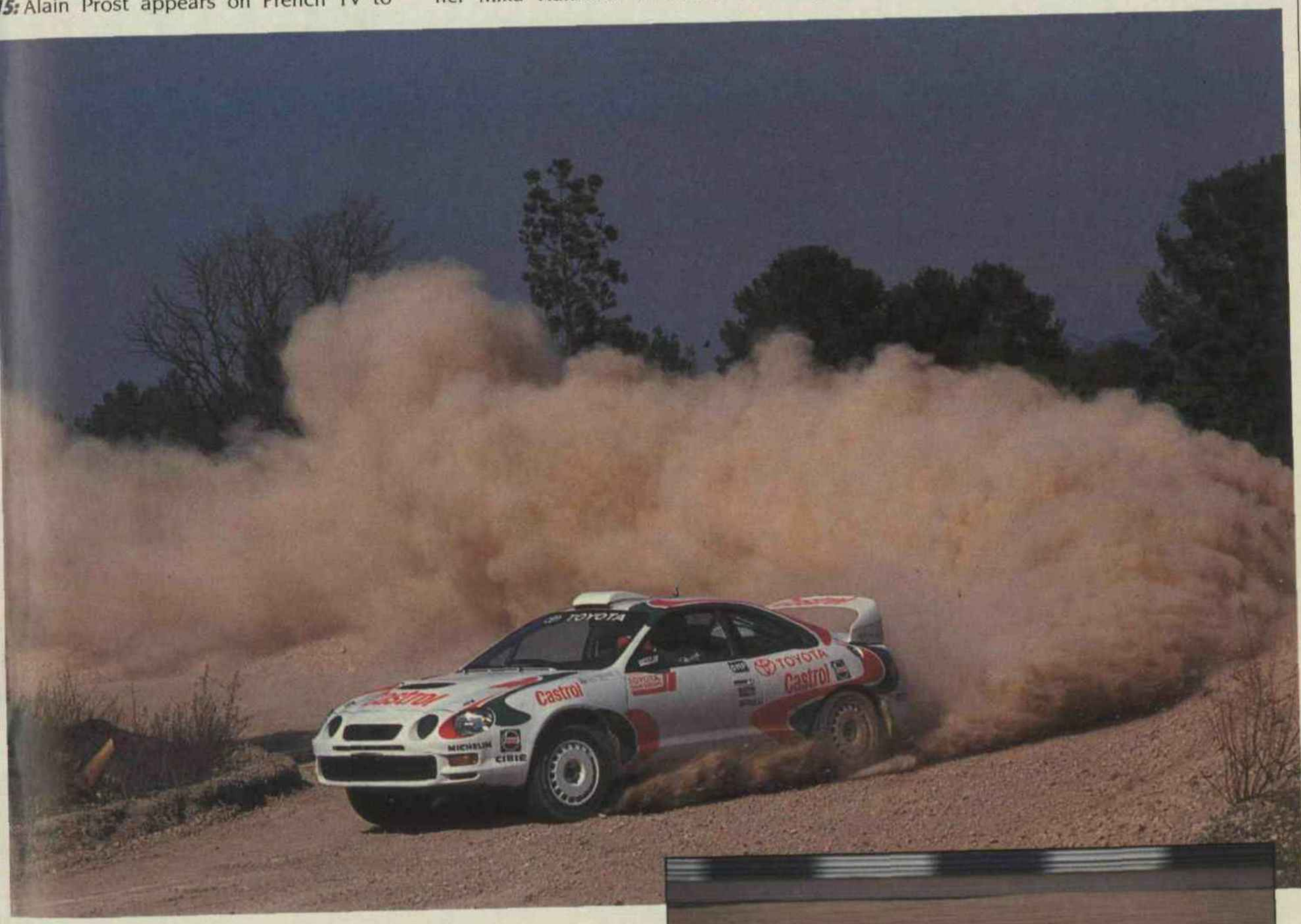
TOCA meetings feature the British Touring Car Championship, National Formula Ford, Renault Clios, Formula Vauxhall, Formula Vauxhall Junior, Formula Renault, Ford Fiestas

Venzel.

14: PSR's Dario Franchitti is quickest as the majority of British F3 teams test at Silverstone.

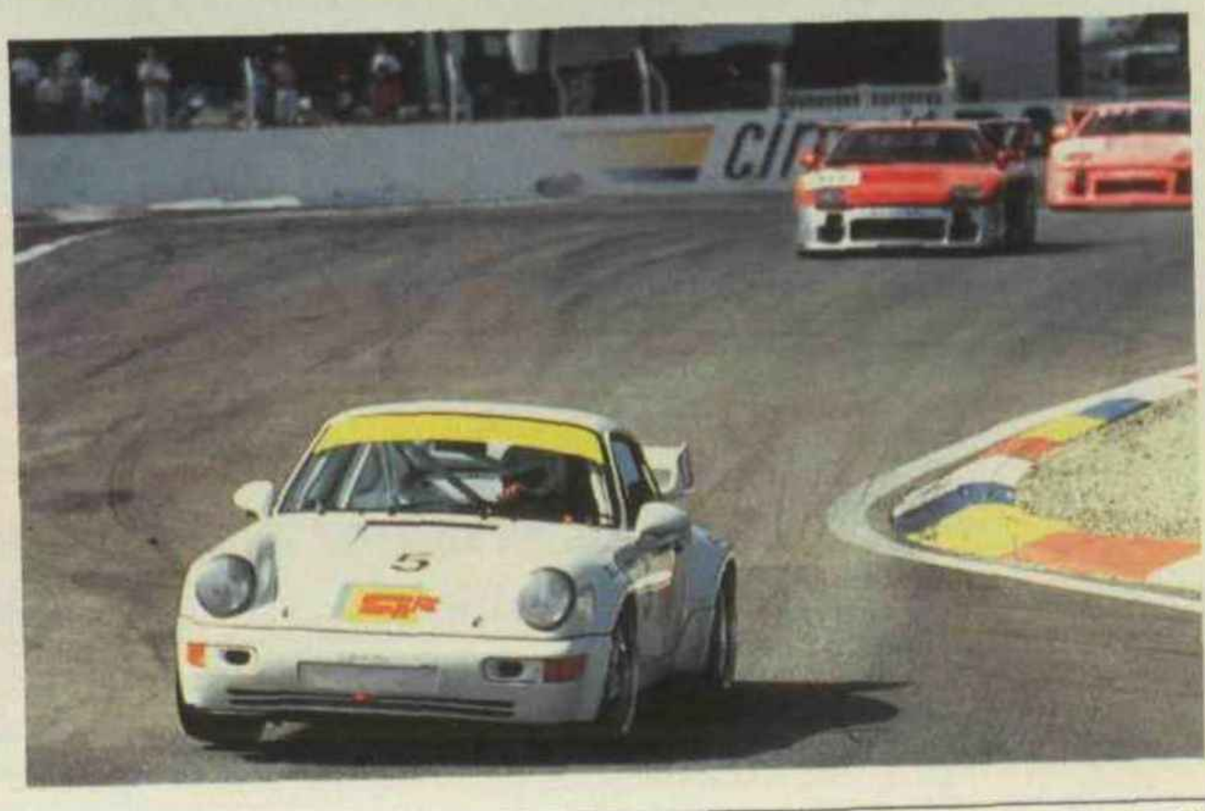
15: Alain Prost appears on French TV to announce that he will not, after all, be racing in F1 this year. The test at Estoril, he says, made him realise that he is no longer prepared to push himself as hard as the sport demands he should. Prost's decision makes Martin Brundle the favourite to partner Mika Hakkinen at McLaren, though Brundle and Philippe Alliot had both tested for the team in Portugal the previous week.

16: Paul Stewart Racing introduces its Formula 3000 line-up. Gil de Ferran will be joined by French F3 champion Didier Cottaz.









Above: the new Toyota Celica undergoes initial tests in France, driven by Juha Kankkunen. Right: Dario Franchitti impresses in F3 testing. Below: Alain Prost tries Peugeot power at Estoril. It wasn't enough to persuade him to race in 1994 (photo: DPPI). Below right: Porsches and Venturis monopolised the GT field at Paul Ricard.

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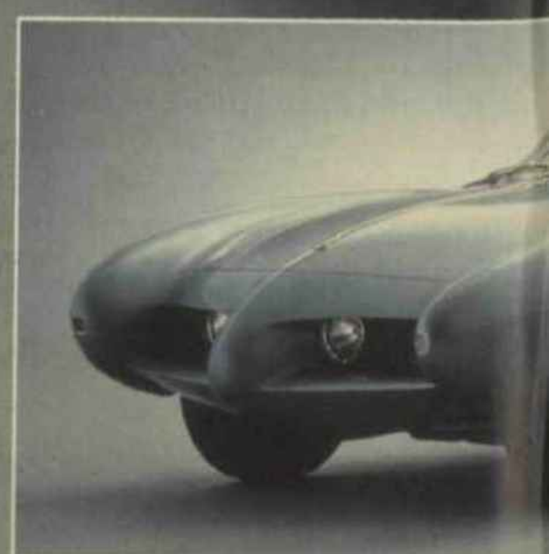
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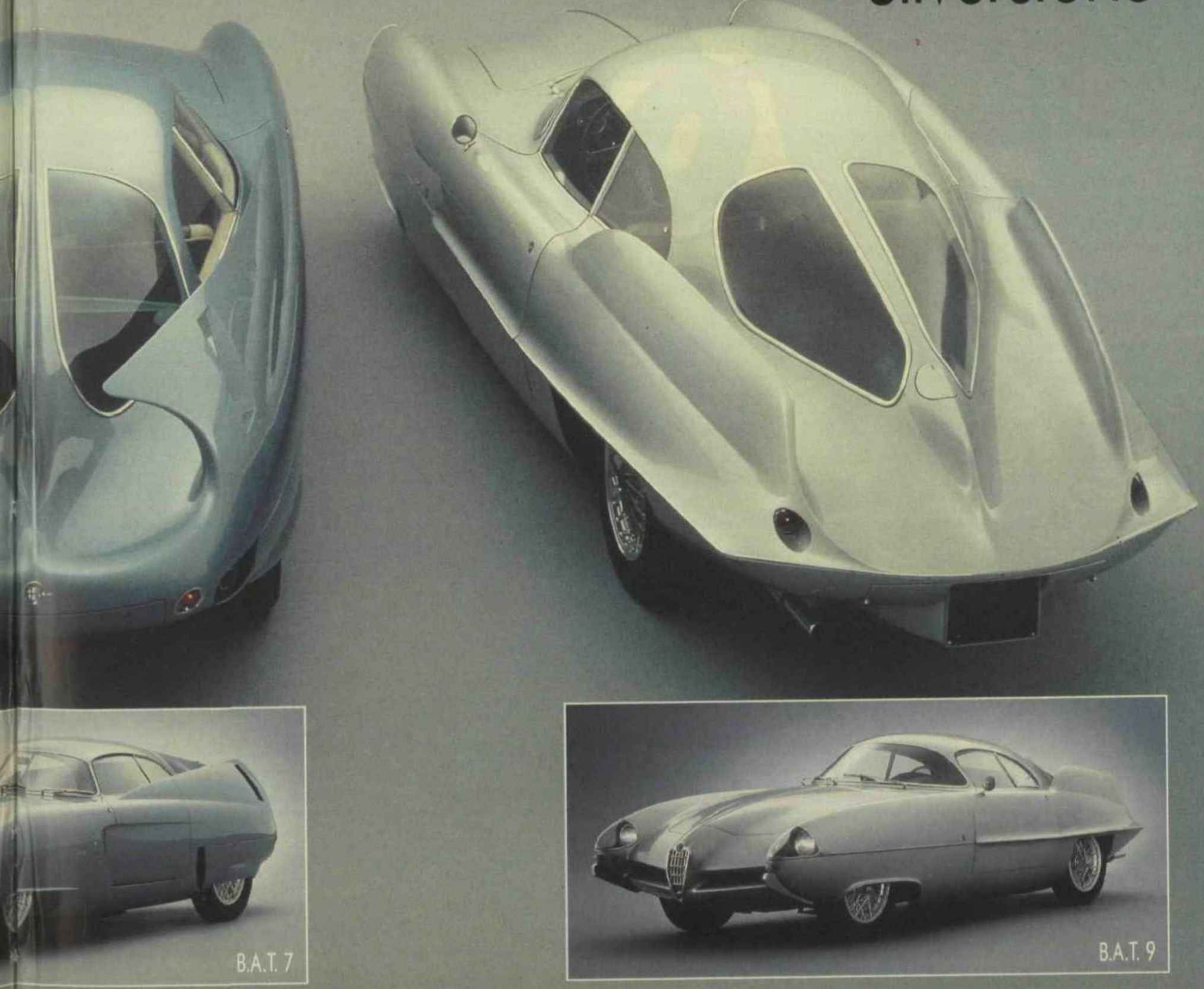
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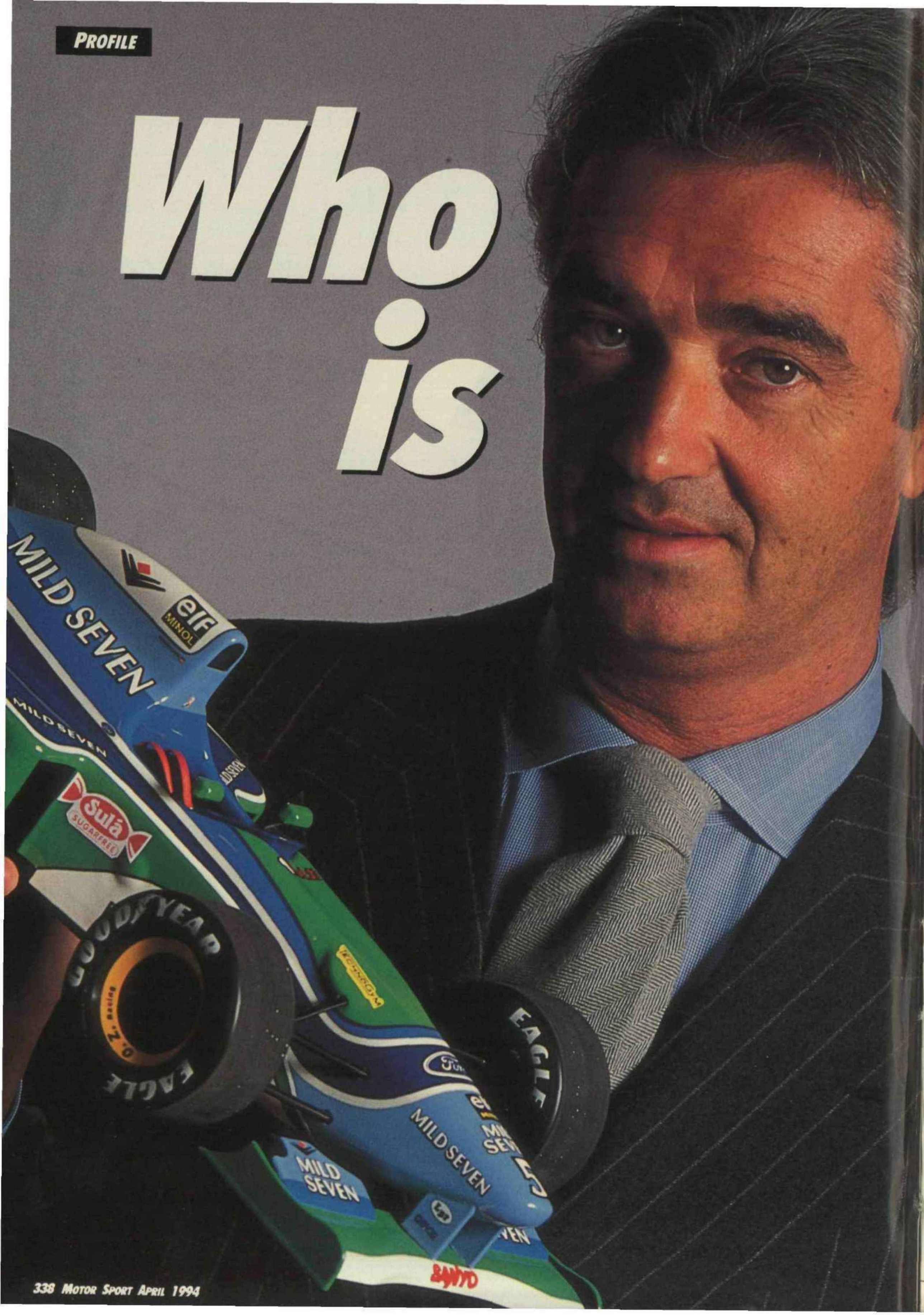
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PROFILE

Who is



He is the mystery man of Formula One, yet behind the scenes he has the ear of the leaders and wields significant power. But...

Flavio Briatore?

If it knows anything at all of him, the general public is more cognisant of events around him than it is of the personality of Flavio Briatore.

Last year he made national newspaper headlines when at 3.17am on Wednesday February 10 a bomb blew away part of the front door of his elegant Grade II listed pad in Cadogan Place, Belgravia. Though the IRA claimed responsibility for that, cynics within the world of racing smiled at suggestions that a terrorist, believing himself to be under police scrutiny, happened to ditch his explosive outside the house of the man regarded as one of the leading power-brokers in Formula One.

There was publicity, too, over a spat with former lover Giovanna Amati, the fiery Italian racing driver who later became Niki Lauda's paramour. Part of their separation is said to have involved her slashing most of his clothes. (He has a lot, as a recent guided tour of his new flat in Cheyne Walk revealed).

Another girlfriend, model Christina Estrada, has since picked up with Sun City mogul Sol Kerzner.

The Formula One world is, largely, unsure how to take the Italian with his grey hair, deep tan, smooth manner and a voice that fires words like machine gun bullets. He makes no bones that he is first of all a businessman, second a racer. That does not sit well with many of his peers, all of whom have been in the sport for aeons. On the surface he is affability itself, voluble, elegant and a perfect host. But he has won as many enemies as friends since he appeared on the scene back in 1989, to take control of the Benetton family's interest in its eponymous racing team.

Former employees either speak disdainfully of him, or smile at memories of his sense of humour and general urbanity. Some frown when recollecting their business dealings. It is said that, when accosted by Italian journalists in Hungary last year while leaving the race long before team driver Riccardo Patrese took an overdue place on the rostrum, he replied: 'I have no interest in watching him finish second.'

Certainly, the list of test drivers who have passed through Benetton's doors in recent months bears testimony to high pressure turnover, while Johnny Herbert and Roberto Moreno have little cause to recall him with any fondness. Flavio Briatore has no place for sentiment. The Briton was sacked, together with mentor and former Benetton director Peter Collins, because he was not deemed fit enough in 1989 as he recovered from his Brands Hatch accident the previous year. This despite a fourth place in Brazil on his F1 début, and a fifth in Phoenix. And despite the fact that replacement Emanuele Pirro proved lamentably unable to achieve similar performances. Moreno was summarily despatched when Briatore saw the chance to grab an emergent Michael Schumacher from Jordan. Just as Edmund felt the venom of Briatore's cobra-fast strike, so Ron Dennis had cause for dismay in January when Briatore snaffled Jos Verstappen right from under the McLaren boss' nose and signed him to a long-term deal.

None of this bothers Briatore, any more than the bomb appeared to upset his equilibrium. IRA or not, some believed it to be a gentle reminder from associates with whom he was having financial dealings. Just as another F1 czar is said to derive secret amusement from the unfounded rumours connecting him to the Great Train Robbery, so Briatore does not seem to take umbrage at similar rumours linking him to one of his country's more notorious organisations.

He is a paradox, but his commitment to the Benetton cause in Formula One cannot be questioned. He works hard, and he works his people hard, and he is pragmatic enough to surround himself with able lieutenants who are experts in their own areas. Benetton might well have risen to its present position of eminence anyway, but there is no gainsaying the dramatic progress it has made since he stepped aboard. 1990 and 1991 could be deemed his learning years, but when key elements such as John Barnard as Design Director, Tom Walkinshaw as Director of Engineering and Schumacher as lead driver were added to the mix to complement stalwarts such as Rory Byrne, things really began to move ahead. With better fortune the German might have finished runner-up to Alain Prost last year in the car that Byrne and Ross Brawn created; this season he and Briatore are determined to carry the fight to Ayrton Senna and Williams-Renault.

Briatore clearly has strong feelings towards Schumacher. Ask him what he

could offer him that Ron Dennis apparently couldn't when the latter approached the German last year, and he replies laconically: "My beauty!" Then he gets more serious. "I tell you, if I win the World Championship with Michael Schumacher, *Benetton* wins the World Championship. But if I win the World Championship with Ayrton Senna, *Ayrton Senna* wins the World Championship. It's as simple as that."

He tried to interest Senna in driving for Benetton once, but was appalled at the figures the Brazilian quoted. "For me the team is important, because we have 200 people working to make the car. When you see the grid on television it's funny. Senna, Schumacher, blah, blah. But never do you think how many people are behind the products. The car is the product. You have 200 people in the factory, arriving at eight o'clock in the morning, leaving at midnight, one o'clock. Nobody knows their names, but they are the people doing the job. Sure, the driver does the final result, but he is not alone."

He also has strong feelings on the subject of driver remuneration. "It's not that the drivers make too much money; because if you offer somebody $5M, they'll take it. I never blame the driver. I blame the team manager, and sometimes I blame the cigarette companies.

"I tell you, you buy the little lion, he's very cute. He's like a little cat or a little dog. But one day he grows up and then he eats you. He's dangerous!

"This is what I believe. I believe that the drivers need to make money because the job is quite risky, but I tell you, some other jobs are much more risky. If you are in Bosnia at this moment, is more risk than driving a Formula One car. Should the Bosnian people not make $10M, $15M?

"This is philosophy, of course. If you don't have a good driver, you never know the limits of your car. You need always the package; good car, good team, good driver. But you always need to stay with your foot on the ground. In Formula One people talk of a million dollars like it is the easy way. But a million dollars is a million. A lot of people work for generations to make just one million dollars."

In fact, he believes that money was one of the reasons why McLaren eventually beat Benetton in the race for second place last year. "You know, I lose 20 points in two races. Maybe Ron Dennis' offer to Michael Schumacher hurt me a lot, because Michael in the last two races could see dollar signs in his eyes."

Schumacher is known to be on a 'tight' contract with Benetton, but just how much was Ronzo offering? Briatore laughs heartily. "The figure is so big, if I told you I'd need two Cognacs! But I'm sure it distracted him. Everybody is a human being. He stays because he loves me! Michael and Benetton are the family. He can grow with us. He remembers, too, the kind of risk I took when I put him in the car. I remember in Monza when the judge locked my garage when I fired Moreno. He told us we couldn't race because the car was for Moreno, and I had a lot of trouble. I had a little bit of a fight with my friend Eddie, but Michael is very human and doesn't forget what I did for him. And he arrived in Formula One with the right programme. Sure, the offer Ron Dennis put to him was a little bit distracting. But for me what is important is the result: Michael Schumacher is at Benetton and not at McLaren.

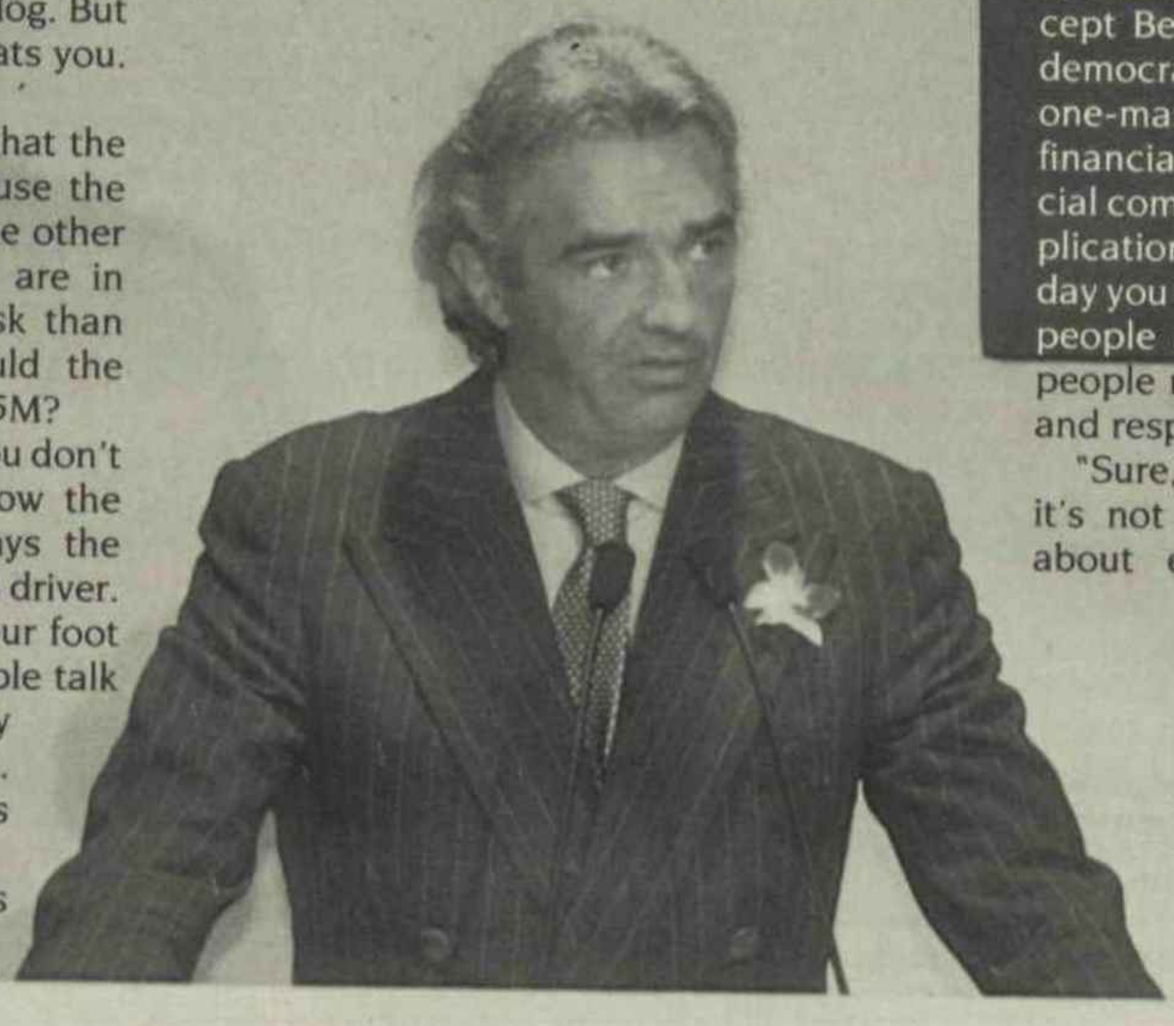
"You know, it's impossible to keep a driver in your team if the driver doesn't want to drive for you. With any contract. It's possible you sign the best contract, but if the driver is not committed to the team 100 percent, it is impossible. It's the same with the Technical Director. What do you do? Go! You know, a contract is very important to outline points, but after that, forget it."

Curiously, he is one of the few willing to admit to cutting back on budget, and displays an endearing candour. "I believe the fruits of the reduction of technology, because I've seen already them this year. My budget is already less than the year before! But if the rules are the same for everybody, I don't see a difference. This year I don't think it will be much closer, because you still have four or five top teams and the money makes a difference.

"Put it like this. Every year I have a 20 percent increase on my budget. This year I don't have this kind of increase. For me we are already saving 20 percent. Historically, the last five years, every year I have had a 15, 20 percent increase in my budget. So for me already, that is a good result."

If Briatore has no stars in his eyes, he also has some trenchant views on the current state of Formula One, and the way it is developing. Having worked for two years with Barnard, he is complimentary of his ability. "I believe he is one of the best designers in Formula One. But I believe too that the concept of technology has changed. There is no more one-man band operating the team. I believe that the concept Benetton has at this moment is very democratic and very good. You can't have a one-man band any more, because there are financial complications, you have commercial complications, you have technical complications. Even if you have 20 hours in a day you can't make it. You need to have nice people around you, you need to give the people next to you the possibility to grow, and responsibility.

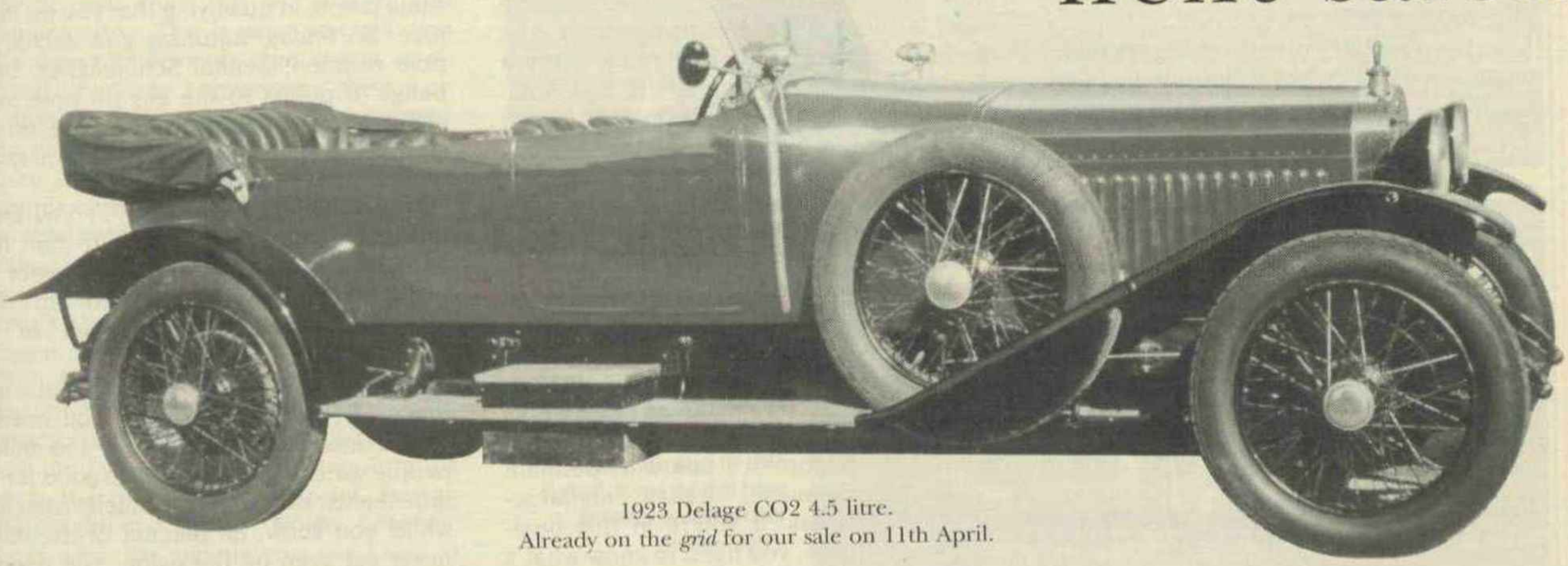
"Sure, Barnard is a fantastic designer, but it's not only the designer; you're talking about engine, global package, drivers.



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You're talking about emotion. It's quite complicated."

During the winter there were a lot of stories connecting Briatore with an attempt to buy Ligier, to gain control of its Renault engines. He's been expecting the question, of course, and laughs when it comes. "I need a Cognac to explain that! Okay, Ligier is nothing to do with engines. It was my idea that in Formula One you need colonised money. I believe that with two teams you have space for saving money in both teams.

"I'll tell you an easy example. Ron Dennis sold the automatic gearbox to Footwork, and I have the same deal with Larrousse.

"And my idea always is that in Formula One the top constructors need to sell – or have the possibility to sell – their cars to the small teams. Why not? Because I'm sure

"Some of my colleagues would like to go to Silverstone, close the door, no media in sight, no spectators, and go racing together"



that if they went to sponsors and said that next year they'd be running a 1993 Benetton or McLaren, it would be better for them. You need to consolidate for 10 or 15 teams. I believe that the only way to consolidate is to have the four top constructors, and after that you have a second team. But the second team doesn't need 80 people or 90 people. You need 35 people to go racing."

Some time ago he went a long way down a path investigating the purchase of Minardi, and at another time was believed to have been a party interested in acquiring Tyrrell. At the time of our dinner he was open about his plans to bring Ligier to England. The reasons are profoundly practical.

"That would be the idea, yes, because in England you have the best engineering, the bestenvironment,thebesteverything.It'slike,if you like, if you want to make the prosciutto, you go to Italy. If you want to make champagne, you go to France. If you want to make Formula One, you are in England. You know, I don't like your weather here, but I stop in this country only because you are competitive. British engineering is the best in the world. And it's very difficult to move the British to Italy, or the British to France." Since then the deal has all but been agreed, but though the engineering side will come to Britain under Walkinshaw's control, the race team will remain in France.

Currently Benetton has a contract with Ford that runs to the end of the year, and despite the Ligier/Renault link, Benetton's name has also been linked very strongly with an Audi entry to Grand Prix racing. It is now believed that Briatore will replace Ford with Renault at Benetton and run the Audi at Ligier. Ford's longtime partner Cosworth is developing a V10 for Audi.

Briatore, unlike many F1 team proprietors, does not shy away from questions on such subjects, although clearly he withholds much information.

"This is important," he says in immediate response. "I will talk with anybody who is interested in coming into Formula One. You know, the more constructors who arrive in Formula One, the stronger it becomes. I talk with German, Japanese, Italian manufacturers. If you're in this business, you need to know what's going on. I still believe that to have a very healthy Formula One, you need to have a constructor with a team. Because if you start to pay for an engine, already 40 percent of your budget is tied up. Meaning that you don't have the money to develop the car, to do the r&d or whatever. We need more Audi, more BMW, more Toyota."

He deprecates suggestions that Schumacher is getting restless without Renault power to take him closer to Senna, that he has only the second best engine in F1 in 1994. Briatore's response gives another insight into his character. "It's like this. When you have 20 girls, you say, this, number one, is the most beautiful. Number two is like number one, and much nicer looking than number 19. This is the way you need to think about it. Michael has the second best engine in Formula One, at the moment, but I believe last year that the Benetton car was one of the best chassis in Formula One."

Perhaps more than the majority of his rivals, Briatore has the businessman's pragmatism, which is illustrated by his response to refuelling in 1994. "In the beginning I was very excited by it," he admits readily, "because when you have a car go into the pits you know when it goes in, but you don't know when it comes out! I could see some teams having problems with that . . .

"But now I don't think that refuelling is the right decision, because of the complication that you have. I see this monster of a machine that you have to carry around the world, it's like a battleship. Initially I was very pro to refuelling because I believed it would increase the show, if you like, but now I am much cooler than that because when you see this machine that you carry round for nine months it's something quite heavy. If I had the possibility to go back, I wouldn't want refuelling."

The idea of refuelling is to improve the overall show, to render F1 less predictable, but Briatore has another suggestions.

"I tell you something crazy: Change the grid, like in the skiing. So the man on pole position starts at the back. And you give the same points in qualifying that you do in the race. So Friday, Saturday you decide the pole position; Senna, Schumacher, bang, bang. 10 points to the guy on pole, nine, eight. Sunday you start the race on the reversed grid. If you win the race you get 10 points.

"If you had a reverse grid . . . you know, one day Minardi has a chance to start from pole position! It's good for the sponsor, it's good for him. Sure, after 20 laps he's history, but . . ." Ah, a touch of the ruthlessness creeping out?

"You know, our business is very flat sometimes," he continues easily. "You need to give it more emotion for the 150 million people watching it. This way is good for the little teams, they get seen on television for a while; you know, 80 percent of the teams never get seen on television. You need to decide; does Formula One need four teams, or 13/14?"

It's difficult to see McLaren or Williams falling over backwards with delight at that idea, and he agrees. "Yeah, but it's a *different* way to see Formula One. I'm not against technology, I'm very happy about technology. But in Benetton's philosophy, Formula One is an Event. You know, you guys aren't coming to Estoril to see our piston. You're coming to Estoril to see the fight between Senna and Schumacher, like the 150 million people who are watching. I believe that the people watching on television are not interested at all about what type of suspension Ferrari or Benetton have. When you have that many people watching, you need to give the right programme.

"You know, the world changes. Twenty years ago you didn't have the television. You'd go to see the race, and there'd be 60,000 people. That was your public. Now you have the television, you have the communication. The world changed. I know that some of my colleagues would like to go to Silverstone, close the door, no media in sight, no spectators, and go racing together. But if I like doing that, I buy one car, I race it by myself. I don't race it with 200 people and a $50M budget. I believe that Formula One is a very technical business, but entertainment is important too.

"When I go to see a sponsor I tell them Benetton is one of the most colourful teams. Nobody asks me what kind of suspension will you have next year? They say what kind of package do you have? What kind of marketing? You need to decide what

you want in life. And it's very difficult now to judge the old-style management in Formula One and the new style. But I believe that television has changed our business."

The others are of course already using television to the maximum for themselves . . .

"Yeah, but maybe somebody forgot the income. You have 200 people building one product. The product is two cars. To finance the product you need somebody from the outside, because you don't sell the product as such. My budget is $50M, but I don't sell one car for $25M, I sell it for $27M, because I need to make a few million dollars too. What do you sell? You sell image, and communication. This is what you sell. You sell a dream in Formula One, if you want. You sell a package. I never see a cheque on my desk for technology. I never see somebody put something on my desk and say, 'You're so wonderful, you're so nice. You have this current technology, here's a hundred thousand pounds.' Never!

"What is the future? I don't care about the past. The past was different. Benetton is in Formula One because it's global communication. Worldwide.

"You have the Olympics, they happen every four years. You have the Superbowl in America, for the people eating the popcorn. Finish. And you have Formula One. Formula One is the mix of power, speed, human beings fighting together. Noise. Lifestyle. This is what the people you see know in Formula One. I don't see so many know about active suspension. I never see your guys come to me and say, 'Your active





With Nelson Piquet (above) Briatore drove a hard payment-by-points bargain, while Roberto Moreno was unceremoniously dropped when Schumacher came along. As an indication of the team's determination to capitalise on Schumacher's success at Portugal in 1993 (below), it was the first team to unveil its new car this season (right).





Aspects of the man: Briatore the sportsman (below, playing football and tennis with a passion) and Briatore the profiler (far right, with George Harrison in Adelaide last year).

system is so beautiful!'

"When we have these meetings, everyone talks about technical, technical, technical. Nobody talks about improving our business."

Naturally the top teams such as Williams and McLaren will do whatever they have to to protect their interests, after dominating for the last 10 years. Some of Briatore's ambition surfaces as he retorts: "Benetton is a very good example. Talking about the fight between Benetton and McLaren; when I arrived in Formula One, for me McLaren was god. It was something impossible to touch. When I saw Ron Dennis, he was a second god. He was like Senna, you know. Last year I was in front of him 80 percent of the time. He won more races than me. Talking about the spirit. I had been in Formula One four years. Meaning, this technology is not so difficult. If one lousy tee-shirt team, like Benetton was called when I arrived, can beat these established people . . .

"When I arrived in Formula One I had Brabham, Lotus, Minardi, Ferrari . . . everybody ahead of me. And for me it was a dream one day to beat Ferrari. Benetton was very colourful, this guy with long hair ran it. Fine. But technology is not so difficult. It's more difficult communicating that technology."

He does not necessarily wish to see Frank Williams and Ron Dennis come round to his way of thinking, however. "Oh no! I don't want that, because I don't want them enjoying Formula One more! I want Ron staying in the same position!"

Within Formula One some mistakenly believe that Briatore is being groomed by Bernie Ecclestone to take over if he ever feels like stepping down. Briatore denies, however, that he has any interest in such a role (even though he has, as humorists point out, taken over Bernie's former flat). "I don't want Bernie's job. You know what? I haven't arrived from a mechanic's background, okay? I'm a businessman. I don't want to be stuck in Formula One for 25 years, because I'm not interested at all. But I see Formula One from the business point of view. I believe the potential is very, very strong. And maybe we use 20 percent of that potential. And plus, I believe that Bernie is doing a fantastic job, and he is a good friend of mine. We have dinner together and we talk about everything *but* Formula One.

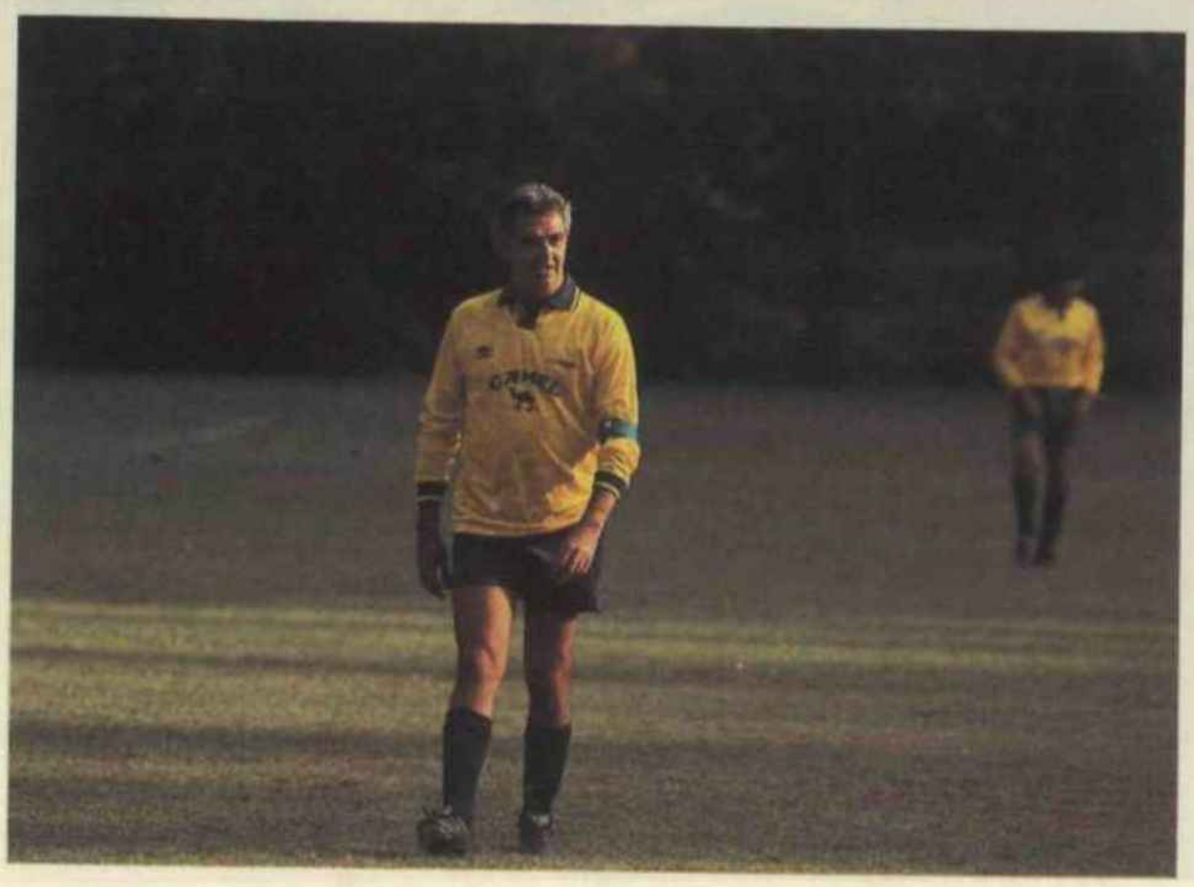
"No way would I want his job. I run Benetton. I don't think long-term. I will stay in Formula One as long as I have fun. When I still wake up in the morning and feel excitement, and go into the office and keep fighting. The moment it's just business day-by-day, I'm not interested."

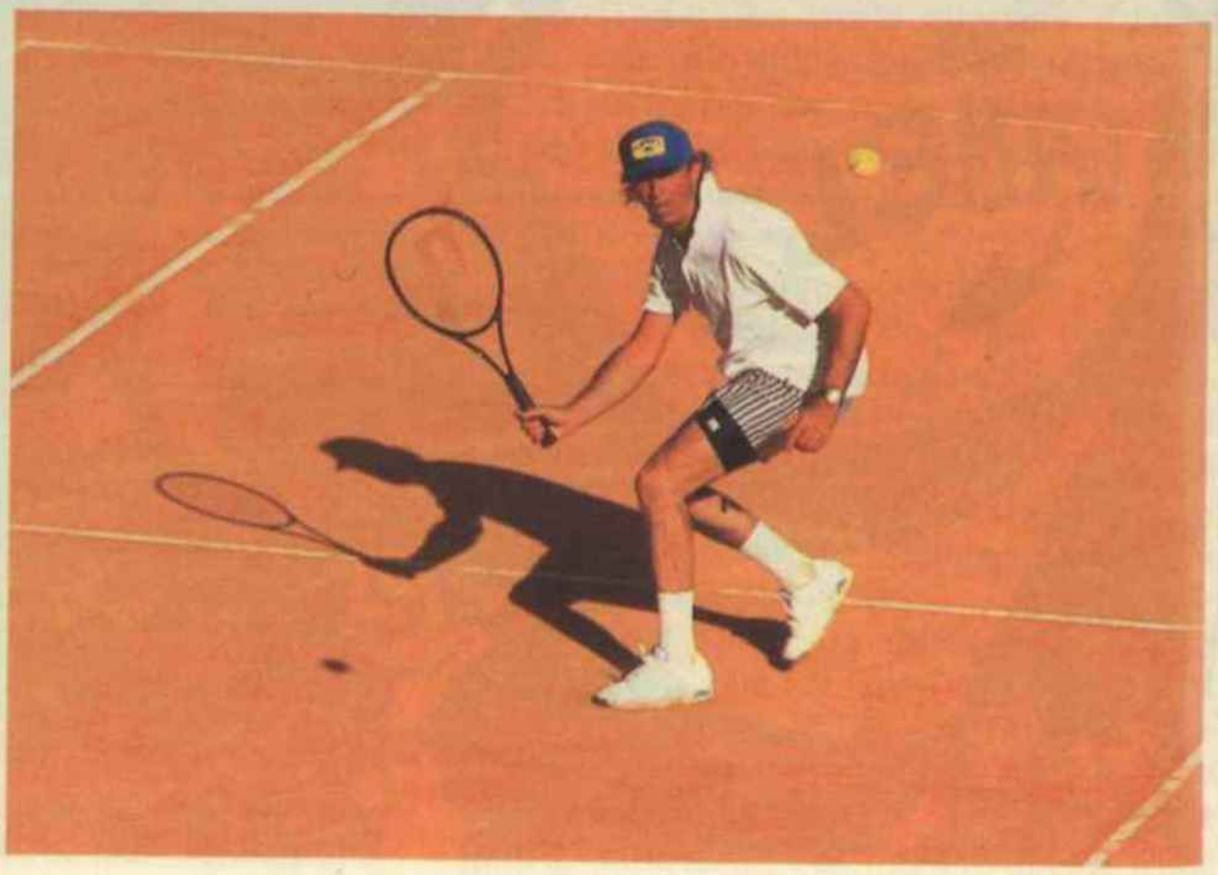
Indeed, he goes so far as to quantify how long he'll stay. "If I don't win the World Championship between now and '96, I need to change my job because it will mean I'm not good enough to do my job. There is no deadline from the Benetton family, but there is one from myself and that's it. If I don't win by then, I stop."

If Formula One is indeed only operating at 20 per cent, what does he see as the potential that's not being realised?

"There are some situations in the world that can never be created again. I believe Benetton is one of them, because I don't believe anyone can recreate that story. Nobody can recreate what Bernie has done in the last 20 years. But I believe everybody is orientated in the technical side and nobody is orientated in the event side. It is a big stop for Formula One.

"I'm in it for four years – it's five really, but the first year I was not pregnant completely, I was only four months pregnant! – and every meeting we are talking about peace, we are talking about suspension. Nobody is talking about our business. It's very, very technical, and I'm not sure that the people watching us want that. People want to see the fight between drivers, I tell you. I believe







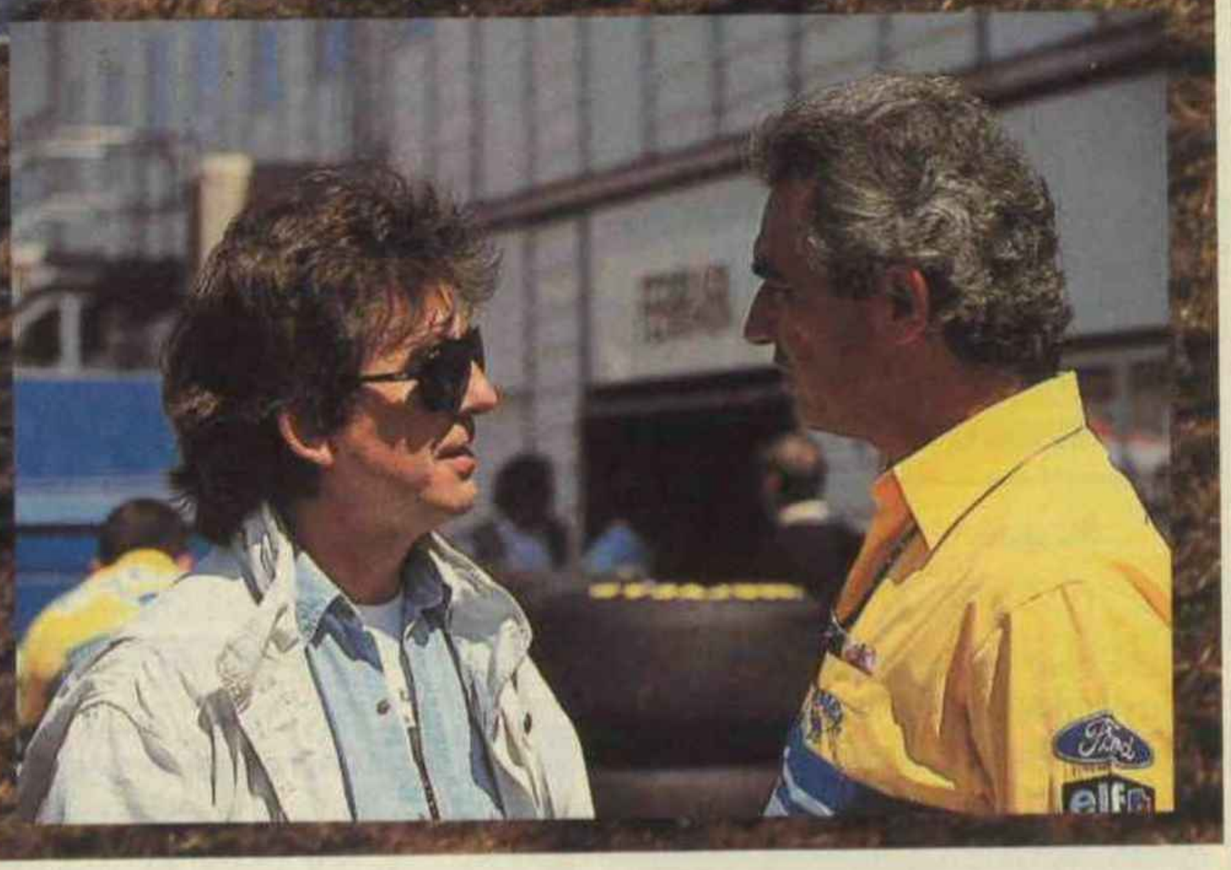
very professional in Formula One and will decide to follow the rules. But what you need in Formula One is stability."

Suggest that that sounds like IndyCars or NASCAR, and he is as dismissive as one would expect of an F1 personality. "They are very American. I mean, you press guys are talking about whether the Ferrari is legal, whether the Benetton is legal, because the rules aren't completely clear. It's the *interpretation* of the rules. It's very difficult. I still believe that you need very clear rules, for everybody the same.

"You know, each team can find £10M a year, because if you talk with Jordan or Lotus that is what they have. I believe is very easy – well, not easy, because nothing is easy – but this kind of money can be found. But when you talk about £20M, £25M . . . For this always you have the gap. You know, when I started in Formula One my budget was $6M . . . This was the budget of Benetton before I arrive."

In a way, of course, he is trying to have his cake and eat it. On the one hand there is the call to get rid of the technology, so that the driver plays a more important role, but then he is saying that the drivers should not be paid fortunes commensurate with their talent; yet it would be the driver that then made the difference . . .

"Okay!" he says, with slight exasperation. that the big companies will be interested in coming to Formula One, if you have the stable rules. To save money, you need stability. Because you give the big sponsor the possibility to arrive in Formula One. Now, everybody anticipates a big fight when we arrive in Brazil, and that is no good at all for us. I'm sure it won't be a big fight, because at the end of the day everybody is



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The Benetton factory is a clinical, science fiction edifice with more dazzling whiteness than the Bonneville Salt Flats.

"Last year was the big technology, somebody made $20M. This is chicken and eggs, you know? A driver made $20M . . . "

Ask him how he would place a ceiling on driver salaries, and some of the arrogance that his rivals so detest begins to show through. "There are four people who decide in Formula One. Frank Williams, Ron Dennis, Flavio Briatore and Jean Todt. If myself and Jean Todt have dinner here, I believe we fix the price. You know, fixing the price is quite easy. The trouble is, everybody in Formula One is very individualistic. The best thing would be for us all to get on Monday to Friday, then say: 'Okay, let's go fight.' And on Monday we sit together again and decide what is the best way to develop Formula One."

Ironically, at the end of 1993 he actually wanted to keep the very technology that he professes to detest, and a little bit of the politician seeps out when he responds to mention of the fact. "Wait, wait, wait! What I tried doing, what I thought then, was that it was cheaper to keep what you have. Simple as that. Plus, I tell you, I am very flexible. If I see today I make a mistake, I tell you guys, 'Okay, I make a mistake.' And we change. I have the responsibility of a big company. And I change. If I see I put a mistake, I'm very honest. I say I screwed up and we change. I don't believe in saying, 'I told you in 1952, and now . . . ' None of that. If you are doing business, you need that flexibility."

Despite his misgivings about the direction F1 is taking, Briatore says he is happy enough under the leadership of FIA President Max Mosley, although a little contradiction is evident in his comments. On the one hand he says: "You need to understand that Formula One is handled by the teams. If the FIA has the power, it's because the teams are rich. Simple as that. It's the teams doing the show, the teams doing the business.

"I agree with Max, because Max at one point put the point, only because the teams were very weak. *If there is agreement between the teams, you need nobody.*" (Our italics).

Then, when you remind him that it is, after all, the FIA's Championship in the first place, not the teams', he replies (our italics again): "Yeah. *You need always to have somebody, you know.* It's like any other business. Now we have Max Mosley as our President. I believe that Max is doing a very good job. He's easy to talk with, and every time Max makes one decision, he makes it because the teams don't have the capacity to make the decision by themselves. It's like the school; you know, you are in the school and you have 20 students, everybody screaming; the teacher arrives and says, 'Right now, everybody shut up!' And this is what Max does.

"You know, every time the teams sit down and talk, it's very emotional. We need to sit down and talk about the best way to do business, but instead it's very emotional."

At the beginning of 1993, when Frank Williams hit a ball into the rough, it was Briatore who broke ranks and initially refused to agree that Williams could enter the World Championship after the official closing date. At the time is was an act that was deemed grossly unsporting, but there was reason behind it.

"I stopped Frank Williams from entering because the only way to make somebody listen to me was to stop somebody.

"Everything was very emotional, and I believe that sometimes when you make the decision to save money, you end up spending more. What you need is the top teams working together to make the best solution. To find a realistic point of view, not an emotional point of view. What we need to do is calm down a little bit, and realise what our business is."

Ever since he came to Formula One he has been implacably opposed to the requirement for unanimity within the terms of the much-criticised Concorde Agreement, but predictably he is well versed in the art of manipulating it to the best effect for himself and Benetton.

"Never do I agree with that part of the Agreement, because I have never seen any company make a decision with 100 percent of the vote. Everybody tries to explain this, but to me it is completely wrong. I've tried to change it, but I am alone . . . But alone, if you want, I blackmail everybody else. I have more power alone if it is not a democratic decision. If everyone says yes, I say no. I stop everybody. I still don't understand this power. Bernie has tried to explain it to me many times, but I still don't understand."

Flavio Briatore has thrown open his flat for the evening, and been an entertaining host over dinner. We have been given that curious guided tour (when was the last time your platonic *friends* let alone business acquaintances showed you the contents of their bedroom?) and we have had our chance to admire the rococo decor, the carved busts and the marble pillars, the monogrammed pillow cases and napkins. Appreciated once again his love for false-book wallpaper (just like the stuff he has in the cupboards in his office at the Enstone factory). Given one's natural suspicion that

s aroused whenever an F1 figure invites you to dinner at his home (an event as rare as Footwork victories), it is an unusual evening, but not at all unpleasant. The atmosphere is cordial in the word's truest sense, and the humour is as dry as the white wine. And you have to admit that Briatore has some refreshing ideas on the way the sport should head. I found myself agreeing with many of them.

But you also have in the back of your mind the speedy way nuisances such as Herbert, Collins and Moreno were tipped into the skip. This is a man with a very strongly developed sense of self-image, who does not do anything by halves. In his early Forties, he plays tennis and football as hard as Schumacher does at 25, but little is known about his past. Look at all the photographs in his apartment – and there are many: Briatore with King Hussein; Briatore with Ecclestone; Briatore with Gary Hart; – none shows him before he came into F1. We know little of his background, save the well-worn stories. Benetton's own magazine says he was born and raised in Cuneo, the son of a teacher. It's said that he worked for Benetton in America before moving into F1 as the team's Commercial Director in 1989. Two years later came promotion. According to Benetton's gushing profile, 'The Benetton family, their initial trust in Briatore fulfilled, rewarded their long-time friend for his expert management skills by naming him Managing Director in 1991.'

"I blackmail everybody else. . . If everyone says yes, I say no. I stop everybody. I still don't understand this power"

"You know," he says, justifying the need he sees for change, "the Wall in Berlin doesn't exist any more. In Russia there is no more Gorbachev. But in Formula One it is still the same people . . . "

It's all good stuff, but Briatore's peers have heard this sort of hyperbole before. As one of them pointed out recently: "We've seen a few people like him come and go over the years, haven't we? And I don't think it does him any good to knock the sport, to knock the people who have come up through it. So Ron Dennis started as a mechanic. So what? I was a secondhand car dealer. So what? I'm not going to pretend I was born the son of Lord So and So, and that I went to Eton. These people are the backbone of Formula One, because they are *racers*. That's what they do. They go fast at whatever they do. And what they have done has made it possible for people like him to walk in..."

Businessman or *racer*? Time may tell, if Flavio Briatore sticks around long enough.

DJT

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Storm

in a teacup?

As the F1 circus headed to the scrutineering bay in Interlagos for the first race of the season, FIA President Max Mosley was optimistic that the legality of the leading cars wouldn't be the contentious factor that sceptics expected it to be

Few Grand Prix seasons have been quite so eagerly awaited in recent years, for the banning of infamous gizmos such as active ride suspension and traction control have whetted the appetites of all fans who hope to see closer racing.

But . . .

A nasty little word that. In this instance, however, one that cannot be ignored.

But . . .

Will the changes in the F1 regulations actually make any difference? Worse still, will there be any attempts to 'circumvent' them?

At this time of season it's always nice to be as positive as possible, and the good news is that the indications (this was written as the teams were making last-minute preparations for the first race in Interlagos) are that commonsense and fair play – and some none-too-veiled threats from the FIA – look like keeping most on the straight and narrow.

In mid-March, all of the fuel companies finally acquiesced to the FIA dictate that they had to supply samples for analysis *before* the Brazilian GP. Once vetted, samples would be certificated for use by the appropriate teams. No certificate, no pass through scrutineering.

The man who takes the overall responsibility for demanding and then implementing the new rules is FIA President Max Mosley, as accomplished a politician as one would expect to find fulfilling the role as the Prime Minister of the sport. Though conversations with him invariably make one feel like a lobby correspondent, you have to admire his innate smartness. Overnight, Mr Mosley has turned the F1 regulations round on the teams; they have always had to comply with the rules, but now Max has made it expressly clear that wherever doubt over legality exists they will have to *prove* that they comply.

But . . . Why is Mosley, the sport's supremo, so apparently paranoid that disgruntled teams will refuse to kowtow and take legal action against the FIA?

His worries have their roots in Elf's threatened action back in 1992, a situation that to Max Mosley must have been what the Scott Inquiry is to John Major. Mosley hides it well, but there is no getting away from the anxieties such threats create. If you look carefully, everything about the way the new regulations are being handled shouts attempts to avoid the FIA being left exposed. We don't really believe, for example, that the three stooges who comprise the stewards at each race – laymen, mostly, some with laughable understanding of the sport – are the men who will actually police the World Championship, do we? They are Mosley's underlings, but he has to be seen to be totally objective.

When you mention the potential for argument over regulations to him, he feels his way in with a stock answer. "The thing that surprises me is not how many arguments we've had, but how few, because when you think how complicated a racing car is, it's enormously complex. And on top of that they're developing all the time. It's not like a football, when you fix the specification."

Then you get to the nitty gritty. One of the big worries is that you can't police traction control, just like you couldn't police ground clearance once a car is in motion. The reason Mosley wants fly-by-wire throttles outlawed is threefold.

"The first is that it is impossible for the scrutineers at any reasonable time to check the integrity of the hardware and the software, so they can't be sure that the throttle wouldn't behave in a wholly unpredictable way. Whereas with a classic throttle you can be reasonably sure of that." Hmm, a little weak, perhaps.

"Secondly it is extremely difficult for a team that has such a system to demonstrate that it doesn't have traction control. Which, after all, they have to. It is up to them to demonstrate that they *don't* have it. That negative proof thing has been in the regulations for a very long time." Better.

"And thirdly, it enables an engine to be set at a more critical level, so as to give more power than if a driver drove it. All racing engines are difficult to drive; that's the main difference between a racing and a road engine as far as using it is concerned. An engine that is extremely difficult to drive may give more power but you need an electronic throttle to help anyone except the most competent driver to extract the power from the engine. And we see that as a driver aid, so those are the three reasons."

Here we have the true nub of the problem, and here we have a good enough reason to support what the FIA has been trying to do. It's all very pleasant to monitor the clever ways in which brilliant engineers such as Patrick Head and John Barnard can create solutions to very complex technical problems, but as Flavio Briatore says elsewhere in this issue, what surely matters to most of us is watching Senna and Schumacher wheel-to-wheel, being thrilled by derring-do on the track that we all know ourselves to be incapable of emulating. That's surely an axiom of all spectator sports. And if Max is trying to create better racing, I'm all in favour of it.

Syd Herbert has been chief incident officer at Silverstone for more years than he will care to remember. A fine character whose bark is currently worse than his bite (sorry, Syd), he was recently recalling the old days of Formula Three.

"When you had the one-litre screamers round here, you never knew who would be leading on which lap. Right up until the end you just had no idea who was going to pop into sight in first place, let alone get to the line first. That's what's missing now, even in Formula Ford. That unpredictability."

And he's absolutely, two hundred percent, bang-on-the-nose right. What we all desperately hope for this year is racing that's not only closer, but unpredictable. It's a tribute to the leading teams nowadays that both of their cars are to equal specification and thus equally capable of doing the job, but boy oh boy is the 'animals went in two by two' aspect boring.

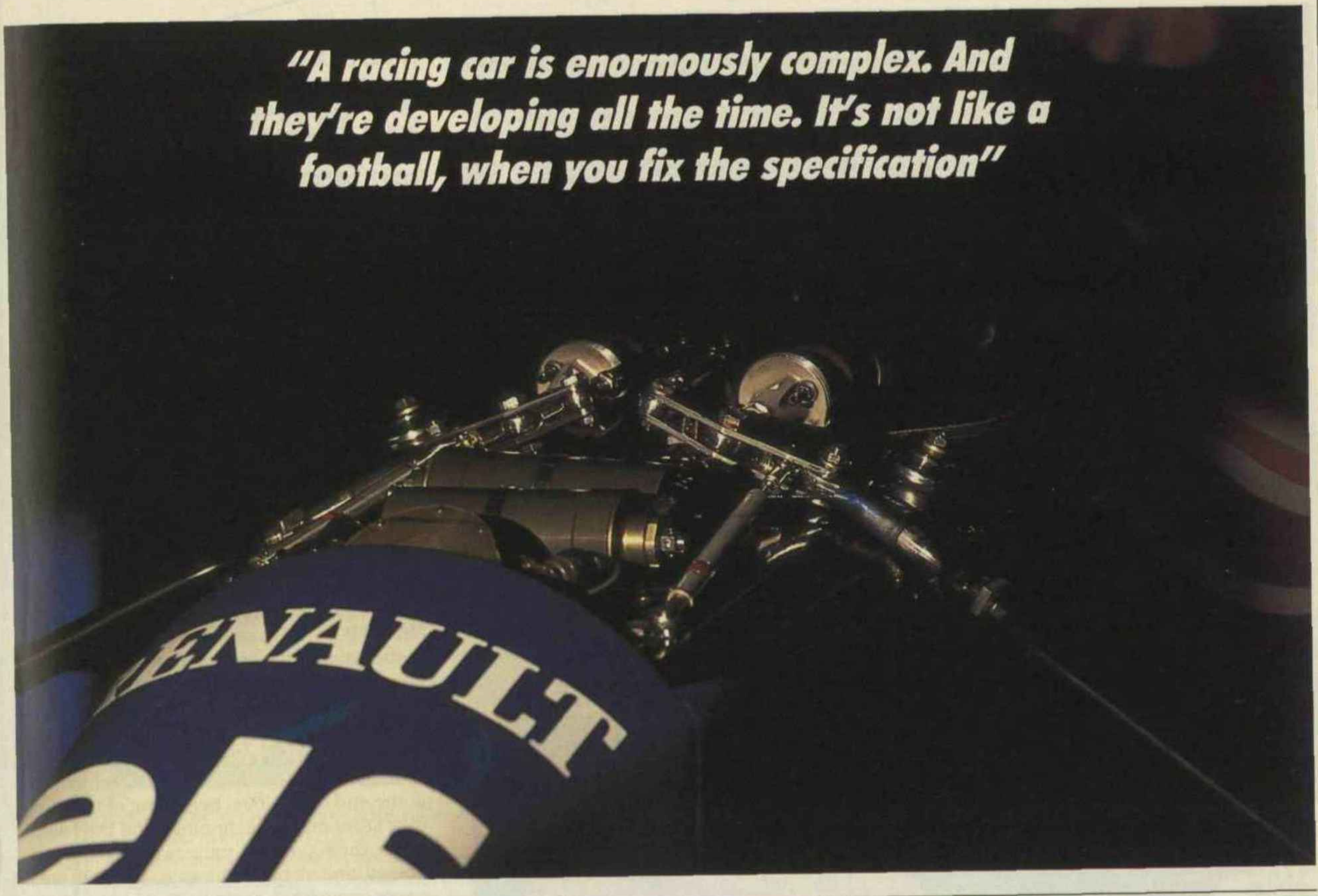
From time immemorial there has always been a certain element of confrontation between the teams and the sport's governing body, and Mosley is the man tasked with two-stepping his way through the political minefield as he seeks to lead the sport back to the Nirvana it began to desert when the whole question of downforce got so out of hand in the '70s.

"I'm trying very hard!" he admits. "I suppose that the only thing I can claim is that I do understand the problems of running a team. I understand the other side. But of course the difficulty is that there's also conflict between teams because teams are always trying to get a certain advantage. There's always bound to be somebody that's pushing the limits of the regulations somewhere."

That's why the threat of Draconian penalties hangs like a Sword of Damocles over any team found willingly to be infringing the



Architects of power: a year ago in Monaco Messrs Mosley, Briatore and Ecclestone were already looking towards the day when technology in F1 would finally be limited.



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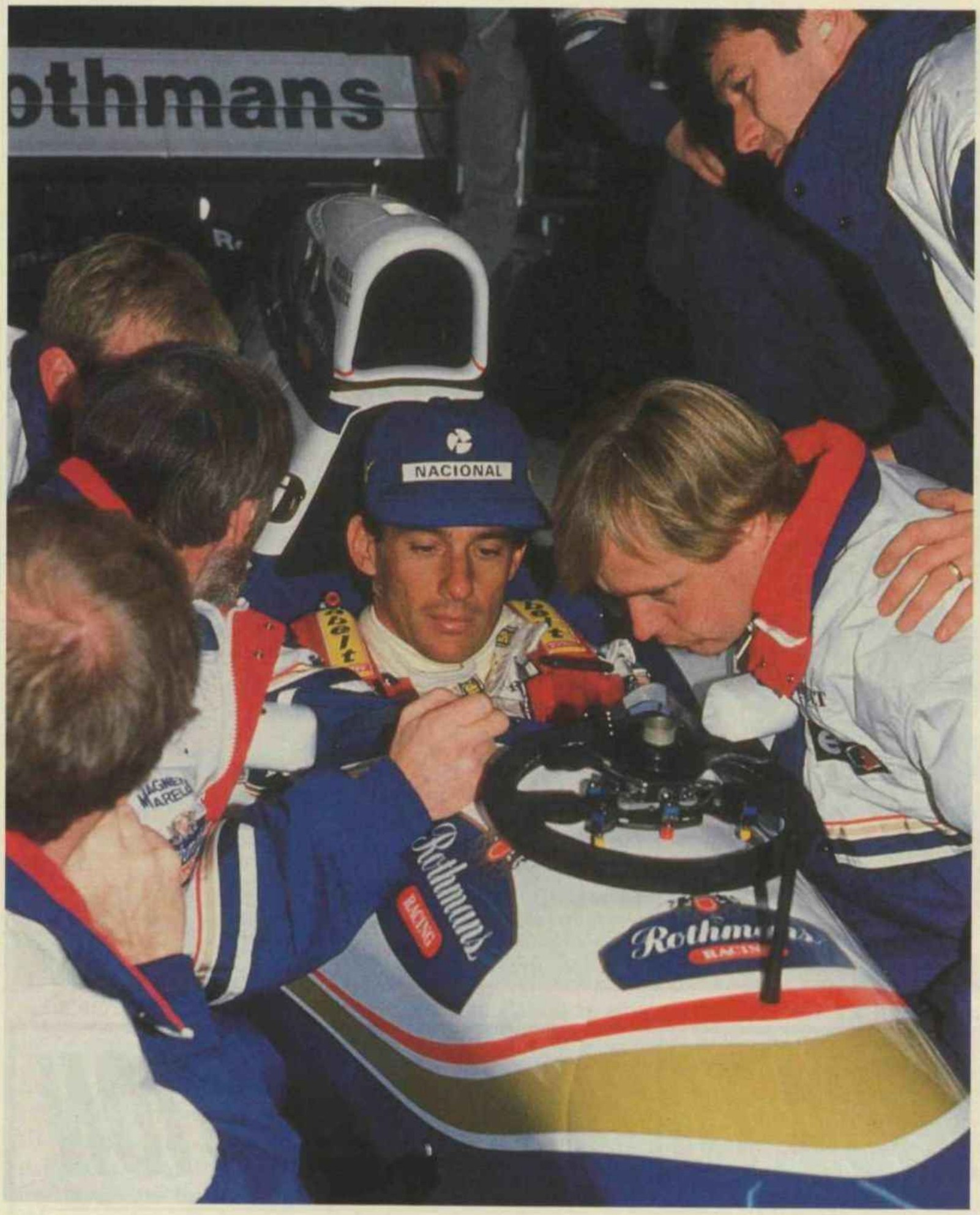
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"If you could demonstrate that they deliberately cheated, then I think Draconian penalties are completely correct"

regulations. "I think if somebody was found to be cheating, if you could demonstrate that they deliberately cheated, not that they interpreted the rule differently to you or there was some debatable point which they may be wrong about, then I think Draconian penalties are completely correct," he confirms.

What he means is a ban from the championship, and cancellation of any points scored up to the discovery of the infringement . . . This is strong government, and one hopes that such threats really are backed up if anyone is daft enough to try and steal an unfair advantage.

Patrick Head and Frank Williams recently accused Mosley of trying to adopt NASCAR style, of trying to manoeuvre teams into a position where the FIA can dictate everything the way that Bill France Jnr does and his legendary father used to. To me, benign dictatorship is usually the only thing that ever makes progressive sense. After all, some one individual should always carry the final can.

"From my point of view nothing's wrong with the idea, except that it takes time," says Mosley. "But what I say to them when they say we've got no clear regulations, is that you write them all out, clear regulations, and you all sign them. Or, we'll write them out and you all sign them. But because we can't change the regulations without everybody signing, everybody's got to sign. Nothing would please me more than crystal clear regulations that a child could enforce, and you let the whole thing get on with it. You don't have to think about that, you can think about other things. But they can't do it, because they can never agree . . . "

And therein lies a rub that will always militate against change in F1. And hand in glove with that goes the call for the Concorde Agreement – the document that once bound F1 together in the aftermath of the FISA/FOCA war yet which now has it hamstrung – to receive a comprehensive and overdue overhaul. If he had his way, Mosley would change it immediately, although the irony of unpicking much of the work he put into it back in the early '80s is certainly not lost on him. In a way, he is a victim of his own bygone efficiency. "I think that the Concorde Agreement has outlived its usefulness and there ought to be a mechanism whereby you consult with everyone, and when you've finished consulting that's it. The FIA takes a decision by whatever means, the Formula Commission and all the rest of it. But, um, I don't know what they want, because they can't agree unanimously and yet they want to keep the Concorde Agreement."

NASCAR has been through much of F1's current angst in its past, and has had its own unpopular decisions. When they've downsized, or changed things so that Ford doesn't win and Chevrolet does, or vice versa, for example. And like the FIA, NASCAR is up against similarly sizeable corporations which in theory could go ahead with legal action to protect their own interests. Somehow, though, it has never come to that. Mosley acknowledges the point. "I think they've negotiated their way through very cleverly, and if you remember at the end of the '60s, beginning of the '70s, they stopped the technology and they went down their present route with fixed technology, and all of Detroit said 'That's it, we'll never come back again because we want to demonstrate our products to the American public.' And now Detroit is in there as enthusiastic as ever, with the fixed technology."

In other words, once the storm in F1's teacup has abated, we can expect things to settle down again. The other thing I expect is that the same faces will crop up near the front, even though the gaps may be smaller.

Most likely, by the time you read these words the Brazilian GP will have been run and we shall be fêting the first victor of the 1994 FIA Formula One World Championship. Mosley himself was hopeful before the event that things would proceed rather more smoothly than some expect. "All of the teams know what the rules are, and on all the grey areas or difficult areas they know what our view is, and although our view is not necessarily the view of the stewards – they can make their minds up – it will probably be quite persuasive. So I think that anybody who wants to go to Brazil with an uncontentious car, can.

"The same is true of the fuel. We've checked all the fuel before Brazil so there won't be any of that hanging around afterwards unless there's something that nobody's thought of. So I think the chances of problems, either in Brazil and after Brazil, are small. And if there are problems, I have to say it won't be our fault. We've done everything one possibly can so that everybody knows exactly where they are."

For the sake of sport, and a competitive 1994 F1 season, one devoutly hopes his optimism is justified. **DJT**

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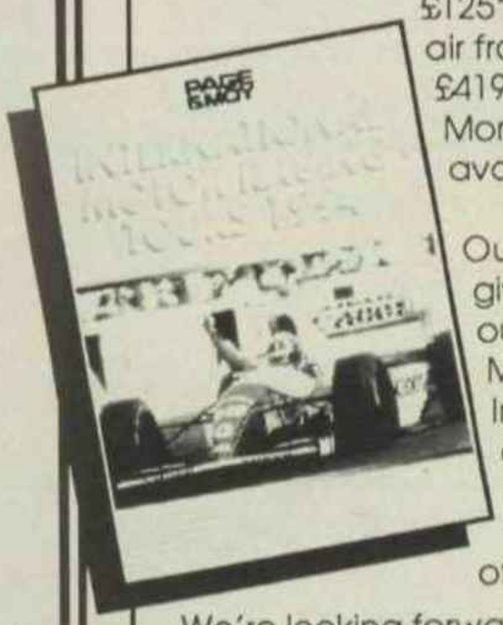
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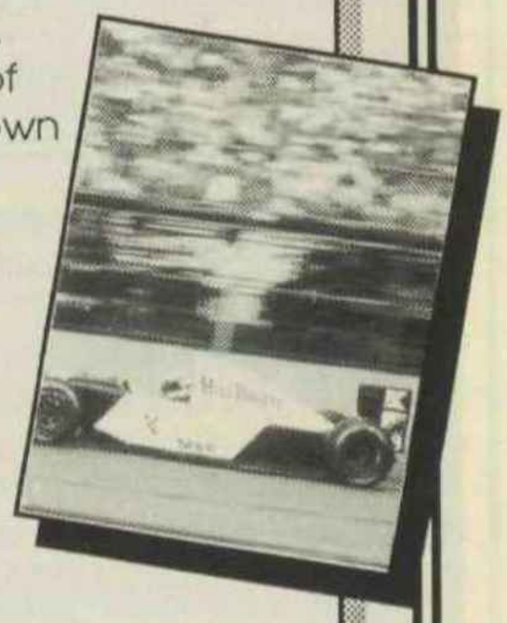
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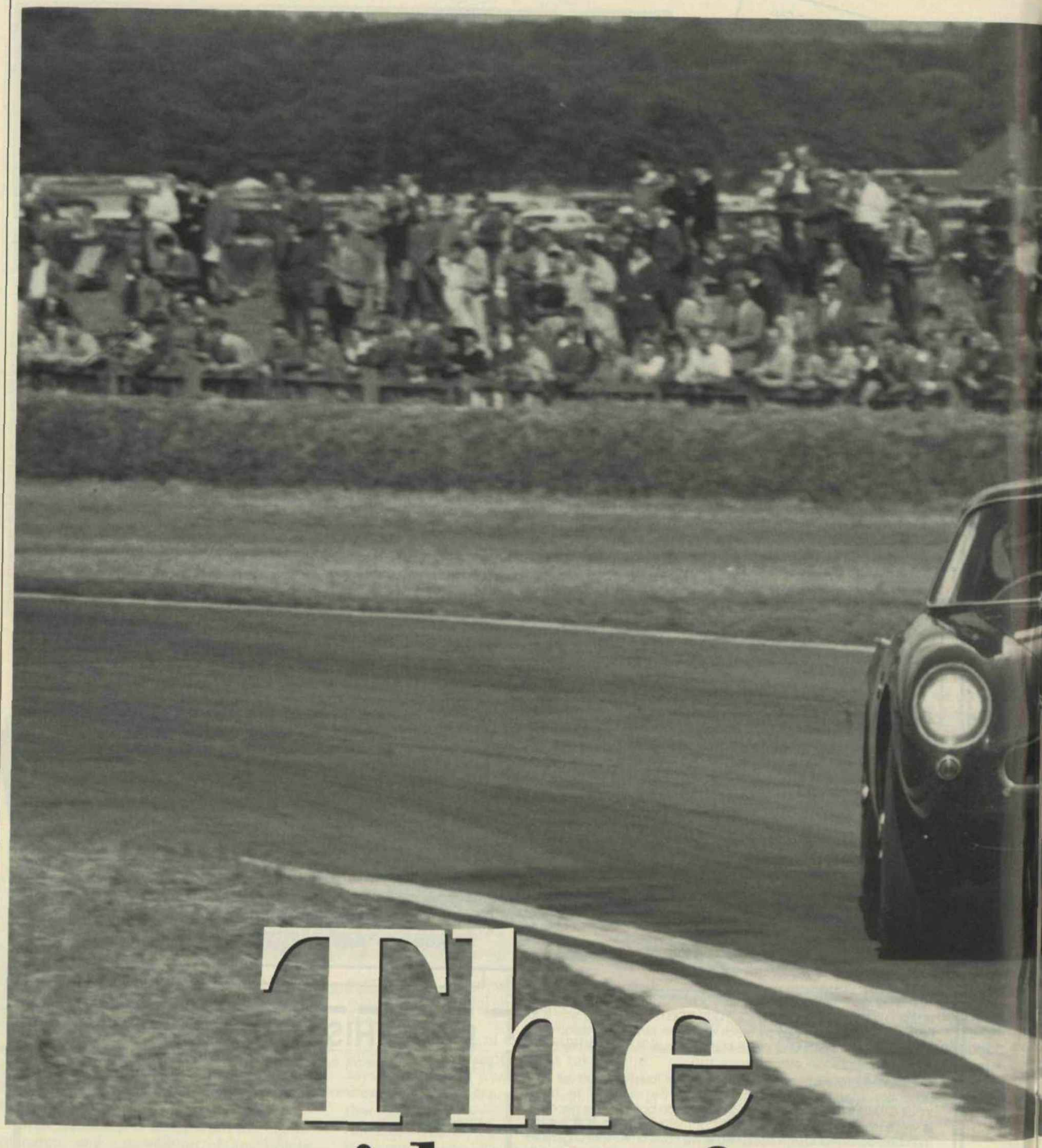
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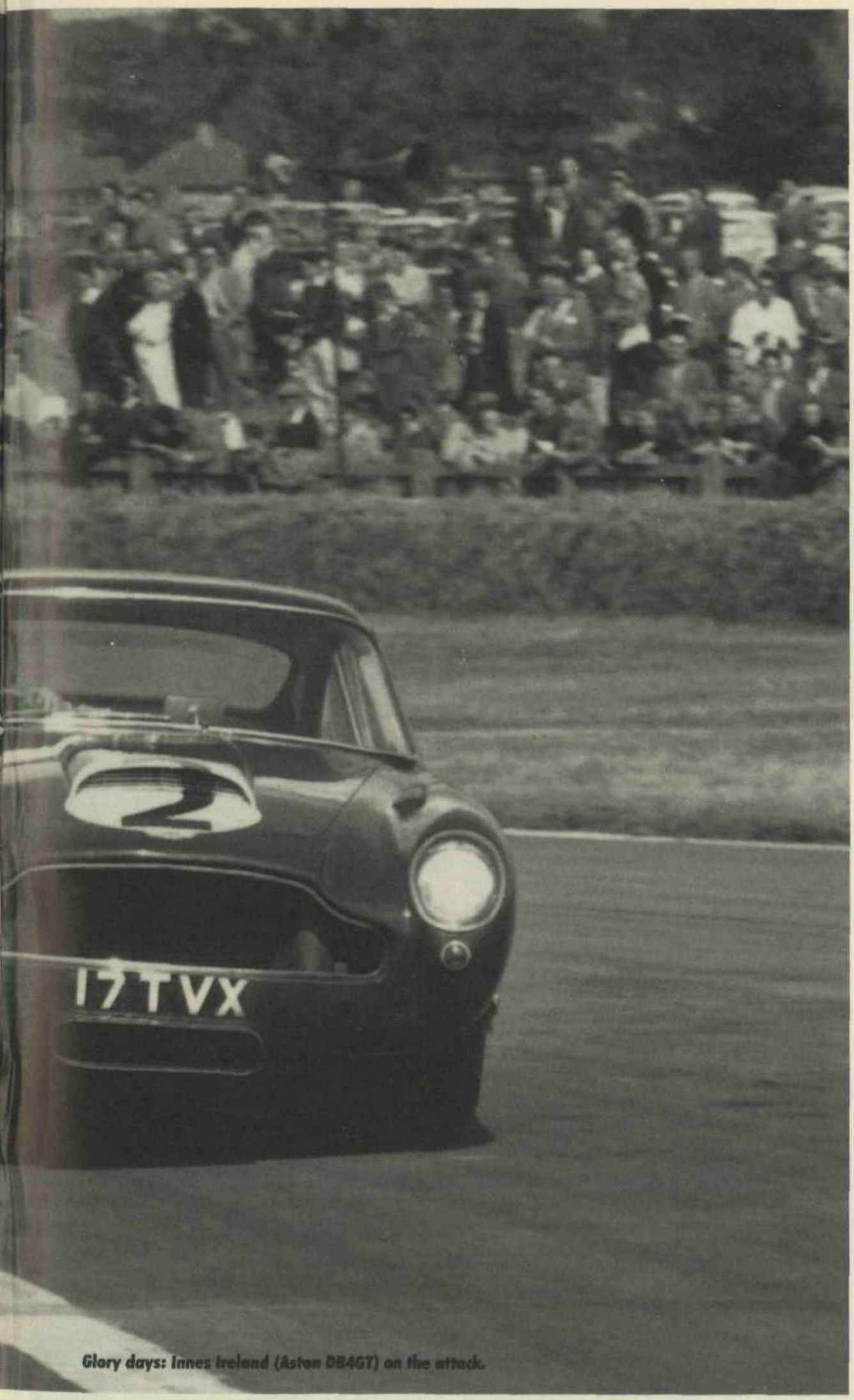
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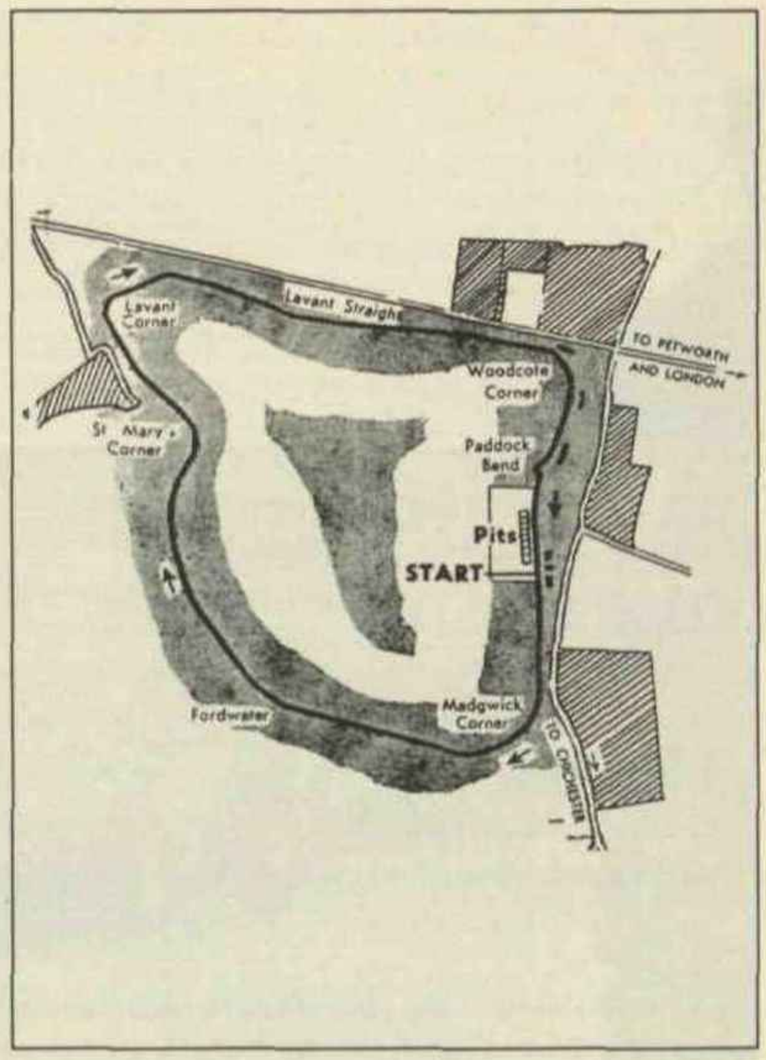
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The ideas of March



Glory days: Innes Ireland (Aston DB4GT) on the attack.



Since Goodwood ceased to operate as a racing circuit, back in July 1966, there have been intermittent whispers that it might re-open. Today, there are rather more than mere rumours on the subject . . .

Consider the options should you wish to go and watch some motor racing at some point during Easter 1994: Oulton Park, Brands Hatch, Thruxton, Snetterton, Cadwell Park, Castle Combe, Mallory Park, Mondello Park . . . some of them even host two meetings over the course of four days. It is, traditionally, a hectic weekend for the sport.

And it could become busier still.

When you study the schedule for the Easter weekend in 1996, it's possible, just *possible*, that *Goodwood's name may* be nestling amongst modern-day racing outposts, for the first time in 30 years . . .

Why so?

Cast your minds back to April 1993. In that month's edition of MOTOR SPORT we mentioned that Charles, the present Lord March and heir to the Goodwood estate, was eagerly investigating the possibility of returning the racing circuit across the road from Goodwood House, the family home, to its original purpose.

Earlier this year, his fervent ambition was given added impetus when the local council agreed, in principle, to allow nine days' *racing usage every year, for unsilenced* historic racing cars (the plan has always been to re-open the track for cars built between 1948 and 1966, Goodwood's original period of operation).

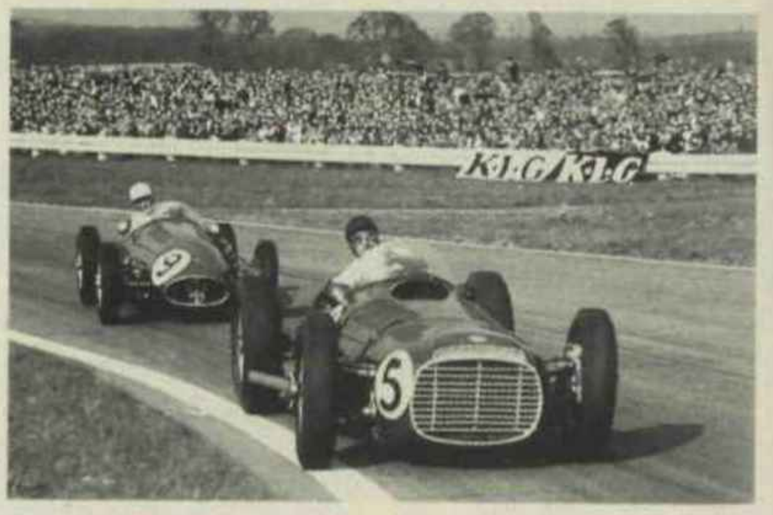
"We have," says March, "still got a lot to do, but experts in this sort of thing tell me that we're about 50 per cent of the way to achieving what we want. If we succeed, then 1996 is probably the earliest reasonable date for racing to recommence. It's far too early to start talking about possible fixtures, of course, but an Easter meeting? Well, it would be nice, wouldn't it? Given the circuit's history, that would seem like the right thing to do.

"I'm *very* enthusiastic about the project, but I am aware of how much remains to be done. I wouldn't be foolish enough to say that I was 100 per cent confident, but I *hope* it will happen."

His optimism has firm foundations. When the local council discussed the issue, there







The tide turns: the 1959 Easter meeting saw Harry Schell's BRM (nearest camera, above) outclassed by Moss's Cooper-Climax in the 100-mile International. Five years earlier, right, 55,000 people had seen Ken Wharton's BRM defeat Salvadori's 250F Maserati after both cars touched and spun. Standards were more relaxed then, especially amongst marshals, left.

were 18 votes in favour, four abstentions and none against . . .

"For the first time," says March, "the local authorities have really taken on board the economic situation. They can see the need for a potential tourist attraction." Not to mention, of course, the creation of a few jobs.

Before entering the labyrinthine process of obtaining planning permission, March set out to meet local councillors, environmental groups and residents, in order to discuss his plans and ways of making them acceptable to all concerned. If racing is to return, for instance, the circuit will be used less for other activities. At present, you could argue that Goodwood has never really closed, *per se*. Motor racing might have been knocked on the head, but sprints, corporate days, racing school activities, private testing, owners club events and diverse other pastimes, not all of them automotive, mean that the track was in use on no fewer than 300 days last year.

With the resumption of racing, however, there would be less noise pollution than hitherto over the course of a year. This will be achieved in two ways: firstly, there will be the aforementioned reduction in usage for some of the functions previously outlined (March talks about doubling the number of days on which the circuit may *not* be used); secondly, acoustic banks, great walls of earth designed to deflect the rasp of D-type Jaguars and suchlike, will be built up. (The problem would be most critical in the Lavant area of the circuit, but sound engineers estimate that the new banks will cut noise levels by 50 per cent in the nearby village.)

Of course, construction of such banks requires planning permission, in the same way as changes to the circuit infrastructure will do, but while it is traditional to obtain planning permission as stage one of any development process, March first preferred to sort out the issue of noise. Once this has been finalised, hopefully within the next couple of months, then planning applications will be submitted.

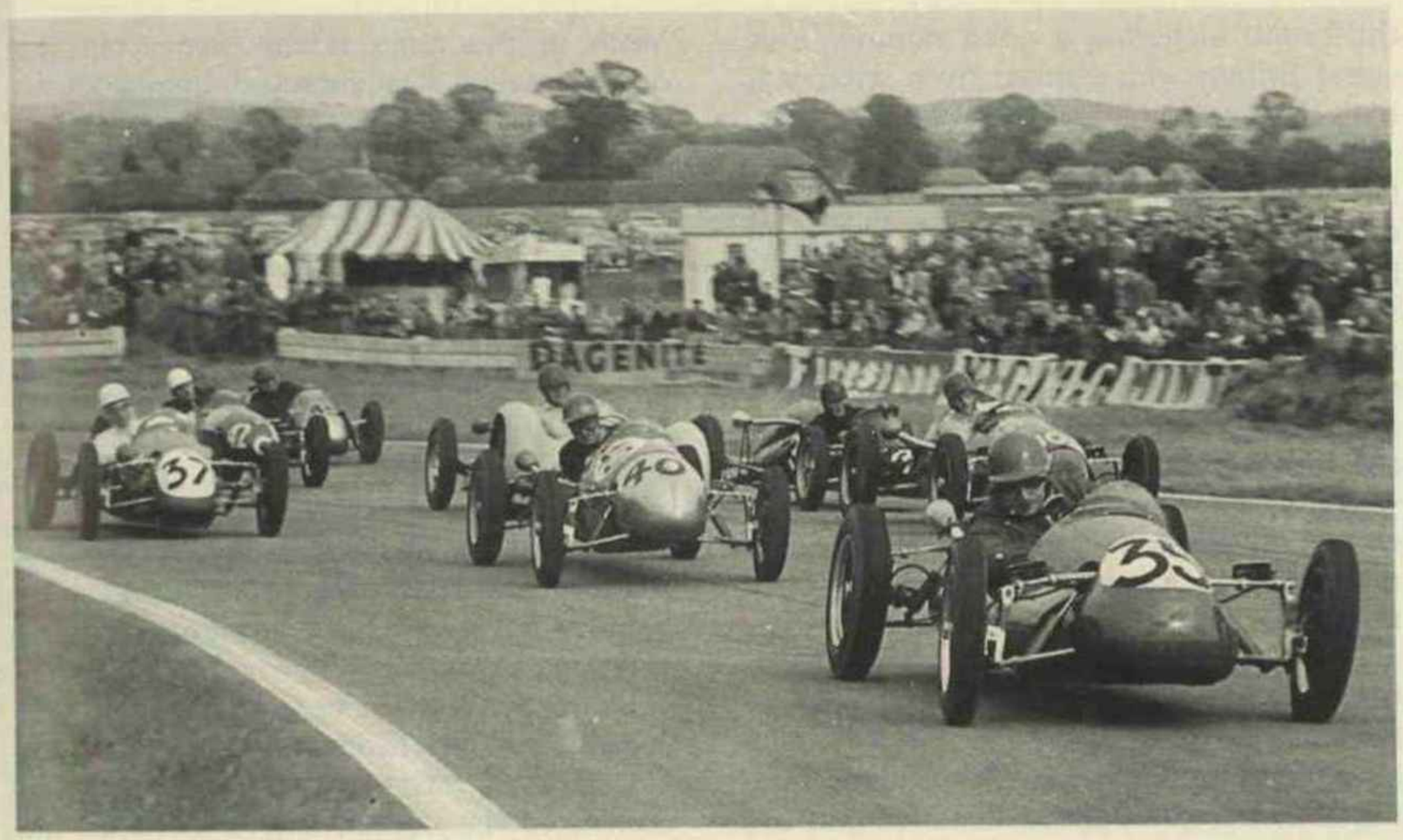
While the mood may be optimistic, March is always quick to stress that he is approaching the task of restoring Goodwood realistically. "We still have to go through the various processes of negotiation, and to come up with satisfactory compromises. Until that's done, there are potential obstacles. I'm led to believe, though, that we've already accomplished the most difficult bit."

Although some changes to the present circuit are inevitable, March hopes to keep them to a bare minimum. "For me, it's critical that the track itself should be just the same as it was. We want to retain as many of the original features and as much of the character as possible. We've even toyed with the idea of using white trellis fencing, like we used to have here.

"The pit lane entry will have to be moved back towards the chicane, we know that. As it stands, it would be too dangerous for racing. We won't be having any Armco. We'll use earth banks protected by substantial tyre walls. The RACMSA has been incredibly supportive, and has approved the system, and we will of course have gravel traps at strategic points."

The nine racing days will be used to run a total of four historic meetings, but there are other ideas in the pipeline. March hopes, for instance, to be able to build a museum, and to set aside one day in the year when those who loan their cars for exhibition can use them in anger on the circuit. "We want to get the racing side up and running first," concludes March, "but in the long term I'd like the museum idea. I want to emphasise Goodwood's place in our national sporting heritage."

S A





Frenzied 500s at Madgwick, 1954: Moss's Cooper-Norton (no 37) pursues Jim Russell and Eric Brandon. A new lap record was consolation for second place. A string of 1959 Austins, left, recalls Goodwood's great tradition of saloon racing, now expected to be recreated at the first-ever historics-only circuit.



Centenary test



Fans cluster round the Alfa Romeo 158 at the 1993 Festival.

After its successful inauguration last year, the Goodwood Festival of Speed will be repeated on June 18/19.

Charles, Lord March, the Festival's instigator, has explained that there are, as yet, no firm plans to make the hillclimb within the grounds of Goodwood House an annual fixture. Rather, the 1994 event is intended to celebrate the centenary of motor racing. Cars and 'bikes representing the past 100 years will be in attendance, including a Peugeot that took part in the 1894 Paris-Rouen road race.

Although support for the event in 1993 surpassed expectations, strenuous efforts have been made to increase the Festival's appeal. A more international flavour is promised, with invitations having gone out to drivers all over Europe and North America. Confirmed entries thus far include Tim Scott (1904 Mercedes), Brian Classic (Frazer Nash Le Mans), Tomas Bscher (BRM P261), Paul Stewart (Tyrrell 003), Mark Finburgh (Porsche 917), Anthony MacLean (Lancia D24), Tony Merrick (Ferrari Dino) and Brandon Wang (Ferrari GTO). In keeping with the centenary theme, it is planned to have a field of 100 cars taking part in the hillclimb.

There are activities planned for both days. In addition to the main competition, there will be a classic concours at Goodwood stables on the Saturday afternoon and Brooks will host its mid-summer sale that evening. Sunday's side attractions include a steam fair.

Admission will be £8 on Saturday, £10 Sunday. Weekend tickets, granting access on both days, will be £15. Grandstand seats, opposite Goodwood House, will cost £5 on the first day, £10 on the second.

The cars in front are Toyotas

François Delecour was an early casualty, but the Celicas were still forced to work hard by the surviving works Escort...

Unwarranted though it may be, it is a fact that one bad experience can put you off something for life even though you know that the experience was an isolated one. A single mediocre meal in a restaurant may, however undeservedly, put you off the establishment permanently, whilst a trip with an unsmiling aircraft cabin crew may deter you from using that entire airline in future even though this would be just as unfair.

So it is with rallies. If something goes wrong, or you put up a poor performance, or you encounter officials who are not quite on the ball, that particular event is likely thereafter to be rather low on your list of favourites even though whatever gave rise to your dissatisfaction may in the meantime have been completely eradicated.

Portugal's TAP Rally engenders that kind of feeling in me and in many other past competitors whom I know, although I appreciate that its root no longer exists. A case of the effect remaining inequitably long after the cause has been removed. Back in 1968, when the TAP Rally was in its infancy, it emulated the Monte-Carlo Rally's concentration runs and had start points in various European cities, those with airports from which the Portuguese airline operated. Many foreign privateers were attracted to the event, including a good number from Great Britain who started from what was then the Centre Airport Hotel at Heathrow.

The only officially-issued means of defining the route was a list of numbers on roadside kilometre stones and, especially as the special stages were supplemented by strings of very tight, three-minute road sections, as in British road rallies of yore, anyone who had not made a thorough and complete reconnaissance ran a very real risk of not completing the distance. It was very easy indeed to get lost and, as frequent stops were needed to check the numbers on those stones, it was equally easy to exceed maximum permitted lateness.

I was among those privateers who started from London. My partner and I had been to Portugal for an advance recce but had no time to complete more than some two-thirds of the competitive distance and the result, in common with many others, was a failure to finish within the prescribed time. The situation was exacerbated by the fact that the Lisbon 'rest stop' had been eaten into considerably by the need to tackle a spectator-pulling stage on a banked, oval track in the city, with the result that very few people were at peak concentration on the last day.

Nowadays, the event is vastly different. Much of the route is the same, but the documentation has improved tremendously, there are no tests to be undertaken during rest stops and the road sections are no longer as tight as to verge on the impossible. Of course, many of the dirt roads used in the past have since been coated with spoilsport tarmac and the rally is now one of the few which continues to have special stages on both tarmac and dirt roads, though not mixed within the same day.

Some years ago the TAP airline ceased its sponsorship of the event even though the whole thing began as a competition for members of the airline's sports and social club. Backing was taken over by the port wine industry, but in 1994 the airline returned as the rally's main sponsor.

For many years the organisers have established their rally headquarters in the Hotel Estoril Sol, a vast, towering building which dominates the coastal skyline between the resorts of Estoril and Cascais, to the west of Lisbon. They had planned to continue this arrangement this year, but they were told no earlier than January that during the rally the entire place would be closed for refurbishment and would not be available.

Hastily, a substitute was found in the Hotel Palàcio at Estoril, alongside the Casino Gardens where the rally's final slalom test was held years ago, when the original timing device was activated by cars breaking a thread as they crossed the line. The late change of HQ did not affect competing teams because they had already made block bookings in other hotels, but it certainly caused the organisers severe disruption, although they coped very well and set up shop in their customary fashion.

The start of the rally was

Right, Juha Kankkunen heads for his first WRC victory of the season.


TOYOTA
Castrol
Castrol
MICHELIN
CIBIE
2

Enjoying the challenge: Miki Biasion (right and below) kept the leading Toyotas on their toes, but eventually failed to split them by mere seconds. Ford wanted him to finish above all else. . .



at the Estoril race circuit, which is not in Estoril at all but quite a few miles inland towards Sintra. The event was divided into four parts by three night stops, the first two at Pòvoa de Varzim, on the coast to the north of Porto, and the third at Viseu, about a third of the way southwards from Porto to Estoril. The first leg, on Tuesday, 1 March, ran through 11 special stages on tarmac roads, divided after seven stages by a two hour stop at Arganil. The second formed a loop starting and finishing at Pòvoa, through eight special stages on dirt roads, the first of which was a two-at-a-time test around an autocross track at Lousada.

On the third day the route covered nine more stages on its way to Viseu, via a 1h 15m stop at Lixa, whilst the final leg, on the Friday, included eight more stages and two short stops – at Arganil and Tomar. The finish on the Friday evening was outside the casino at Estoril. There were three inter-stage road sections in which service was forbidden, one on



the second day and two on the third. All three were in places where the stages were close together so that the no-service rule was easy to enforce.

Entries this year included all the regular works teams except the UK-based Mitsubishi Ralliart outfit, but talk that the team has called a halt is not true. They are advanced with plans for the Acropolis in late May and will tackle the New Zealand Rally in early August, to name but two certainties.

But whilst factory presence was considerable, the number of foreign privateers was by no means as substantial as it has been in the past, and the 88 starters represented less than half of the 186 which tackled the Monte-Carlo Rally. In addition to the two Celicas brought by the Toyota Castrol Team for Kankkunen/Grist and Auriol/Occelli, a third car was in the hands of Italian pair Aghini/Farnocchia. This was looked after by the Italian Grifone outfit, but the crew was nominated by the team to score makes championship points.

The Ford Escort is becoming as popular as the Lancia Delta was a few years back, no less than 11 of them appearing in the first 25 of the start list. Boreham's two regular crews were there, Delecour/Grataloup and Biasion/Siviero, but two other crews were also nominated for championship points, Belgians Thiry/Prévot and Italians Fiorio/Brambilla. Their cars were entered by the works team but were in the care of the RAS team and were sponsored by the Italian Giesse window company.

Others in Escort Cosworths were Bin Sulayem/Morgan (GpN), Menem/Zucchini (GpN), Peres/Caldeira (GpA), Coutinho/Lisboa (GpN) and Puras/del Barrio (GpN).

From Prodrive in Banbury came two Subaru Imprezas for Sainz/Moya and McRae/Ringer, whilst a third such car was entered privately by Japanese pair Nishiyama/Yamaguchi. Only the two works crews were nominated for makes championship points.

There were no Mitsubishis from Ralliart in the UK, but two Group N Lancer Evolutions were entered by Team Mitsubishi Motors and looked after by mechanics of Mitsubishi Germany. They were driven by Recalde/Christie from Argentina and the two girls Holderied/Thorner, the former from Germany and the latter from Sweden. Only the latter crew was nominated for makes championship points, although the German team's main objective this year is the ladies' world title.

Two works Skoda Favorit 136Ls were driven by Sibera/Gross and Triner/Klima, whilst a Group N Sunny came from Nissan Motorsports Europe for Mäkinen/Harjanne. Opel Team Belgium sent an Astra GSI for de Mevius/Lux. None of these was nominated for makes championship points. Note that drivers' points are scored by anyone finishing in the first 10, whether nominated or not. Among the privateers down the list

there were Austrians, Spaniards, Swiss, Italians, Germans and Frenchmen, but not a single crew from Great Britain. Times have changed.

Scrutiny took place at the Estoril racing circuit on a blustery, rainy Monday. Delecour summed up the weather by remarking that he'd seen enough rain during his 10 days of practice. "I hope it stays away during the rally. I don't like pools of water on the road."

Among the visitors it was good to see John Buffum from the USA, although Armin Schwarz looked out of place as a driver for Mitsubishi's film crew, especially after his stirring drive in the Monte-Carlo Rally.

As if in answer to Delecour's prayers, Tuesday dawned in sunshine and the Ford driver wasted no time in asserting himself. On the way up to Pòvoa de Varzim the Ford driver gradually pulled out a lead on the tarmac stages, despite breaking a halfshaft. On the ninth stage of the day, with two more to go, he broke another, this time losing so much time that his lead over Kankkunen dropped from 32 seconds to just one. On the next stage Kankkunen moved marginally ahead, but the Frenchman regained it on the final test and finished four seconds ahead of the Finn who shared second place with Biasion.

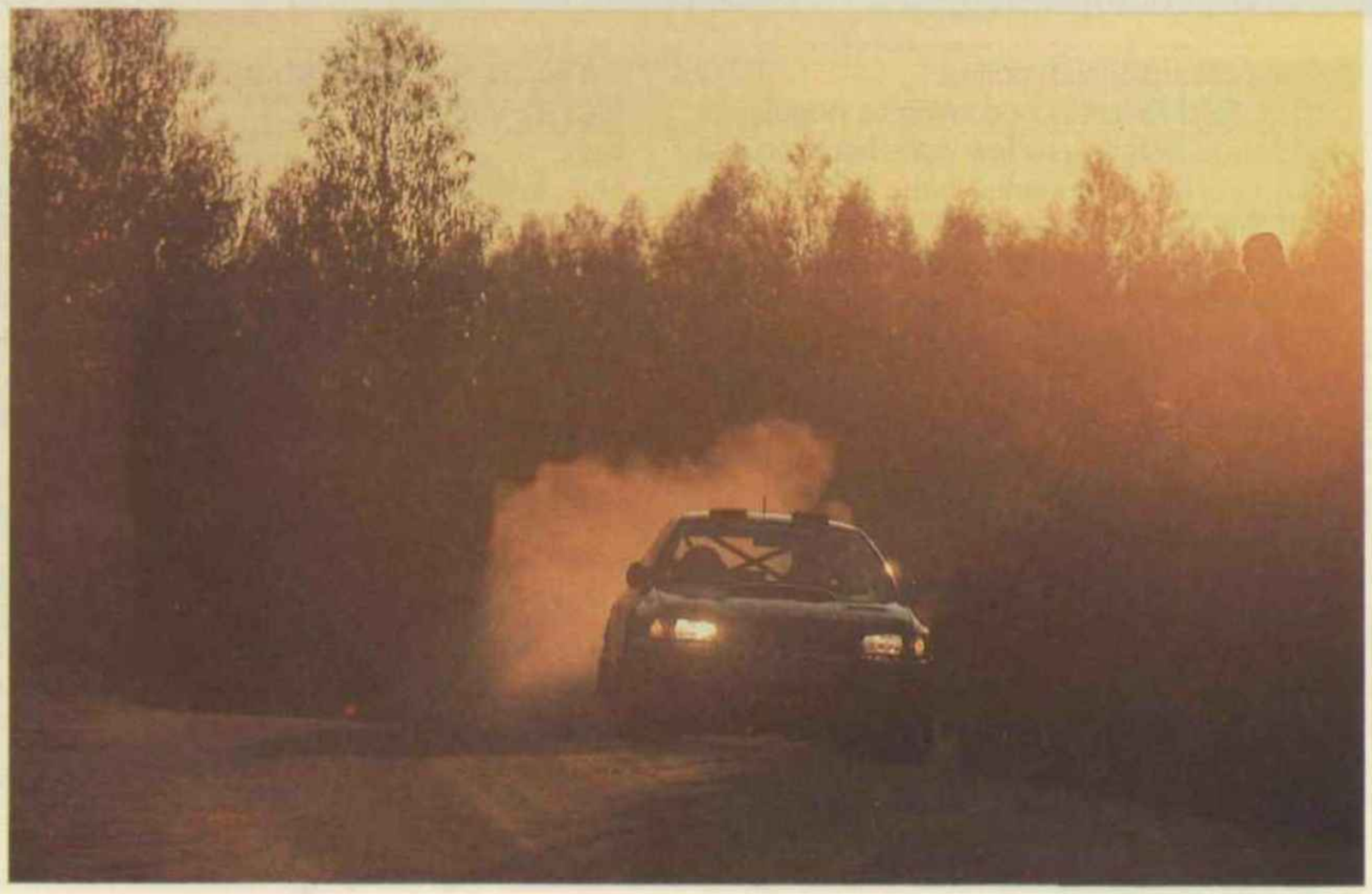
Kankkunen, not regarded as a tarmac specialist, was very satisfied with his performance during the day and was happy to be so close to the leader without actually leading himself. "It's not so good to be the road sweeper out in front, although to be further back can be worse when those in front are cutting corners so much that they throw rocks and rubble into the road." This proved to be very true, as several cars collected punctures and one even holed its radiator.

On the first stage, where there was some standing water from the previous day's rain, Thiry lost about half a minute after a halfshaft broke, whilst Aghini needed a change of turbocharger. Thiry was still feeling his way around his four-wheel-drive Escort and confessed to having missed gear changes several times. Sainz was another to be adjusting both himself to suit his car and his car to suit himself. Several times during the day he had his suspension settings altered, indicating that, no matter how much testing is done in advance, the old maxim still holds good that cars need numbers on their sides before they show their true mettle.

De Mevius was without his intercom for









José Carlos Macedo (above) won the F2 section. Delecour (below) led until his engine failed. Auriol (right) finished second. Sainz (bottom) survived to take fourth, despite a few scares.



two stages, whilst McRae lost a good minute as a result of a puncture. Recalde was another to have a puncture, although it was perhaps Sainz who had the most dramatic-looking moment. Towards the end of the Arganil stage he spun after missing a gear change and, finding himself facing the wrong way, he decided not to waste time turning around and drove the last 200 yards of the stage in reverse!

Menem went out early in the day when his gearbox broke and Biasion needed attention to his rear suspension after a joint loosened. Fiorio cracked his sump in a hard landing and lost two road minutes later having the matter seen to by mechanics. But there was no time for a proper repair and, two stages later, the oil pressure dropped so low that the Italian decided to switch off and call it a day. Bica put his Lancia Delta off the road and down a very steep drop, but the car did not roll and the crew escaped unhurt.

At the end of the day, Delecour's four-minute lead over Kankkunen and Biasion was not as much as he had hoped or even expected, especially as the Finn would undoubtedly begin to shine on the dirt road stages to come. The Subarus of Sainz and McRae finished in seventh and eighth places, but again these are cars which are not at their impressive best on tarmac – at least, not yet! Aghini held fourth place, 39s behind Biasion and Kankkunen and just 9s ahead of Auriol, whilst Thiry was another 14s back. The highest placed Portuguese driver was Peres, in ninth place just less than three minutes behind McRae, whilst the Group N leader was Bin Sulayem in 13th place overall.

Wednesday was cooler and more cloudy, and there were fears that more rain would bring rubble and undergrowth down on to the roads. Fortunately, this did not happen. The first stage of the day was at the Lousada autocross track where Sainz, his suspension at last to his liking, posted best time. In front of the huge crowds, filling tree branches, rooftops and lamp standards as well as the terraces, Auriol collected a rear puncture, but the biggest drama came when Delecour's Escort stopped in mid-stage. The car eventually had to be towed away, into retirement. We gather that engineers later found that the trouble was a broken valve, or even two.

On the first proper stage of the day, Aghini spun and rolled off the road and out of the rally, fortunately without an injury, whilst one stage later Thiry hit a rock and holed his radiator. They continued, heater on at full blast and adding water whenever they could, but after crossing the flying finish line they could go no further and were out. Sophisticated though they may be nowadays, perhaps rally cars should still carry cans of Radweld, or at least packets of porridge oats or cartons of half a dozen eggs!



Best local, and best privateer, was Fernando Peres.

Auriol, after a slow start, speeded up on this second day, whilst McRae was slowed when his turbocharger pressure dropped due to a loosened valve. Biasion managed to cope with an engine which overheated for a while, but when the same happened to Bin Sulayem his engine packed up altogether and he was out. Recalde, after a misunderstood note, went off the road and damaged his Lancer so badly that he could not continue, whilst Sainz had his transmission deteriorate due to a small hydraulic leak. Auriol spun on the last stage of the day and took some time shunting back and forth before he could get going again.

At the end of the day, Kankkunen held a slender six second lead over Biasion, with Auriol another 44 seconds behind. The Finn oozed confidence, but Biasion was in a troubled situation. He wanted to go for a win, but he was the only works Ford driver left and his team needed championship points, so he was presented with a tough assignment: "Stay up there, but don't go off the road." Sandwiched between two Toyotas, the lone Ford driver was in a difficult spot.

The third day saw the rally head southwards again, at least as far as Viseu. This time it was fine, even sunny, again, with none of the drizzle and fog which had affected a few of the northern stages. But it was a gloomy day for de Mevius. On the very first stage, a second run over the Fafe test, his gearbox packed up and he was out. Another to go was Coutinho whose clutch stopped working so that he could not leave the start line of the second stage.

The morning's stages tended to be soft and sandy, but Sainz nevertheless broke his rear anti-roll bar. Mäkinen, then the two-wheel-drive leader, lost second gear whilst Kankkunen, determined to hold his lead, clipped a rock and bent both suspension and steering.

The Subarus were improving during the day, but a setback came when McRae had to stop to investigate the cause of flames and smoke emerging from beneath his bonnet. A power steering pipe had fractured and the leaking fluid had ignited on hot engine parts. Alas, it was later found that terminal damage had been caused to the wiring loom and other components and there was no chance of continuing. Another to go out was Mäkinen who stopped when his cylinder head gasket blew.

As the day progressed, Auriol, no doubt spurred on by the fact that team-mate Kankkunen was in the lead, moved ahead of Biasion into second place and arrived at Viseu 41s behind the leader. Biasion, who lost a little time when a rear shock absorber seized, ended the day 22 seconds behind Auriol, with Sainz another 57s back. The others were almost in another rally, for fifth-placed Peres was more than 22 minutes behind Sainz. The best Group N driver was Puras, seventh overall, some 36 minutes behind the leader.

The last day of the Portuguese Rally is often one of little action as drivers settle for whatever places they have achieved. This time it was different. Biasion was still able to move ahead and the two Toyota drivers were not taking any chances by letting up. So the fight was still on as little over a minute separated first from third. The Toyotas stayed resolutely ahead, seemingly grabbing extra power from thin air. There were those who murmured words about 'screwdriver tuning' but we won't indulge in such speculation without first hand evidence, which we do not have.

There was a frantic moment in the Subaru camp when fourth-placed Sainz was engulfed by the same clouds of smoke and flame which had stopped McRae. Again a ruptured power steering hose was at fault, but this time it happened as the car was arriving at a service point and mechanics were able to extinguish the fire quickly and prevent any serious damage.

Biasion, still with hopes of moving up from third place, was again trying new suspension heights and spring rates. At Linhares, the first stage after the 1h 30m lunch break at Arganil, he finished the stage without any front brakes, but he nevertheless achieved best time.

Three stages later came the Tomar rest stop where, in years past, the action has come to a definite end. But, even with just two stages to go, there was no let up. Biasion was pushing hard, although the wily Occelli was obeyed implicitly by Auriol when he suggested easing off on the last stage. The two Frenchmen finished 10s ahead of Biasion and 40s behind their team-mates Kankkunen and Grist.

It was certainly a close thing, as close as any of the rougher European events can get. Toyota was delighted by its one-two result, whilst Ford, after the initial disappointment, seemed to be content with the points gained from third place. Subaru salvaged fourth place and went away knowing that, although their Imprezas are good on dirt roads, perhaps their tarmac handling needs some attention. A little more power from the engines would seem also to have been noted on the Prodrive wish list.

At the end, despite having lost Recalde, Ingolf Raiss, team manager of Mitsubishi Germany, was delighted with the performance of the girls Holderied and Thorner. They finished a creditable 11th overall, even after losing 10 road minutes following a roadside replacement of a broken wheel bearing, and are in a good position to take the world ladies' title this year.

Kankkunen now leads the World Championship, whilst Toyota has moved just ahead of Ford among the manufacturers and will probably extend that lead in Easter's Safari Rally as Ford will not be going to Kenya. Works teams on the Safari will only be Toyota and the Subaru squad from Japan (not Prodrive), this time with Imprezas rather than the tiny Vivios used last year. **GP**

TAP Rally of Portugal — March 1-4 1994

1	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica T-4wd, GpA	6h 20m 59s
2	Didier Auriol / Bernard Occelli (F)	Toyota Celica T-4wd, GpA	6h 21m 39s
3	Massimo Biasion / Tiziano Siviero (I)	Ford Escort RS Cosworth, GpA	6h 21m 49s
4	Carlos Sainz / Luis Moya (E)	Subaru 555 Impreza, GpA	6h 23m 15s
5	Fernando Peres / Ricardo Caldeira (P)	Ford Escort Cosworth, GpA	6h 49m 39s
6	José Carlos Macedo / Miguel Borges (P)	Renault Clio Williams, GpA	7h 05m 52s
7	Raphael Sperrer / Ernest Loidl (A)	Audi Coupé S2, GpA	7h 11m 49s
8	Jesus Puras / Carlos del Barrio (E)	Ford Escort RS Cosworth, GpN	7h 16m 17s
9	Rui Madeira / Nuno Silva (P)	Ford Sierra Cosworth 4x4, GpN	7h 25m 37s
10	Pavel Sibera / Petr Gross (CS)	Skoda Favorit 136L, GpA	7h 29m 22s

World Rally Championship positions after two rounds

Drivers – 1. Kankkunen 35 pts; 2. Sainz and Biasion 22; 4. Delecour 20; 5. Auriol 15; 6. Eriksson and Peres 8 etc.

Manufacturers – 1. Toyota 37; 2. Ford 34; 3. Subaru 26; 4. Mitsubishi 10.

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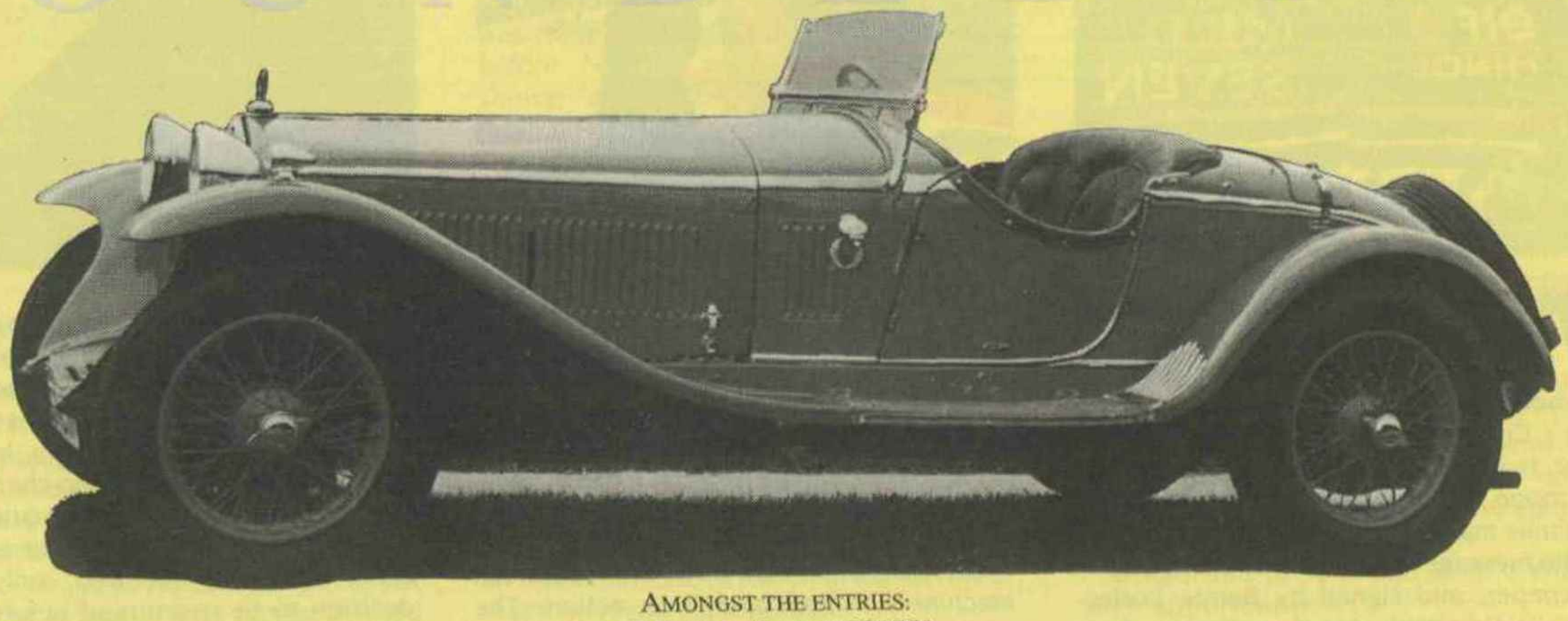
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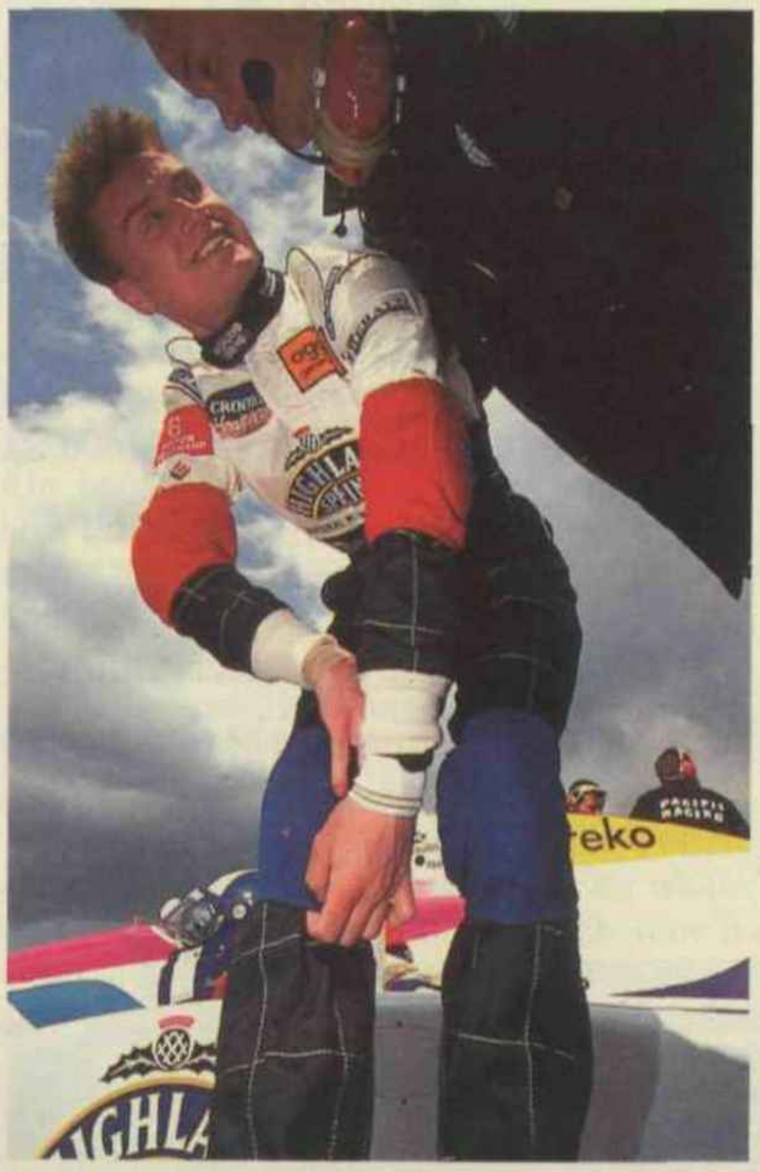
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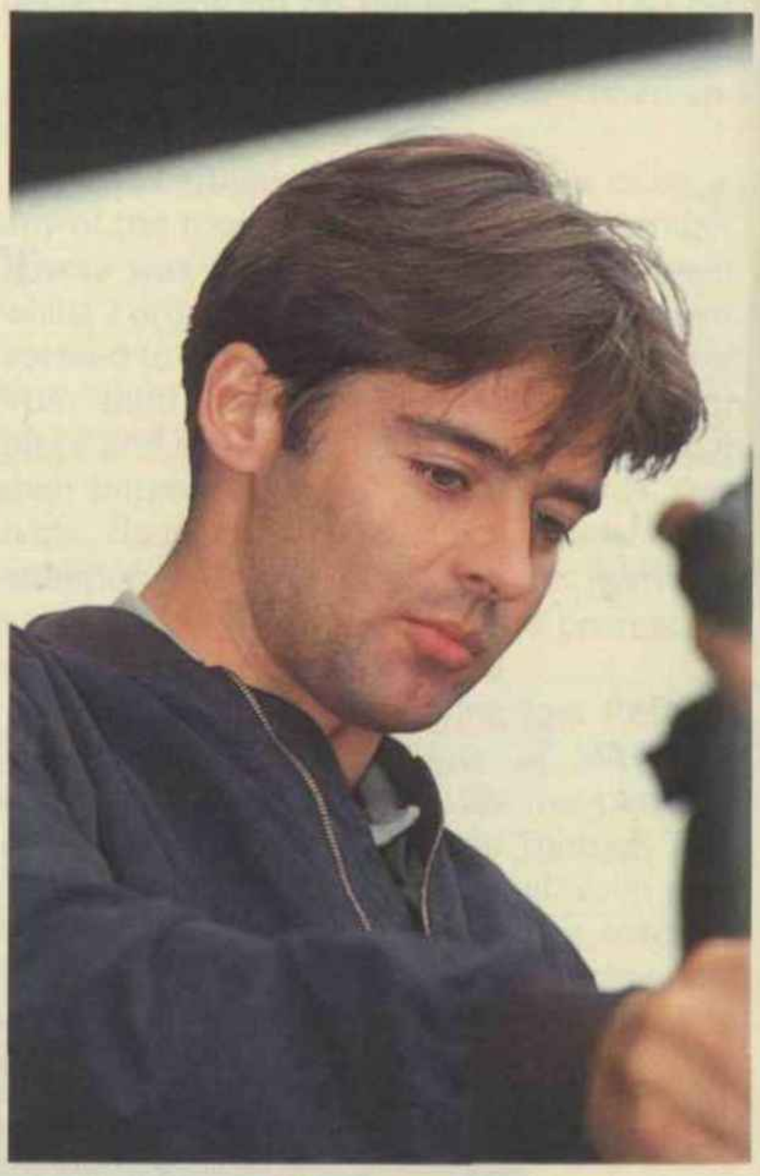


Elf

Formula 3000 continues to eke out an erratic existence in the shadows, but there is one company with sufficient commercial nous to realise its worth







To test, or not to test? That was the question. More specifically, for Formula 3000 teams, it was a question of whether or not one should test at Barcelona's Circuit de Cataluña. Several of them were ready to depart for Spain on the afternoon of Monday March 7, when their facsimile machines clicked into life . . .

The message was short but clear. On FIA notepaper, and signed by Bernie Ecclestone, it said simply: "As there is currently a strong possibility that an extra round of the 1994 International F3000 Championship may be added, taking place in Barcelona, any testing at that circuit is now prohibited." (The FIA's regulations forbid testing at any circuit featured on the championship schedule from January 1 until after the event has taken place.)

And this, of course, is exactly why teams had suddenly decided to make a beeline for Barcelona in the first place. A couple of weeks previously, most had been happy with the idea of testing at Jerez, but then the rumour mill went into overdrive. There was going to be a race in Spain. Maybe a Grand Prix support race. And until the race was confirmed, then there was no reason why teams couldn't use the circuit, was there?

Well, there wasn't until 20 or so fax machines suddenly whirred into life.

Panic over, there was time to sit back, have a cup of tea, and think about a session at Snetterton instead.

On March 8, however, the same fax machines clicked back into action. The sender, once again, was Bernie Ecclestone. His message, reversing that of the previous day, pointed out that, of course, as no race at Barcelona had been *confirmed*, teams were indeed free to use the facilities at Barcelona if they so wished. Naturally, several did.

Equally naturally, those who didn't – or more accurately couldn't, perhaps because they were awaiting delivery of cars, engines or whatever – are now saying that they will go to Barcelona early in April, irrespective of whether or not the circuit has been added to the calendar, and they'll worry about the consequences afterwards.

Now the aforementioned hardly constitutes a major news item in the overall scheme of things, motor racing-wise. But to active participants in the European F3000 series, such contrary situations seems to occur with alarming regularity. In the past 12 months, for instance, the championship has been been subject to execution by the FIA, only to be revived, and the use of new cars has been outlawed, only for the decision to be overturned before it had a chance to be ratified.

There are those – us included – who have cried out for the category's name to be changed to something that reflects its true standing: Formula Two, Junior Grand Prix, Junior F1, something of that order.

Trouble is, there are too many times when Formula Keystone appears to be the only suitable handle.

The Barcelona test situation is typical of the many logistical problems that dog the series. Going into a new motor racing season, by and large international motor racing followers know pretty well which flights to book and which hotels to reserve by the previous December. For F3000 per-

preservation



Far left: Olivier Panis – main beneficiary of support from Elf and the French government in 1993. Below, from left, hopeful Britons McNish, Coulthard, Burt and Gavin. Right: Kelvin Burt tested PSR's F3000 Reynard, but he won't be racing with the team.



sonnel, however, the calendar is always as clear as custard. If there *is* to be a Spanish GP support race, presumably on May 28 (and the date may well have been confirmed by the time this appears in print), that presents other difficulties. It's not so much that there is a race in Pau six days beforehand (which will be awkward for some, given the circuit's reputation as a car breaker, but at least it isn't too far by road from Barcelona), more that Vallelunga follows just a week *after* the Spanish GP meeting, and to have three races on consecutive weekends in a series comprising just nine rounds would, plainly, be ludicrous – all the moreso since there are six free weeks between Vallelunga and the subsequent race in Enna.

Those hurdles remain to be overcome. For the teams, it's a welcome relief that the FIA should even be considering an extra event – particularly if it is an F1 support race, which will add to the handful of occasions when F3000 draws a crowd commensurate with its status.

The very notion of Barcelona is proof positive that the FIA has swallowed a few common sense pills of late. After all, the original, hideously impractical calendar was revised at the last meeting of the sport's World Council (Enna was brought forward seven days, giving teams two weeks to get ready for Hockenheim, and Magny-Cours was shifted so that it takes place one week before Nogaro, making the round trip shorter and cheaper for foreign teams visiting France).

Further, and welcome, encouragement for those concerned by occasional disparaging remarks from the formula's detractors comes in the shape of the official entry list. This always tends to be rather larger than the eventual sum of the actual entries, but it presently seems quite possible that as many as 30 of the original 35 nominations could materialise. Even the most pessimistic forecasts estimate that there will be at least a couple of non-qualifiers for the opening race at Silverstone on May 2. And for a formula that has been read its last rites on more than one occasion in the past year, that's no mean achievement.

While Italian interest may have waned (in the past, there have usually been at least a dozen Italians; this season there may only be five or six, and even the reigning national F3 champion Christian Pescatori is struggling to find sufficient means to graduate), support from France is increasing. Once again, Elf and the national sports ministry will fully be supporting the Apomatox and DAMS teams, whilst newcomer Danielson will receive state backing for its two-car programme and F3 champion Didier Cottaz has succeeded in exporting governmental funds to secure a place at Paul Stewart Racing.

Some might call it plain jingoism; I'd call it far-sighted enterprise on a large scale. And there's no sign that the momentum will slacken in seasons to come; indeed, Elf has recently restructured its sponsorship programme, so that it will now have blanket coverage in the junior formulae (Formule Campus and Formule Renault). It will then take the pick of the young drivers, promoting four of them into F3 and, subsequently, two into F3000. The plan is to ensure that at least one Elf-backed Frenchman makes it into Grand Prix racing every other year. (A modest ambition, perhaps, given that Elf is is not without influence in Formula One circles.)

It seems inevitable that the scheme, known simply as *La Filière*, will turn up at least one or two stars per decade. That being the case, Elf will have ample marketing opportunities to recoup its investment. (Talking of PR, the scheme has already been the subject of several articles in the *UK* press, this one amongst them.)

Would that Britons had even a sniff of such opportunities . . .

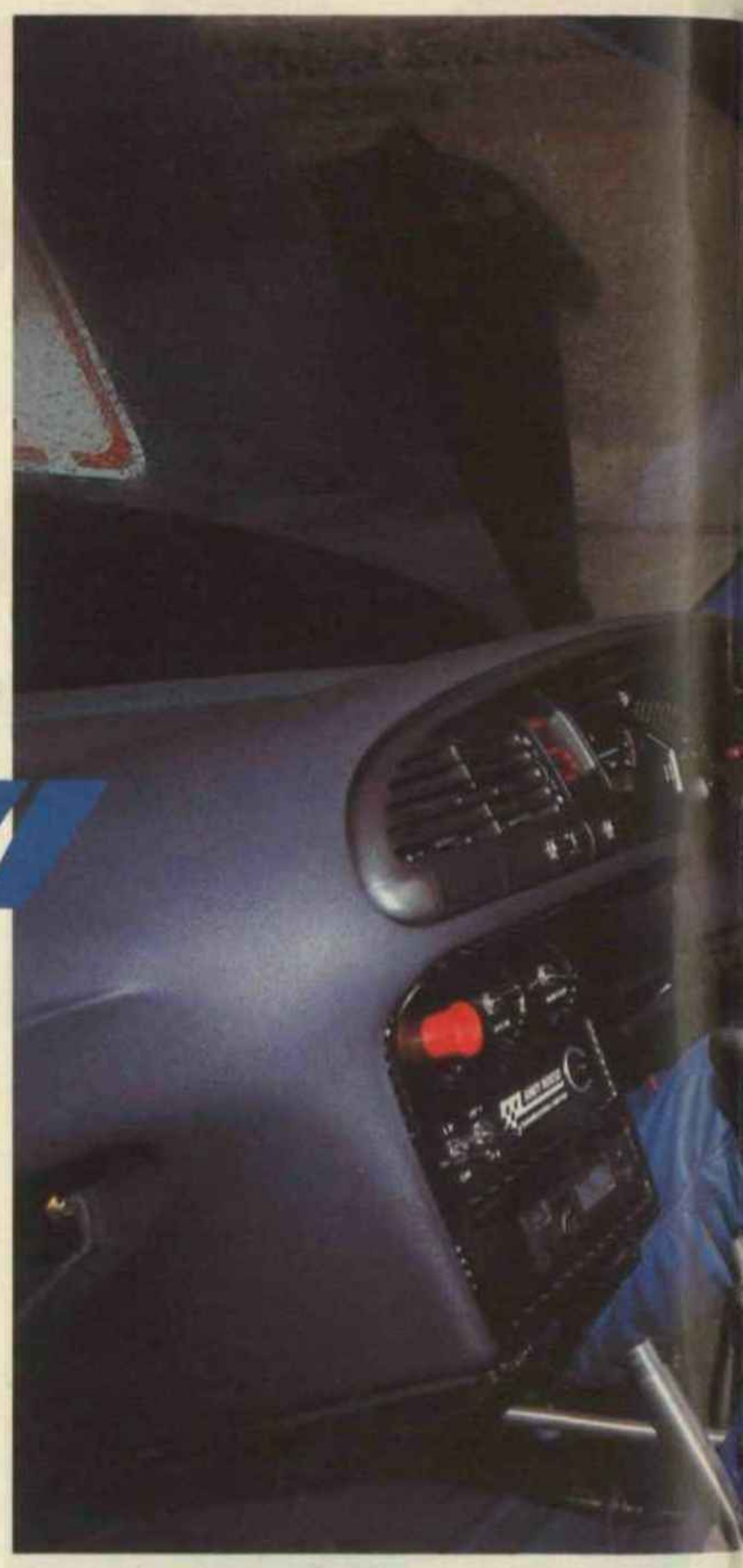
As this was written, only British F3 runner-up Oliver Gavin had signed to race in F3000, and that with Pacific Racing whom, rumour suggests, may be forced by its F1 commitments to transfer its F3000 plans elsewhere. Other hopefuls, such as Williams F1 test driver David Coulthard, British F3 champion Kelvin Burt and Allan McNish all *hope* to be racing, but even in these days of simplified chassis regulations, testing restrictions and reduced engine costs a leading team will still be looking for the best part of half-a-million pounds to cover a season's running costs.

Oh for a fairy godmother in an Elf jacket . . .

S A

"I'm quietly confident"





MOTOR SPORT *is delighted to welcome Paul Radisich as a regular columnist. Winner of last year's FIA Touring Car Challenge (saloon car racing's unofficial World Championship), Paul will be providing a first-hand account of life as a works Ford driver in the British Touring Car Championship*

I don't think there's any doubt that the British Touring Car Championship is the most fiercely contested series I've ever been involved with. I'm used to competitive situations. Most championships I've contested have been tough, but the thing with the BTCC is the depth of quality in the field. There are so many good cars.

None of this was really a surprise to me. Last year, while we were waiting for the Mondeo to be race-ready, I had plenty of opportunities to watch from a distance. When you stand on the sidelines for half a season, you get an opportunity to suss everybody out and take a long, considered view of everything. It was obvious that when I started racing it was going to be pretty tough. As it transpired, it was exactly what I'd expected.

Compared to single-seaters, everything in a touring car happens a lot more slowly, and if you're pounding around on your own, working on set-ups, it can be quite monotonous sometimes. But the quality of the racing makes it a really enjoyable series to do.

Once we got going last year, the team did very well. Andy (Rouse) and the lads put together a car that was both quick and reliable, and that latter element really is vital.

Given the way things worked out, it's easy now to wonder what might have happened had we started earlier in the season. The simple fact is that we didn't, and that doesn't worry me. If we'd brought the car out earlier in the year it would not have been so competitive. OK, you could say that it was competitive from the moment that we swapped from rear- to front-wheel drive. That's just the way it goes. At least we finished third overall, which was pretty good in the circumstances, and that gives me something better to aim for this season.

During the winter, I've been jumping around the world a bit. I had a contract with Ford to do the Nissan/Mobil series in New Zealand. Glenn Seton and I won at Pukekohe, but Glenn, who's more used to his bigger, rear-drive Falcon, had hit the wall in the first race at Wellington. It's a difficult circuit, and it was just one of those things.

I've also been doing some work for Ford in Japan, though that was development work on road cars, rather than a race programme.

I returned to the UK in February, and we've been able to run the new Mondeo a couple of times since. As we speak, we haven't done much dry running, just a couple of afternoons at Snetterton, but I'm encouraged by what I've seen. It feels more precise, and gives better feedback through the chassis. Andy's been able to fine-tune the car. He's done a few of the things that he wanted to do last year but which we didn't have time for. The Mondeo was good to start with, so it really is a process of refinement more than anything else. Cosworth has come up with a little more development over the winter, and the car's now a bit lighter and the weight has been spread a little more evenly around. They're all typical of the things that you don't get time to do when you build a car up in a matter of weeks in the middle of a busy racing schedule.

As a result, I'm quietly confident about our chances. I think we've got the package to be very competitive, at the very least.

I think we can build on what we did at the



Introducing . . . Paul Radisich

The son of former racer Frank Radisich, Paul was born into the world of motor-sport, and commenced his career in motocross ("The most competitive and reliable thing available in New Zealand"), aged eight.

After spells in production saloons and Formula Atlantic at home, he was selected as Racing for New Zealand's Driver to Europe, where he arrived in 1984 to contest the British F3 Championship with Murray Taylor Racing. Pole position for his second race at Thruxton raised a few eyebrows, but neither that nor a subsequent podium finish at Silverstone were enough to attract much-needed extra funding, and he was forced to return home after only a handful of races.

"In the old days, when Bruce McLaren and Denny Hulme came over to Europe, they'd raised money through the car park fee, things like that, which was alright when there were crowds of 150,000 or so. In my day, the crowd was 20,000 tops, so we had a lot of blessing but not much money."

He was unable to race again until 1986, when he rejoined Taylor's F3 operation as team-mate to Damon Hill. "I did the best part of the whole season, but our Ralts were not competitive against the Reynards, and all I had to show was one third place."

Thereafter, he embarked upon something of a nomadic career, competing with distinction in a variety of classes, both in New Zealand and the United States. "Basically I was getting into anything that people would let me drive – Formula Atlantic, Super Vee, even a little bit of TransAm – but I never managed a full season in any of them! It was very frustrating."

At the same time, he was also beginning to earn his spurs as a touring car racer with Australian legend Peter Brock's team. Later, in 1990, he shared a Dick Johnson Sierra with current BTCC adversary Jeff Allam, and the pair finished second. He has since competed regularly in long-distance events and in New Zealand's Nissan/Mobil mini-series.

He got to know Andy Rouse in 1989, when Rouse arrived in Australia to drive for Brock, and the two have kept in close touch ever since. "I've always made a point of coming to England for two-to-three weeks a year, and I've spent a lot of time with Andy. I think my name had always been in the hat for a drive in previous years, along with many others. We've been close to deals before, but everything finally came together last year."

Although late development of the Ford Mondeo delayed the start of his season until Pembrey, the eighth of 17 rounds, his late-season form produced three wins and elevated him to third place in the championship. By the end of the year, he'd led for more laps than anybody bar champion Jo Winkelhock.

He crowned his remarkable rise to prominence by winning both heats of the FIA Touring Car Challenge at Monza, making him saloon car racing's unofficial 'world champion'.

end of last year. Every time I go out I'm still learning something new about front-wheel-drive cars. You've got to remember that most races I've done in touring cars have been in the two-race series back home. Compared to many of the other guys, I'm short of front-drive tin-top experience. I still think I'm getting into the swing of things. There's certainly some more to come from me, but I've only got one expectation – and that's to win the series.

Without a doubt the standard of the BTCC is going to be better this year. Everyone I've spoken to thinks that they've improved their cars since last year. And by considerable amounts in some cases. The quality of race preparation and professionalism is going to increase. Last year, I think it's fair to say that only the BMWs were really well organised when the season started, and they got the jump on everybody else. I don't think we're going to see that this year. Everyone's going to be well prepared from the start.

"Every time I go out I'm still learning something new about front-wheel-drive cars"

I accept that we're going to start as one of the favourites, if not *the* favourites. That doesn't faze me at all. It's better to be noticed than unnoticed! I'll just get out there and do the best I can do. If we get beaten by a better person, then we get beaten. You can't underestimate *any* of the opposition.

As far as the series itself is concerned, I hope it will stay as it is for a few years. It's always on the cards that those who are not winning may drop out. With 10 manufacturers involved, it's hard to know what will happen. Things got spread around fairly well last year, with six of the eight manufacturers winning. If that keeps happening, then there's no reason why people won't stay in there.

Could you make the BTCC even better?

Well, I don't think there's any such thing as 'as good as it can be'. You can always improve things. The TV exposure is good, and it's going to increase, so everything's still moving forward and more sponsors are showing interest. Things like the Volvo estate should be good, too. From a marketing point of view it's terrific; technically, we'll just have to wait and see. They've got good people there and they know what it's all about. It's something different, and it'll bring more attention to the series as a whole.

That can only benefit all of us who are involved. **P R**

. . . Pele's shirt number, John Major's London address, Bo Derek's arousal rating, green bottles . . . the number of manufacturers contesting this year's Auto Trader British Touring Car Championship!

The latter has shown no sign of faltering from its exponential course, and this season will benefit from unparalleled works team support. Four years ago it was a one-Sierra show, now it's a multi-chassis, multi-hued, multi-million pound extravaganza.

Consequently, the heat in the pits has risen to an uncomfortable level; big reputations and wage packets are on the line, and the championship has gained a Darwinian feel. Its Establishment is under threat, and those who don't perform this season – drivers and engineers – will be forced to look for alternative employment as the Formula One stragglers circle overhead. Touring car racing must appear to be a tasty morsel for F1 drivers who have passed their sell-by date. A lucrative pension scheme?

This is not to say that the Establishment isn't good at its job. Touring car racing is a highly specialised field, as Nigel Mansell discovered at Donington last year.

Andy Rouse is still the benchmark in tin-top preparation, and is likely to remain so whoever arrives on the BTCC scene. His Ford Mondeo finished last season as the fastest two-litre touring car in the world, quiet New Zealander Paul Radisich (who begins an alternative career this month, as a MOTOR SPORT columnist, see page 368) winning the FIA Touring Car Challenge at Monza against allcomers. Because of this the Mondeo will start the season as favourite, but the BTCC waits for no car and Rouse has been busy updating his mount. Its mid-season arrival in 1993, and the last minute switch from rear- to front-wheel drive meant that he was unable to incorporate all the go-faster features he had planned for it; thus, the new car is a lower, lighter, faster evolution. Rouse reckons lap times will tumble by a full second this year, half of which will be gleaned from the ferocious Dunlop/Michelin/Yokohama tyre war and the rest from chassis improvements. And the man who is still not *totally* convinced by the uneasy marriage between front-wheel drive and motor racing admits that he's amazed how fast these cars are now travelling.

Ford will win races, but it will not dominate the season. What is amazing about this championship is that the boffins go away during the winter to tinker and fettle, only to produce 10 different makes of car that all lap within a second of each other. So, who will do the winning?

BTCC predictions are akin to putting your head in a killer whale's mouth moments after you've finished a hearty meal at Harry Ramsden's, but here goes . . .

Last year, six of the eight manufacturers sprayed the victory champagne, which was a testament to the equitability of the regulations – the weight handicap on the rear-wheel drive cars and the 8500 rpm limit. However, expect the gap between the 'haves' and 'have nots' to increase this year, and to be surprised if the wins are shared out between more than half of the teams.

Which ones? In this respect it's easier to state which you believe won't win, and see what you have left.

Mazda and Peugeot would appear to be the least likely to top the podium; not because their cars (the V6 Xedos and 405 Mi16) lack potential, but because of their lack of budget. In David Leslie and Patrick Watts respectively, these teams have new recruits capable of winning races, but with the likes of new arrivals Alfa Romeo and Volvo upping the financial stakes, these two small outfits are in danger of being swamped.

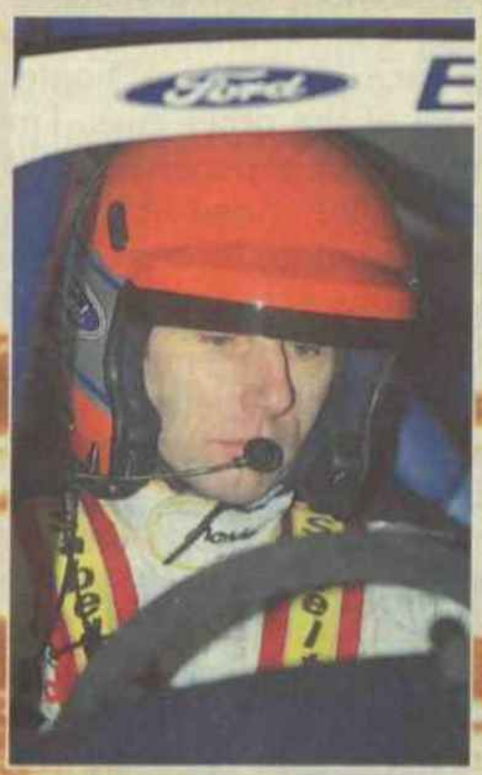
Nissan is next. This Japanese giant has earmarked touring car racing for its almost undivided attention, and in the form of Belgian Eric van de Poele the Janspeed BTCC team has a major driving talent on its hand. And yet . . .

Rumours are currently circulating that Nissan GB and Nissan Europe are at loggerheads as to how many cars, which sponsor





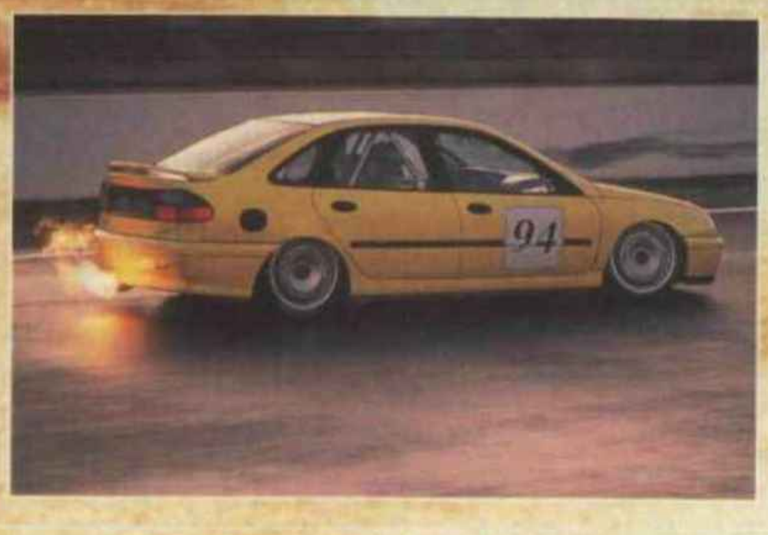




Alain Menu (above): hidden talent? The Renault Laguna (below) could be a contender.

Patrick Watts joins Peugeot (top). Alfa Romeo (above) and Volvo (below) are raising the ante.

Andy Rouse (above): peerless engineering. Toyota (below) has switched to left-hand drive.







and which drivers will contest the BTCC, while it also looks likely that its efforts will be dissipated by other, smaller programmes throughout Europe – as was the case last year. This is not the ideal preparation for such a closely-fought series.

I can feel the whale's teeth nipping the nape of my neck as I write this: BMW will not win a race this season! That stuck in the gullet. As long as there has been touring car racing, BMW has been at the front. But even with the excellent Team Schnitzer at the tiller once more, and the undoubted driving excellence of reigning champion Jo Winkelhock, Steve Soper and Roberto Ravaglia, I believe the extra 100 kilogrammes levied on the 3-series to be too great to overcome on this occasion.

Volvo is my biggest worry – the team most likely to explode my Five Winner Theory. The Swedish manufacturer has stunned the motor racing world by confirming that Jan Lammers and Rickard Rydell will drive estate versions of its 850 range. If it wasn't for the fact that the ultra-successful TWR is running the team, they'd be laughed off the track. I firmly believe that the five-cylinder device will be up at the sharp end towards the end of the season, but a win may be more than a year away.

No wins for BMW and TWR – there's a couple of myths exploded.

The winners? Ford, as explained, Alfa Romeo, Renault, Vauxhall and Toyota. Of these, the Italian giant is expected to be Boreham's toughest opponent. The sheer size of its operation has already amazed some of its rivals, with a dozen or so trucks attending test sessions. And on these occasions it has been its number one, Gabriele Tarquini, who has been setting the pace with the twin-spark 155. In a surprisingly matter-of-fact, non-Latin way, this affable Italian reckons three to four wins is a realistic aim. I think he's right.

The following prediction is based on gut feeling more than any other – the new Renault Laguna will be a pacesetter. This team struggled with the recalcitrant 19 16v last year, but its new challenger has all the right credentials – a slippery shape and Mondeo-like wheelbase and track. And in Swiss driver Alain Menu the team has a talent that has yet to be fully recognised.

All three of the above will win on Michelins, which leaves Vauxhall and Toyota as Dunlop and Yokohama's best hopes for success respectively.

After outpacing the works Cavaliers with his smaller-budget Ecurie Ecosse versions in '93, Ray Mallock has taken over the works contract for this season. His was reckoned to be the best chassis last season, and although the Cavalier is a little long in the tooth – this will be its fifth season – it and John Cleland (the Muhammed Ali of touring cars) will win races, despite the late arrival of the '94 specification model.

The Toyota Carina was always reckoned to have the strongest engine in the '93 field, but its lack of suspension travel caused Will Hoy and Julian Bailey a few anxious moments over the bumps last year as it tried to go in several directions at once. Both drivers are far happier with the latest car, and although this team has a surprisingly small budget, it's my tip to be the fifth winner.

Who will be the champion come September?

Exactly.

PTF

Mission imperative



Mike Groff, Bobby Rahal and the Rahal/Hogan Lola-Hondas: long-term objectives.

The 1994 IndyCar season, which kicked off at Surfers Paradise as this issue was being printed, is expected to be a barnburner. Intriguing stories abound: Nigel Mansell's defence of his PPG title; Al Unser Jnr finally driving for one of the sport's genuine powerhouses; Mario Andretti's retirement; the improving maturity (we hope) of Paul Tracy and Robby Gordon; an influx of more new teams and truly talented drivers than we've seen in years and, on the political front, what will be the ramifications of Indianapolis Motor Speedway president Tony George's announcement that he is to launch a rival Indy Car series, which will include the showpiece Indianapolis 500?

For my money the two most fascinating stories *on* track will be those of Rahal/Hogan and Chip Ganassi Racing. The former seeks to rebound from a disappointing 1993 campaign that reached its nadir when Bobby Rahal failed to qualify for the Indianapolis 500, while Ganassi has pulled out all the stops in an effort to haul his team into the rarefied air long enjoyed by Penske and Newman/Haas. The fact that each is betting the ranch on as yet unproven equipment makes things all the more interesting.

At least Rahal/Hogan is walking the Indycar high-wire with a safety net. Although Bobby Rahal and Carl Hogan have taken something of a gamble by turning their backs on the proven engines available from Ilmor and Cosworth to go with Honda, throwing your lot in with the folks from Waco hardly equates to drawing to an inside straight.

Honda has a certain amount of experience in racing – on both two and four wheels – and, recession or not, surely has the yen to make its Indy V8 a winner sooner or later? These are the people, after all, who blew the the likes of Renault, Porsche and Ferrari, not to mention Ilmor and Ford, out of the F1 waters as recently as 1991. On the other hand, the Indy Car grass is not as green as it may appear from the perspective of F1 – Porsche, Alfa Romeo and John Judd learned the hard way that building a winning IndyCar engine is not exactly child's play. The rules are highly restrictive, the variety of demands placed on equipment are second to none and the competition is every bit as fierce, if less diverse, as in F1.

Certainly the Honda people are saying all the right things about their foray into IndyCar racing. There is none of the arrogance that saw Porsche initially attempt to develop an untried chassis and a new engine simultaneously, none of the Byzantine politics on both sides of the water that spelled ruin for the Alfa Romeo. And unlike Judd, Honda is totally focused on IndyCars instead of trying to serve two (or more) different masters.

"We understand this racing is very different from Formula One," says Michihiro Asaka, executive vice president of Honda Performance Development. "The activity is different, and the engines are different. So we must work in a different way . . . The purpose is to win races, of course. But we have a long term plan, to procede gradually to get to the the point that we win races, but we have no concrete target for this year

COMPETITION

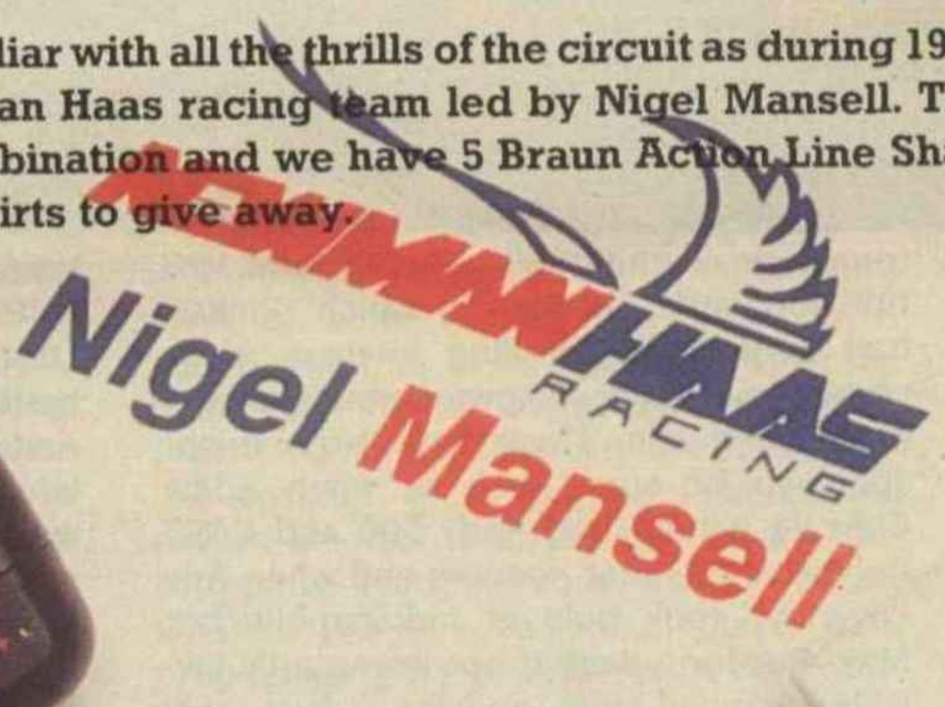
BRAUN ACTION LINE AND NIGEL MANSELL – A WINNING COMBINATON

To celebrate the start of the action-packed IndyCar season, MOTOR SPORT has linked with Braun to offer readers the chance to win one of five Action Line shavers.

The Braun Action Line men's shaver is designed to achieve a close, smooth shave ultrafast. Ingeniously styled with a three-position switch, the unique combination shave of the Action Line allows those long and awkward hairs to be lifted effortlessly by the trimmer, followed by the foil to ensure an extra close shave.

Braun is familiar with all the thrills of the circuit as during 1993 it was a sponsor of the Newman Haas racing team led by Nigel Mansell. This proved to be a winning combination and we have 5 Braun Action Line Shavers and 10 Nigel Mansell T-shirts to give away.







If you would like to be a winner all you have to do is answer the following questions. Entries, to arrive no later than April 22, should be sent to Braun Competition, MOTOR SPORT, PO Box 35, Standard House, Bonhill Street, London EC2A 4DA.

1. Which unique benefit of the Braun Action Liner shaver allows you to trim and shave at the same time?
a. use of foil b. use of trimmer c. combination shave with foil and trimmer

2. In which position did Nigel Mansell finish in the last year's Indianapolis 500?
a. first b. third c. fifth

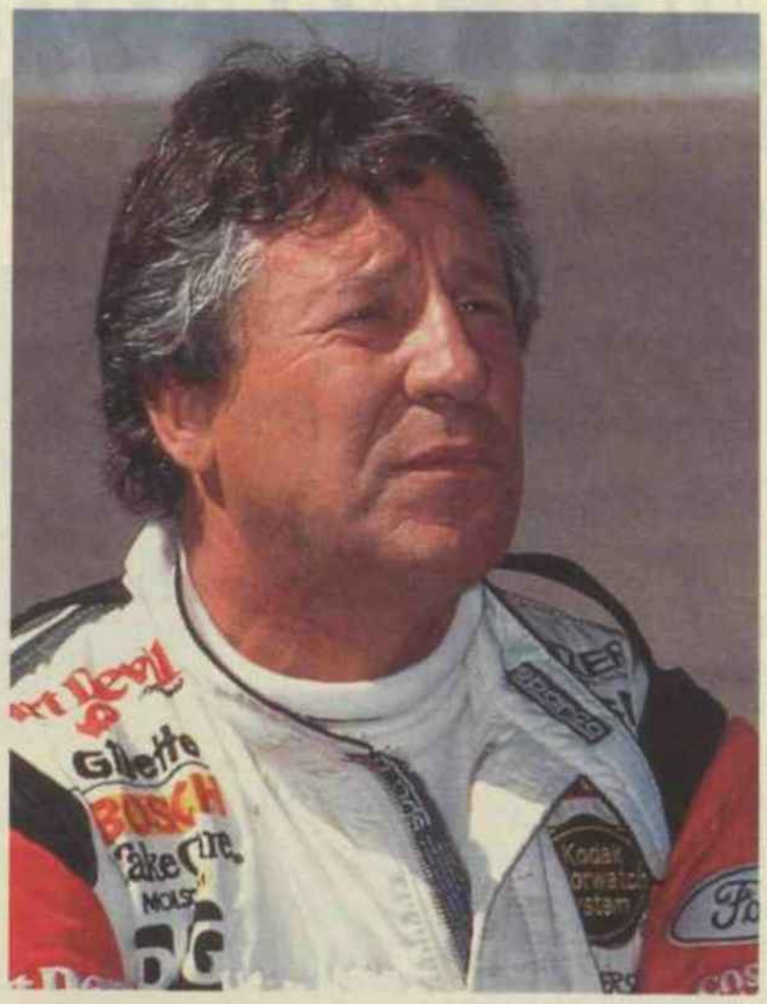
3. In which country did the 1994 Indy Car season commence?
a. Australia b. Japan c. America

Answers: 1 a☐ b☐ c☐ 2 a☐ b☐ c☐ 3 a☐ b☐ c☐

Name _____

Address _____

Post Code _____





"While Honda may struggle at times in 1994, rest assured that they will get there sooner or later"

The Andrettis (left): Mario (above) is entering his final season of Indy Car racing. Michael (below) needs to win upon his return to the series.

. . . More than that, we want to learn."

What's more, Honda is making every effort to be a good corporate citizen of IndyCar racing. Thus the hordes of engineers and technicans that used to descend on the F1 paddocks in Honda's heyday will be nowhere to be seen in IndyCar racing. Honda is adamant that after the start-up phase of the programme, the vast majority of the work will be done by Americans at the new HPD shop in Santa Clarita California, just north of Los Angeles.

"Many people . . . will be surprised at how few Japanese are on the team," says Mr Asaka. "But the idea of this project is to have Americans doing the project inside the United States. We will hire a lot of engineers at HPD to reach total capacity. For now the work is being done between Japan and the United States, but we are working to the point where it will be 100 per cent in the United States. The purpose is for the project to be conducted by Americans to show the Honda way: Challenge and Teamwork."

Honda clearly has its work cut out. After an uninspiring test at Phoenix in early February – when Rahal and team-mate Mike Groff were a full second off the pace – there was already speculation the team may again face an uphill battle at Indianapolis. And after last year's debacle with the Rahal/Hogan chassis, another prematurely shortened May would be likely to cause irreparable harm to the relationship between Rahal/Hogan and its principle sponsor – Miller Genuine Draft beer. Except for one thing: the fact that Miller and RHR have already inked a deal that takes them through the 1997 season. While Honda may struggle at times in 1994, rest assured that they will get there sooner or later, and surely long before the 1997 season rolls around.

Chip Ganassi Racing does not have 'til 1997 to win a race. They have to win – and win more than once – in 1994. The good news is the evidence suggests that goal is within reach.

Although Chip won big in his first season as an owner, when Emerson Fittipaldi triumphed in the 1989 Indy 500 and PPG title for Patrick Racing, in which Ganassi had acquired controlling interest, since striking out under his own banner success has eluded him. There have been bright spots to be sure, such as when Eddie Cheever earned both Indy 500 and CART Rookie of the Year honours and when Arie Luyendyk took pole at Indianapolis last May. But for a well, if not necessarily lavishly, financed team, no wins in four years isn't much to shout about.

Tired of nipping at the heels of Penske and Newman/Haas, nine months ago Ganassi made the bold move of joining forces with Reynard in its bid to crack the IndyCar customer chassis market. Chip and Adrian Reynard augmented their marriage by hiring Bruce Ashmore away from Lola to oversee customer service, then Chip lured promising young engineer Julian Robertson from Dick Simon's team for the 1994 season. Not content with that, Ganassi dug still deeper into his pockets – and of sponsors Target and Scotch Video – to rescue Michael Andretti from his Formula One hell.

Andretti, Ashmore and Robertson may be the marque players, but the fact is Ganassi has built a strong team over the past couple of years. Tom Anderson has been with Ganassi since the Patrick days, first as chief mechanic and more recently as team manager, while Mike Hull, a seasoned veteran of many an IndyCar campaign, serves as crew chief. Together, Anderson and Hull have assembled a top notch crew, and the careless mistakes that haunted the team in the Cheever-era were all but eliminated last year, while the team's pit stop work was peerless. Last year the team's Achilles heel lay in the inability of Luyendyk and engineer Morris Nunn to recapture the chemistry that took them to a pair of wins with the underfinanced Vince Granatelli team in 1991, a predicament that led to a loss of faith in both Arie and Morris.

That should not be problem in 1994. Although his stock may not be terribly high in F1, Michael Andretti's IndyCar record speaks for itself: 20 wins, 21 poles and a PPG title in the four-year stretch from 1989 through 1992. Suffice to say, barring obvious mistakes, Andretti will not suffer from a lack of confidence by his teammates.

Reynard has an enviable track record of immediate and consistent success from FF1600 and 2000 to F3 and F3000. But for all their successes, Reynard is new to the "big bore" formula and has never before designed and manufactured a chassis that must cope with the variety of challenges posed by IndyCar racing, from 230 mph laps at Indianapolis and Michigan, to rough and tumble street circuits, permanent road circuits and the mile ovals. But Malcolm Oastler's Reynard 941 has been quite competitive in testing, especially in the hands of Andretti, but also with young Jacques Villeneuve (driving for the new Forsythe Green team) and Adrian Fernandez (with the scaled-down Galles team).

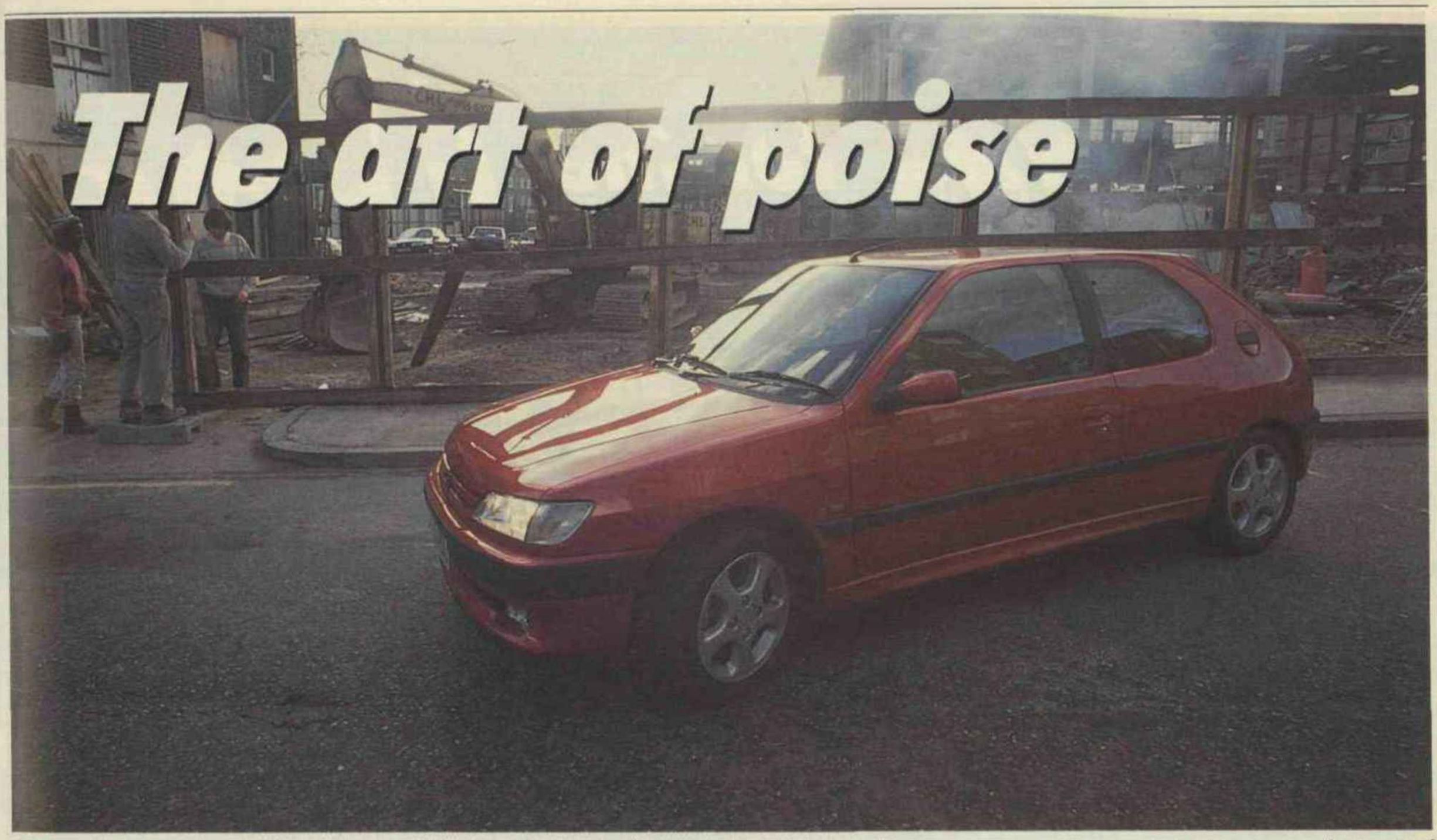
Nevertheless, the pressure is on on all fronts this year. For Ganassi and the team there are no more excuses; Reynard must win or forever be consigned to small bore formula purgatory; and Andretti needs to win to redeem himself in the eyes of the motor racing fraternity, if not his own self. Michael admitted as much in a remarkably candid moment a few days before Surfers Paradise when he talked of his appreciation for Robertson's talents.

"Julian is a very sharp guy and, since he's kind of in the spotlight this year, he not only wants to win, he *has* to win," explained Andretti. "In that respect he's no different than most of the people in the programme. Most everybody on the team has been here for three or four years and they all realise this is their best opportunity to win races. Chip and Bruce have put their reputations on the line and they have to win; Reynard has to win and I have to win as well. So we're all in the same situation, which is good; we're all ready to put in the effort it takes to win."

The dynamics of the two situations are fascinating. It appears Rahal/Hogan and Honda will struggle to be competitive at the outset of the season. But that's OK. They don't necessarily have to win in 1994, but can – and almost inevitably will – do so many times in the long run. At Ganassi, the situation is more volatile. Chip, Michael and Reynard *must* win in 1994.

The good news is they appear quite capable of doing just that. **D P**

The art of poise



Both Peugeot and the paying public have high expectations of the 306, which succeeds the competent 309. Top of the range is the S16, available only as a three-door. It has a twin, however, in the form of the visually identical, but less potent, XSi. Only a £2,000 price hike and smarter wheels give the game away (notwithstanding the fact that the XSi is also available with a supplementary brace of doors).

On paper, both these new lions should be up amongst the pacesetters in their respective territories, but the antelopes have to be caught before they're eaten. The S16, with its 2.0, 16-valve, dohc engine has the dynamically brilliant but bland (for a Citröen) ZX 16v and Vauxhall's rapid 2.0 Astra GSi to contend with, not to mention Fiat's Tipo or Renault's 19.

At least the 306 twins get off to a good start where it matters – in the showroom. They complete what must be one of the most seductively handsome range of saloons currently available. Equipment levels are satisfactory: smart alloy wheels, power steering, electric windows/mirrors, central locking, immobilising security system, leather trim and a welcome column stalk-mounted stereo volume control.

It goes without saying that Peugeot considers the chassis and suspension high on its list of priorities. MacPherson struts and wisbones (front) and transverse tubes with trailing arms and torsion bars (rear) are employed. Roll bars have also been enlarged. The S16's 155 bhp engine, also used in the 405 Mi16, will propel it to a maximum speed of 133mph. It's fast, but simply not as fleet as some of its direct adversaries. It pounces from 0-60 mph in a claimed 9.0s, which again fails to set any new standards. So what has the S16 got to offer, to make it a viable class alternative?

Immediately noticeable with the 306 is a level of build quality that is evidently superior to that of its forebears, while the choice of interior materials, particularly plastic, has been better deployed. The driving position in a sporting Peugeot will always be right, and the comfortable yet supportive seats will come as no surprise. Whether you're a basketball player or a prop forward, it's possible to be comfortable and to have all primary controls within easy reach. Instruments are clear, if uninspiring, but minor buttons for other functions are downright irritating — with illumination so dim as to render it almost impossible to tell when they're switched on (particularly with the heated rear screen and the rear fog lamps). They are also set into a console, adjacent to the stereo system, which looks like it has its origins in Captain Scarlet.

It is getting more difficult to tell many modern cars apart when driving sedately. Their individuality becomes apparent only when they are unleashed in the few remaining places where that its still possible in the British Isles. However, the S16's engine purrs distinctly and gently. It responds instantly, and is devoid of the erratic slow-running behaviour of previous 16v units. Once let loose it pulls well . . . until you compare it with the XSi's eight-valver, which actually feels stronger until it encroaches one's aural rev limiter.

The 16-valve unit is red-lined at 7000 rpm, but with both engines you'll feel reluctant to exact such demands. Though they aren't as rough as some in the outer reaches of the rev range, they just lack the sweetness of Honda's V-Tec, for instance.

It is perhaps a surprise that the engine is probably the S16's most disappointing facet (this is less the case with the XSi). Bear in mind, though, that Peugeot has for years enjoyed a reputation as a manufacturer of small cars that remain unsurpassed in terms of poise and balance on the road. Both models ride well despite their rigid chassis and sporting suspension, but both are also maybe a tad disappointing when it comes to the aforementioned art of poise, having relatively poor turn-in compared to, for example, the pin sharp Citroën ZX 16v. Once they've pulled through their inherent mild understeer, they corner with commendable neutrality. Their composure can then only be unsettled by acts of extreme brutality.

Even then, and allowing for the irregularities of UK road surfaces, you only have to reapply power to restore normal service. Of all the S16's handling capabilities, it is the immensly high level of grip that would raise the eyebrows of even a dormant Roger Moore. That is less the case in the narrower tyred XSi, but the trade-off is that the latter *feels* slightly more agile.

Put simply the 306 twins simply inspire extraordinary levels of confidence without sacrificing vital safety parameters. The brakes are mercifully communicative and powerful, a pleasure to use when you're driving quickly.

Combine such handling prowess with a slick gearbox (that lacks the apparent fragility of lesser models), power steering with feeling (though it's not as good a system as some), a great ride and reasonable refinement (at modest cruising speeds), and you should have the makings of a potent force.

Peugeot has dropped this pair into ferociously competitive market sectors. They're potent, but at £13,395 and £15,490 respectively, one can only wait and see whether they are quite potent enough.

R R B

Two for the price of One

The fact that the development cost for the new Omega range ran out only £80 million short of the £800 million that BMW paid to acquire the *whole* of the Rover operation provides an indication of the value that General Motors Europe is putting on its new executive saloon.

In justification, GM could argue that it is getting two cars for the single investment, because the Vauxhall Omega, in its various guises, replaces the Carlton and the flagship Senator ranges at a stroke.

There are 24 models in all, 12 saloons and 12 estates, and four trim and equipment levels plus a special 'tax juggler' option, called Select, on price-crucial entry level and diesel models, which allows buyers to apply set value options packages to their choice.

The decision to move away from engine capacity as one of the key tax threshold markers means that Omega powerplant choice opens at two litres, with a reworked version of the 16-valve 2.0i four-cylinder from which top end power has been sacrificed in favour of improved torque and flexibility.

The 2.5 Ecotec quad-cam, already seen in the Calibra and Cavalier, is also an option, but the Omega version benefits from a new multi-intake manifolding system that shifts peak torque 1000 rpm further down the rev



range. The top engine, replacing the old straight six, is a bored and stroked 3.0 version of the V6, which develops 210 bhp and a whisker under 200 lb ft of torque. As a result, the flagship Elite model has a claimed top speed of 149 mph and will accelerate from rest to 60 mph in 8.3s.

Although better in turbo form, the GM diesels in the departed Carlton never did much to further the cause of the oil burner in executive cars. For the Omega, the company has turned to BMW and bought in a Bavarian built 2.5-litre diesel, with turbocharger, intercooler and a sophisticated, electronically linked throttle control.

There are no plans for an out-and-out performance version. The unfortunate timing of the Lotus Carlton remains a bit of an embarrassment. It is, however, almost certain that tuners such as Irmscher will be offering a little extra in due course.

The key objectives for this car have been refinement and low stress driving. That doesn't mean the Omega is an executive suite sofa. The new chassis is both supple and responsive, with sharp steering and impressive ride quality, even over some of the badly broken surfaces we encountered on the appraisal in Portugal.

All models have MacPherson struts at the front, as before, but with a longer front cross member to improve control and front end stiffness. At the back (rear-wheel drive has been retained), all models get an improved version of the decoupled, multi-link arrangement, first seen on the Carlton GSi 24v.

The work put in on noise suppression has generally paid off, although the snarl of the V6s, albeit subdued, could be made to intrude, especially when hurrying the auto box variants. The 2.0, which is expected to account for half the model take-up, is a very smooth and refined package, as is the BMW diesel, which should prove to be a valuable tool with which to unpick the prejudices that still dog such engines in the UK. **S B**



Rough justice



It looks for all the world as though you are approaching the edge of a cliff. Bordered by foliage, twigs and the occasional stout tree, the muddy track continues for about 200 yards. Beyond that? Hard to know, really. From where you are, it looks like a plunging void. The good news is that it's quite scenic. The bad? You're about to drive into it . . .

On most press launches, the road route allows you at least 100 miles or so to assess whatever vehicle it might be. When Asia Motors, whose British arm is a subsidiary of Mazda UK, introduced its new Rocsta, total usage of the public highway amounted to around six miles. That was more than enough to establish that the Rocsta has an extraordinarily harsh ride, even by utilitarian standards, though fitment of BF Goodrich off-road tyres with tread the approximate depth of the Pacific Ocean didn't exactly help.

These were fitted to assist with the main purpose of the day, a particularly arduous series of test routes at Longmoor Camp, an army training ground in Hampshire. In addition to the aforementioned precipice, obstacles included steep, rutted, muddy hills, tree-strewn knolls and water troughs ranging in size from large puddle to Lake Michigan.

Despite the apparent severity of the challenge, the Rocsta coped extremely well. There were hiccoughs, entirely forgivable given the terrain, notably when a couple of the 1.8 petrol-engined models suffered something of a water-to-petrol imbalance in the carburettor region whilst traversing some of the deeper, wetter obstacles. The 2.2 diesels proved immune to such aquatic abuse, however.

In 'low' four-wheel-drive mode (like most vehicles of this type, the Rocsta features three-way transmission), both versions are possessed of stupendous torque. That in itself is no surprise, but the Rocsta's flexibility *is*. Even in third gear, it picks up strongly to squirt you towards muddy summits. It isn't so much that the Rocsta will do this which is impressive, however, more the stable manner in which it does it. Canted over at around 45 degrees, it feels quite steady. So long as you don't do anything silly (like touch the brakes or, worse, the clutch) then it will maintain its forward progress in a controlled fashion.

From a dynamic point of view, the crashing ride and ponderous steering are likely to be taken into consideration by typical buyers, who are unlikely ever to drive on terrain such as that at Longmoor, where admiration of the Rocsta's manoeuvrability tended to outweigh any such drawbacks.

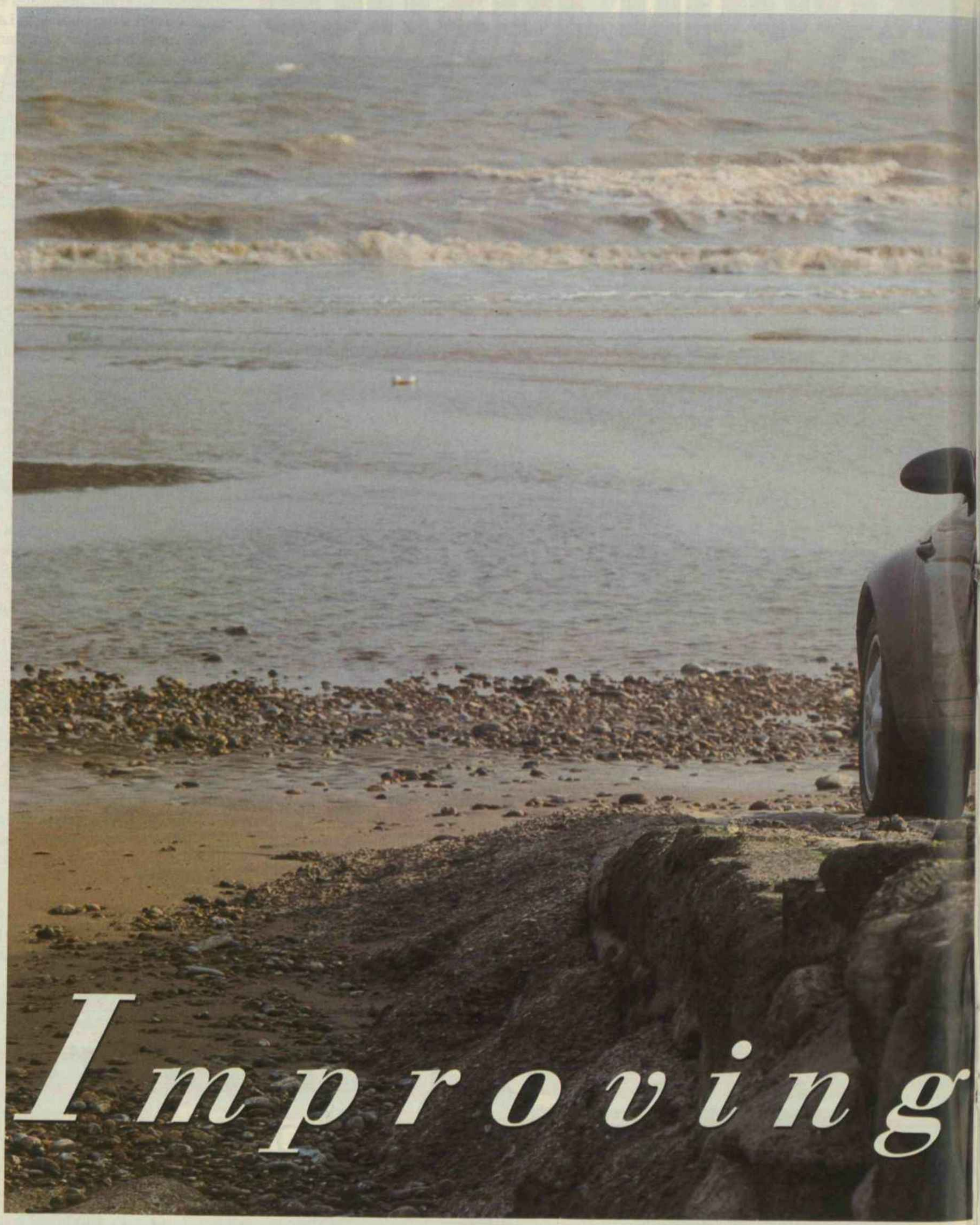
Asia Motors fully accepts that the majority of its customers "may go no further off-road than the grass outside their pub", but was keen to stress its new import's tenacious versatility.

In the modern era, the Rocsta may *look* like a fashion accessory, and its combination of chic appeal and modest price (the cheapest diesel soft top is £9500, the top-of-the-range diesel DX hard top £10,800 and petrol models are £10,300 and £10,600 respectively) mean that it is more likely than not to be sold as such.

Inevitable as that may be, it is evident from initial acquaintance that the Rocsta will be far more at home at the top of the Pennines that it will trundling through Sloane Square. **S A**

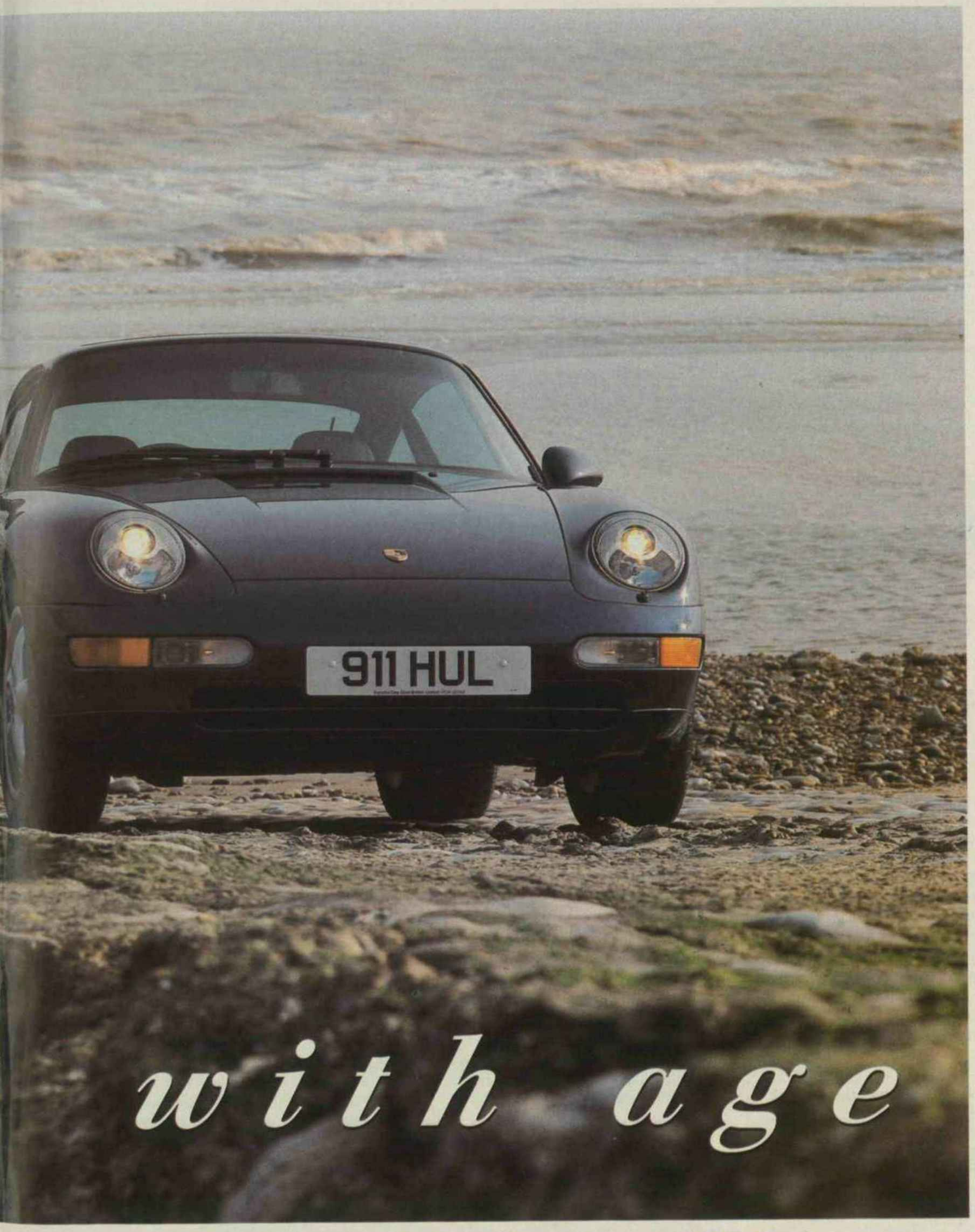
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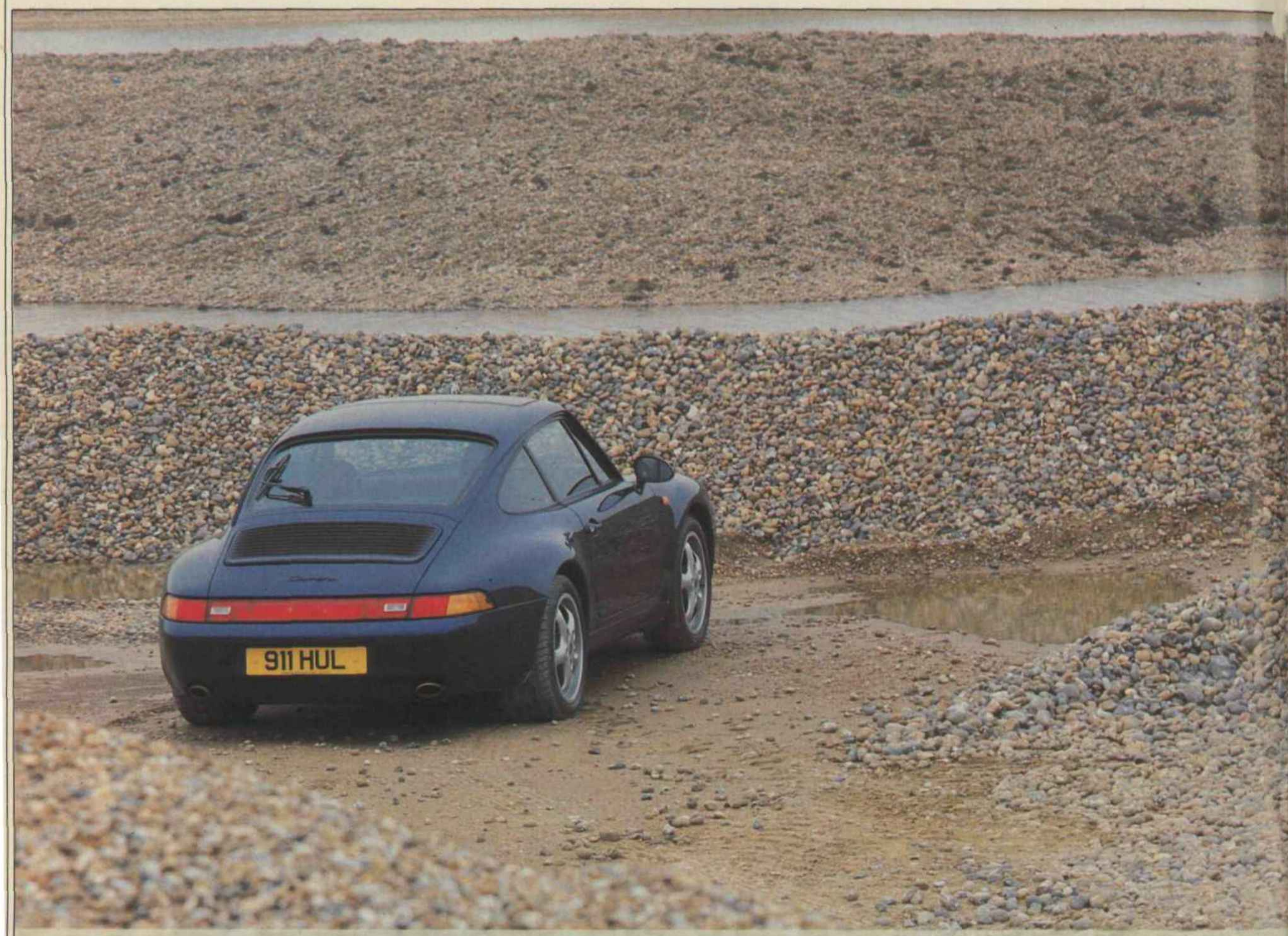


Improving

Will production of the remarkable Porsche 911 ever end? On the is assured for a



evidence of the latest evolution, Peter Dron thinks its future long time to come



When a new car appears these days, 'mainstream' motoring magazines tend either to lash it as an absolute dog or hail it as the best news since the invention of the zipped fly. Shades of grey are rare in the hellzapoppin' world of modern motoring journalism. Readers seeking information must sometimes be confused.

For once, with the new Porsche 911 launched last autumn, the hyperbole – of the positive variety – was entirely justified. This really is the Great Leap Forward, or in some senses backward. By that I don't mean terminal understeer or wild lift-off oversteer (traits which have been eradicated).

With the notable exception of the Carrera Club Sport of 1987, Porsche's rear-engined cars have behaved increasingly as if a Product Liability lawyer were chairing engineering meetings. With the lightweight Carrera RS of three years ago, he had clearly been garrotted, but so had all vestiges of good sense.

In the 1989 Carrera 2, Porsche set out to improve the 911 from the ground up, but the result was disappointing. At last, with the new Carrera, you can have a 911 that responds safely, but which is also fun to drive. Only, the name is muddled – the '2' has been dropped, though the forthcoming four-wheel-drive version will be called Carrera 4.

Most people like the new shape: the hint of muscularity in front and rear wings replaces the slab-sided 1960s look, making the 911 modern yet instantly recognisable. The temptation to adopt the ugly flip-over lights of the 968/928 was resisted.

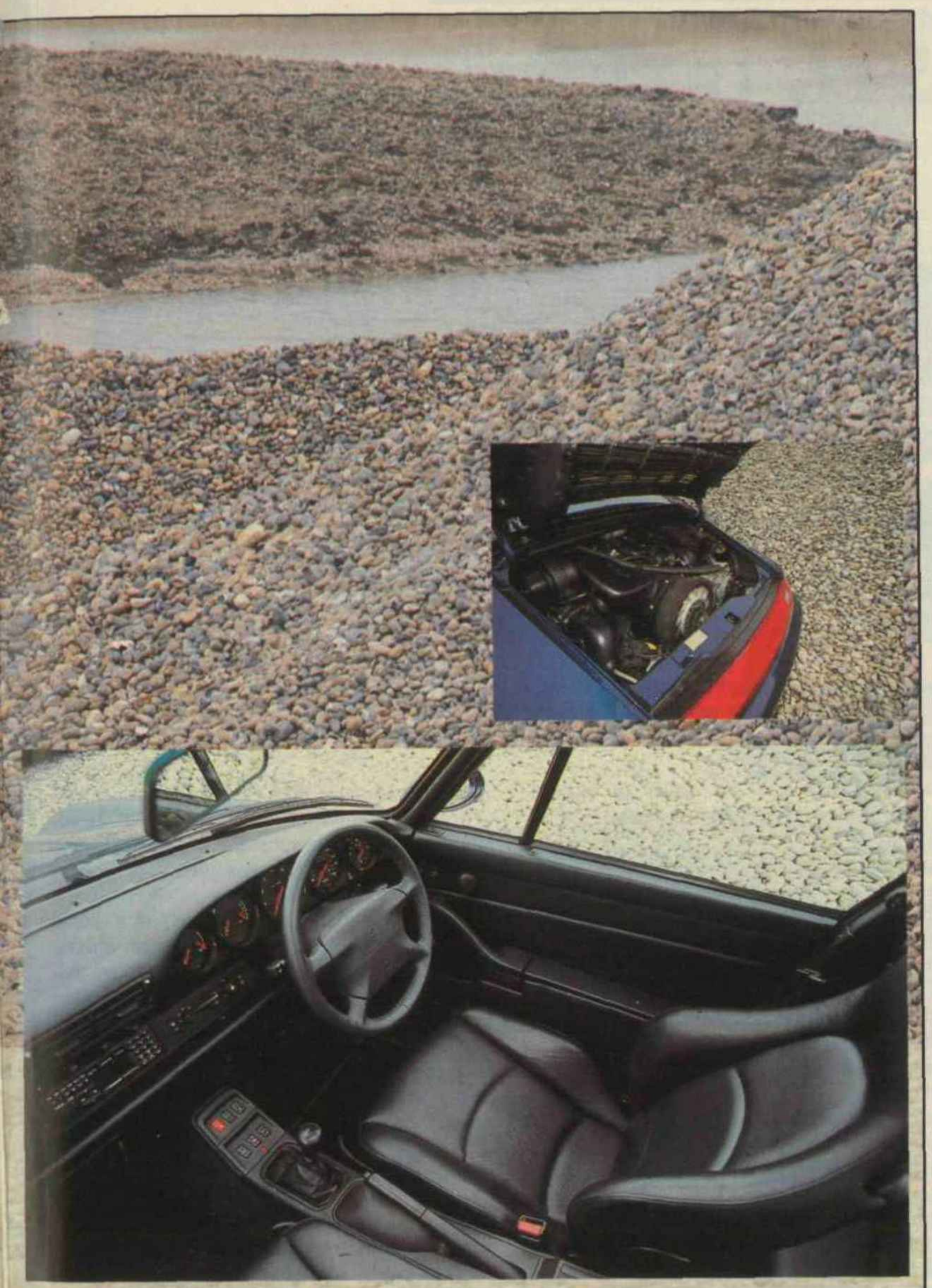
Zuffenhausen's air-cooled flat-six produces one of motoring's few instantly recognisable tones. The latest incarnation is more refined than ever, still aurally exciting, if lacking the blood-curdling thrill of some earlier examples.

Even the 911 has come under the scrutiny of specialists in 'NVH' (Noise, Vibration and Harshness). Much of the clonking and whirring has been eliminated, but this is still by no means a quiet car. Transmission whine is particularly intrusive at a comfortable, near-legal cruising speed. Consequently, but for the need to preserve one's licence, one might as well drive the car at speeds for which it was designed.

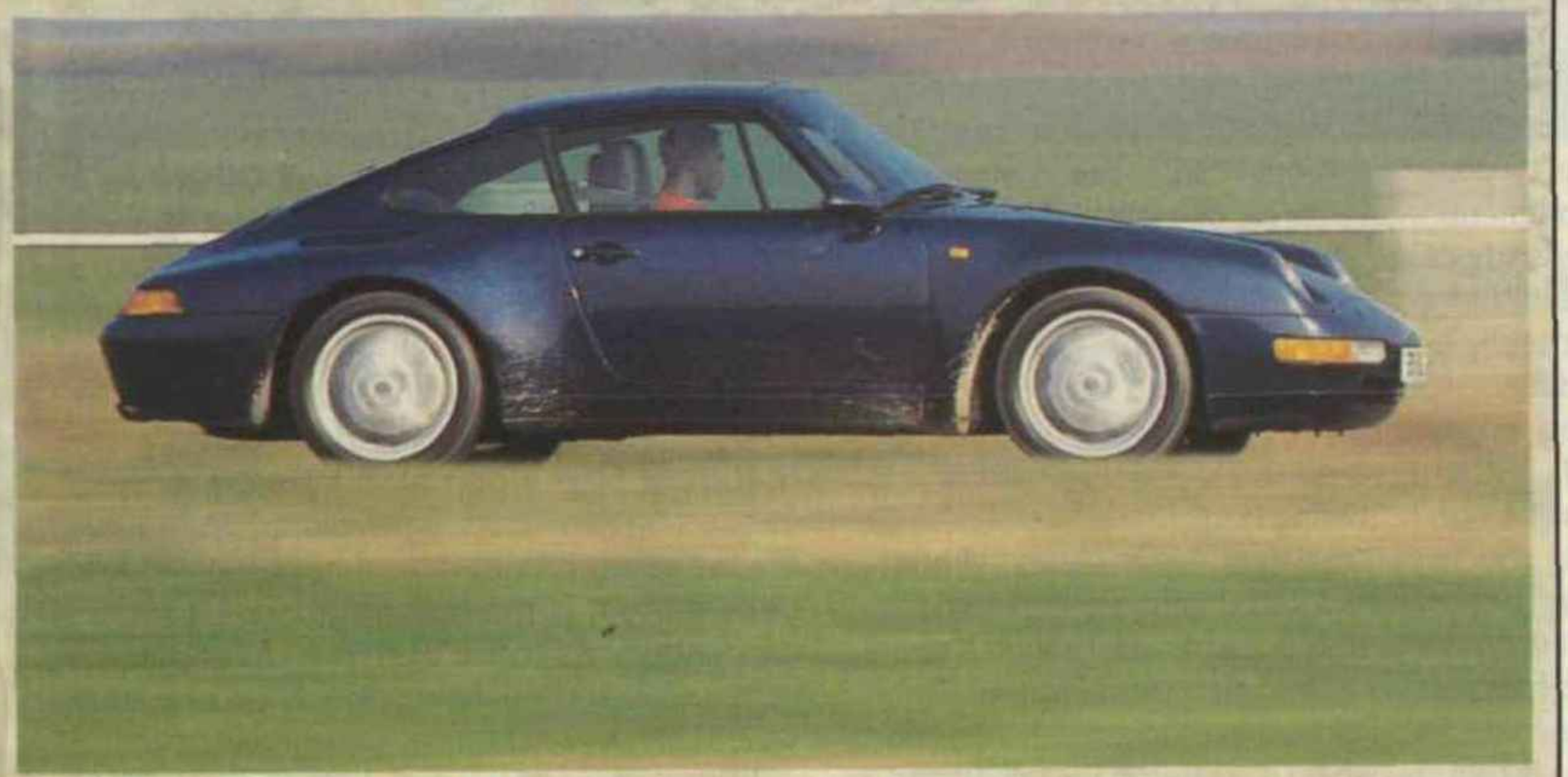
With a kerb weight of 3020 lb, the latest Carrera is 44 lb heavier than its immediate predecessor, reflecting the universal law that we all gain weight with age: the original 911 of 1965 was more than 700 lb lighter. However, increases in power over that period have lifted the power/weight ratio from 125 lb/ton to 202. Peak power is 272 bhp at 6100 rpm. Although maximum torque (252 lb ft) occurs at 5000 rpm, the majority is available from far lower in the range.

The early two-litre 911 struggled to break 8.5 sec for 0-60 mph. A brutal start in the latest, 3.6-litre model nearly cracks that in under five seconds. Likewise, top speed has climbed from barely 130 mph to a claimed (and credible) 168. The new Carrera has a higher top speed than the Carrera 2, but is marginally slower in outright acceleration. However, the new gearbox allows improved mid-range performance.

If you drove today's car behind a hard-driven '65 911, the driver ahead would do well to better 21 mpg, while you could expect something like 25. Pull out and head off into the distance, and you could expect to burn fuel at the rate of just under 20.



911 cabin (above) has been tided up though facia remains distinctive. Familiar flat six (top) has prodigious torgue throughout its ringe.



ENGINE	
Location	longitudinally rear-mounted
Cylinders	six, in-line
Bore × stroke	100.0 × 76.4 mm
Capacity	3600 cc
Compression ratio	11.3:1
Valve gear	dohc, two valves per cylinder
Power	272 bhp/6100 rpm
Torque	244 lb ft/5000 rpm
Fuel	unleaded, 98 RON

TRANSMISSION	
Type	six-speed manual, rear-wheel drive

SUSPENSION	
Front	independent via MacPherson struts, anti-roll bar
Rear	double wishbones, anti-roll bar
Wheels, f/r	light alloy, 7J × 16/9J × 16
Tyres, f/r	205/55 ZR16/245/45 ZR 16

BRAKES	
Front/Rear	ventilated discs, ABS

STEERING	
Type	rack and pinion, power assisted
Turning circle	11.74m
Turns, lock to lock	2.5

DIMENSIONS	
Wheelbase	2272 mm
Front/Rear track	1405/1444 mm
Overall length	4245 mm
Overall width	1735 mm
Overall height	1300 mm
Kerb weight	1370 kg
Fuel tank	15.6 gallons

PERFORMANCE	
0-62 mph	5.6s
Maximum speed	168 mph

Figures supplied by Porsche Cars GB

FUEL CONSUMPTION	
Average for test	24.6 mpg
Government figures:	
Urban	15.9
56 mph	38.2
75 mph	31.0

LIST PRICE	£53,995



Old 911s used to cock a wheel whenever they got as much as a sniff of a photographer. The latest model is too well sorted to allow such party tricks.

Super unleaded is required, and tank size is rather mean at 15.6 gallons. Would you prefer even less luggage room?

In the 'good old days', 911 gearboxes had challenging synchromesh and uncompromising habits: violent torque reversal could hurl the lever out of gear if clutch timing were fluffed. Porsche fundamentalists bragged that this provided opportunities to demonstrate their sublime skills. Those more in touch with reality found it small comfort that the 'box wore in nicely after 70,000 miles.

The change of the new gearbox rewrites supercar standards. It needs careful warming, but then operates like a well-oiled precision instrument; double-declutching remains advisable for downward changes. Six ratios are perhaps not essential, but the spread of the lower ones allows full use of the power curve, while sixth gear provides relaxed cruising.

When I first drove the new 911, in the South of France last year, I felt that there was not much torque low down. Perhaps that engine was not fully run in, for this one pulls vigorously from nowhere all the way to the 6800rpm limit. Tiptronic – less nice in practice than in theory – is also available (£2865 extra).

In the 'good old days', minor misreading of the road or a marginal excess of throttle led instantly to serious clenching of the buttocks of a 911 driver; retrieving equilibrium called for rapid and accurate work by feet and hands. Skilled drivers could exploit the abrupt attitude change by exiting bends in lurid power slides.

The 911's traditional strength – sheer feel – gradually dwindled and in the recent Carrera 2 had been virtually eliminated. In theory it was safer than its predecessors, but it was hard to decipher its signals. On the limit, the front wheels would slide, and the car could be tucked back into the apex by reduction of throttle pressure, but it was all rather blurred.

In the new 911, understeer is less pronounced; it is still usually the front end that slides first, but it is far easier to retrieve stability. There is still the merest trace of hopping of the unloaded front wheel when cornering hard, but the ability to wave it at the photographer, more or less at will, has gone, depriving a generation of hard-driving hacks of one of their profession's party tricks.

The 911 is reborn. The key to its phenomenal improvement is better control of the rear end, effected by the new subframe and double wishbones. This in turn permitted higher-geared steering – only 2.5 turns from lock to lock – which has greatly improved responsiveness, and assistance is just sufficient to take the sting out of parking. Control is enhanced also by the seamless throttle response.

Stopping power is phenomenal, thanks to ventilated, cross-drilled discs with a diameter a hair's-breadth short of one foot, and four-pot calipers. The anti-lock system intervenes only when really needed: even on wet surfaces, major effort is necessary to set it off experimentally, so grippy during deceleration are the Continental tyres (205/55 ZR 16 fronts, 245/45 ZR16 rears).

Ride quality has always been a secondary factor in 911s; this is not to say that the ride was poor (except in the abysmal, aforementioned RS lightweight), just that it evidently came second to handling and high-speed damping control. Is the ride of the new car really better, or is it an illusion caused by reduced noise from tyres and suspension as road irregularities are traversed? It's hard to tell, but who cares if it's psychophysical, as long as you're feeling better?

If you have large feet, wear shoes without exaggerated welt when driving a 911, as space between the pedals is restricted, though a neat left-foot rest is cut into the central tunnel. Only drawback in an almost exemplary driving position is that the wheel is a stretch for tall drivers.

If attention to detail is an indicator of a healthy company, then Porsche is flourishing. The flimsy internal door-pulls have been replaced with more substantial levers, and just about everything that was messy or poorly sited has been tidied.

Traditional dials are retained in a facia barely altered in 30 years, though an airbag has crept in on the passenger's side, above the reduced glovebox, complementing the relatively neat steering wheel installation. Porsche experts will search in vain for tiny switches secreted in weird places: minor controls that were apparently fired at the facia from a scatter-gun are relocated and now easier to identify without having to consult the manual. Otherwise, by essentially not changing, the 911's facia has become more distinctive. Why change it when it works better than 90 per cent of modern alternatives?

Less than ideal is the heating and ventilation, though this too has improved immeasurably over the years. The optional air conditioning (costly at £2375) works well in hot weather, but doesn't give much of a split.

Next job for Porsche: abandon the effete speed-activated rear aerofoil, dating from when engineers should have been sorting the chassis but played with cosmetic nonsense. If the car needs it, let's have it fixed. Otherwise, it is difficult to imagine how the latest Carrera could be improved, apart from the provision of an oil filler not requiring a swan-necked funnel.

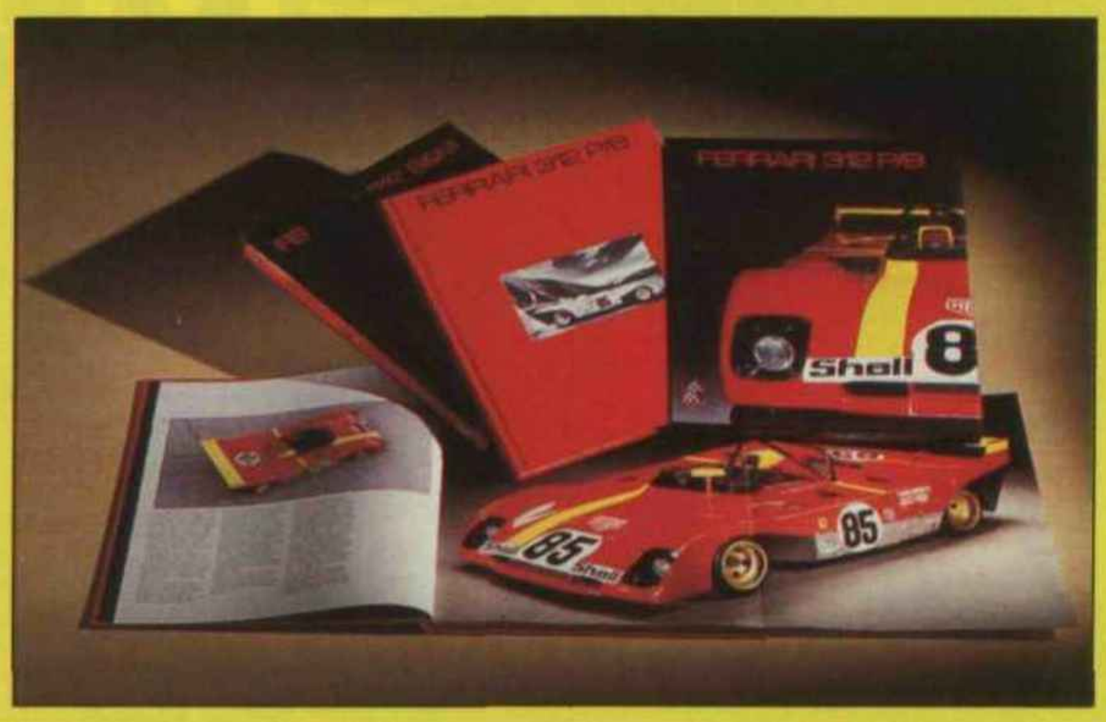
The price – a fiver short of £54,000 – is high. But not only can the 911 be used as an everyday workhorse, it is once again a toy that most boys won't wish to leave for long in the cupboard. Its tight dimensions have always given it unmatched nimbleness, and once more it is the true enthusiast's supercar. This is by far the best 911 so far. It may, in the nick of time, have saved Porsche from takeover.

Who can now predict how long the 911 will be in production? **P D**

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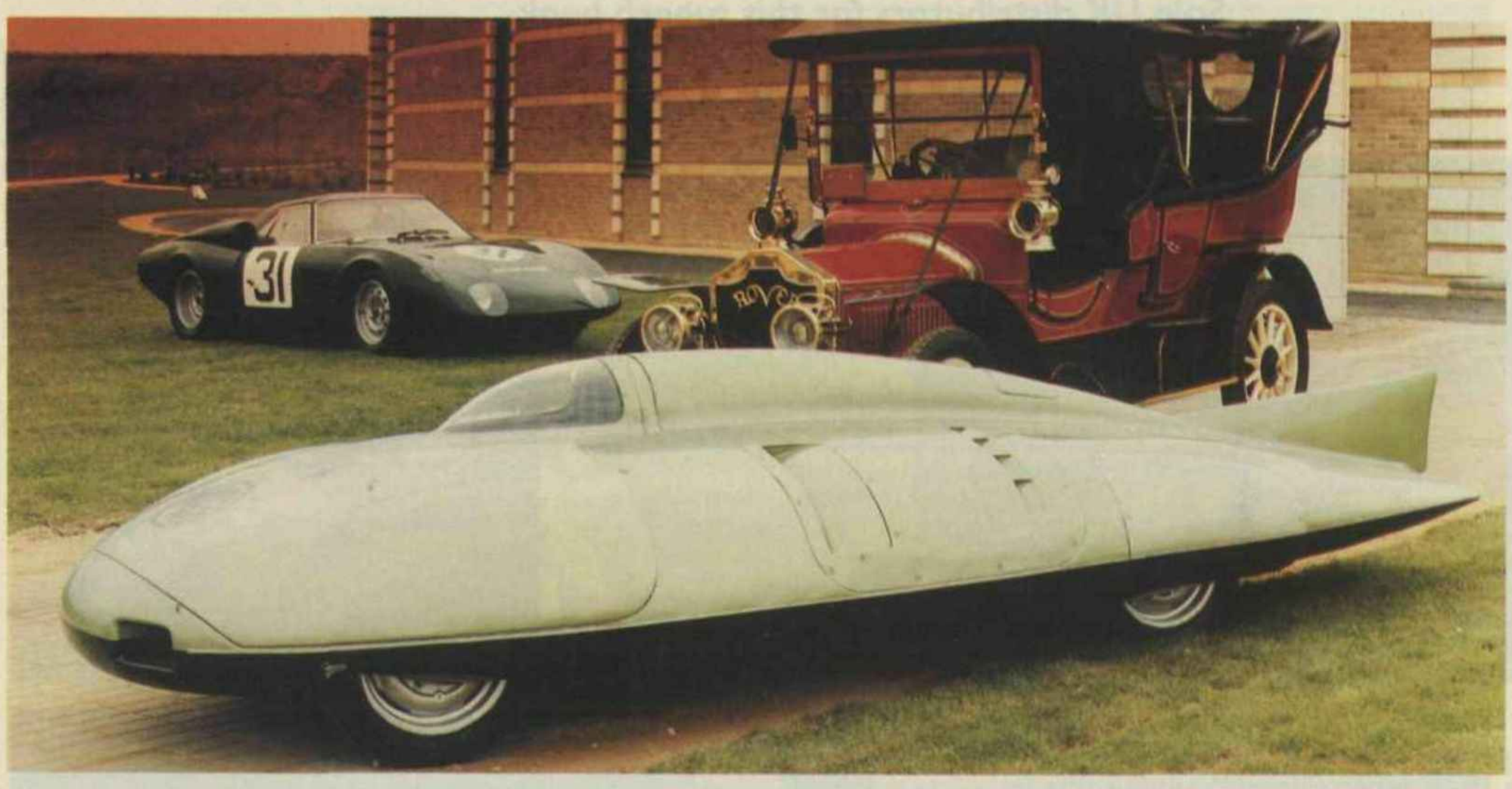
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EXE MG Record car, a 1907 Rover tourer and the Le Mans Rover-BRM in front of the £8m Art Deco-style Heritage Motor Centre. Below, historic racing cars, with the 100hp Austin nearest.



Just off Junction 12 on the M40 lies a low circular building almost surrounded by grassy banks. The building is the Heritage Motor Centre, and the banks are there to prevent you seeing too much of Rover's future plans, for it is built on a corner of the Gaydon test track.

The Centre rehouses the old Syon Park car collection and BMC/BL/Rover archives in a purpose-built and rather grand edifice, bringing the cars and all the records of the Group together for the first time. From the main entrance (at the back, oddly) visitors pass the shop and cafeteria (more interesting fare than normal — what *is* hoki fish?) and enter the engineering gallery where a variety of sectioned vehicles display their all. The special exhibitions gallery was showing 'Art and the Automobile' which I should like to have seen, but it was in use for a conference when we were there; corporate functions should bring profitable extra business. Dramatic glass lifts and escalators then carry you down to the central focus of the lofty main hall.

Here the theory is that the cars get younger as they radiate outwards, but in fact it is difficult to see much of a pattern. I don't recall seeing a family tree showing how Wolseley, Lanchester and the other extinct makes were absorbed into today's Rover Group, which surely ought to be displayed, and it could be made clearer that the Heritage Trust is inevitably BL-centred, and is not, despite its name, concerned with Rootes/Chrysler, Vauxhall, Ford and the many British specialists who comprise the rest of our motoring past. But there is a lone Brewster-bodied all-weather Rolls-Royce, and moves are afoot to import an SS, Jaguar having extracted its cars from the collection on its divorce from Rover. (Most of these, ironically, are currently undisplayed at Coventry.)

Best, then, simply to wander around the well-spaced exhibits in no special order, picking out minor pleasures such as an elegant Corsica-bodied Rover Nizam in amongst the headline cars such as the Rover-BRM (in the capacious workshops on our visit), the Leyland 8, the 100hp Austin racer built for the 1908 French GP (you may have seen it in the film *Greystoke*), and the EXE MGs. Several veterans had just returned from the Brighton Run, showing that this is a working collection; indeed, some vehicles are available for hire.

A Thirties garage display is attractive, with a window full of obscure and extinct accessories, and a lovely De Dion lawnmower outside, but the model collection turns out to be mainly a Matchbox Toys promotion.

Apart from the cars, the Collection incorporates millions of drawings and photographs, and we had a quick look through the vast storage stacks and into the films section, where a researcher was noting each car shown on a 1935 RAC rally film. Every reel is listed by title already, but when, eventually, everything is copied to video, it should be possible to trace, say, all shots of Standard 10s in the archive. As the Trust is an educational charity, all this information is available to researchers; indeed, anyone can walk in to the Reading Room and pick up bound volumes of the main motoring magazines, or ask for anything in the library. Which is fairly trusting, considering that magazines are now so collectable that our own bound volumes of MOTOR SPORT have begun to walk from these offices of late. (Incidentally, Trevor Lord, the Academic Services manager, is researching pre-WWII garages and would welcome any details or photographs of such buildings or pumps, especially those still in situ.)

The £8m Centre is an impressive undertaking which shows a major commitment to preserving history; it remains to be seen whether BMW's past will be integrated into the collection before the missing British elements.

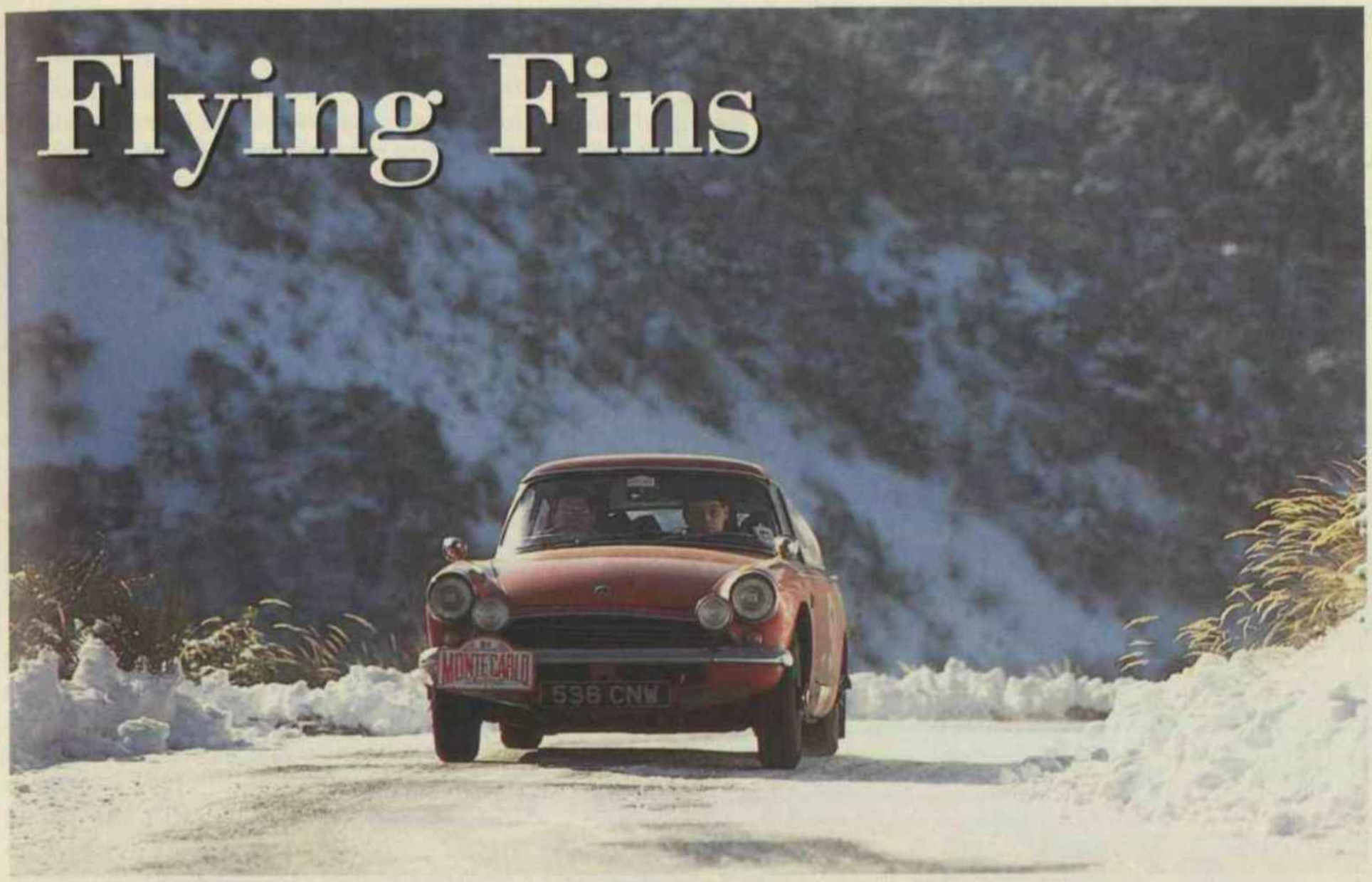
G C

Coys all-in-one

Coys of Kensington has announced a three-year sponsorship deal for the ever-expanding Historic Festival at Silverstone, now one of Europe's most important old-car gatherings. New this year are a pre-68 Le Mans race (including driver change) and the Innes Ireland Trophy, a round of the new pre-66 GP/Tasman series, as well as a double-50 mile front-engined GP event, a pre-66 GT field of Astons, Jaguars and GTO Ferraris, and the fiercely contested '50s sportscars. A contingent from Germany's Kompressor Club should mix the magnificent Mercedes SSK with the Bentleys and Invictas. All these events run on both days, though the FIA Historic Touring Cars race, always exciting to watch, is Sunday only.

There's also a *concours*, a classic run, a fly-in by some 15 prime WWII aircraft, courtesy of the owner/flyers known as The Squadron, the Owen Brown motoring art show, plus expanded catering and entertainment facilities. A new "one-price" ticket covers entry, grandstand and paddock

Flying Fins



Tony Baron's rare Harrington Sunbeam Alpine Le Mans (left). Richard Pybins drove this Talbot 75, below, to win the 1988 London to Sydney for Vintage Cars — and got to Monte Carlo. Sandra Holt's ex-works MGA Deluxe Coupé, below left; she and Alison Woolley collected the *Coupe des Dames*.

A record 160 entries plus fresh ice and snow helped the fifth Monte Carlo Challenge live up to its promise of being "the toughest winter classic challenge". Dedicated to the older car — cars have to be models of a type that could have competed in the 1962 Monte Carlo Rally, (so precluding MGBs, Cortinas, Porsche 911s), this winter epic has become the biggest historic rally in Europe.

Tony Dron in a Ford Zephyr, with the expert Colin Frances on the maps, took an early lead as the rally headed out of Gap for the Alps. However, it was Nicky Porter's Mercedes that held a slender lead by Monaco, just before the five-hour night section to come.

Behind him lay a pack of Volvos — there were 14 on the event — some quick Porsche 356s and Sunbeam Rapiers, and former winner Ron Gammons with Paul Easter on the maps just in contention at 10th place. The mountain circuit was to decide all.

By now, the separate category for vintage and pre-war cars, taking a more sedate route down through France, in keeping with a 1930s Monte, was finally over and these lucky crews were able to dine in the warmth of the Monaco hotel while the top 90 crews





of the main event slugged it out over famous cols such as the Turini. The pre-1949 Cup went to the crew of a Citroën, which saw off a Lagonda, Rolls-Royce Phantom and a Morgan 3-wheeler.

Porter's big Mercedes 220 Fintail kept his lead, Frank Fennel in a Volvo 122 took second — repeating his success on last years Classic Marathon — with Jayne Wignall driving a 1600cc Volvo PV544 into third place, navigated by husband Paul. Gammons was fourth, with Dron dropping down to settle for fifth after gearbox problems left him with only second gear.

A rare ex-works MGA De Luxe Coupé driven by Sandra Holt and Alison Woolley took the *Coupe des Dames*, while Spirit of the Rally went to Graham Carter — tenth overall in a Mini 850, winning the Penrite Oils Drum for best performance on drum brakes.

Alpine Roots

This year's Classic Marathon returns to the Alps, and ventures onto Czech roads as well as back to the Nurburgring before the finish at Spa. Traditionalists will welcome the Tower Bridge start (June 5) for Philip Young's demanding five-day thrash. More information from the Rally Office, tel 0892 524746. **G C**

access for both days at £20. Only entry to the Coys auction on Saturday evening is not included, but visitors will be able to admire, amongst others, the BAT Alfas which Bertone built in the '50s, over here for the first time. Their Japanese owner is looking for around £3½m for the outrageous aerodynamic prototypes. **G C**

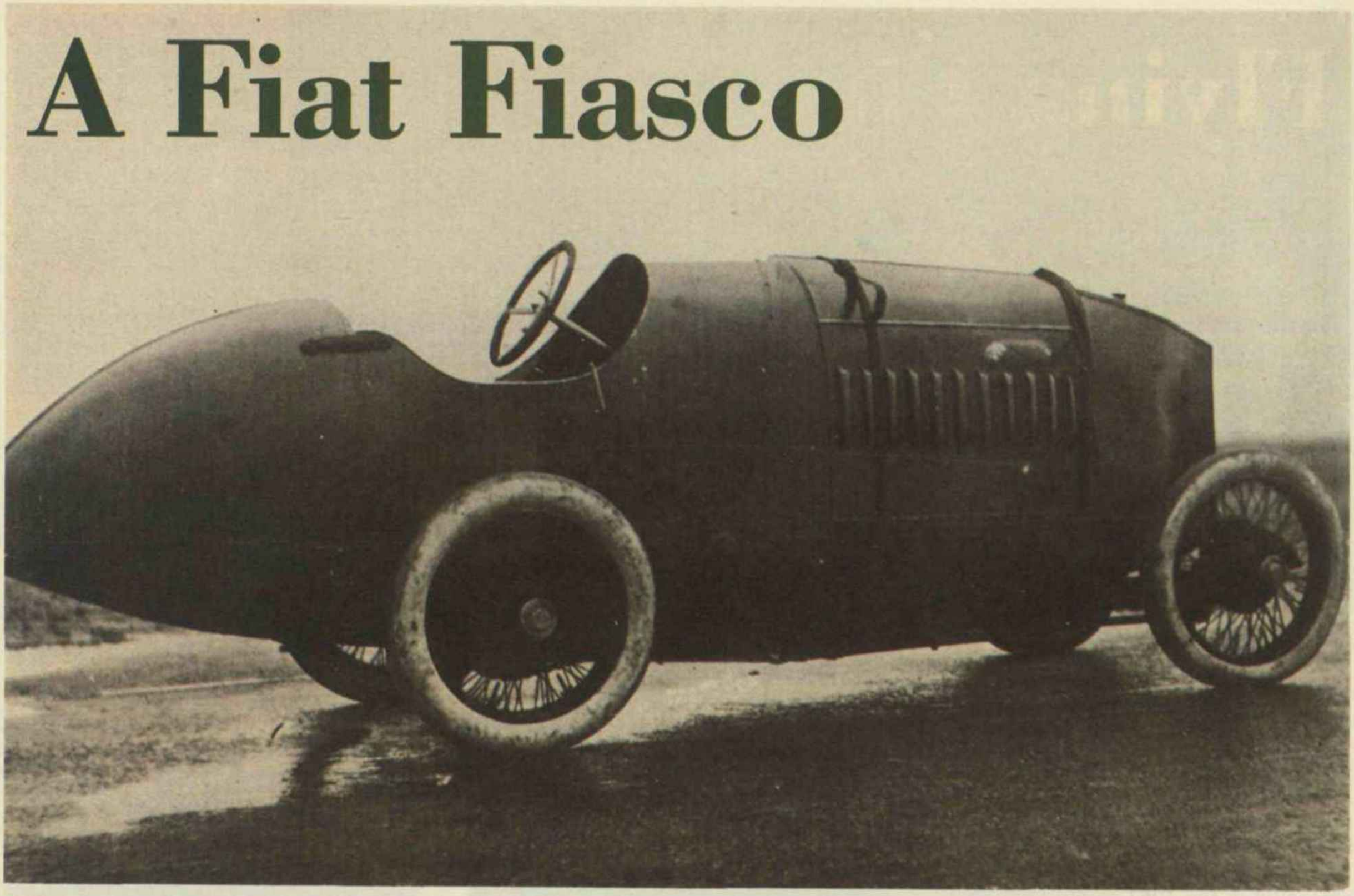
Surtees Super Prix

A new race series for rear-engined F1 and Tasman cars features in the Brands Hatch Super Prix programme on July 2 and 3. The 2½ and 1½-litre cars from 59-65 have tended to be tagged-on to other racing up to now, until the formation of FORE (Formula One Rear-Engined), inspired by collector Cedric Selzer. Other rounds are at Silverstone on May 30 (BRDC) and 31 (Coys Historic Festival), and Snetterton on September 17/18.

Other highlights at the Super Prix, which commemorates the 30th anniversary of John Surtees' 1964 World Championship, include Stirling Moss driving a Mercedes W196, and a sparkling display of ex-work racing bikes, including the 1974 one-off MV Agusta six-cylinder, interspersed among two days of racing for cars and bikes of the Fifties and Sixties. **G C**

A two-day Classic Rally and Concours on April 16-17 aims to introduce competitors to the beauties of Snowdonia, and combines the Five Castles Rally (mainly regularity) with a *concours* which emphasises *elegance* and includes a road route before judging at the Padarn Country Park. Details of the Lluniaidd Rally on 0492 531731. **G C**

A Fiat Fiasco



The most monstrous single-engined car built to attack the "fastest-ever", or "LSR", was undoubtedly the enormously high, short wheelbase, chain-drive Fiat S76 built at the Turin factory around 1909. It was clearly Fiat's challenge to the Blitzen Benz, and although it never achieved its objective, I naturally included it in my recent book on aero-engined racing cars. Since when, thanks to Ugo Fadini of Padova, who has kindly copied and translated some material from 1914 editions of the Fiat house-journal *Rivista Illustrata Mensile*, relating to racing driver Arthur Duray's association with this memorable motor-car, there is more to add.

Very briefly, what Fiat was after was to beat the "fastest-ever" records set up by the 21.5-litre 200 hp Blitzen Benz cars. By 1909 the official "LSR", so far as Europe was concerned, was that established by Victor Héméry at Brooklands, of 125.95 mph. However, in America, timed by apparatus not approved in Europe, Barney Oldfield did an alleged 131.27 mph at Daytona the following year, which Bob Burman topped, at the same venue, with a run at a claimed 141.37 mph. It was these Benz records that had got up Fiat's nose.

So they took one of their enormous 28.3-litre four-cylinder oh-camshaft airship engines and shoe-horned it into a light chassis endowed with well-streamlined two-seater bodywork (more in the book), regardless of the fact that the car was unduly top-heavy, its radiator so tall that the mechanics had to stand on the dumb-irons to fill it (5' 9", they say). No wonder that this giant car, with its stub exhausts streaming flame and smoke, was dubbed "The Beast of Turin". Several famous drivers tried to tame the Fiat on public roads in Italy but Nazzaro declared that having conceived it, Fiat did not quite know what to achieve with it. Perhaps this is why their London agent, d'Arcy Baker, seeing good publicity ahead, arranged for it to be sent to England in 1911, to make appearances at Brooklands and at a Saltburn sand-race meeting in Yorkshire. He had hoped that the most famous Fiat driver of the time, Felice Nazzaro, who in 1908 had won that Match Race against Edge's Napier "Samson" at Brooklands and the 1907 French GP for Fiat, would drive this "LSR" contender.

In the event it was Bordino who came with it. At the Track he gave an unimpressive demonstration at the 1911 BARC Whitsun Meeting. Rumour has it that before that there had been an attempt to beat Héméry's record but that the weight distribution of the Fiat made it unstable on the Track's bankings. It was then driven on the road to Saltburn, apparently attended by a big Renault car for the Italian mechanics, who broke their journey at Doncaster and stayed at Saltburn's Zetland Hotel, the giant Fiat being garaged at the local electricity works. It seems that there was another attempt on the "LSR" before the race-meeting took place but that some valve defects intruded, the car coming to rest at the end of the course. It had been timed at 125 mph, but seven horses had to be called for, to drag it out of the soft sand. In any case, the runs would not have been accepted officially by the AIACR, because the electric timing set-up had broken-down and the hand-timing only recorded to the nearest 1/5th of a second. There was also the difficulty that in 1911 the AIACR introduced the rule that the "LSR" had to be the mean of runs over both directions of the course, with the return done within a reasonable time (specified, and later extended), to stop any advantage from wind or gradient to lucky, or cunning, drivers. This could have presented Bordino, at Brooklands, with problems. (Héméry, in the more stable-looking Benz, had made the record in one direction).

The Fiat's trouble was cured in time for the Yorkshire AC's speed trials, which included flying-start kilo and mile runs, and Bordino made FTD, at 115.5 mph over the shorter distance, but again hand-timed. So far the S76 had proved a very large white elephant, although Fiat claimed that it had done 154 mph at Saltburn! It was rumoured that the great American racing ace, Ralph de Palma, was then buying the car but nothing came of this. However, in 1913 a buyer was found in the Russian Prince Boris Soukanoff, who had the Fiat shipped to Moscow. But after driving it he sensibly realised that to fully extend it was beyond his capabilities, and he came to France, seeking someone who could. He chose Arthur Duray, then 32, as his professional pilot and according to a letter in the *Rivista Illustrata Mensile* the car was shipped to England, and tried out again at Brooklands. Duray says that he telephoned the Prince, who accompanied him on this test-run, but

that after two laps at about 125 mph (the lap-record stood at 121.77 mph) he was called on to stop. Duray says they were both convinced that to continue would be dangerous, the Fiat having gone within "just ten cm" of the top of the Members' banking, where Percy Lambert had been killed. The Prince then asked Duray to find a suitable course where the "LSR" could be attacked. (At this time weekly notes of happenings at the Track were available but, although I stand to be corrected, I can find nothing about this visit, although one might have expected the arrival of a Prince from Russia with a well-known racing driver to have caused some comment? Could it be that Duray was fantasising? — he could have heard from Bordino how unsuitable Brooklands was for the the huge Fiat. . .).

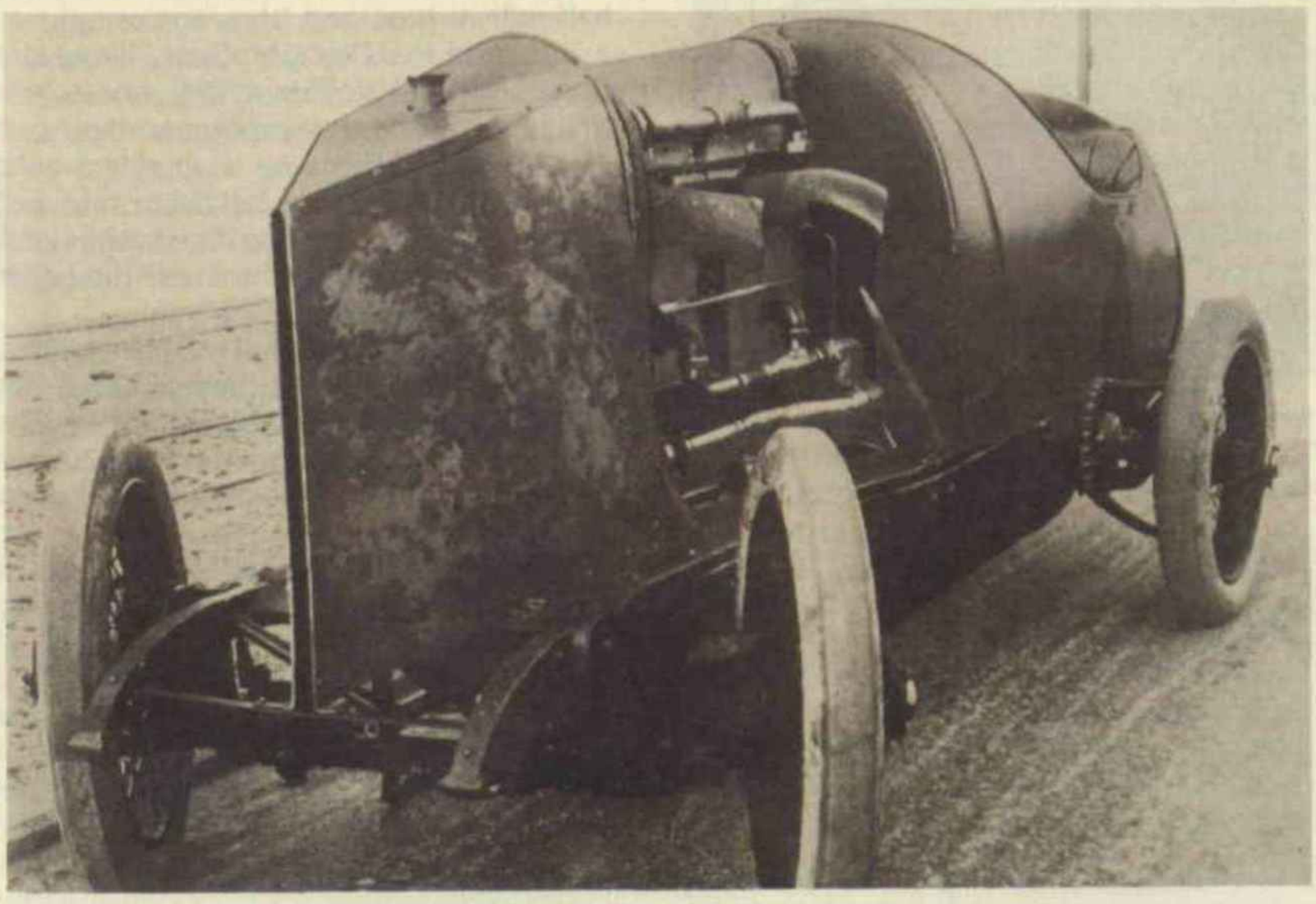
Anyway, Duray wanted to use the Arles-Salon road in France, where Héméry's Darracq had taken the "LSR" in 1908, but the ACF would not recognise records established "off staged meetings", whatever that implies. Duray then looked for a course in Italy, without success. He then "at last discovered" a road at Ostend, in Belgium, where his parents had been born, which seemed suitable — actually the "LSR" had been broken at Ostend four times in 1903/4, once by Duray himself with a Gobron-Brillié. The road he had found was too short for the Fiat, and after making 14 test-runs at over 125 mph and being timed at over 140mph, the tapes of the electrical gear were found to be too indistinct to be accepted and the good one, for December 8th 1913, recorded only 132.287 mph (211.661 kph). At the end of the kilometre Duray said the Fiat, now fitted with a narrow slot radiator cowl, was doing 145/50 mph after which, "when you cut off the gas the car tends to turn sideways and with just 1500 metres left the brakes are not able to stop the car at all. When I cut off, oil pours from the exhausts and the riding mechanic (the Prince himself) turns from white to black. After engaging top gear at 120 mph you have to pay attention not to jump on the sidewalk, and the acceleration causes the seat to hurt your back, the smallest bump makes all four wheels airborne, and I am reminded of the time when I was an aeroplane pilot. . ."

Duray had had only two days in which to prepare, lay the timing cables etc, and the Director of Tramways, "an earnest 'autophobe' ", called the Police whenever he knew they were out for a record attempt. So he never made the required return run. . . The weather was bad for several weeks, and Duray and his mechanic H Matthys were forced to abandon the assault on the Benz records. (Matthys called on the AIACR in Paris to confirm that the official record stood at 125.95 mph, to Héméry in 1909, not to the American Burman at 141.37 mph, which was confirmed by that body and the ACF, which the loyal mechanic wrote to *Velo Sport* to confirm. Then, in 1914, at Brooklands, "Cupid" Hornsted, driving a Blitzen-engined Benz, set a two-way record of 124.10 mph.

So the biggest car of all, to that date, failed to gain the "LSR" or vanquish the might of the Blitzen Benz. The great S76 went back in the Turin factory. Another attempt on the record was contempleted after the war, but Duray discovered that the Germans had stolen or confiscated spares left at Ostend and although Fiat had instituted a world-wide search *via* the Consular service the Russian Prince could not be traced — perhaps he had perished in the Revolution, or was a victim of the war, or had fled as a refugee.

They kept the car until 1925, when another purchaser appeared and the car was shipped to Mexico, never to be seen again. . . It was thought to be languishing in Tampico in 1928 (a search perhaps?) Fiat had to wait until 1924 to claim the covetted "LSR", and then it was set at 146.01 mph by a private-owner, Ernest Eldridge, with his 21.7-litre aero-engined Fiat "Mephistopheles", on the Arpajon public road, under rather stressful conditions, following a protest by the Delage driver René Thomas that the Fiat had no reverse gear, which the AIACR rules quaintly required, and re-runs after a "means of reversing" had been installed.

Today, Fiat does not have so much as a photograph of the "Beast of Turin". **W B**



The enormous air-ship engined Fiat (top left), built to challenge the LSR, never fulfilled its aim. Above, the 28-litre machine was fitted with this narrow radiator cowl for later attempts at Ostend in 1913.

Fiat S76 A Recollection

The S76 had been such a sensation that when a Middlesborough evening paper published a photograph of it in 1953 a tremendous response followed, of letters, telephone calls and more photographs.

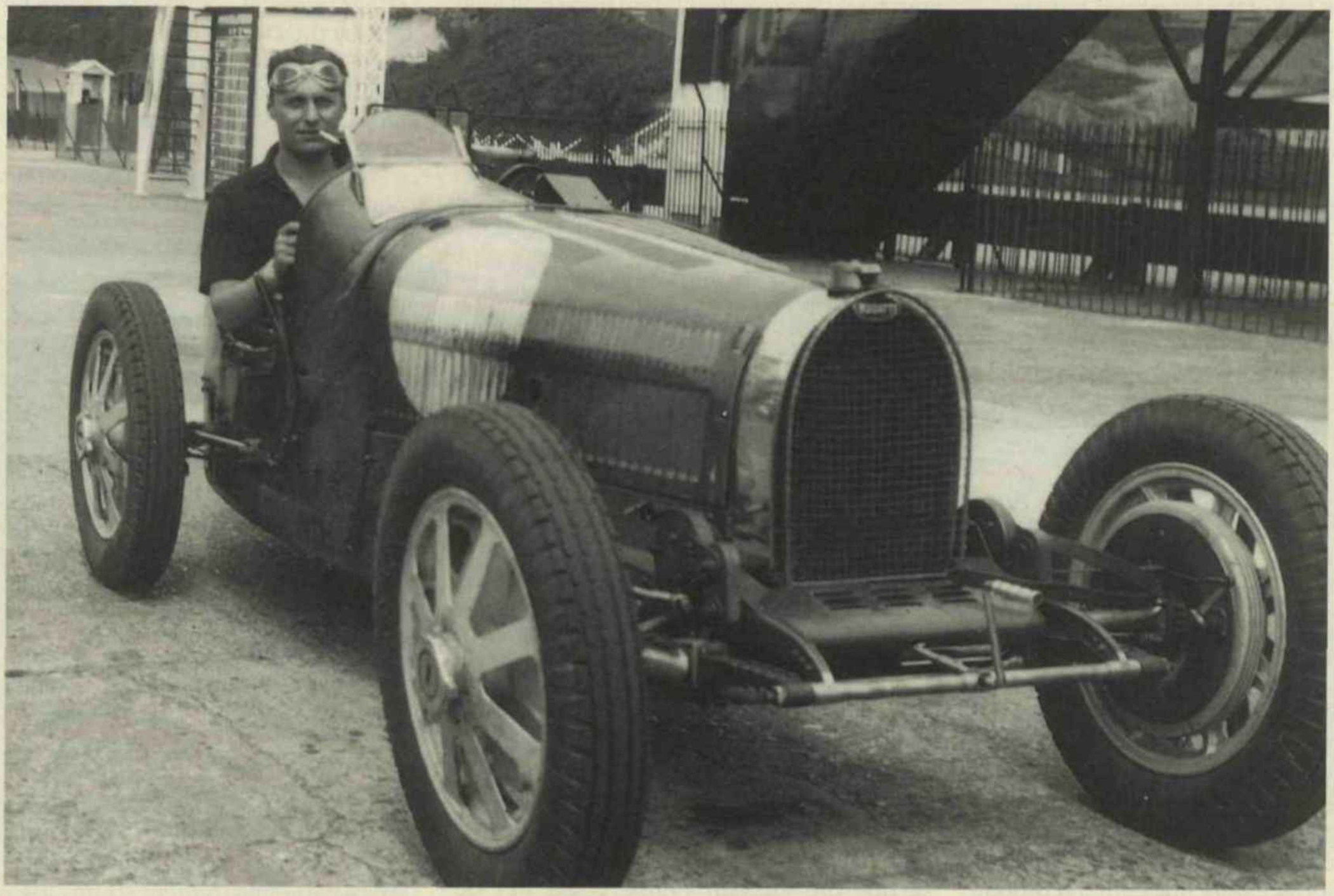
One person who had vivid recollections of the old Fiat was H P Blake, who later became the owner of the 1903 GB Napier now in the National Motor Museum. He was at Brooklands when Bordino demonstrated the monster and although not witnessing the starting-up procedure, recalled "a noise like a gathering thunder storm". He wrote to me that "The young driver did his best but went back to Italy a very disappointed man. The engine was devoid of any exhaust system, having just four holes in the bonnet side, and gave the impression of running on a very rich mixture high up in the throttle range. Also, the valve timing appeared faulty, for yards of bright yellow flame shot straight out from the side of the bonnet. As the monster thundered by, the very earth trembled with air concussion." **W B**

Vintage Winners

At its AGM the VSCC's 18 main trophies and the MOTOR SPORT Brooklands Memorial Trophy and cash prizes were presented. Limitations of space preclude the full list of winners but Ben Collings won the Lycett Memorial Trophy, David Marsh the Northern Lycett Trophy, Miss Annabel Jones the other Lycett Trophy, W J Mahany the Thoroughbred Trophy, I Rendall the Edwardian Trophy and J T Williamson the Metallurgique Trophy.

Philip Walker (MG) won the MOTOR SPORT Brooklands Memorial Trophy with 121 points, ahead of the closely matched trio of Ian Bentall, Martin Stretton and Stuart Harper with 85, 80 and 78 points respectively. The final placing in the Inter-marque contest was Riley, ERA, Frazer Nash. And on the subject of make rivalry, this time outside the VSCC, the 1993 Inter-Register series of events ended in a draw between the Alvis and Riley Registers. **W B**

The Racing Conan Doyles



Sir Arthur Conan Doyle should be forever praised for having written what were intended as simple magazine stories which, having created the greatest fictional detective (sorry, consulting-detective) are famous the world over, with Holmes quoted almost daily when crime detection is the subject. Quite remarkable, and an incredible accomplishment! His sons, Denis and Adrian, are also remembered in our world, for their motor racing, which involved a wide variety of cars and, to put it kindly, was conducted in a decidedly carefree style. . .

It seems to have commenced around 1928, first with a GN, after which they acquitted a racing Fronty-Ford. They wrote of this car in MOTOR SPORT in 1928, describing it as similar to the type of modified Model-T with which Joe Murphy had won the 1921 Indianapolis 500 Mile Race at 87 mph. (In fact, driven by Tommy Milton, that Ford had averaged 89.62 mph.) The Doyles' Ford was, in fact, a sister car to the Fronty-Ford raced at Indy by Alfred Moss, Stirling's father. It was about as wide as it was long with a track of five feet and a seven-foot wheelbase. This was thought to make it suitable for the dirt-track racing, which Denis and Adrian saw as coming to British cinder tracks. The engine had the full Chevrolet treatment of special balanced crank, lightened con-rods, pressure lubrication, 10in flywheel, alloy pistons, and pump cooling. The transverse suspension had been modified, the tyre size was 28in × 4in, and the Conan-Doyle brothers wrote of "colossal acceleration" which had given Alfred Moss a course-record at Heeley Park of 23 sec, from a standing start for the 600 yards, and of getting 0-75 mph in 25 sec, with a maximum of just over 100 mph.

This stark racing T-Ford (Reg No VB 943) had just two bucket seats and a 25-gallon fuel tank as a body; an enormous "3" had been painted on the scuttle and repeated on the radiator. Unfortunately, it proved frightfully difficult to start. The boys wrote of how five or six of them would assail the garage with no result after two hours, possibly with a damaged knuckle for their pains. Next, four or five pushes down a nearby hill. Still nothing. Then a 'phone call to the local garage, for a tow behind their lorry. As they waited, oily and impatient, the passing locals would pass remarks like: "Look, Jarge, that be 'is steering," pointing to the speedo-cable, "I see 'im go by at three-mile-a-minute yesternight" and "Ole Jenkins 'll 'av 'im. E's an 'ot 'un, 'e is!" A mile tow, engine fires, rope cut, silence. Another half-mile, it runs, and "they hop away". . .

But, said the Doyle brothers, living in a popular Sussex golfing resort, where anything up-to-date was unpopular, their cars were heartily disliked by local elders quite unable to distinguish between safe fast driving and road-hogging. (The breed is still with us — WB.) But on the whole the police were very good. . .

The Ford does not appear to have fulfilled its owners' cinder-track dreams and it was the subject of a sensational article in a S African paper, described as a 120 mph Frazer Nash! Reprimands followed from SCH Davis and Capt Frazer Nash, etc. Adrian explained it away, saying that he couldn't read the shorthand of the girl who interviewed him.

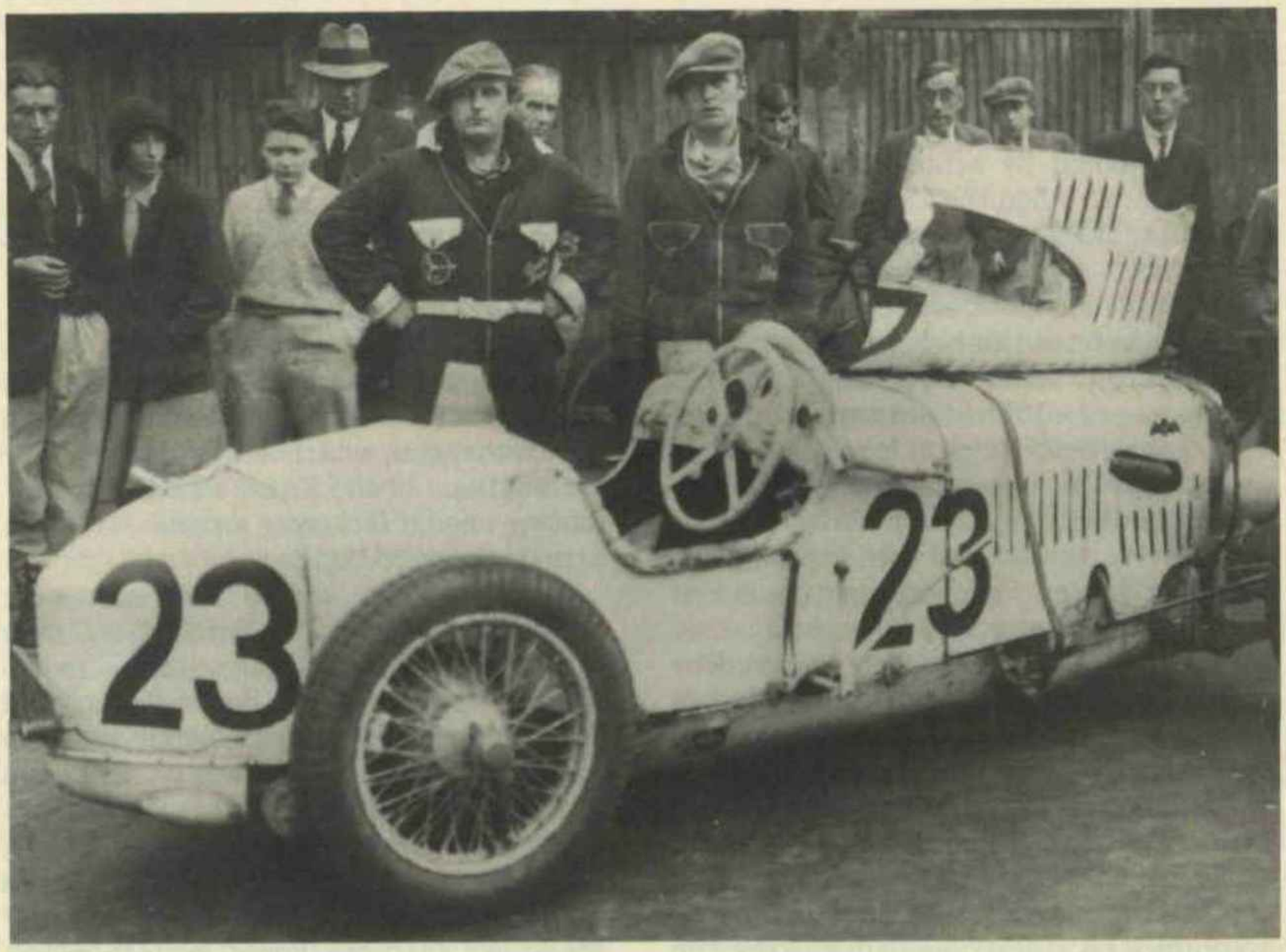
In 1930 the brothers joined the BARC and remained members until the closure of Brooklands in 1939. But only Adrian competed there and on one occasion only. That was in the 1929 BARC Six-Hour Race, for which he entered a supercharged Anzani Frazer Nash, with R G J (Dick) Nash as his co-driver. They had all sorts of troubles — a broken oil-pipe, a blocked fuel-pipe, etc — but kept going until three-quarters-of-an-

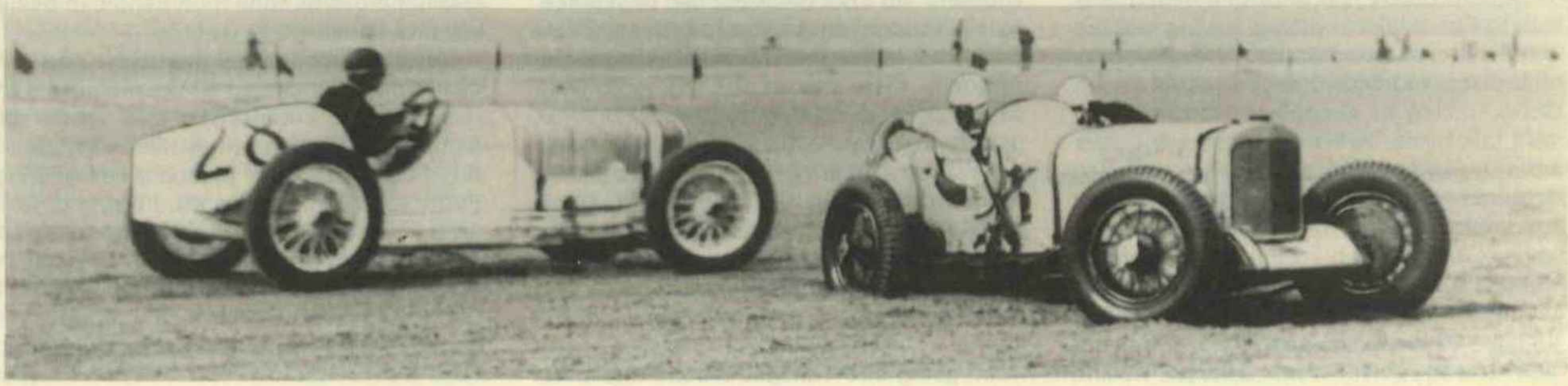
hour from the end, the reason for retirement being given as "ignition". They then acquired the fast Cozette-blown overhead-camshaft Anzani-powered ex-works Frazer Nash "Slug", and took on the aged aero-engined Mercedes-Maybach "Chitty I". Both were taken to the Inter-Varsity speed-trials at Branches Park in 1931. Adrian was not fully extending the "Slug", in spite of a large number 9 emblazoned on its tail, but he took third place in the 1½-litre class, in 22.3sec, Dick Nash doing 20.5sec in "Terror". A S Llewellyn made FTD in the ex-Davenport GN, after a new clutch pedal had been hastily fabricated for it, clocking 20.4sec for the 550 yards of private drive. But our reporter did not see eye-to-eye with the Conan Doyles, saying "This equipage brought "Chitty I", but although this seemed quite a good joke at first, the time wasted in playing with it, coupled with its disappointing performance, soon failed to amuse. And the hangers-on of this particular crowd would do well to remember that when someone has been good enough to lend their grounds for such an event, a little common politeness to the regular inhabitants is about the least that can be expected in return." Oh dear. . ! High spirits were sometimes part of the scene in those days.

At the 1931 Lewes speed-trials "Slug", in a new coat of white paint, was in fine fettle and made FTD in 22.4sec, on the ⅓rd-mile, slightly uphill course. That summer the brothers appeared at Skegness, in the sand races they were to specialise in. Adrian drove "Slug", Denis a 19/100 TT Austro-Daimler. The long haul from the family home in Crowborough proved profitable; in the race for cars of up to 2½-litres Adrian was second to Neville Carr's 2-litre supercharged Bugatti, a car fast enough to outpace even Raymond Mays's Villiers Supercharge. At a previous Lewes meting, A C D finished a mere 3/5th-of-a-second behind this Bugatti and held off Spotteswoode's 2-litre Bugatti by as much as 2.6sec. Nor did Denis let the side down. He was second to Sisted's big Mercedes in the four-lap scratch race for unlimited sports cars and third to Mays's 4½-litre Invicta and Munday's fast 30/98 Vauxhall in the preceding heat.

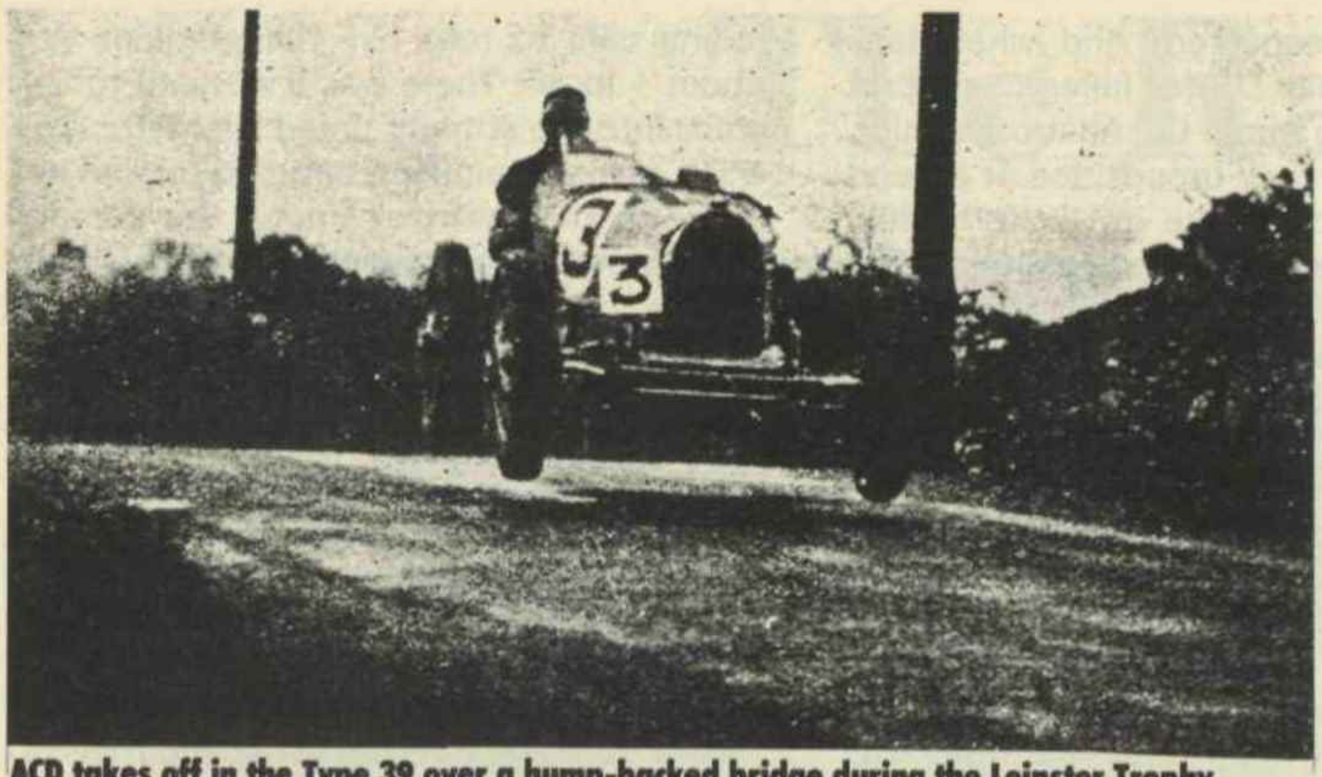
Unfortunately this good record was marred when the Inter-Varsity speed-trials of 1932 took place. The course was at Hexton Hall near Hitchin, by courtesy of Sir James Hill, the stipulation being that his very long-standing box-hedge beyond the finish-line be respected. And what happened? The Conan Doyles failed to shut off after a mediocre run in the Austro-Daimler, continuing until they broadsided at a bend and stopped across the drive. Rothschild had already been dispatched in his 38/250 Mercedes and was screaming down the course at high speed, to establish FTD, in 19.1 sec (this was 2.2 sec quicker than the second fastest car, Thomas Fotheringham's 2-litre Bugatti). The Mercedes shot over the line and through a gateway, to encounter the other car blocking the road. Rothschild skilfully managed to avoid hitting the Austro-Daimler – but not the box hedge. (Years later, when I was shown it by one of the gardeners, he said sadly that there was one part that never seemed to grow properly. I wonder. . .?) Afterwards the Stewards decided that never again would the volatile C D brothers be eligible for CUAC events. To which someone added: "The only thing wrong with the decision is that it was not arrived at long before. . ."

The ban did not apply to the Oxford UMC's hill-climb, which was held in 1932 along an unopened part of the Eynsham By-Pass on the Oxford Road, a policeman holding up those wanting to cross it, for the racing cars to roar by! The gradient was about 1 in 80! There was a 40-yard rolling start, into the straight timed kilometre. The C D's Austro-Daimler competed but did not figure in the awards. Among the competitors were Scott-Moncrieff (Hispano Suiza), MOTOR SPORT's T G Moore (Bentley), Mavro's Scott, and the newly rebodied "Terror". Cars ran in pairs, a lhd Ford V8 beating one of the small sports-cars. FTD was achieved by Earl Howe (TT Mercedes-Benz, 29.7sec, 75.1 mph), and best motorcycle was Eric Fernihough's Excelsior-JAP in 24.9sec, 89.9 mph). The vintage element was beginning, an old Vauxhall and Buick appearing, the latter full of bottle-imbibing passengers. At Lewes for the speed trials up the race-course road, always a pleasant affair, run by the Kent & Sussex LCC. Denis drove a 36/220 Mercedes-Benz, described as "garishly decorated", and won the class for unlimited super-sporting cars, being 0.7sec faster than Arthur Baron in his Austro-Daimler, which tied with Dennis Evans's T43 Bugatti. Adrian was still running the Frazer Nash "Slug" but Dick Nash, having rebuilt "Terror's" engine overnight, after a gudgeon-pin had seized at the BOC event, was going splendidly, to a 20.2sec





Far left: Adrian Conan Doyle in Brooklands paddock in a Bugatti. Above: with their Frazer Nash 'Slug', Dennis (left) and Adrian Conan Doyle. Below: Adrian in a V12 Delage narrowly avoids George Jackson, well dug-in to the Southport sands in one of several old Sunbeams he campaigned.



ACD takes off in the Type 39 over a hump-backed bridge during the Leinster Trophy.

FTD, just down on his previous best time here, but nicely ahead of Lancaster's Bugatti, which was a second quicker than "Slug".

By 1933 the brothers had acquired one of the legendary 1924 2-litre V12 Delage Grand Prix cars from W B Scott, and there was some excitement when Adrian entered it for the 1933 100-Mile Race on Southport sands that August, with Denis in his Mercedes-Benz. The interest tended to evaporate when the Conan Doyles arrived late and joined in after half a lap had been completed by those who had lined up in time. (This long race over a course at Birkdale consisted of two narrow mile-long straights joined by acute hairpin bends.) Even more so when the Delage, which had to give the field a handicap lap, spat back and retired after three laps, or six miles. Denis carried on but after a fast drive, a back tyre burst at just beyond half-distance and, having no spare wheel, he, too retired. For the record, TT rider Simister's blown MG Midget won, at 75.72 mph for the 44 laps it was required to cover, from Selby's 2-litre Bugatti and Pat Stephenson's A7.

However, Lewes had been a happier stamping-ground for the Conan Doyles; at the 1933 summer speed-trials when they ran the two Mercedes, Denis beat Adrian by 3/5ths of a second, to win the Rootes Challenge Trophy, and in September Denis was second in the unlimited super sports class, the big Mercedes beaten by Robin Jackson's MG Magnette. The far smaller car was 4.2sec faster, which must have pleased supporters of the Abingdon *marque*. A youthful R J B (Dick) Seaman was third in class, his Bugatti clocking 28.2sec — a far cry from his future as a top Mercedes-Benz GP driver. . .

The C D brothers now turned their attention to dirt-track car racing, having met the colourful character "Spike" Alvin Rhiando, who discussed with them, in his American drawl, racing at Greenford trotting-track, with talk of the Miller he would bring over from the USA! As aforesaid, they had also acquired "Chitty I" in 1930 after Howey had tired of it, and they had left it at a Lambeth garage, from which I persuaded them to remove it for a small exhibition of historic racing-cars which I had thought up for the 1934 BARC Easter Meeting. The old monster was towed down from London behind Nash's Ford V8 but at the Track it refused to run, its Mercedes scroll clutch slipping and the engine not starting. We left it out in the open, the brothers hoping that someone might offer £50 for the 23-litre Maybach engine for use in a boat. No-one did, so later they came down again, to try to get the famous ex-Zborowski car to function. Again, to no avail. I had been disappointed on their first visit that they did not appear in one of their Mercedes-Benz, Adrian now reputed to have an SSK 38/250. Instead they used an A7 Chummy, which I have been told was the runabout of their mother, Lady Conan Doyle. Apart from "Chitty", whose bonnet they blazoned "Chitty Chitty Bang Bang No 1 Maybach Zeppelin Mercedes Special"(!), the boys had run a Nazzaro at one Lewes meeting; it was a sports version, not one of the 1914 GP cars. On the second visit to the derelict "Chitty" at Brooklands, the Conan Doyles were accompanied by an SSK-like short-chassis 38/250 Mercedes-Benz owned by a Mr Wrotham, in which I was given a few exciting laps of the Track with the speedometer needle flickering around 110 mph, actual lap speed 90.56 mph.

A D C used a 38/250 Mercedes-Benz when he took to participating in the Irish road races, such well-organised but not-too-serious events no doubt being well suited to the Conan Doyles' happy-go-lucky nature. The big Mercedes was on scratch in the 1934 Leinster Trophy race, a considerable handful on the sinuous Skerries circuit. Fay Taylour's Adler won this rather curious handicap event with several "no-passing" areas. A C D came home in 16th place, beating only a Terraplane and the small Tate Special. At Lewes the two-seater Mercedes (YX7730) clocked 29 sec, both brothers "up", not quick enough for a place. In 1935 the favourite Southport venue saw both the Mercedes running badly in the 100-mile race, but at the Championship Meeting Adrian's made FTD, at 100.76 mph, in the timed tests.

By 1936 Adrian had a fast 1½-litre twin-cam Type 39 Bugatti, painted gold, Denis the 38/250 Mercedes-Benz. Alas, disaster struck in the Leinster Trophy Race. The Bugatti and Barrington's Frazer Nash raced together at high speed, gaining on the Mercedes. Then Denis lost it on the wet road going into Tallaght S-bend and overturned in the ditch. For a time he was trapped and Adrian gave up racing to assist in releasing him. He escaped with a bruised chest from contact with the steering-wheel and torn muscles. He wrote to MOTOR SPORT explaining that a floorboard had come adrift, jamming the brake pedal, so he had to spin the car. Another crashed car was hit and the Mercedes mounted the bank and went into the ditch, the lh driving position protecting the driver from being crushed.

Prior to that there had been better things. At Southport both the 38/250 Mercs had run, entered by Princess Mdivani, to whom Adrian was engaged (and whom he married that August). Denis won the over-1½-litres mile sprint, and Adrian finished fifth in the 50-mile handicap, won by Sydney Allard's Ford V8 Special, at 61.69 mph. In the Irish County Down race the Type 39 Bugatti averaged 74.34 mph, fourth fastest, to be placed seventh on handicap. The last time I saw the Conan Doyles racing was at the August 1936 Southport Meeting, remembered because with youthful enthusiasm I went up through one night from London in a friend's Morris 8 saloon and we returned the next night. The "gold" Bugatti was misfiring and was outclassed by Charles Brackenbury's 2.3 Bugatti.

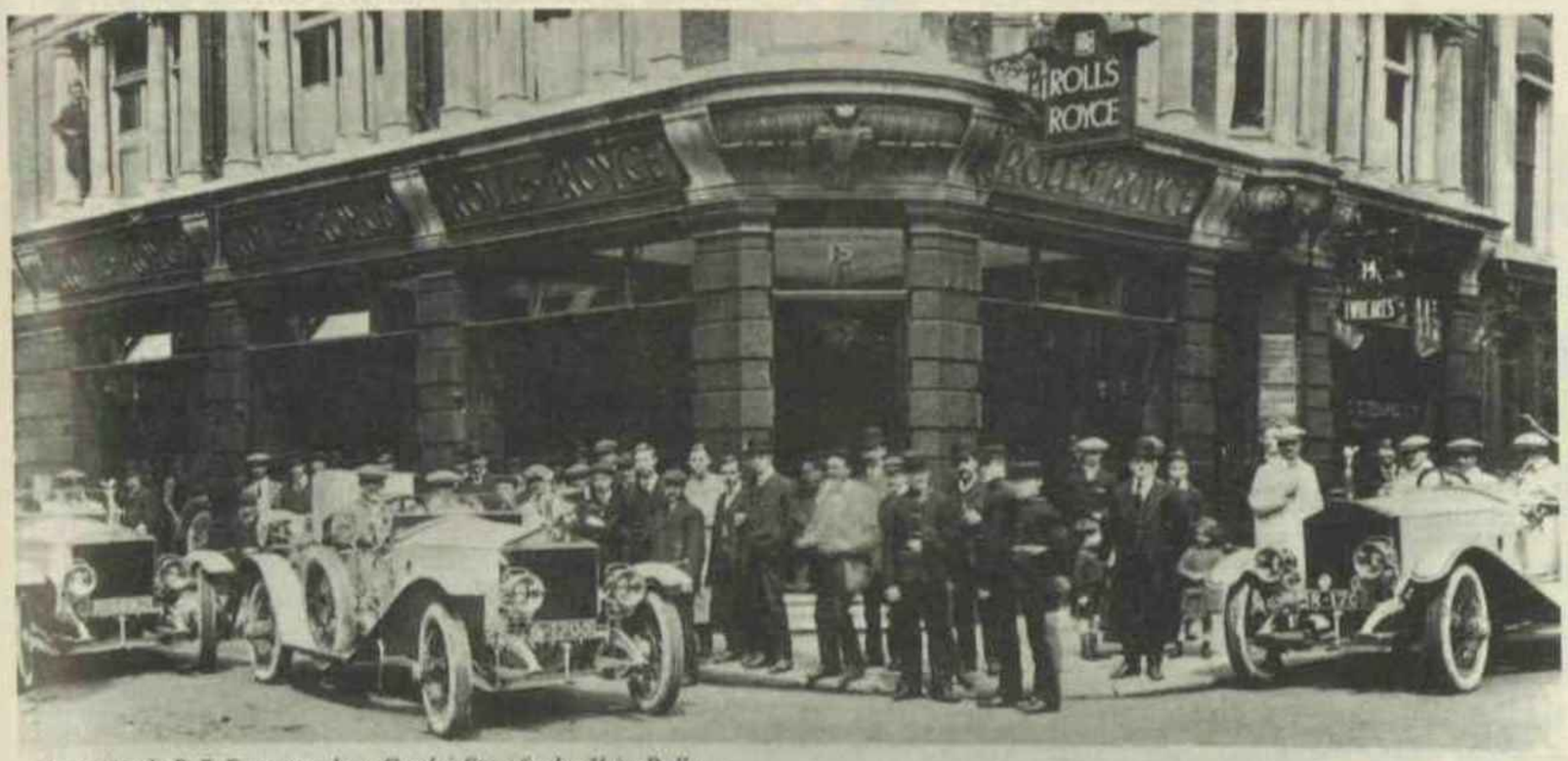
Then in the IMRC's Ulster Trophy race in 1937 Adrian drove the T39 Bugatti really well, on the kind of road course he favoured, making quickest time, 2hr 12m 8sec, an average of 65.83 mph, which brought him home in fourth place, beaten on handicap by a Morgan 4/4 and two MG Magnettes.

In 1937 the 2-litre GP Delage, thought to have been the ex-Albert Divo car that had done over 134 mph at Arpajon in 1925, was being rebuilt at Croydon by LMB Motor Products Ltd, with Ballamy's i f s, which incorporated a transverse spring in place of the original half-elliptics, the mechanical brake servo being removed and the old car tidied up generally (and painted gilt!), with Continental races at Avus and Picardie in view. Nothing came of this, but Adrian continued to compete in those Irish road-races. In the 1937 Ulster Trophy with his T39 Bugatti, he made fastest average speed and finished fourth on handicap, having driven for 2hr 12min 8sec, beaten by a Morgan 4/4 and two MG Magnettes. He then returned to Leinster when he battled with Tony Rolt's straight-eight Triumph Dolomite, the Bugatti lapping at 72 mph. He narrowly missed the stone parapet of the bridge at Teyleague corner when the brakes locked up. A C D won the 1½-litre class, the overall winner on handicap being another Morgan 4/4.

And that about ends this story. I do not claim to have included all the racing activities of these enthusiastic and somewhat flamboyant brothers (they used to frighten Kay Petre with their python when visiting Papworth's in their Bugatti, I am told, and after his motor-racing Adrian took up another risky pursuit, jousting, dressed in mediaeval knights' armour). But it does, I hope, give an insight into how things were conducted, in the carefree days before the war.

W B

Rolls-Royce Reliability



June 1913, the Rolls-Royce team leave Conduit Street for the Alpine Rally.

One of the best-known demonstrations of RR reliabilty was on the Alpine Trial of 1913; here the cars prepare to leave the Conduit St. showrooms.

The ways in which Rolls-Royce demonstrated the reliability of their famous 40/50 hp Silver Ghost are generally well-known. For instance, the famous 15,000-mile RAC Observed Trial in 1907, which fully established this as not only the quietest car of its time but a remarkably dependable one. That this distance could be covered with but one involuntary stop (when the petrol-tap shook itself shut), had included the 2,000 miles of the Scottish Reliability Trial, and that when the RAC engineers stripped the chassis down at the end of the test they found no wear in engine or transmission bearings, the back axle bevel gears unmarked, and the few parts needing possible replacement costing a mere £2 2s 7d, was very impressive. Tyre wear was over 2,500 miles per cover, the overall cost of the run working out at 4¼d a mile, the least expensive luxury travel available.

Then there was the splendid showing of the 40/50 hp Rolls-Royce in the 1913 Alpine Trial, re-enacted so convincingly in 1973 and last year by many of these still-youthful Rolls-Royces. But I wonder how many R-R followers know of another impressive test in which one of these cars took part? I refer to an RAC test of Castrol oil, undertaken in 1920. For this purpose a 1915 Rolls-Royce tourer was used, weighing 2.4 tons loaded. It was run on National Benzole fuel, and driven for 10,000 miles over the RAC's six test routes, which took 61 days, with snow and rain on 24 of them, the average speed 19.9 mph — which sounds rather as if the RAC dared not admit to exceeding the 20 mph legal limit! When the engine was stripped down afterwards no wear was found in the cylinders, pistons or valve-stems, compared to their satisfactory condition before the test started. A slight carbon deposit on the piston-crowns was thicker on the valve side and on two pistons a hard deposit had impeded the top rings. But generally all was in order and the state of the sparking-plugs, not cleaned during the test, was excellent.

The oil had remained clean and had deteriorated very little; consumption was 935¼ mpg. Tested chemically, the Wakefield-Castrol oil showed no benzole or acid content, and an increase of only 0.6% in suspended carbon. Nor had its specific gravity much changed during the 10,000 miles. But its viscosity had altered somewhat. Regrettably you can no longer buy National Benzole. But Wakefield Castrol oil is available and I have always used it. **W B**

Cars In Books

When I saw that Douglas Botting had written a full-length, as they say, biography of the late Gavin Maxwell, described as aristocrat, social renegade, war-time secret-agent, shark hunter, adventurer, racing-driver, traveller, naturalist, poet and painter (*Gavin Maxwell – A Life, Harper-Collins, 1993 £22.50*), I expected to find some material in it for this feature. Had not the author referred to using a GP Maserati on the road for instance, in his book about keeping otters, "Ring of Bright Water", which made him truly famous? I was not disappointed. . .

In the Prologue, Botting tells of being driven from London up to Maxwell's cottage in the Scottish Highlands in his vintage open Bentley. That was at Easter 1958 and, with no motorways then, it took two days. "He drove sensationally fast, like a racing-driver, with much squealing of tyres and restless changing up and down through the gears". Gavin explained this by saying he had once been an amateur racing-driver, but, very dramatically, ". . . only after he had been crossed in love and had downed half-a-bottle of Scotch. Otherwise I would have been scared out of my wits!".

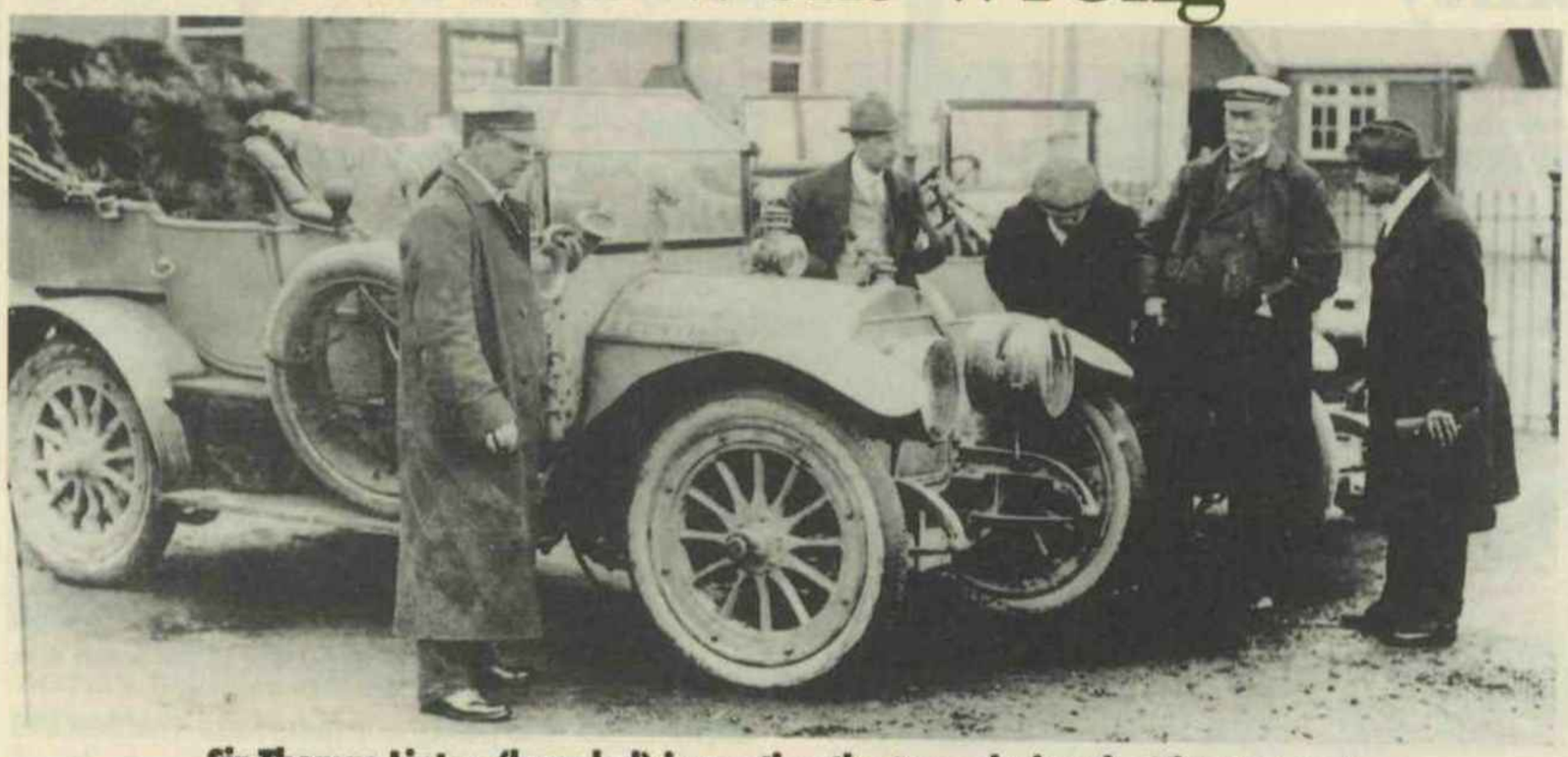
It was while at his second prep-school, Hurst Court near Hastings, to which his mother took him in the family chauffeur-driven Studebaker, that Maxwell developed an interest in motor-racing, "after watching Sir Henry Birkin lap Brooklands at 140 mph" (This was around 1928, before even Birkin had gone that quickly). He was the grandson of the Duke of Northumberland and was born at Elrig in the Lower Highlands of Scotland, close to the family seat at Monreith; his public school was Stowe. At Oxford in 1933 Maxwell had a Bentley, described as "an enormous coupé with a leather strap round its vast bonnet". In it he used to wait for a fellow Undergraduate, Mike Wills, who also had a large sports-car, which would do 100 mph, and roar past him on the Woodstock road at 113 mph — which sounds fast to me, even had his Bentley been a Speed Six. . .

In 1949 Maxwell left Scotland temporarily to live in London again and it was then that he took up amateur motor-racing, with his 3½-litre Corsica-bodied Bentley. He had intended to take part in a race at Silverstone for these Derby Bentleys but with too few entries it was opened to faster cars. The book covers his planned race strategy before he overbraked at a corner, spun, and was black-flagged — and his nervous panic before the great day! He then had a go at Goodwood but was frustrated by fuel starvation. But at a Bentley DC Silverstone meeting he is recorded as winning two tankards, for a s s ½-mile in 32.89 sec, and a f s ¼-mile in 1 sec. There is a photograph of Gavin racing this two-seater Bentley, screen flat, numbered 55. (I wonder whether these Clubs realised they had such a famous future writer in their midst? There is an interesting page in the book devoted to Maxwell's participation at the BDC's newly-discovered Firle speed hill-climb course, where he thought he was sixth fastest and quickest non-s/c car. He drooled over having "absolutely squashed" Hay's "much-vaunted and Rolls-sponsored 4¼-Bentley which had been winning things all over the world that year". (Perhaps the BDC would care to check?).

Later in this fascinating biography there is mention of the secondhand s/c GP Maserati, converted into a two-seater, said to occasionally get up to 150 mph on the road before it blew up expensively. To help pay for this "folly" Gavin went to Palermo in 1955 to write a new book for advances of £1,300, generous for those days. He used a 1930 Fiat, which also broke down. His book about life in Sicily caused a great legal outcome, incidentally. . . There is a vivid description of how Botting felt when driven in the Maserati on a journey in Surrey, where apparently the car's 150 mph maximum speed was still exploited! Later Maxwell had a red Mercedes, of which there is an account of another wild drive from Sandaig to Glasgow, this time when an otter emergency struck.

Then Maxwell had a red Mercedes roadster, "his pride and joy", and you can read how it was stolen at Palma docks, on an intended journey through France and Spain, in the 1960s, when Gavin's girl-friend used to drive from London to Elrig non-stop, in her Mini-Cooper. An exactly similar Mercedes replaced the one wrecked in the theft, which Maxwell drove "at fantastic speed on the Moroccan roads — up to 14 mph at times, averaging nearly 98 mph from Marrakesh to Mogador." Presumably in the same Mercedes convertible — could it have been a 300SL, but if so it was a very fast one! — Maxwell is said to have "taken the Oxford bridge at ferocious speed". I suggest that if you are interested in a strange life in wild places, as lived by a wild man, this 385-page book is essential reading. **W B**

The Test That Went Wrong



Sir Thomas Lipton (bearded) inspecting the tyres during the Victor test at Southampton, having come ashore from his yacht "Erin" to do so.

In the earlier days of motoring, car owners paid great attention to tyres. Punctures were frequent, skids dreaded, and the mileages obtainable from the covers of the pre-1914 era were very miserable indeed. No wonder there was endless controversy about which was the best equipment to invest in. Choice wasn't easy, with 31 different *makes* — and I mean makes, not *types*, of which each maker offered a considerable variety, in many sizes; if you think I exaggerate you had a choice in 1913 between Avon, Beldam, Clincher (made by North British), Collier, Continental, Dunlop, Gamage, Gaulois, Goodrich, Grimston, Helsby, Hermetic, Kempshall, Liversidge, Lomax, Macintosh, Michelin, Midland, Moseley, Palmer Cord, Peter Union, Pirelli, Prowodnik, Harrods Shell, Sirdar, Skew, Spencer-Moulton, Stelastic, Stepney, Victor, Wood Milne, and probably a few more.

In this situation, no wonder there was keen competition and appealing advertising to tempt car owners into deciding which was the best tyre to buy. All well and good. Until the Victor Tyre Company thought up a test of their tyres against what they, flatteringly, announced as the other three top makes — Continental, Dunlop and Michelin. The unusual thing about this comparative test was that instead of a Victor tyre being submitted for an officially-observed trial under RAC jurisdiction, the Victor people were the organisers. They put their own tyres into direct competition and comparison with those of the other makes they had decided on, buying these tyres from suppliers who were not aware of the reason for the purchases, in the same way as *Which* buys cars and other goods it tests, that is anonymously, to avoid bias or special preparation.

Three types of each tyre were tested, studded, grooved and plain, each changed round at 150-mile intervals, for which purpose the test car, a 1905 chain-drive 30/40 hp Fiat tourer, was provided with Shrewsbury and Challiner rims to facilitate the changes. Mr W Yarworth Jones, Managing Director of the Victor Tyre Co Ltd, whose tyres were the product of Challenge Rubber Mills of City Road, London, must have been an influential man, for he persuaded many celebrities to interest themselves in his test, and endorse its impartiality and fair conduct. Thus, on the committee of private motor-users who agreed to supervise the test were Marshall Hall, the eminent King's Council, Col Harrison Hogg, Lord Denbigh, Lord Norbury, Lord de la Ware, Lord Kingsdale, Lord Clifford, Lord Tenterden, Sir Thomas Lipton, Bt, Admiral Sir John Hopkins, Admiral Sir George Neville and Viscount Exmouth, the last-named doing the longest stint of all as an observer. In addition, E C Stewart represented the Dunlop Company, A Braithwaite Dickinson the Continental Co, and two sub-committees, one of which was composed of 12 well-known newspaper men and magazine journalists, the other of private motorists, controlled the actual contest. One hundred district committees of some 1,300 persons from the Church, the Services, the Bar and the Nobility, assisted, there was a supportive Press Committee, and letters of approval came in from Lord Dewhurst, the Bishop of Birmingham, the Earl of Lonsdale and about 550 others. Lord Clifford examined the tyres at his Devonshire residence, as did Lord Dewhurst at *his* country seat Pirton Court in Worcestershire, and Prince Leopold and Prince Maurice of Battenberg inspected progress at Kensington Palace. Formidable!

It had all begun in July 1912, under rules drawn up by the RAC. It seems that set routes were not used, one very tough run up to Scotland not being repeated; perhaps it was felt that the stress imposed on the tyres might reflect unfavourably even on the Victor covers. . . Then things began to go wrong. First, although the tyres on test had been selected from ordinary sources by unknown purchasers, and stored at the *Financial News* offices beforehand, on one occasion, when an overnight garage was unavailable for the Fiat, another bedroom was booked and the four wheels locked therein, while the car spent the night on jacks, someone was unkind enough to suggest that maybe the Victor Company had fitted a specially-made 920×120 steel-studded cover for the first of the tests. Lord Norbury had vouched for the test tyre and cannot have been too pleased! Anyway, it, with two used Victor tyres of other sizes, selected at random by Faraday House, were tested by them (after the AA had refused to do this) and it transpired that the test tyre was identical in respect of its studs, rubber, canvas (six layers) and canvas-spread to the sample 135 mm tyre, the smaller 105 mm sample cover likewise, except for slightly better studs but mildly inferior canvas. The test results were based on aggregate mileage of each tyre, with repairs when considered necessary. As this elaborate affair ran on into 1913, the third stage having started from Bath the previous December, with the test car photographed outside Eaton Hall, the Duke of Westminster's Cheshire seat, the plain Victor tyre had done a trouble-free 1999 miles but the Dunlop and Michelin covers had both required repairs (by Harvey Frost), as did the Continental, at 1,752 miles. (The pace must have been fast, because normally tyres would run at least 4,000 miles at this date before wearing out). The Michelin then burst, so although on aggregate Continental was in the lead, the Dunlop and Victor tyres were fighting it out in this round, until the Dunlop tyre burst, at 3,112 miles.

Then it went badly wrong! The test car was being driven rapidly along the Portsmouth road when it skidded on ice coming down from Hindhead, near the Devil's Punch Bowl. One person described this as "merely going into a ditch" but as the car somersaulted, tearing off the body, with one occupant pinned beneath this and four others badly injured, that is not how I would have dismissed it! However, the remaining Victor tyre, which was to have been driven to destruction, was still inflated. So, after this 15,000-mile test of 12 tyres each, of the four makes, the Victor tyre was unanimously declared the winner, amid much publicity, at the Holborn Restaurant. (The great KC, Marshall Hall, was to have presided, but excused himself as ill).

More trouble followed, with letters pouring into the Press criticising the test. The RAC had withdrawn its influence because the Victor people would only allow their tyres to be bought from one source, and this was the subject of long and boring attacks by Victor's Mr Yarworth-Jones. Opinion was expressed that the accident placed an unfair condition on the Dunlop tyre, in spite of which the Victor was declared "the proven best tyre". The pioneers of the Industry resented this. A further (RAC) test at Brooklands of a Victor tyre was refused, on the grounds that *one* tyre might not be representative — the case of the Palmer Cords on the 100-miles-in-the-hour Talbot was cited, when one set had failed on the first attempt, but another set of the same popular tyres had survived the record run. There was disapproval that Dunlop had been represented by Mr Stewart, who defended himself by saying he worked for their advertising agents, A J Wilson & Co (long before Higham's and Saachi & Saachi?) and was unbiased. There were aspersions that Victor tyres were not as British-made as they were implied to be. The RAC banned them from further tests. Lord Exmouth opposed the RAC's decision. It rumbled on, good and bad publicity for all concerned. But how many 1913 motorists bought Victor tyres as a result, I wonder, and not just because they were guaranteed for 1,000 miles?

W B

The V S C C Pomeroy Memorial Trophy



The quest for an ideal: Mike Holt backs the blue oval badge with his model A in the High-Speed Trial. (Photo - Guy Griffiths)

The "Pom" is an essential rite of Spring, though this year it took place on February 26, whilst winter was still holding its closing-down sale, with heavy rain on special offer whilst stocks lasted. The trophy, which is contested annually, comprises a model of a 1914 4½-litre G P Vauxhall; it was presented to the VSCC in 1946 by Laurence Pomeroy in memory of his father, Vauxhall's designer during the Edwardian period.

The competition consists of a series of large-scale autotests followed by a high-speed reliability trial during which competitors have to complete a number of laps of the 1.6-mile National circuit at Silverstone appropriate to their cars' age and engine capacity. The alleged purpose of the event is to discover "The Ideal Touring Car" but, as Socrates discovered to his discomfort, ideals never seem to work so well in practice. The arcane formula upon which the results hang has, over the years, thrown up such arguably-touring cars as the 1914 T T Sunbeam (Jack Sears, 1954), the 1926 Bugatti 35T (Hugh Bergel, 1964) and the 1931 Alfa Romeo Monza (Rodney Felton, 1994) none of which could absorb more luggage than a toothbrush strapped to the gearlever, and each of which would have run off your Visa card limit for fuel on the first day of a tour. Thus one reaches the conclusion that the Pom's real purpose is that seven-dozen VSCC members and their friends should have an interesting day playing with the sorts of car at which the club would get very sniffy in the other events it runs. In that purpose the Pom signally succeeds.

In 1992 James Diffey startled the Vintage establishment by winning the Pom in an elegant Mk3 Cortina — surely as fine a touring car (apart from the 'A') as Ford has ever built? This year Diffey was unplaced in a Westfield, with Sam Stretton in another. Tony Bianchi tried manfully to stop the Farrelac-Allard skating off a streaming track, whilst half-a-dozen "C", "D" and "E"-type Jaguars practised aquaplanning. Vanessa Finburgh's "C" absorbed quite a lot of Miss Cohn's 2-litre BMW into its rear bodywork — luckily after the former had been checked for luggage space.

Trevor Tarring's Napier was the only Edwardian entered, winning the eponymous trophy. Felton's Alfa won the Pom Trophy, whilst four of the next seven slots were occupied by cars powered by Herr Fiedler's 6-cylinder 1971cc engine as cribbed by Bristol from the 328 BMW. Many interesting cars found themselves at the tail end of the results list this year, not on account of their incompetence as tourers but because their minders had fouled up a vital test. Piers le Marchant's 1936 Rolls-Bentley misnavigated some cones (in excellent company) and finished 65th. Mike Holt's Ford 'A' was five laps short in its high-speed test. The Knill-Jones Rolls-Royce, Edwardian star of the recent "Le JOG", and an ideal mount surely for the Grand Tour? was also short of laps. Speed has never been a Ghostly characteristic; as Thomas Jefferson wrote to George Washington in 1792: "Delay is preferable to error." Burrell's Bentley-Royce, which usually brooks no delay, was incommoded by damp electrics making its 12 cylinders fire only intermittently. Apart from those to whom something unfortunate had occurred, most participants had a good day; whether the world had edged any nearer to the discovery of the "Ideal Touring Car" remains, however, in some doubt. Perhaps that will be resolved next year? **T J T**

Results:
Pomeroy Trophy: R Felton (Alfa Romeo). **Densham Trophy**: R W Upston (1929 "Chain-Gang" Frazer Nash). **Pomeroy Edwardian Award** : Trevor Tarring (1908 Napier). **First Class Awards:** S Roberts (1953 Frazer Nash), V Stafford (1957 AC). **Second Class Awards:** R Spiers (1936 4.3 Alvis), D Morris (1951 Frazer Nash). **Third Class Awards:** R Gammons (1965 MG), A Pugh (1939 Frazer Nash-BMW).

OBITUARIES

Anthony Brooke

It was a great shock to members of the VSCC to learn of the death in February of Anthony (Tony) Brooke. He was so very much a VSCC character, who had raced 30/98 Vauxhalls in sand races before the war and who, just before hostilities broke out, bought the Vauxhall-Villiers, which he campaigned from then on, thus consolidating his allegiance to the Luton *marque*. He even had a "Prince Henry" Vauxhall, which Ron Barker drove in the 1954 Anglo-American Rally. Not a person to suffer fools gladly, Tony was tough enough to tame the powerful Vauxhall-Villiers (when it condescended to start for him). He was of the Brooke-Bond tea family and, as transport manager, at one time he had some 300 two-stroke Trojan vans to contend with. When I met him recently he was full of making the old Villiers steer better for the coming vintage racing season. Sadly, he died in hospital after an operation. Our heartfelt sympathy to his family, who will presumably become the Vauxhall-Villiers' custodians. **W B**

Dr W A Taylor

Two days after the sad news about Tony Brooke, Tony "Doc" Taylor passed away. He had been ill for a considerable time but still enjoyed the VSCC Weston-super-Mare speed trials, etc. Anyone who saw the vivacious doctor readying and driving his stark AC-engined Caesar Special up Prescott or elsewhere will never forget it! But Dr Tony Taylor had many other motoring interests, including Rolls-Royce, 1904 Peugeot, etc. He said he would drive the Casesar until he was 80, and then retire. He had so many successes with this car, with its AC Six multi-carburettor engine in a GN chassis, including fastest vintage-car time at Prescott in 1951, 1958, 1959 and 1963 etc. He enjoyed his motoring enormously. But now it is over we can only remember his great sprint runs and commiserate sincerely with his wife and family. **W B**

V-to-C Miscellany

A reader who owns a 1934 Alvis Firefly tourer which his wife discovered had taken part in that year's Scottish SCC's Winter Trial has embarked on the fascinating but very arduous task of compiling indices of entries in the major pre-war rallies, with details of drivers' names, the cars driven, their numbers, and awards gained, etc. This painstaking hobby could be of inestimable value to future historians but the work is hampered by lack of certain programmes, particularly those covering the Lancashire AC's 1937 Blackpool Rally, the SWAC's 1938 Welsh Rally, and the 1930 Brighton Rally. If anyone can give, loan or sell such programmes (or entry-lists with competitors' numbers) this will expedite the task. After which this industrious gentleman hopes to compile indices for pre-war trials, etc, so pre-war MCC details are also sought — incidentally, the Alvis has a 1934 BSA motorcycle as a companion. Letters can be forwarded.

The Bristol A7 Club (see pictures, below) held one of the first 1994 social runs on March 5/6, when 15 of its members drove a variety of A7s via Brecon to the scenic Elan Valley area of mid-Wales, where the dams feed water to Birmingham (where the Sevens originated), staying overnight near Rhayader. They were joined by three Ulster Replica and a 1930 A7 saloon from Wales.





The 750 MC has published its extremely useful 1994 Year Book, which surely must contain more data on a Club's 1993 activities than any other such publication. Invaluable to anyone who is associated with any of the 750 MC's main activities, including racing under its many formulae, etc, this well illustrated 112-page book is obtainable from the Club Office, Courthouse, St Winifred's Road, Biggin Hill, Kent TN16 3HR (Mike Peck, on 0959 575812). It is free to members, which all A7 owners should be!

The Bullnose Morris Club is in full swing, with its Spring and Summer Rallies, etc (Secretary: Richard Harris, PO Box 383, Hove, Sussex BN3 4FX), and the Early MG Society (Secretary: Peter Mace, Kimber House, Hurston Lane, Storrington, W Sussex) had its visit to the Gaydon Heritage Centre on April 10.

Readers were very helpful after my query about the cars Mortimer Batten owned. I now learn that, as I thought, he competed in motorcycle events, winning a gold medal in the 1920 Scottish Six-Days Trial, riding a 3½hp P&M, but retiring from the 1923 event when his 350cc Beardmore Precision broke its forks.

Forthcoming events of spectator as well as competitors' interest include the MCC Land's End Trial, on April 1/2, and the "Bentleys in Wales" event, organised by Johnny Thomas, from April 29–May 2. The VSCC GP Itala Trophy Race Meeting at Silverstone on April 9 has a programme of High-Speed Trial and 10 varied races.

The Lagonda Club's Magazine has published the reminiscences of that long-time Lagonda enthusiast, Raymond Wickham, with a splendid picture of him with his O'Donovan-tuned Norton sidecar-outfit which he raced at Brooklands, with George Smart in the "chair", before he took to four wheels, at first with an MG-engined 70 mph bullnose Morris-Oxford, then with a 14/40 MG, before turning to Lagondas.

The Rolls-Royce EC has again, in a two-month period, elected a remarkable number of new members, 162 in fact, many with more than one car — a member in Ohio, for example, has five Edwardian Ghosts, a Phantom II, and two Silver Spurs. In addition to R-R EC events we have already listed, a 23-day tour to celebrate 90 years of Rolls-Royce will take place from June 13/July 4, with a social/historical rather than a competition flavour. If you want to add to a membership which has risen to over 7000 from 400 when the R-R EC was formed, contact Peter Baines, The Hunt House, Paulerspury, Northants, NN12 7NA (0327 33788).

Another social event was held by the Brooklands Club, not to be confused with the Brooklands Society, when Virginia McKenna spoke about the Born Free Foundation and her husband showed video-clips of *The Green Helmet* in which film he played a racing driver — but how all this relates to Brooklands is obscure.

The owner of a 1934 March Special Lancia Augusta, Reg No BGH 11, is trying to trace its history. It could have been the car which took part in the 1935 JCC Meeting at Brooklands, as part of the team of the Earl of March (BGO 483), and the Hon Brian Lewis (BPT 171), the last named Lancia now being in the USA. The owner of BGH 11 would like to borrow or buy any relevant reports or photographs. We can forward letters.

The other day Diana Barnato was united with the 1936 4¼-litre Bentley saloon CXF 114 which she used during the war when she was an ATA pilot delivering aeroplanes to the RAF. She had been given the Bentley as a 21st birthday present, but with petrol scarce she sold it for £75 in 1943. Today she runs a Fiat Uno and a Land Rover. The Bentley, bought by a solicitor for £2000 after he found it in pieces, is now being restored.

Rover's 75th anniversary is to be celebrated at Belvoir Castle near Grantham on August 22. Expect a fine assembly of real Rovers, as distinct from Rovondas and RMWs!

Chris Gordon is the latest to go into the auction business, with the "Gordon Bennett" Automobilia Sale, opening near Kenilworth on April 23. Entry forms: 021 449 3600.

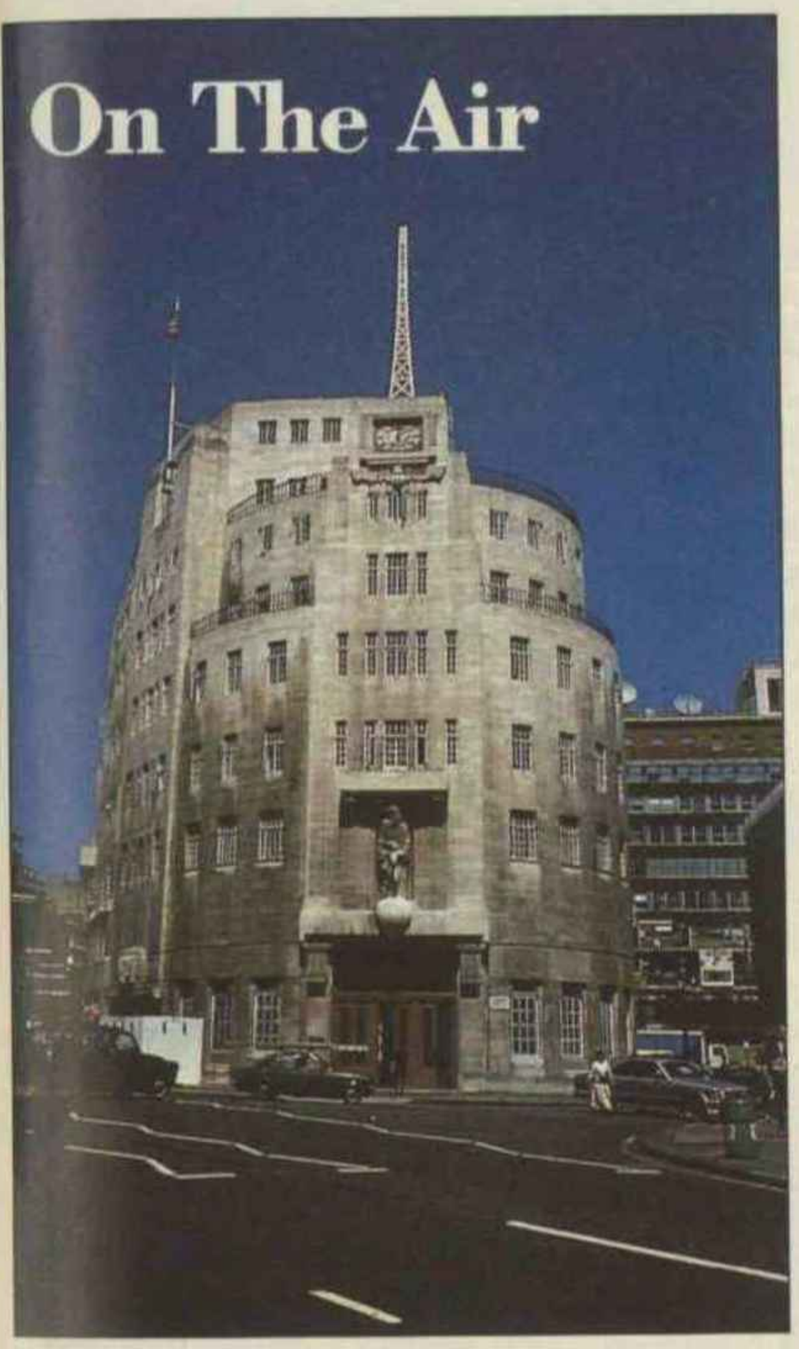
A displaced line made Rubin's DH Comet the winner of the 1934 England–Australia air-race in last month's issue. It was of course the black "Grosvenor House" Comet which won, as stated under the heading picture; the Rubin Comet was fourth.

The Pre-War Austin 7 Club, founded in 1962, and which has 800 members, is seeking to widen its scope, and announces that Clive Hadley has presented the Club with the Bert Hadley Memorial Trophy, in memory of this well-remembered racing driver. It will be contested in sporting trials, sprints and hill-climbs organised by the PWA7C. Details from G C Roe, 10 Marshall Road, Cropwell Bishop, Nottingham NG12 3DP (0602 894091).

Another LeJOG for pre-1968 cars is to be held on December 3-6, following the success of that sponsored by Penrite Oil last year. Organiser John Brown says the format will be much as before. A sponsor is being sought and regulations will be ready by April. Advance details from the LeJOG Office, The Town House, Leigh, Worcester WR6 5LA (Tel 0886 833505). **W B**

Classic EuroSport Ltd is planning a very tempting sounding regularity rally through the Pyrenees from June 21-26. A 1500km route out and back from San Sebastian covers some excellent passes which are much less trafficked than the Alps, and rallying is confined to the mornings, though the organisers maintain that winning will still be hard. Last year's event gained a good name for sociability and variety, and this year's includes more mountains and less link mileage. Pre-74 cars are eligible, and the entry/ferry package is £1020; accommodation adds £350 to that. Entries by April 9 to Peter Davis, Classic Eurosport Ltd, on 0425 674444. **G C**

On The Air



Broadcasting House - source of a few buttered crusts for W B.

Sitting in a Bugatti in a freezing gale at the top of a one-time speed hillclimb course, at the behest of the "Top Gear" TV programme, I thought back to a few other times when I have been "on the air". At first it was very new and exciting, cables snaking across the studio, worried technicians abounding (not to mention bounding) and all sorts of worries for producers, not least whether the victim about to be shot on camera might, to calm the nerves, have had a drop too much. . .

It was in something of this backdrop that I occasionally performed. Well, I talk too much, and if I was to earn a buttered crust or two by doing so into a microphone, why not? When some topical subject cropped up I have a suspicion that the TV chaps used to ring the top GP drivers and motoring writers to find someone to launch a discussion. But if a major race was about to take place, all were abroad. But I wasn't, because DSJ was, in those days. So my assistance might be resorted to. I recall being told that a Monte Carlo Rally piece was going out "live" and could I chat for a few minutes about the days when this was a truly tough assignment, starting from queer places in unheated open cars? "Certainly." (those buttered crusts!). "OK, it's at Broadcasting House in London." "Where do I park?" "You'll have to find a meter — but it's "live", so don't be late."

Meter no problem. Present myself to uniformed commissionaire. "Ah, it's live, someone is coming for you". Girl leads me down steps and along endless corridors, to a small waiting room. "*They* will fetch you." Time passes. Nothing. Phone rings. Should I answer it? Well, no-one else. "Who are you?" "WB." "Christ, where are you, have you been made-up, (EH?) well, keep calm, but it's nearly on. Look on the door and tell me the number. Christ, not *there*. . ." Eventual patter of running feet and I am hustled into a cable-snakey, brightly-lit studio. Alas, the old Rally footage has just been shown and they are mouthing "And now, the editor of MOTOR SPORT is here to recall those heroic men and women and what they endured . . ." Panic! But it wasn't difficult for me to mumble a few relevant thoughts into the microphone about those pre-war winter rallies. I got my crust, and a letter thanking me for "saving the Show!"

Another time it was to be about what a motoring journalist actually does. "Could we do it at your house? Is there anywhere we could go for filming? You have a 'motoring dog' — could you bring him?" "Yes, and there's Fleet Common and yes, but its a bitch, actually." I even asked if a "secret" new car would be of value, as I happened to be testing a yet-to-be released BMC front-driver. "Oh, *please*." I cleared that with the BMC. So off went the vans, the technical chaps, the continuity-girls (one had thoughtfully brought choc-drops for the labrador), the camera crew — and me. Unfortunately aeroplanes from near-by RAE Farnborough *would* drown the sound. "Oh, good, it's going away." But I knew *it* was very likely to circle and quickly return, very low. . . After that long day and much use of my telephone, I got a very tiny crust — margarine instead of butter! The dog wrote to thank them, asking when her master's fee would arrive. Sadly, they were *not* amused!

Next, having a rally to cover in Wales, BBC TV decided to make full use of the journey by interviewing me as well, finding that was where I had moved to. Vast vans in our fields for days, security men, camera crews, and on the day, Cliff Michelmore himself. He was driving with obvious pride the very latest BMW (unfortunately for him, I had one too, mine a test car, so we both drove in these to lunch). The commotion had long died down, when, knock on door. Security man — "Would you please lock up your dog while I walk ours?" "No need, BBC left two days ago. . ."

I had to go to London (MOTOR SPORT calling) when that programme went out. Passing a radio shop in the dusk I saw a TV set working, just as the show was coming on. Stopped to watch. Suspicious policeman sidled up. "I have been watching you, SIR. What's going on, SIR." "Look," I replied, "there's me!", pointing to the set. He stayed to watch. . .

Two final TV episodes, both at Alexandra Palace. I did a talk with Lord Stokes, who arrived with his Personal Assistant. Girl asks "Is *your* PA coming?" "Well, no." The new Rover 2000 with its quickly-detachable body-panels, for easy repair, was discussed. "But didn't Citröen do it first?" I asked. Going down in the lift afterwards Lord S looked at me and said "I don't know why you had to mention the Citröen." I don't like lifts but it made that one bearable!

Another time a Labour MP (I can't recall his name) did an anti-motorist interview about how all speed-limits should be rigidly observed, fines increased, what a killer speed is etc, I did my best to counter this. Show over, he was desperate to get to the House of Commons for the late sitting. But no TV car could be found. As I was going to pass the H of C anyway, I offered him a lift. I kept strictly to the 30 and 40 mph limits, of course. "Do you always drive this slowly? Can't you go faster?" he almost yelled, repeatedly looking at his watch. But he got his revenge. At the H of C entrance he said, "I'm late, drive in." A burly policeman glanced through the car windows, recognised the MP, and waved me on. But have *you* ever tried to get OUT of the House of Commons Yard without a pass?

Curious, the things you remember, sitting in an old racing car at the top of a hill on a winter's day. . .

The Motor Car

I see the BBC is helping the Government in its anti-motoring campaign. But whereas the latter is still spending money (our tax-money) on roads, Michael Palin, in *Car Sick*, presented for Transport 2000 the argument that more railways are needed and that if billions of pounds were spent thus, we could all survive without cars. What nonsense! Do you want to give up *your* car? Before anyone says they do, and those in rural public-transport-starved areas won't, stop to compare door-to-door times with train-travel, and the cost of motoring, especially in shared cars, with rail tickets! *Car Sick* tried to get its message over by showing traffic hold-ups into and out of London, on what are at present inadequate roads. But once away from such frustrating congestion, there are many routes on which it is a pleasure to be in a motor-car. As for pollution, even Transport 2000 admits that power stations, needed to run trains, pollute. . .

Just try to get people to give up their most prized possession after house and family! Significant perhaps that when the *Daily Mail* did a story about a family of 18 children brought up in a working-class, but happy, environment and interviewed the kids after they had grown up, many of them were glad to have owned a car. Most of us are. . . So, of course, it is sensible to try to educate the young to the dangers of badly-driven cars. The very costly BBC *Drive* series, with Alexei Sayle and an horrific approach, may, or may not, be helpful. The money might be better spent on giving police instruction to young persons at youth-training centres and clubs, perhaps with demonstration rides in police cars? — anything to keep them away from TV's Ben Elton and Dave Allen!

Credit where due

In a leading article "Why DO We lose everything — Crushed at cricket, Ridiculed at Rugby and Shamed at Soccer, now Torvill and Dean can only finish third in the Olympics", the *Daily Mail's* Ian Wooldridge asks why we are "failing so abysmally in virtually every field of sporting endeavour". Not quite every field, Mr Wooldridge. You omitted to mention that Nigel Mansell and Damon Hill are doing rather well in top class motor-racing and that Richard Noble still holds the World's Land Speed Record after 10 years with "Thrust II", at 633.468 mph. **W B**

1993 British F3 Review. Duke Video. 95 min, £12.99.

In the past, astute camerawork has succeeded in transforming many a humdrum F3 race into genuine televisual entertainment. Hence seasonal reviews can be quite dramatic, irrespective of what 20 laps of the Silverstone National circuit might have looked like to you at the time.

To be fair, there have been some good scraps in the past couple of seasons, and this includes the best moments from each of last year's 15 races, with some notably high-quality on-board footage.

This might not have any of the mass-market appeal of the touring car equivalent, but it is similarly well executed. **S A**

Birkin Memorial Rally. Duke Video. 35 min, £19.99.

If you missed last year's Norfolk gathering to remember Sir Henry Birkin, you have a second chance in this 35 minute video. The rally itself takes a relatively small part; instead, the producers tell the story of Birkin's life by incorporating a good deal of period film of his achievements, including Le Mans, the memorable Pau GP race, the TTs, some impressive footage of the blown single-seater careering around the Brooklands bumps, and the final, fatal race at Tripoli.

In addition there are interviews with Wally Hassan (who speaks of the supercharged 4½ as "a bloody awful car"), Lofty England (who worked for Birkin & Couper and relates some interesting tales about tractor and model car-racing projects which were new to me), and with the current baronet Sir John Birkin. We are also shown some of the Birkin cars which are still around, including scenes of George Daniels throwing the single-seater around Manx roads.

Worth viewing for the personal insights which even snippets of contemporary film give of the Bentley Boys: "Tim" and "Benjy" quiet and reserved, Barnato tough and confident, and Kensington Moir bubbling over with good humour. **G C**

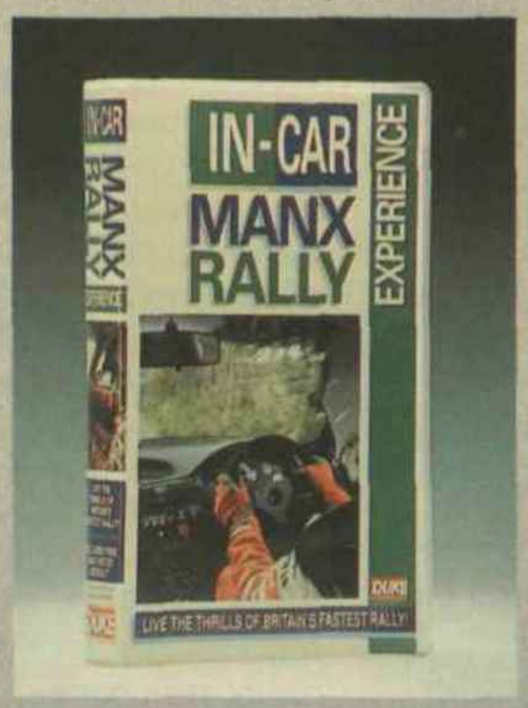
In-Car Manx Rally Experience. Duke Video. 86 min, £10.99.

A cliché? Certainly. Well produced? Indubitably. Worthwhile? Questionably . . .

Just as you thought the world had had its fill of in-car rally videos, another one pops up and drags you to the small screen in the corner, pace notes in hand.

Hang on. *Pace notes*?

Indeed. A set is provided



for several of the stages through which you are conducted, variously, by Jimmy McRae, Mark Higgins, Pentti Airikkala, Phil Collins, Bertie Fisher and others, including Mike Rimmer, who has apparently been chosen for his occasional inability to read the contours of the Manx countryside. There are moments when Rimmer's co-driver actually sounds a touch worried.

The Manx is a quick, challenging event, and much of this is consequently spectacular. As camera technology has improved over the years, so has the quality of reproduction, though our review copy was marred by interference which no amount of knob twiddling would eliminate.

However, such is the availability of in-car footage nowadays that the novelty has long since worn off. However, if there is still a demand for this type of thing, then this is one of the better productions of its kind. **S A**



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Sporting Rovers 93. Duke Video. 120 min, £10.99.

If you raced, or rallied, a Rover (216, Metro GTi or even the humble Mini will do) last year, chances are that you'll want a copy of this for posterity's sake. It's what you'd call comprehensive.

It's also well edited. If you didn't know any better, you might think that the average Rover 216 Challenge event lasted about 40 seconds, 38 of which comprised accidents. The delivery is swift, the action non-stop.

It's very polished, and pretty good value for money, all things considered, but unless you were actually involved in any of these series, one can't believe that this is the sort of thing you'd want to watch more than once.

The best bits?

The 216 scrum is entertaining, but you get a little bored watching gyrating Rovers after a while. There is positive celluloid proof here that Minis (which were racing a dozen years or so *before* home video became accessible to the average householder) still provide motorsport that's a match for anything.

So much for progress . . . **S A**

Saloon Car Action, '70s style. PP Video. 60 min, £12.99.

Now here's a first. Hands up anyone who knows of any other video which kicks off with footage of a Morris Marina Coupé belting along a special stage. Somehow, that perhaps captures the flavour of the 1970s. Idiosyncrasy was all the rage. Flared trousers. Bat wing shirt collars. Footwear that bore closer resemblance to stilts than shoes. Brian Culcheth rallying a Marina . . .

Sadly, the balance of the tape doesn't match up to the eccentric opening salvo. While PP's Tour of Britain coverage, which we reviewed in February's issue, has a certain charm, this captures less of the spirit of the age (Morris Marina notwithstanding).

At its core are promotional films by Castrol and DTV. Taken at face value, these



Messrs Edmonds (left) and Marshall in action at Snetterton, 1975.

could lead you to believe that a) Noel Edmonds was a leading contender in production saloon events and b) that Gerry Marshall won more or less every race there ever was.

As might be expected, the films have faded a little with age, so much so that the in-car footage is almost worthless in parts, such is the combination of bright sunlight and worn out celluloid.

There are some interesting action sequences, most notably involving Marshall and Baby Bertha (the Firenza which passed on to Paul Haywood-Halfpenny, but the whereabouts of which is presently unknown). There are also some curious moments. Why, for instance, is there a 30-second burst of Formula 5000 action? Overall, however, it doesn't offer a balanced view, although quite how that could ever be achieved is beyond me. I don't recall ever seeing TV crews lurking around Oulton Park on wet Saturday afternoons while prodsaloon Capris were doing their best on tyres that, nowadays, seem positively anorexic. **S A**



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The Williams Renault Formula 1 Motor Racing Book, by Xavier Chimitis and François Granet. Dorling Kindersley, £9.99.

According to the PR spiel, this is published by Dorling Kindersley *Adult* Books, but it won't take you more than a couple of minutes to suss out that this is geared towards youngsters. Already, one son of a Standard House father is lapping it up, and there's another who's desperately keen to get his two year-old mitts on it (though first he needs to learn which books you can use your crayons in and which you can't).

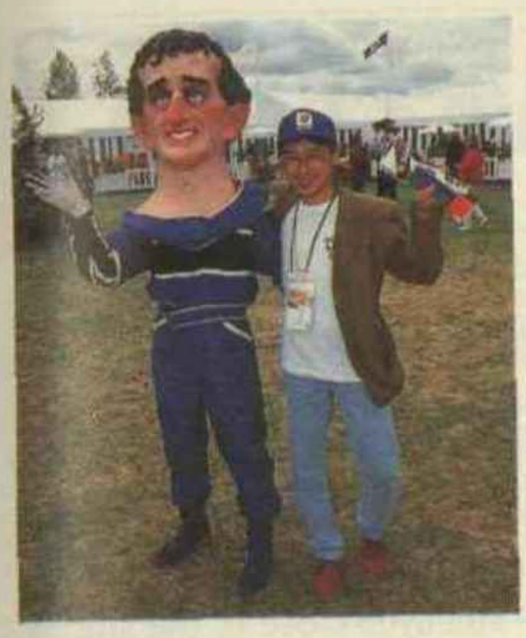
Printed in full colour on high quality paper, it is a superb introduction to the sport for future generations of motor racing fans. Generally all aspects of a Grand Prix team and how it and its associated departments function are adequately explained in simple terms. Drivers, their helmet designs, their racewear, racing lines, telemetry equipment. . . it's all here.

Perfect for kids, and extremely good value for money. **S A**

● Two more volumes of MRP's useful *Collector's Guides* are available on TVRs, compiled by painstaking and knowledgeable Graham Robson, Vol 1 about Grantura to Taimar and Vol 2 covering Tasmin to Chimaera. Wonderful value for TVR owners and historians at £13.99 each, with 128 pages and some 120 pictures.

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● Haynes is bang up to date with its detailed maintenance manuals, having already issued one dealing with the Ford Mondeo (four-cylinder petrol) and has new manuals for the Citroën ZX petrol and diesel models. **W B**



Not in the same league?

Sir,
In response to Colin Green's apparent suggestion last month that Alain Prost's departure could benefit the sport, who does he have in mind to replace the four-time world champion?

I accept there are some fine young drivers in Formula 3000, and, indeed, in less competitive F1 machines, but to me they appear all to be much of a muchness. Very good, certainly, but as yet the likes of Fittipaldi, Comas, Badoer, Coulthard, Panis, Lamy or de Ferran haven't convinced me that they are marked with quite the same gifts as Prost, who we could all see was something *truly* special in his European F3 campaign in 1979, and during his early F1 days with a less than fully competitive McLaren. Much the same is true of Senna, whose efforts in the junior formulae were similarly sensational.

Nowadays, there seems to be a production line of extremely gifted drivers of roughly equal ability coming up through the ranks, but I've yet to see one who is likely to assume the mantle of a Prost or a Senna in the near future.

There again, Nigel Mansell looked pretty ordinary in the first couple of years of his F1 career, and I'll be quite happy should any of the aforementioned young lions prove me wrong in the long-term.

H Grange,
Didsbury,
Manchester.

Maverick choice?

Sir,
I wonder why McLaren has chosen the Tornado engine for its Maverick LSR challenger?

Four years ago I talked with an Australian pilot at an east coast fighter station who had recent returned from a stint with the American Air Force. He is description of the Tornado, nice aircraft that it was, suggested that he knew of much more powerful engines.

I should add that I did not revolve in such circles. The aircraft I flew had a cruising speed of 102 mph and a permissible maximum of 200 – downhill.

GV Parker,
Gatley, Cheshire.

Mistaken identity

Sir,
Your February review of Terrific Stuff Video's *The BRM Collection* was very fair, but where on earth did you get the idea that Alfred Owen (not, in 1952, a Sir) lit a consolation cigarette at Dundrod by striking a match on the BRM's rear suspension?

My father was always tolerant of the habit in others – essential when working with Mays and Berthon – but alcohol and nicotine were not for him, ever.

He might have been chewing a consolation toffee at the time, but even after watching the video again I can see no sign of a match, let alone a cigarette.

JE Owen,
Wednesbury, W Midlands.

Plus fours

Sir,
In his report of the Swedish Rally, GP asked who wants four-wheel drive.

Well, I do.

Having had experience of two 4wd Ford Sierras and, currently, a 4wd Citroën BX, I cannot consider ever buying 2wd again (and certainly not front-wheel drive). I admit that, for sheer driving pleasure, I use my Austin Healey 3000, but for work I travel all over the UK, and for that I need safe, fast motoring.

One or two things need to be said. I refer only to permanent 4wd, and neither off-road activities nor caravan towing are of any interest.

Of the road test reports I have read, the testers often refer to a lack of power, which is nonsense. Any difficulty in provoking wheelspin or tail out cornering is nothing to do with lack of power, but the result of applying it all in the right place.

Although on the several occasions I have found myself motoring in the snow, all-wheel drive has of course been fantastic, but I would not buy 4wd for those few hours of pleasure alone.

The overriding effects of 4wd are that I can apply power without considering wheelspin or axle tramp, nor is there any dire effect on the steering.

The consequences are that I can follow a car into a bend apex at a higher speed because I can corner faster. This means that I can be past the car in front in the first part of the following straight. Without 4wd I cannot floor the pedal until I am lined up on the straight and the car in front is already gaining speed. With 4wd I can floor the pedal as soon as I can see a clear road even if I am still in the corner. I am not happy passing vehicles in the second half of the straight and only just before the next bend.

I do not need to use as high a stop speed as I would in an otherwise similar front-wheel drive car, because I can go through the corners without slowing down so much.

I spend less time on the wrong side of the road because cars that I pass are not yet up to their cruising speed when I overtake.

I find it quite usual to be following two or three cars which I cannot pass until we all get to a roundabout, when it is easy to hold back on the approach and then pass on the exit before they have got going again.

In 40 years of motoring one very big change is the way we all come out of side roads and gateways.

Traffic coming out of side roads now holds up vehicles approaching from the right to a degree which was unacceptable but is now common. There are many times when to wait for a gap when turning on to the road would mean never moving off at all. With 4wd I can get into almost any gap, because I can turn the wheel left and floor the pedal without any ensuing drama, such as locked steering or screeching tyres. Therefore I am at the traffic speed almost immediately and those behind do not have to slow down



4wd – essential to win rallies, but do we need it on the road?

to accommodate me.

In addition, 4wd gives me confidence because the car goes where I want it to. Camber changes, puddles or fluctuating surfaces can be largely ignored.

The ideal combination is 4wd and ABS. Try a gravel drive, starting from rest, slam the accelerator and then the brake. Look back and the gravel has hardly moved. That is safety.

It might be dead boring, but it is quick.

HD Bos,
Wisbech, Cambs.

Some of what you say is right up to a point, but you have rather over-simplified the issue. Many two-wheel-drive cars are nowadays so well sorted that, on dry surfaces at least, they will respond just as urgently as their four-wheel-drive equivalents. And that's without *taking into consideration traction control systems, which are now increasingly available on sports models – Ed.*

The new Nuvolari

Sir,
I was interested to read Ken Tyrrell's recent estimation of what his team might have achieved if they had kept Benetton sponsorship, having won that company's first Grand Prix and Tyrrell's last. A poignant consideration, in light of Flavio Briatore's widely publicised speech on racing's wrongs.

Surely Mr Briatore should be more reserved than to shoot-off all his excuses for Benetton's lack of success in their own right, as an F1 constructor, all in one go? Or was he simply revealing that he has motor racing at heart (and even less knowledge of it than he himself confesses)?

Current Grand Prix designs either win lots of races or none at all. Benetton has been stirring one win a year too long



Schumacher – the ability to win even without the best equipment.

to show 'potential'. The car is better than that and should show success accordingly. Keep in mind the two most recent wins. At Spa (1992) and Estoril (1993) the chassis and engine were outclassed by Williams, yet the Didcot cars were no better than second on both occasions.

Obviously then, Schumacher is something of a Nuvolari and has the ability to win without the best equipment. If the driver and car can't be blamed for not providing more Senna versus Schumacher, as Briatore implies, surely the blame rests uncomfortably with the Benetton team manager himself?

Some of the media may be satisfied to ponder such tedious absurdities as the fastest qualifier starting last, but the more perceptive of us recall that the four-time polesitter and consistently fastest driver of 1991 was barely more than a midfield qualifier in Briatore's team . . .

However much sparkle Patrese may have lost, if he has lost any at all that is, cannot account for his disappointing '93 form. It was Briatore's responsibility to see Riccardo was comfortable and settled within the team, yet he chose to squander the Paduan's abilities all season long, for pie-in-the-sky hopes of replacing him with Mansell.

The Senna/Lotus period proved *team* success is not the product of running only one effectively competitive car. A team manager who knows his motorsport should have realised this by now.

Roy Barclay,
Clacton, Essex.

Grime n'reason

Sir,
I was most interested to read about Genevieve in January's MOTOR SPORT and then the piece recalling a veteran Sunbeam in the subsequent issue.

I well remember both Jack Wadsworth and his yard in those days, situated close to the junction of St Johns Road and St Johns Court where I used to spend my school holidays. I divided my time between Jack's yard and fishing in the River Thames.

Understandably, Jack Wadsworth discouraged schoolkids from the great attractions in his yard, but he had a soft spot for me, for I believe he knew I was an orphan of the London Blitz. In fact, he had rather more time for me than my aunt had when I used to arrive home for lunch covered from head to toe in vintage oil and grime.

I remember huge piles of rusting vintage cars at the back of the yard and a narrow alleyway where a row of vintage sports cars, including twin-cam Sunbeams, were lined up.

It was a complete coincidence that over later years I was to own many vintage Sunbeams myself, including a 1926 twin-cam. Indeed, I still have three, a 1923 24/60 'All Weather', a 1921 24/60 with replica Super Sports coachwork and a 1927 'Long 25' tourer. Like all of their marque, they are fine cars.

My aunt, incidentally, still lives close to the site, aged 90.

John Logue,
Harray,
Orkney Isles.

Rally fear

Sir,
Has anybody else wondered why it is that the same governing body which demanded circuit safety criteria such as those at Silverstone, where the crowd is so far away from F1 cars as to diminish any true impression of speed, can also be responsible for a series in which competitors are allowed to pass within inches of spectators toe-caps at speeds well into three figures?

I know rallying and racing are breeds apart, but surely similar safety considerations should apply, the obvious difficulty of policing rally stages notwithstanding?

The scenes on this year's Monte gave me great cause for concern. I don't want to see the more challenging aspects of the sport completely eroded, but like your correspondents last month I am dismayed that the long-term future of the WRC can be jeopardised by the continual inclusion of events where only luck – and, let's be honest, it *is* only luck – has prevented a major accident in the past few years.

One hopes the authorities will react before it is too late. If the FIA doesn't do something, it may find that its authority has been overtaken by governmental legislation.

Brian P Whitcombe,
Epsom Downs.

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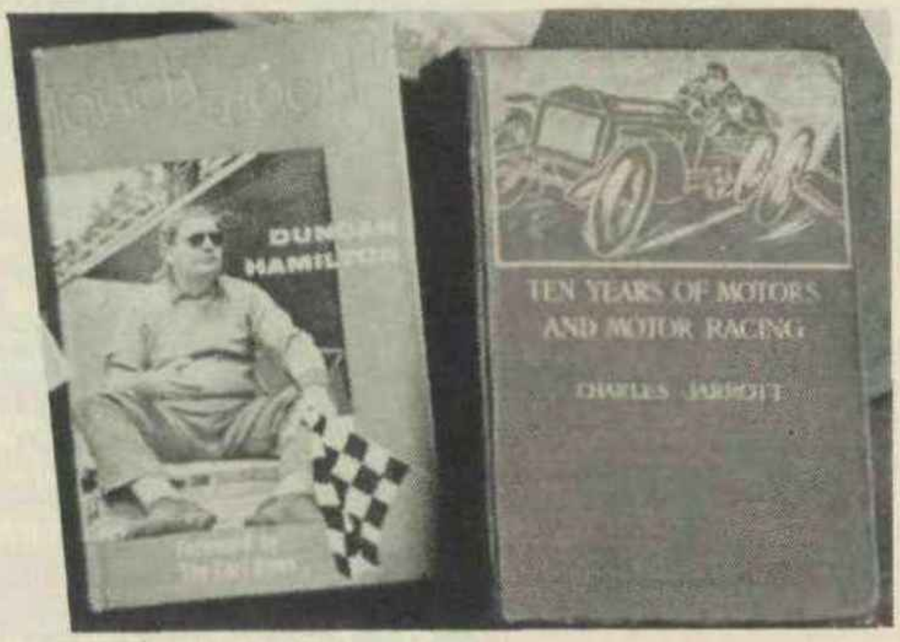
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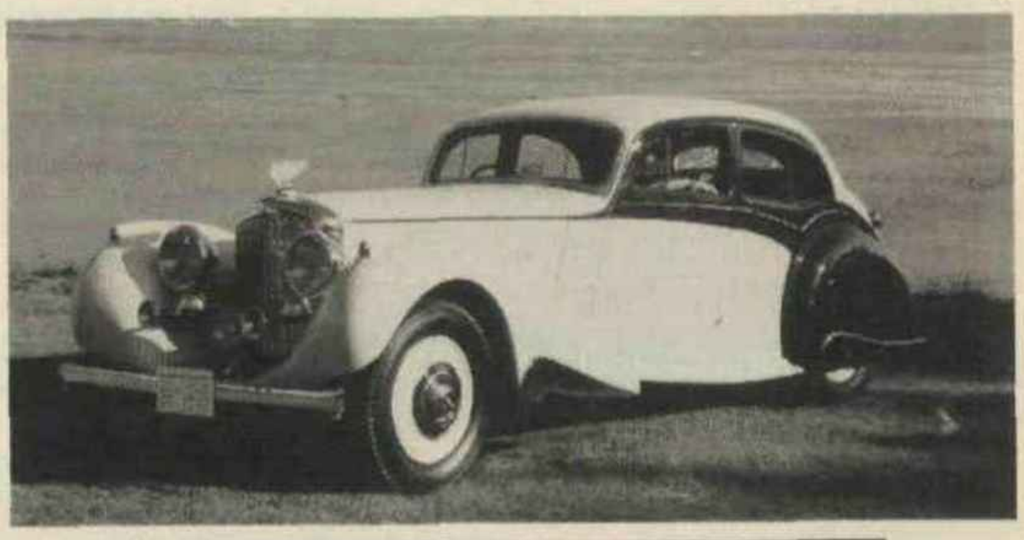
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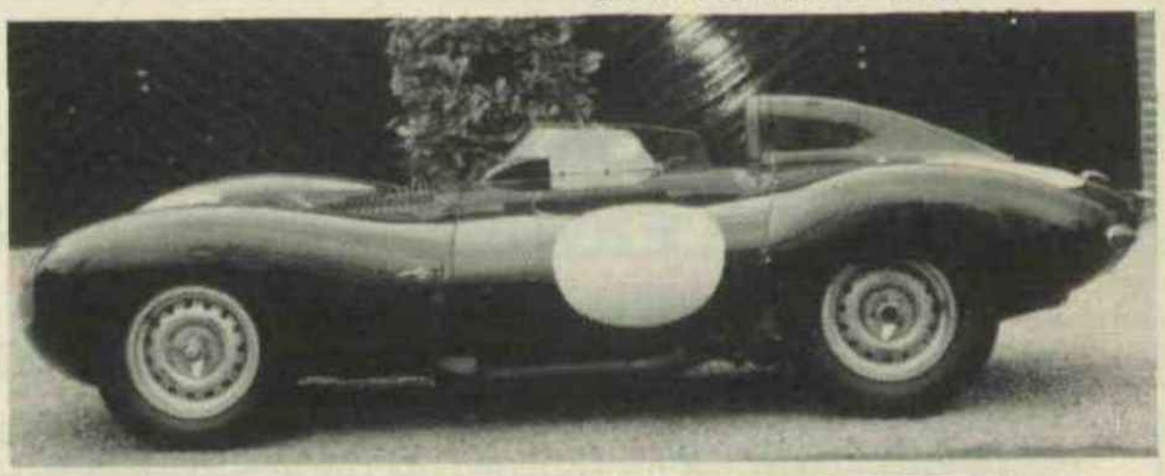
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D-TYPE JAGUAR

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PAGE 433

FOR SALE FERRARI DINO 246 GT

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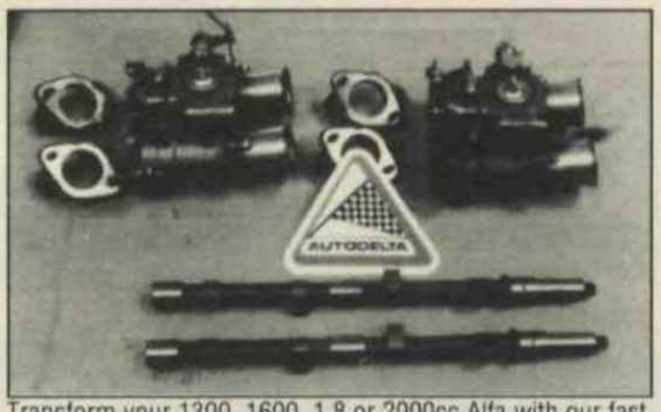
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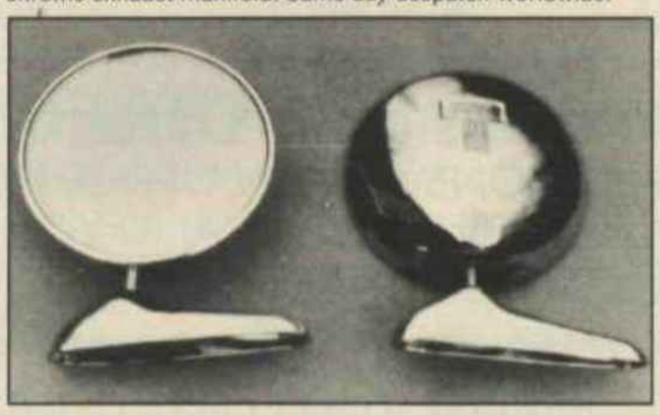
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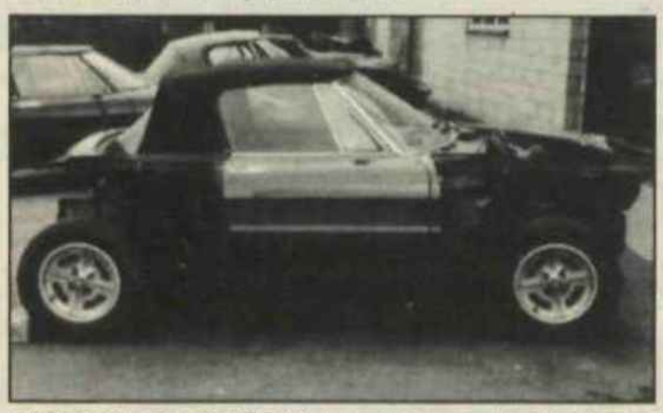
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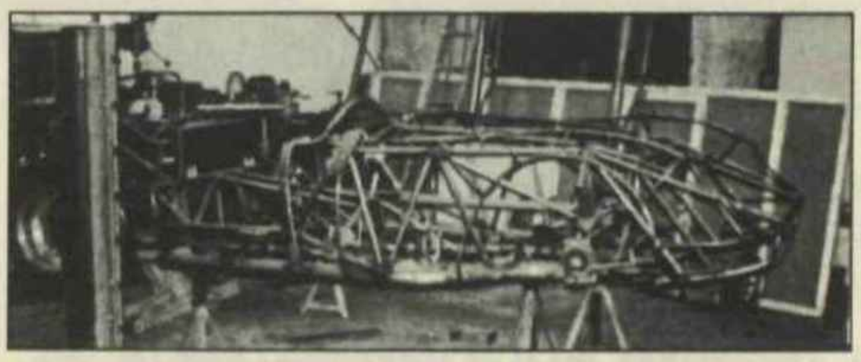
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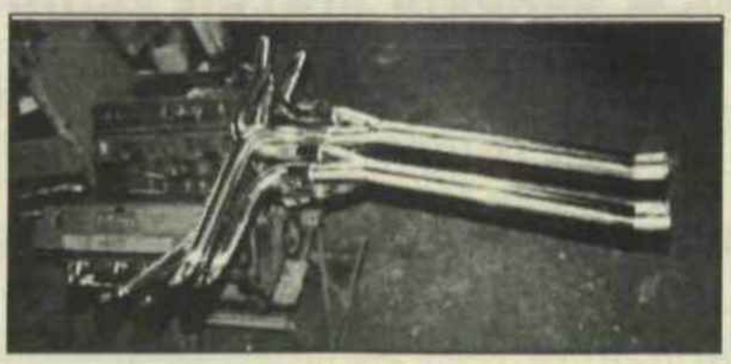
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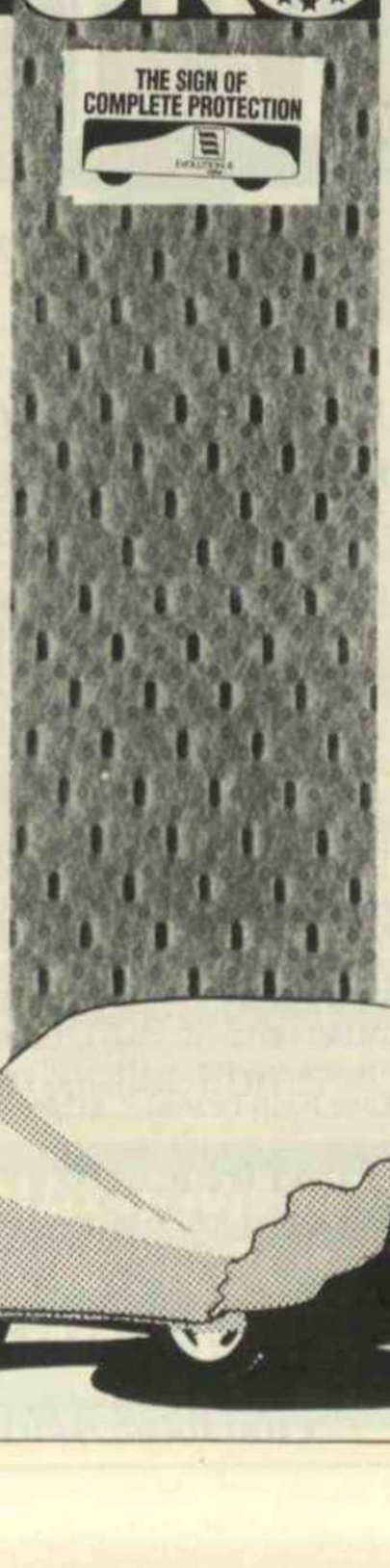
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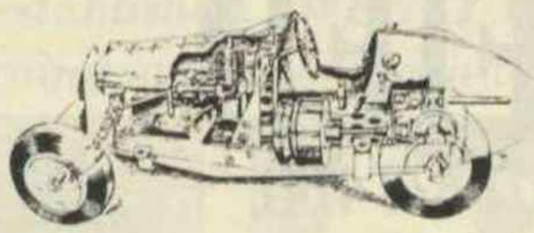
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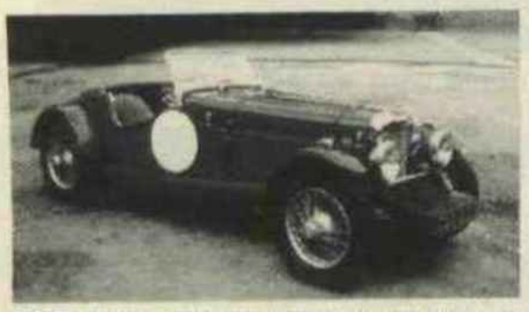
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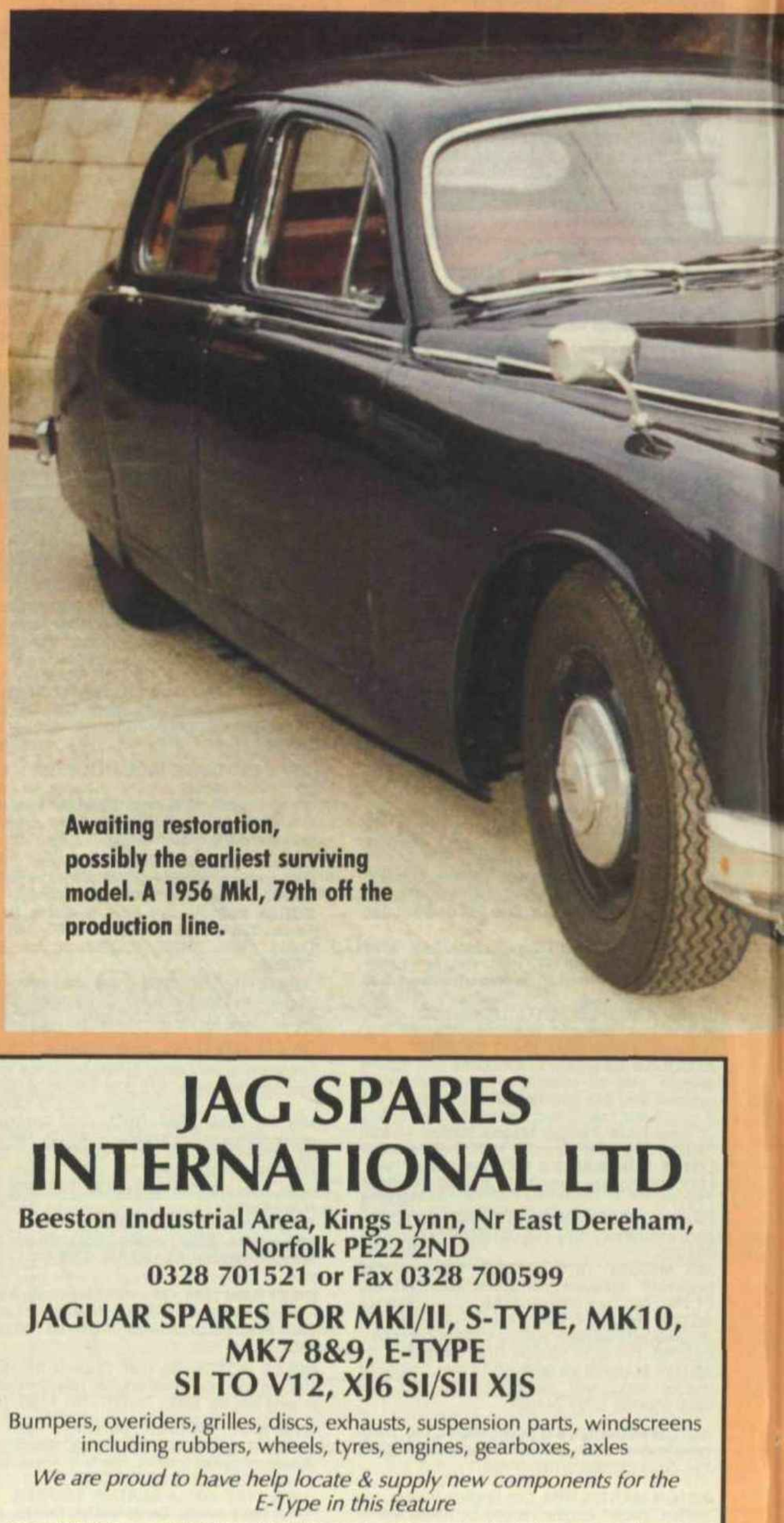
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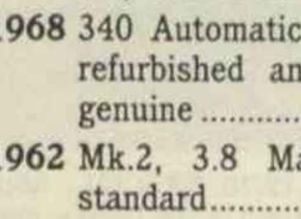
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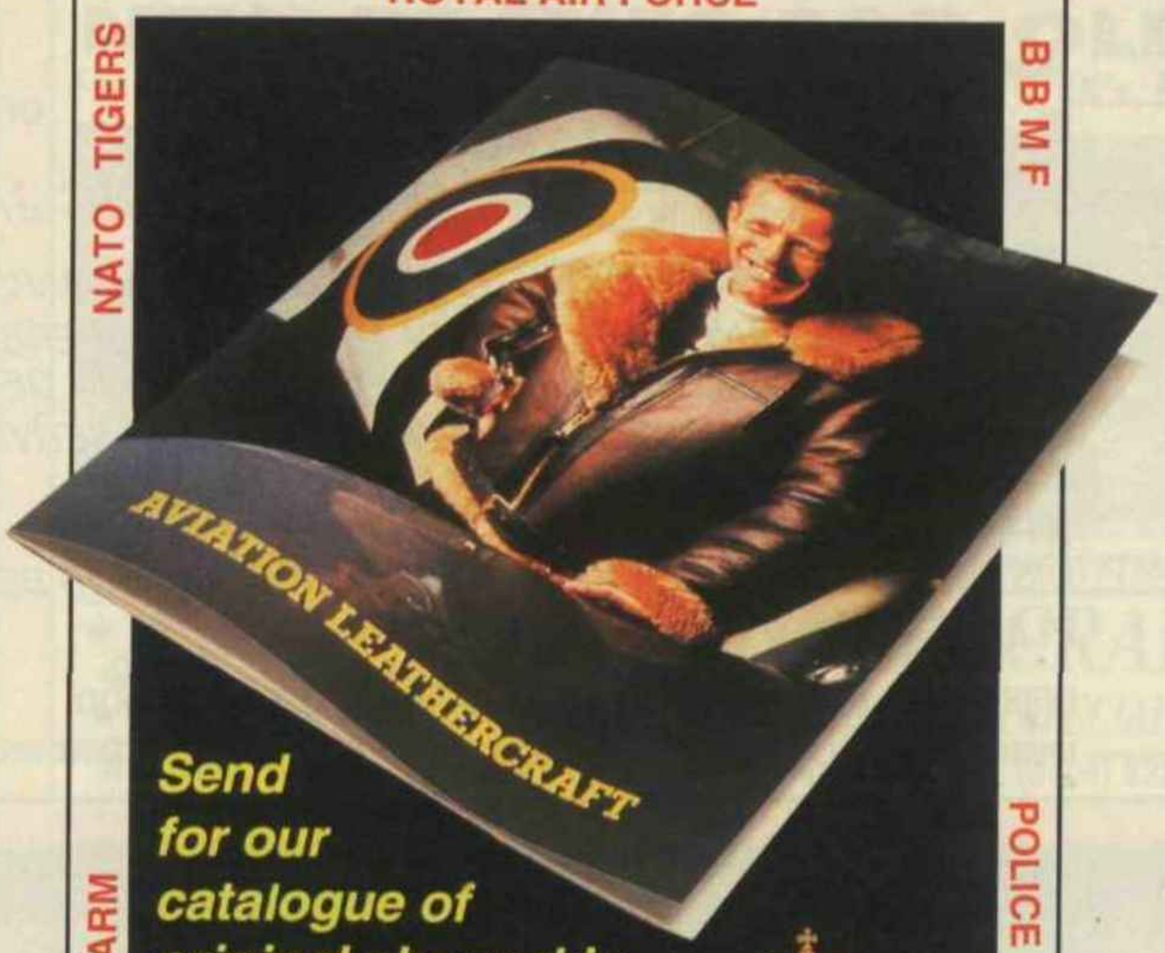
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Rumours have abounded since the publication of the late Andrew Whyte's book, that parts of this car are in Canada. Exhaustive searches have been made but nothing has been forthcoming. Although this car does not have FIA papers in the opinion of many recognised experts, it is far more authentic than some that do. This is a opportunity to purchase a good "D" at a fraction of the price of a recognised "works" car. Serious enquiries to:

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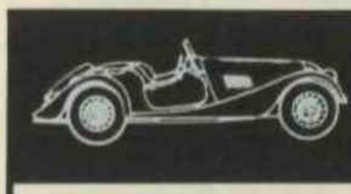
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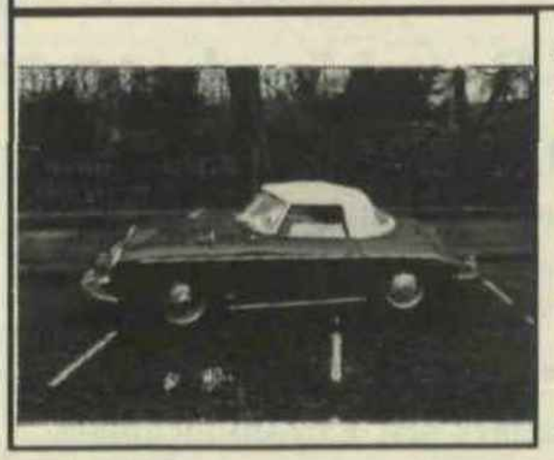
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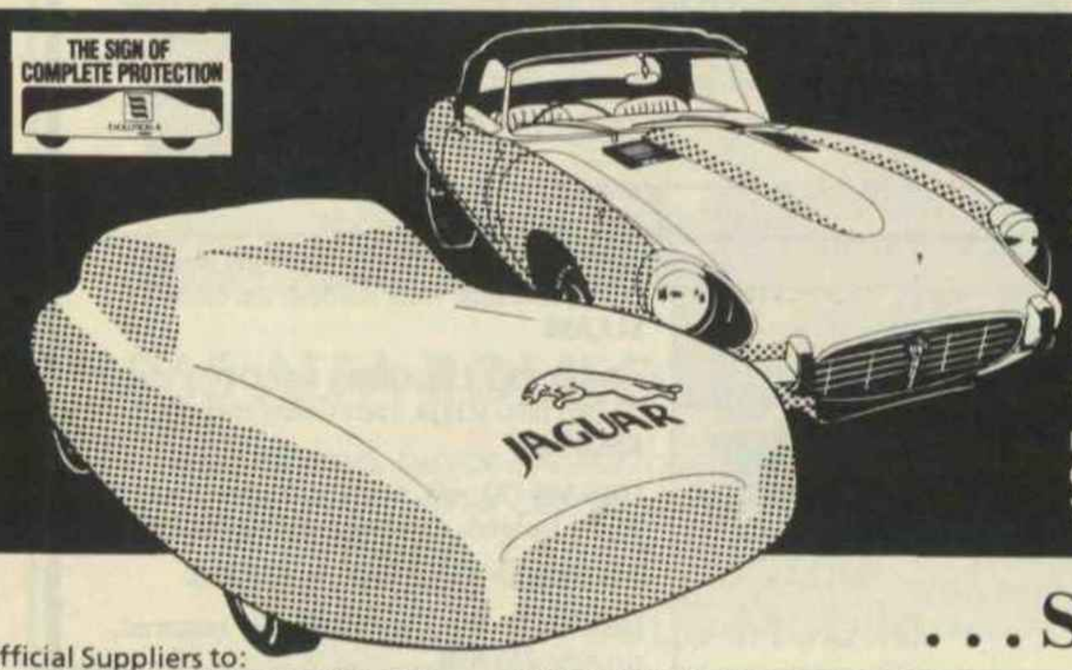
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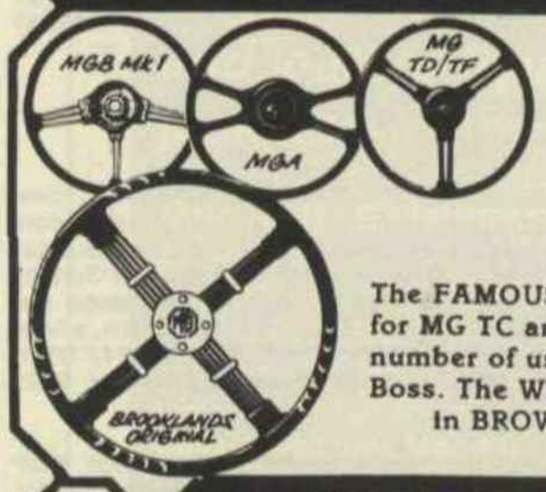
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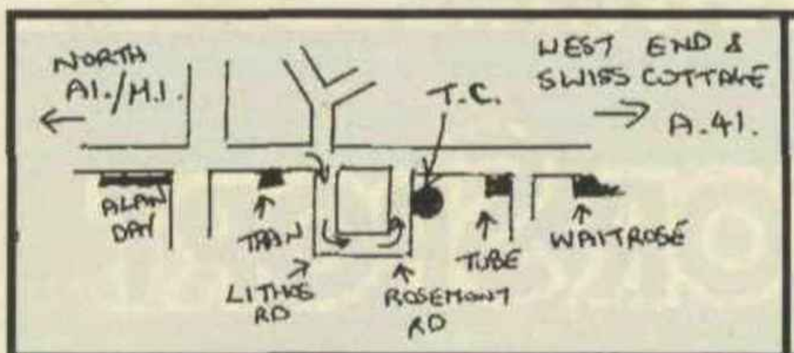


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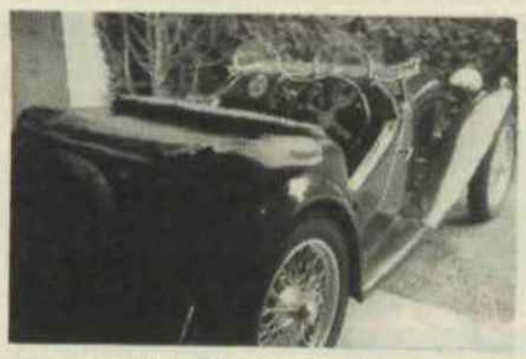
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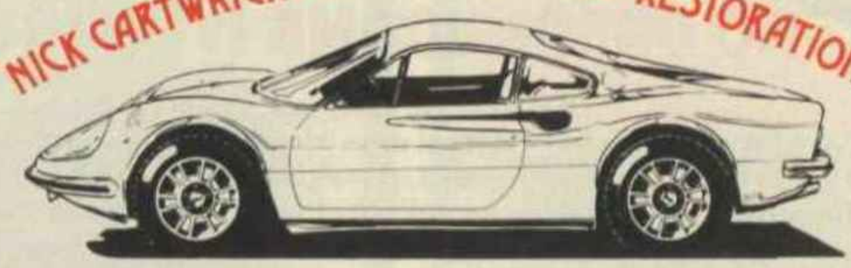
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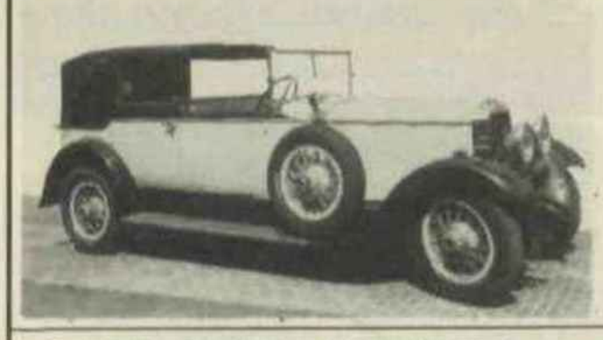
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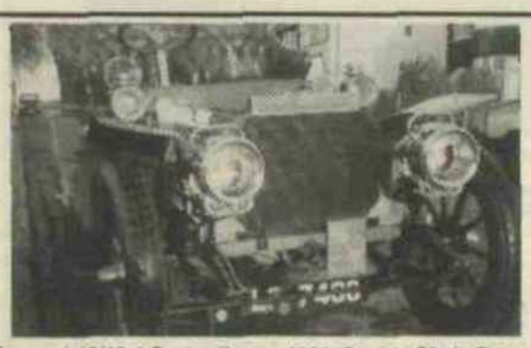
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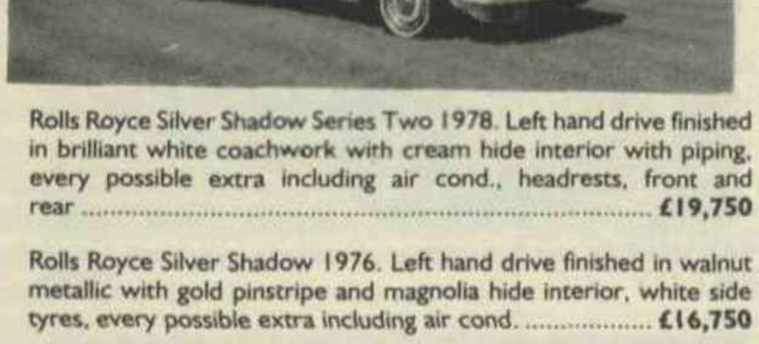
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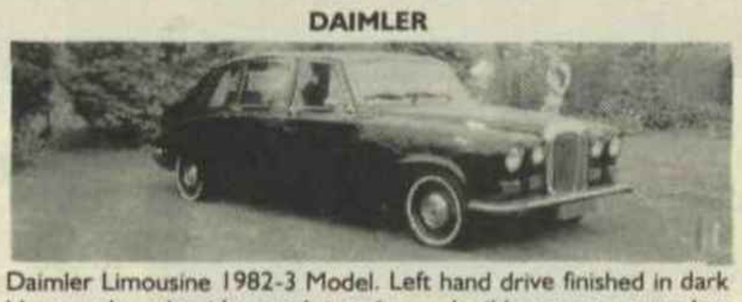
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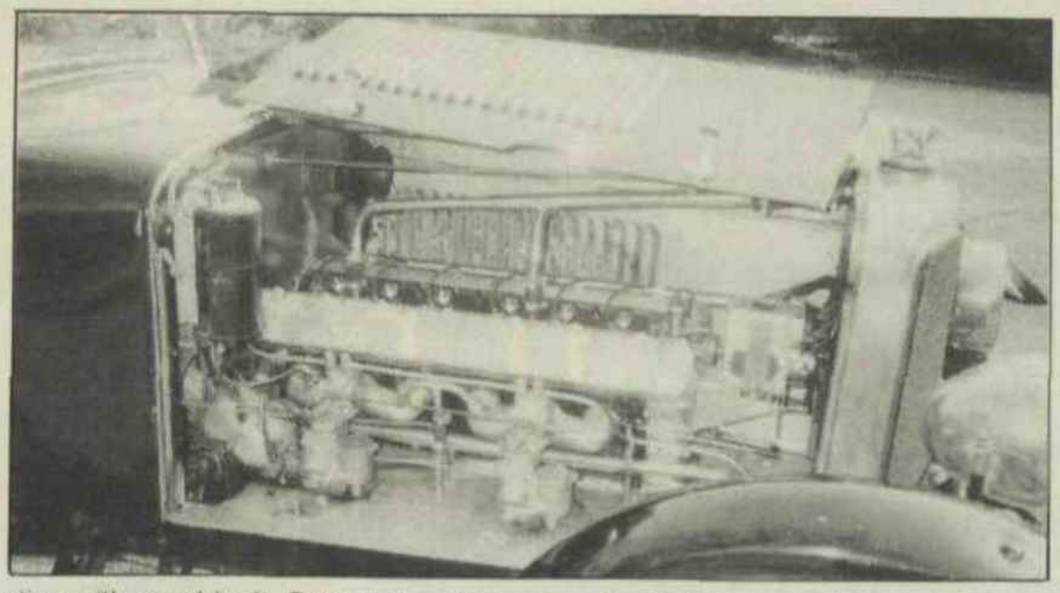
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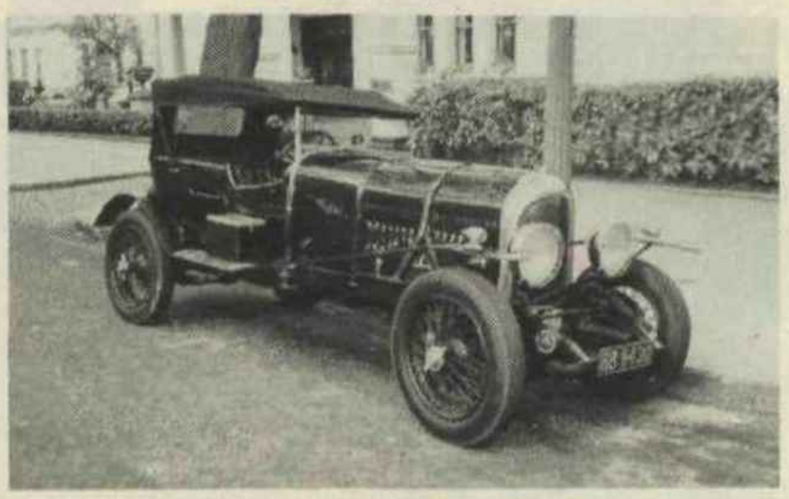
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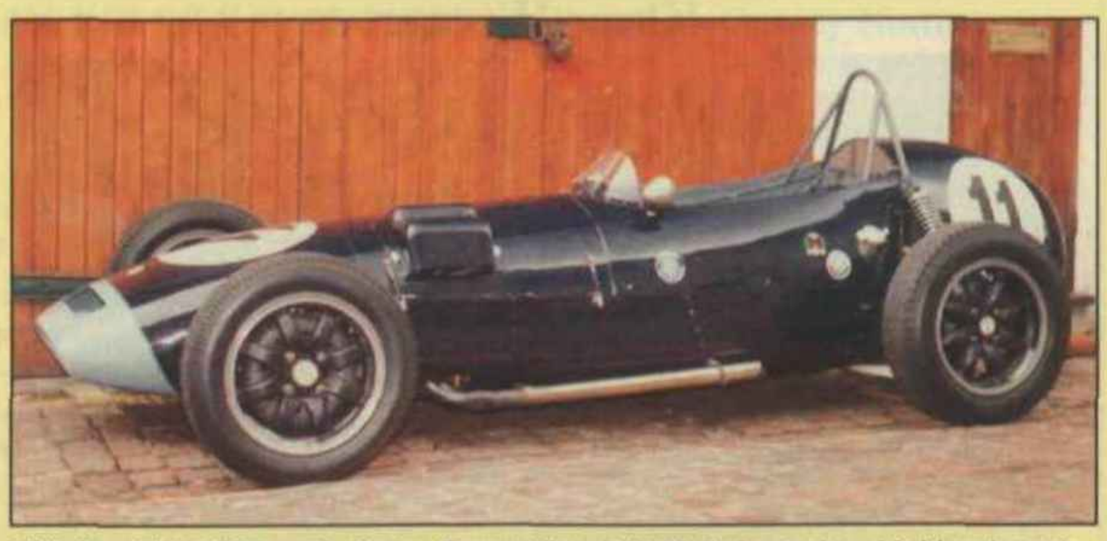
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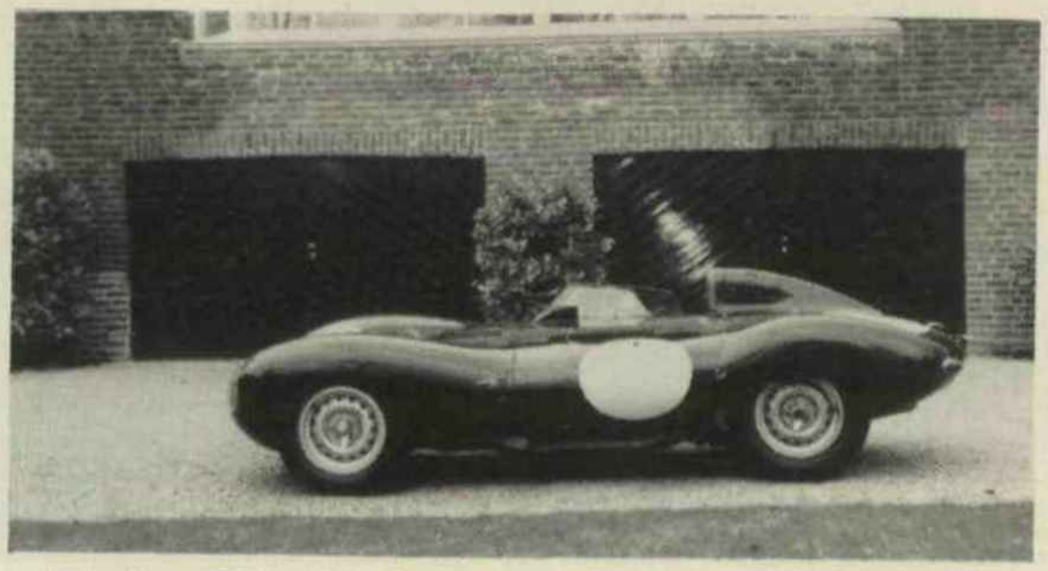
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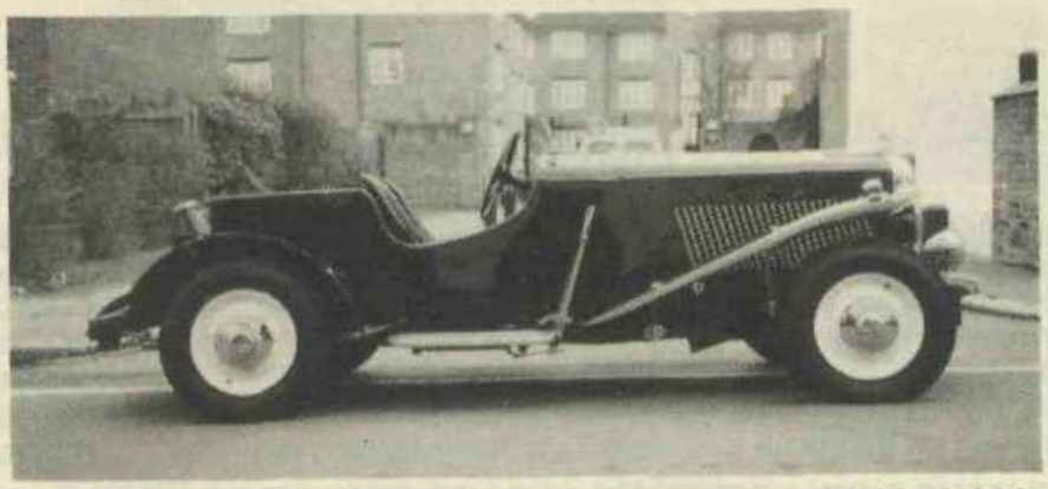
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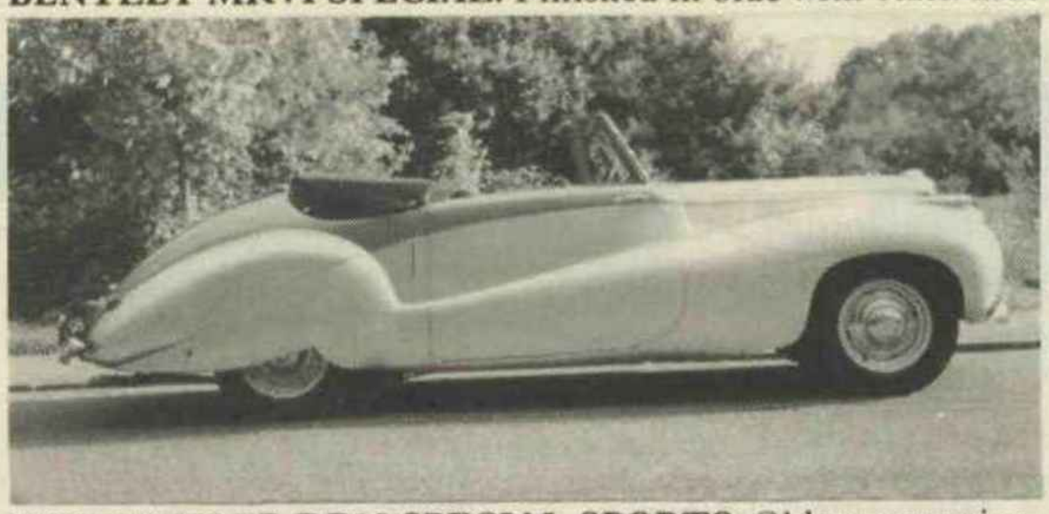
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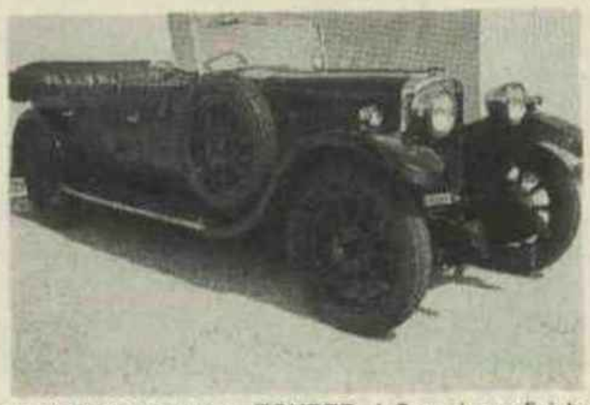
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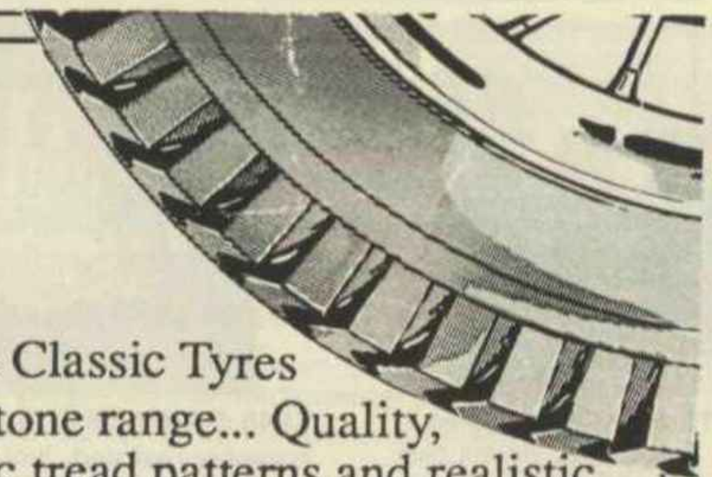
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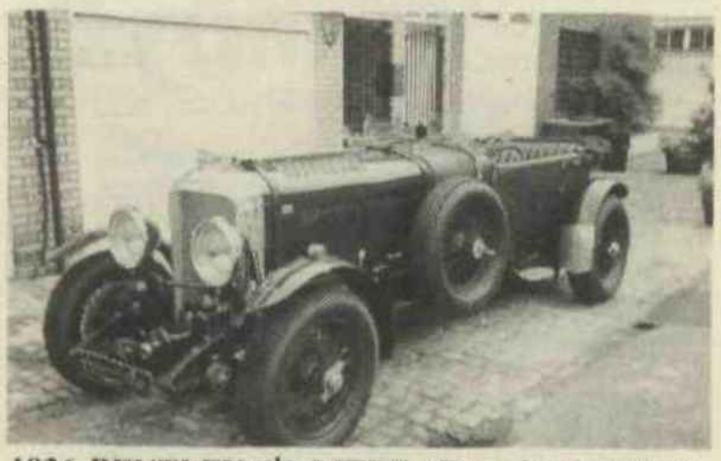
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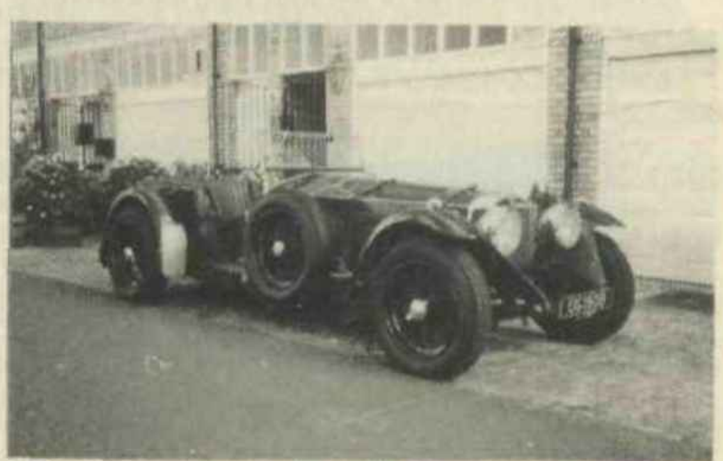
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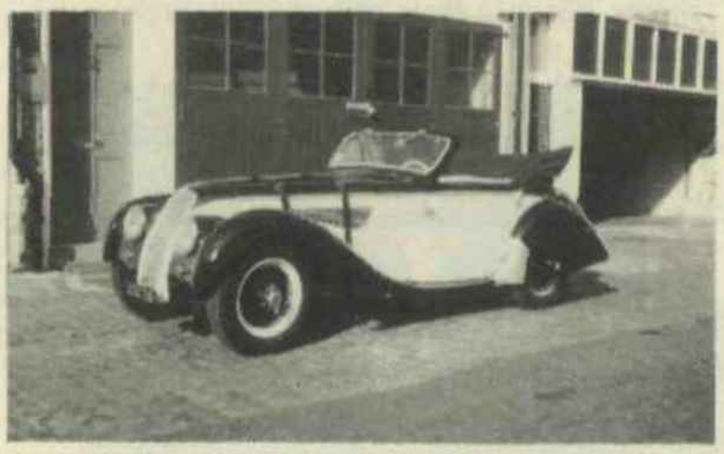
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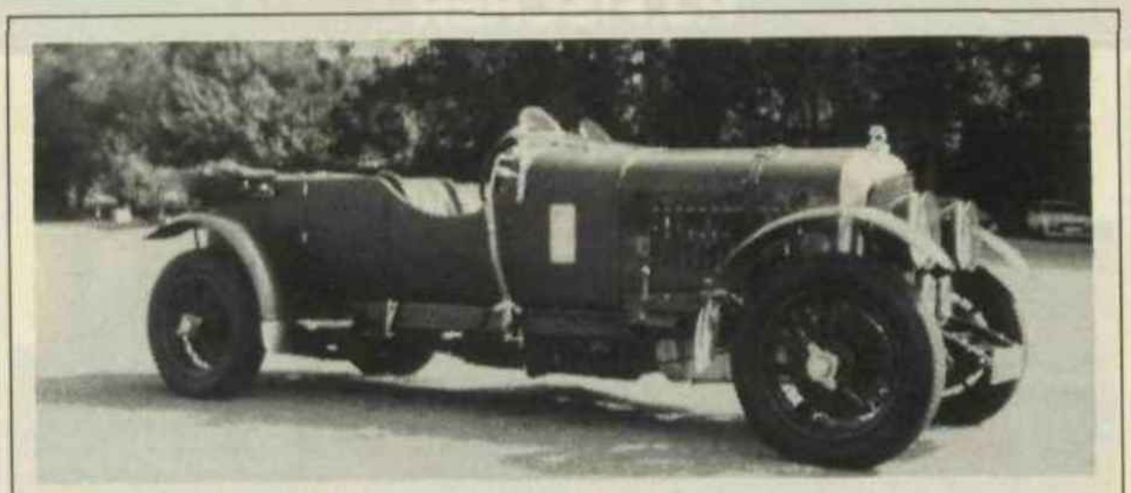
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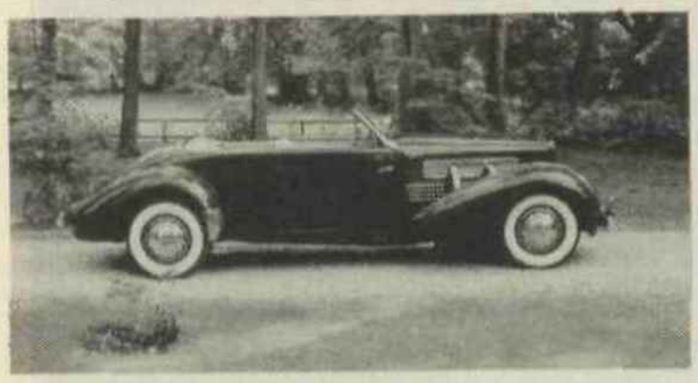
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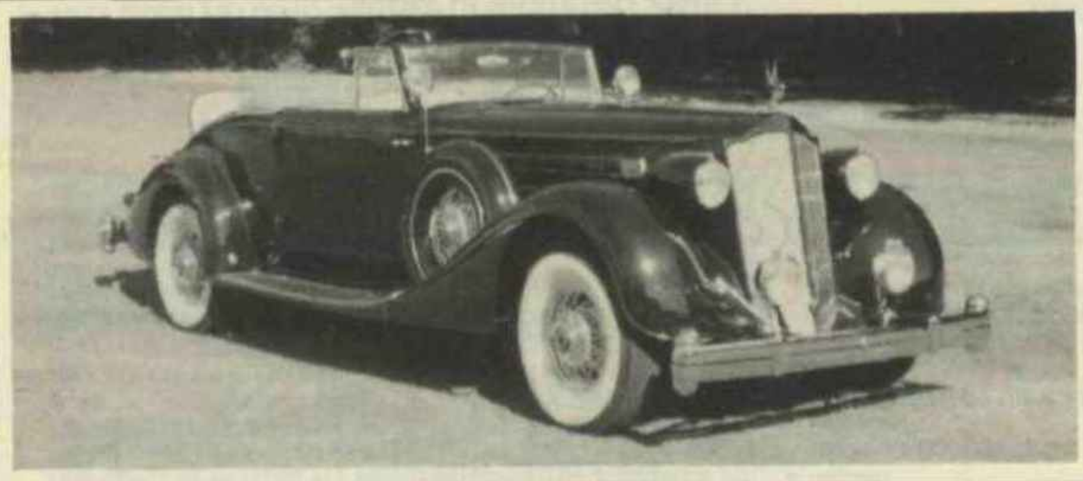
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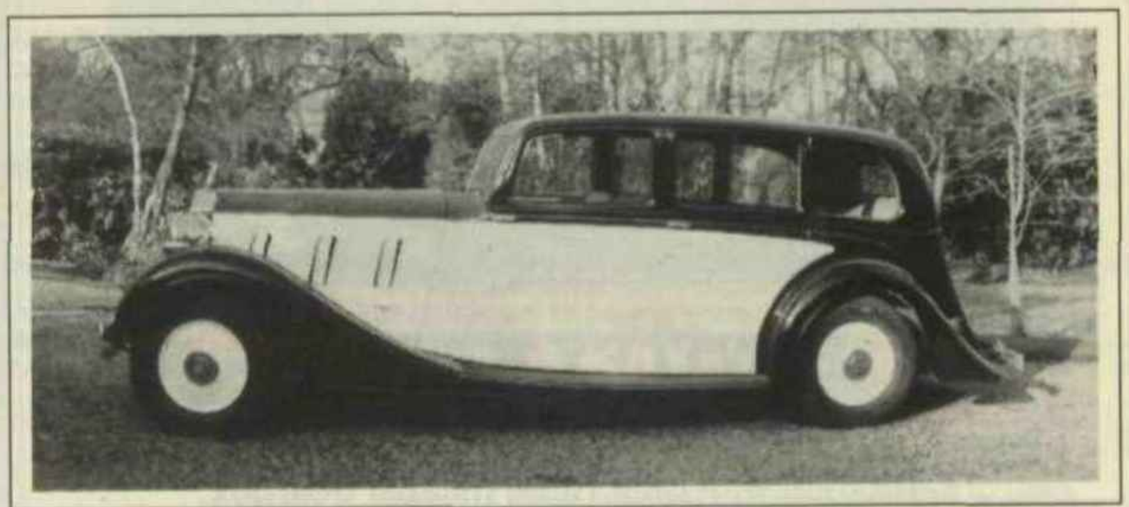
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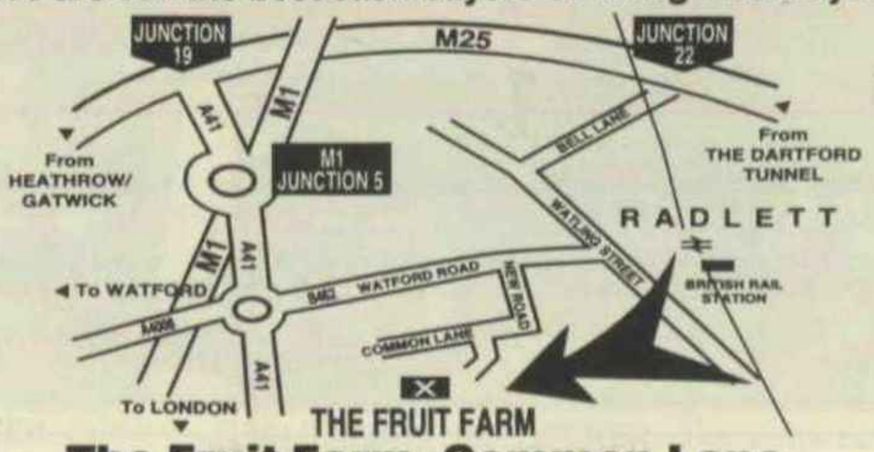
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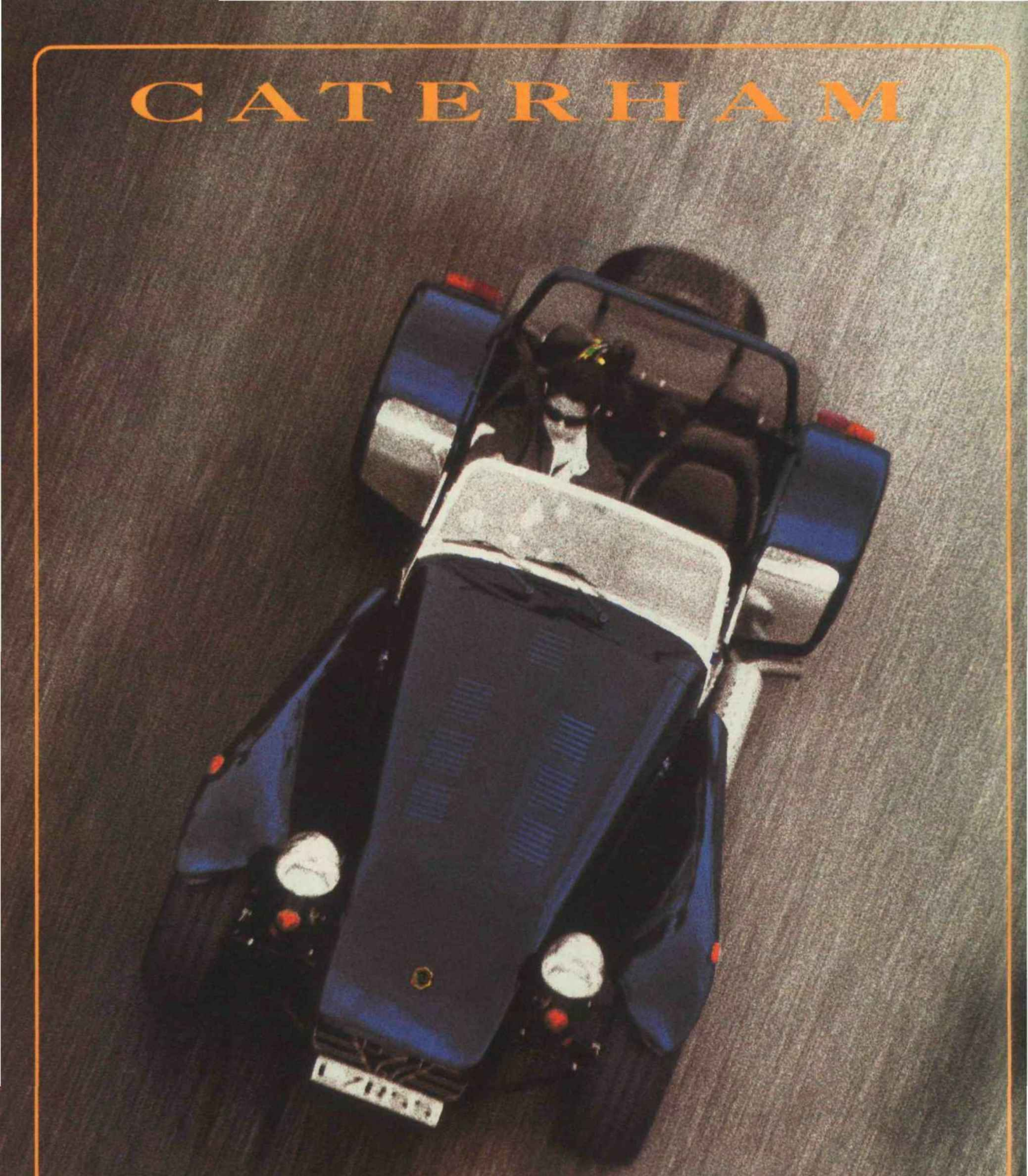
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