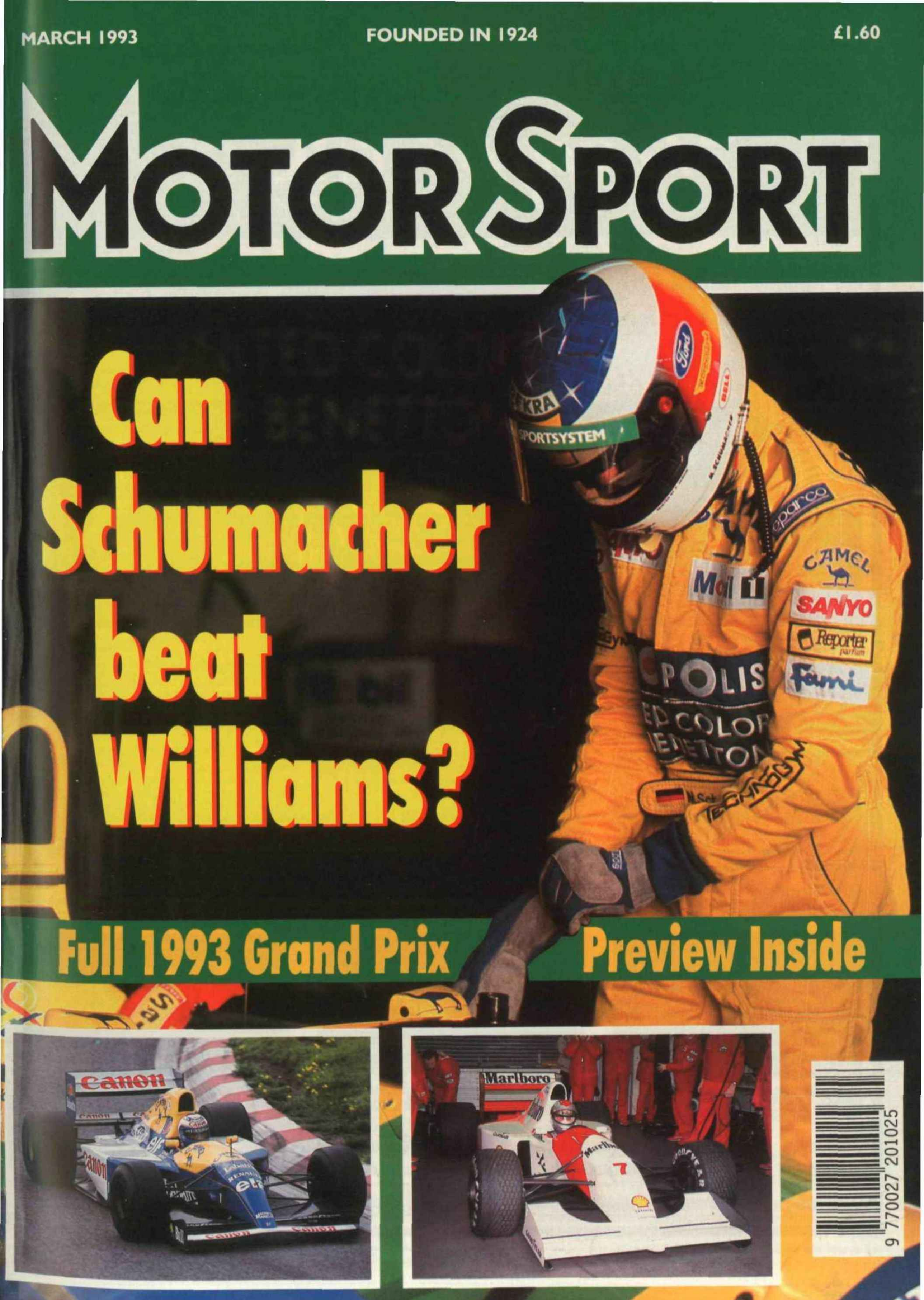
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Rolls Royce Silver Cloud II Conv. HJ Mulliner. White.
Rolls Royce Phantom III Sedanca De Ville. HJ Mulliner.
Rolls Royce Cloud I LWB. LHD, by Chapron.
Rolls Royce Corniche convertible. 1974. Met. green.
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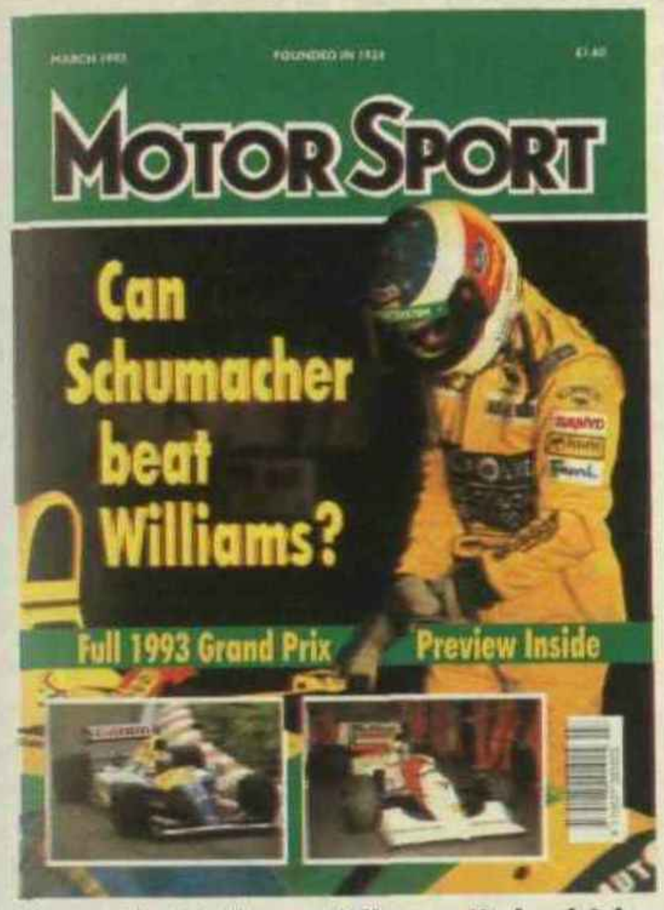
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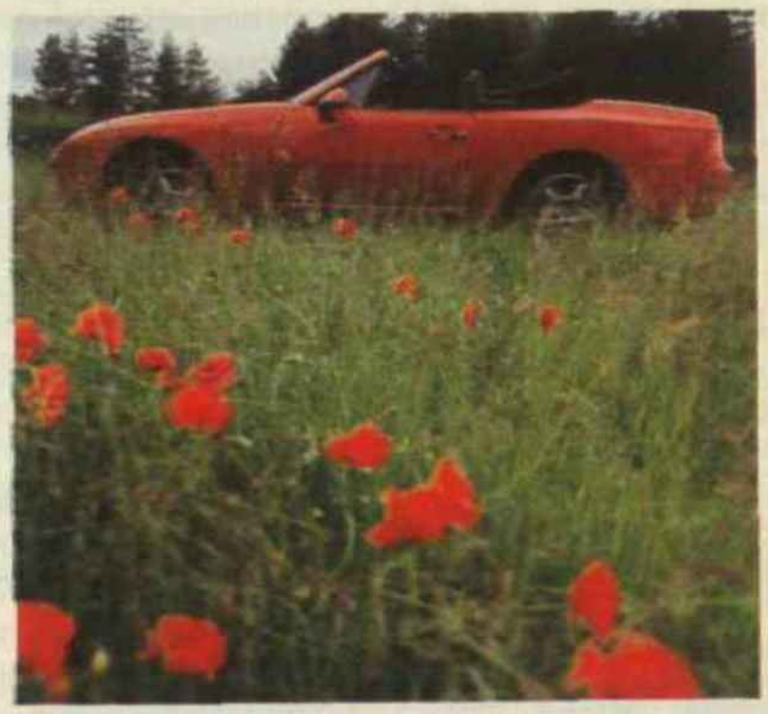
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JANUARY

19: The March F1 team appears set to be sold.

19: At a meeting chaired by John Macdonald, there is healthy support for the 1993 British F2 Championship. Around 35 UK-based entrants state their intention to compete. If the series can generate decent support, a generous prize fund and TV coverage are promised.

21: FISA issues its entry list for the World Championship. Unsurprisingly, neither Bravo nor Brabham – both of whom were known to have been struggling financially – are included, and neither is Pacific Grand Prix, despite the fact that its first car is well under way. Most notable absentee, however, is Williams . . . The reigning world champion's absence is blamed on an administrative blunder, and the waiver necessary to rectify the error would require the unanimous agreement of all other entrants. Thus far, Minardi and Benetton have refused to play ball, though FISA kindly left a couple of spare numbers available at the top of the list, to be kept warm once the politics have been sorted out. This initial list contains 26 cars, but several drivers have still to be confirmed. As the eventual acceptance (presumably) of Williams and Pacific would only take the total to 30, pre-qualifying won't be necessary in 1993.

21: Benetton's Flavio Briatore is in combative mood. The Italian is pushing for changes to F1's existing Concorde Agreement, and also seeks unanimous approval for the introduction of a 'non-safety' pace car, an artificial – and somewhat ridiculous – means of closing up a Grand Prix should the leader eke out an advantage of 12 seconds.

21: Formula One teams testing at Paul Ricard include Larrousse and Scuderia Italia. Erik Comas drives for the former, and is tipped to join the French team.



21: Former Olympian decathlete Daley Thompson (above) is snapped up by Peugeot to race a factory-supported 106 XSi in the National Saloon Car Championship, run to Group N regulations. Thompson's motor racing mentor is works Peugeot BTCC driver Robb Gravett.

22: A 73 year-old spectator is hit by a car on the fifth stage of the Monte-Carlo Rally, and later succumbs to a heart attack brought on by the shock. Drivers report that lack of spectator control is making the event intolerably dangerous.

24: The New Zealand Formula Atlantic series is heading for a thrilling climax. Jos Verstappen and Craig Baird take a win apiece at Manfeild. With two races to go, Baird has seven points in hand over his Dutch rival . . . and the two of them are split in the championship table by Stuart Crow.

25: Lotus and McLaren appear before the Contract Recognition Board in Geneva, to discuss the ticklish problem of Mika Hakkinen's employment in 1993. The CRB eventually decides that the Finn is not contractually bound to drive for Lotus in 1993, which frees him to drive for McLaren. In the absence of any firm news on Ayrton Senna's intentions, however, it is not clear whether Hakkinen will fulfil a racing or a testing role for Ron Dennis' team.

25: Audi is the latest manufacturer to be linked with a possible BTCC programme.

25: Top F3000 engineer Derek Mower announces plans to run a couple of cars in the European Championship, under the Nordic Racing banner.

25: Jaguar's participation at Le Mans is clouded by uncertainty. Jaguar says it will take part only if the regulations allow it to be fully competitive, both in terms of outright victory and in the GT class.

25: Erstwhile March Grand Prix racer Emanuele Naspetti signs up for a season of Japanese F3000 with Dome.

25: Brands Hatch is added to the list of provisional venues for the European GT series.

25: Audi announces its return to British rallying. Shell Scholarship winner Jonny Milner will drive a Coupé S2 in the British Championship.

25: Erik Comas signs for Larrousse. Much dirty washing is being aired in France at the moment. New Ligier boss Cyril de Rouvre says that Comas had wanted too much money. Comas retorts that this is nonsense, and criticises Ligier, which has been blessed with French governmental support for so long, for signing two British drivers . . .

27: Didier Auriol celebrates his first outing for Toyota with victory on the Monte-Carlo Rally. The new Ford Escort Cosworths of François Delecour and Miki Biasion, which set the pace from the start, are overhauled late in the event by the charging Auriol.

27: Eddie Jordan announces that Martin Donnelly will test his F1 car on February 4 at Silverstone.

27: Many of the F1 drivers testing at Estoril dine together to express their discontent at a FISA missive asking them to refrain from making negative statements about F1 in public.

27: It is confirmed that Silverstone will host the second round of the European F3000 Championship, on May 9.

27: Guido Knycz signs with reigning European F3000 champion Team Crypton.

28: Jordan creates something of a surprise by signing Ivan Capelli as team-mate to Rubens Barrichello.

28: Frenchman Jean-Marc Gounon creates a good impression when he tests the Larrousse F1 car. On his first outing in a GP machine, Gounon laps within half a second of team contractee Erik Comas. He is one of several drivers hoping to land the seat.

29: Alain Prost has a huge shunt during testing in Estoril. He later describes it as the biggest of his career. Prior to that, the Williams driver had set quickest time of the week, a couple of tenths faster than Michael Schumacher and Damon Hill. The Ferraris are six seconds off the pace . . .

29: Mark Blundell shakes down the Ligier JS39 at Paul Ricard.

29: Penske quashes any lingering doubts about its 1993 IndyCar line-up by confirming Paul Tracy as Emerson Fittipaldi's team-mate. The team would not have the capability, it says, to run a third car for Ayrton Senna.

30: Stephen Finlay (Ford Sierra Cosworth 4x4) wins the Mazda Car-Line Winter Rally.

31: The *Sunday Mercury* breaks exclusive news of Tom Wheatcroft's ambitious plans for an all-new motorsports facility in the Midlands. The site, which will cost an estimated £160M to develop, will incorporate both an F1 standard racing circuit and an IndyCar/NASCAR oval.

31: Toyota wins the Daytona 24 Hours. One of the stories of the weekend is that the company will almost certainly follow Nissan and Honda into IndyCar racing.

31: The New Zealand Formula Atlantic series concludes at Pukekohe. Craig Baird wins race one and finishes seventh in the second, enough to give him the title by just three points from Stuart Crow, comfortable winner of the finale.

FEBRUARY



1: Vauxhall announces that David Llewellin (above) will drive its works Astra in the British Rally Championship. Llewellin takes the place of the late Dave Metcalfe.

1: Pacific Grand Prix postpones its planned entry into F1. Proprietor Keith Wiggins says that his team will graduate in 1994 instead. In the meantime, Pacific will remain in Formula 3000.

1: FISA issues official F1 TV viewing figures, which show increased interest everywhere bar Italy.



1: French F3 champion Franck Lagorce (above) signs to drive for the DAMS F3000 team.

1: The Chevron name is set to return to international racing. The marque, now run by Roger Andreason in Eastleigh, sets its sights on IMSA and the Le Mans 24 Hours. The new car will be type-numbered B71.

1: Belgian Marc Goossens re-signs for the West Surrey Racing F3 team.

1: Italian Antonio Tamburini is tipped to be on the verge of a return to Formula 3000. Tamburini, a past winner in the formula, is set to join the new MIS team.

1: Following the postponement of its F1 plans, Escuderia Bravo announces that it hopes to run an F3000 programme for Jordi Gene.

1: The cosmopolitan nature of the forthcoming British Open Formula Ford series is further embellished as Portuguese champion Frederico Viegas signs for the factory Swift team.

1: At the age of 50, Hannu Mikkola is Subaru's surprise choice to replace Ari Vatanen on the Swedish Rally. Vatanen did more harm to his back than was realised during a heavy landing on the Paris-Dakar Rally.

3: Williams' technical director Patrick Head proposes revised F1 regulations. The man who penned the World Championship-winning FW14B suggests reducing downforce by as much as 50 per cent.

3: Michelin concludes testing of its new BTCC tyres at Jerez. The works Peugeot and Renault teams are in attendance.

3: Engineer and constructor Paul Emery dies, aged 75.

4: Martin Donnelly returns to Formula 1. The Ulsterman climbs on board a Sasol Jordan 192 Hart at Silverstone, and reacclimatises quickly, though fuel pump problems and an oil leak restrict him to just a couple of laps. Martin, still lacking full mobility in his left leg, is realistic about his future prospects in the sport. "I'm physically able to drive an F1 car, but I have to respect the technical regulations. With the steering wheel removed I can get out of the cockpit fine, in three to four seconds. But with the wheel attached it's 30 to 35 seconds, an event. I think my days in F1 are severely limited, if not finished." Martin will run two Formula Vauxhall Lotus cars this year, for Jason Plato and Owen McAuley, and is keen to break into touring car racing, with a leading team, in the future.

4: Nigel Mansell breaks the IndyCar lap record during testing at Laguna Seca.

4: While announcing a new junior formula for French drivers aged 16-19, Formule Renault Campus, Renault also confirms that it is to produce F3 engines again. Bernard Dudot is charged with developing a suitable unit for 1994.

4: Ferrari's Luca di Montezemolo says that the team will consider withdrawing from Formula One if the technical regulations aren't changed. "We have reached a point where 95 per cent of the technology learnt from racing cars has no application to road cars."

4: Langbaurgh Council calls a permanent halt to all motorsports activities at Langbaurgh Motor Sports Park, which had staged motorcycle racing, kart meetings and rallycross. Complaints from local residents are blamed.

5: Lotus recruits Alessandro Zanardi to replace Mika Hakkinen.

5: Paul Stewart gives the Cosworth AC F3000 engine its first run at Silverstone.

7: Dale Earnhardt wins the Busch Clash at Daytona, traditional curtain-raiser to the NASCAR season.

7: Austin McHale (Toyota Celica GT4) wins the Galway Rally.

8: Some of the smaller F1 teams meet at Heathrow to discuss cost-cutting measures. Some of their suggestions are adopted at the F1 Commission meeting later in the week.

8: Rumours suggest that a Reynard IndyCar is not merely under construction, but is well advanced. It could test as early as August, in plenty of time to be ready for the 1994 season.

MATTERS OF MOMENT

Common-sense cuts

Motor racing's governing body has come up with some pitiful ideas in recent weeks, most notably the suggestion that a pace car should be used to tighten up F1 fields whenever a Grand Prix leader opened up an advantage of 12 seconds. And some Europeans scornfully dismiss the 'artificiality' and show-business packaging of the sport in the United States . . .

Our fears that Formula One was about to be reduced to a laughing stock have receded, however, and we applaud the eventual stance taken by the F1 Commission in outlawing the costly electronic aids that have, in recent years, diminished the racing driver's art. As meritorious as active suspension and traction control may be as technical achievements, they have done little to enhance the sport's visual appeal (Which looks faster, a car cornering on rails, with active ride, at 140 mph, or one which is skittering through a bend, suspension askew, rear wheels sliding, at 125?) and the gulf between the 'haves' and the 'have-nots' has increased in line with the greater emphasis on research and development.

We can readily sympathise with Williams and McLaren, who are guilty only of having exploited the existing regulations better than anybody else. With their collective expertise, however, it should not be beyond them to remain ultra-competitive in the new low-tech era. After all, both were winning races 10 or 11 years ago, when the majority of the field was running the trusty Cosworth-DFV and, generally speaking, there was greater parity of equipment.

Equally, we can sympathise with those teams who have spent what will now be wasted money in developing systems such as those which proved so effective on the 1992 Williams. It's a situation they were forced into, and which many of them could ill-afford.

The recent loss of F1 teams such as Fondmetal and Brabham, and the difficulties encountered by intended newcomers such as Pacific, which has postponed its F1 entry until 1994, is proof enough that Grand Prix racing is not inflation-proof.

The measures taken by the F1 Commission (which were announced after this month's *Delirium Tremens* had gone to press, hence some of the observations in that column have been overtaken by subsequent events) will make the sport less expensive and place a greater premium on driver skill. Such things, obviously, are to be applauded.

Similarly, we are happy to give the sport's governing body a slap on the back for the dignified manner in which it announced the impending changes. Of late, endless squabbles and petty recriminations have clouded the air. In taking a firm, and clear stance, FISA has told the teams exactly where they stand, and has swept aside ridiculous side-issues such as the dispute over the Williams team's late entry.

It's now up to the same teams to get on with the business of racing, and to prepare for the dawn of the new regulations.

After a winter of discontent, we look forward to getting back to some sport. It may sometimes be hard trying to separate sport from politics, but the outcome of the meeting on February 12 suggested that FISA has had a damned good try. **S A**

8: Following murmurs of discontent among F1 drivers about the wording of their superlicence application forms, FISA says that the only things that have changed on the forms in the past three seasons are the date and the year . . .

8: Pictures of an all-Honda F1 car reach the UK. Honda says that it's a feasibility study. The car has been driven in private by the company's president Nobuhiko Kawamoto, and was subsequently crash-tested.

8: Tyrrell commences shakedown work on its new Yamaha-engined 020C at Silverstone.

8: Jeff Andretti, youngest son of Mario, announces that he will return to racing in Miami's IMSA event at the end of the month. Andretti, seriously injured at Indy last year, will drive a Spice-Cosworth.

8: The British F3 field takes further shape. West Surrey signs 17 year-old Frenchman Jeremie Dufour and Alan Docking recruits Brazilian Ricardo Rosset and American Brian Cunningham.

8: TOM'S confirms its participation in the European F3000 series, with a single-car entry for Hideki Noda. Another new team intending to compete is ACE Motorsport, established by Dutchman Jeroen van der Ploeg in premises at the rear of Reynard's Bicester factory.

8: Belgian Philippe Adams signs with Madgwick International to contest the British F2 series.

8: For the second successive year, the De Lacy International Rally is cancelled. Last-minute withdrawal of a prospective sponsor is cited.

9: Formula 3000 teams meet with FISA's Technical Commission in Paris to discuss the future of the category. During 90 minutes of talks, the Commission hears arguments in favour of the formula's continuation with strict cost controls. This will now be proposed to the next meeting of FISA's World Council.

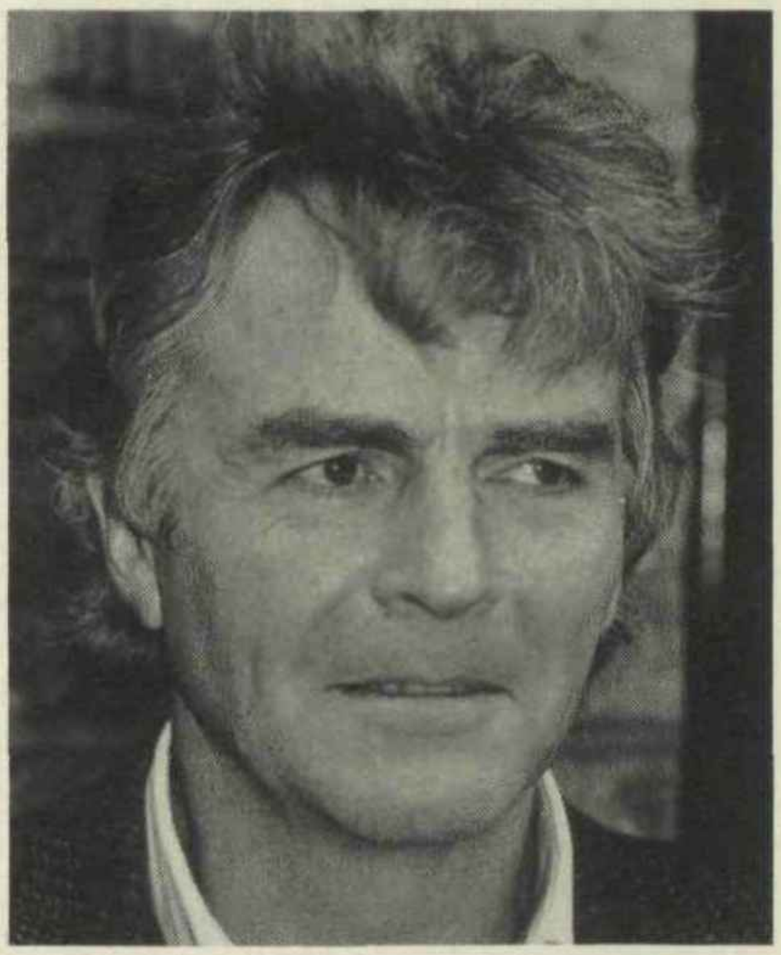
9: Ivan Capelli has his first run in a Jordan-Hart.

10: Benetton managing director Flavio Briatore has a nasty surprise when a bomb goes off on the front doorstep of his rented house in west London. Although the building is damaged, nobody is injured. The IRA later admits to having left it there; police work on the theory that the device had been abandoned, possibly because the bomber thought he was under observation.

11: The London Motor Racing Show opens at Earl's Court. Amongst the announcements on the first day, Toyota officially introduces its new Carina BTCC challenger, and Lotus confirms that Chamberlain Engineering will run two of its Esprit Sport 300s in the new European GT series. Lotus has recently been successful in IMSA's supercar series (right).

11: Britons hold first and second places in the early stages of the Swedish Rally, with Malcolm Wilson running ahead of Colin McRae. Wilson's efforts end with an accident on stage three.

11: European Rallycross veteran Martin Schanche unveils his new car in his native Norway. Based on a Ford Escort RS2000, it is said to have over 600 bhp.



12: The Formula One revolution starts. The F1 Commission meets at Heathrow, and announces sweeping technical changes. A ban on hi-tech driver aids such as traction control, semi-automatic gearboxes and active suspension is revealed. It will take effect for the 1994 season, as will a new stipulation that engine changes are to be outlawed during the course of a race weekend, subject to a maximum of 12 engines per team per season. For 1993, the qualifying procedure will be modified, to reduce the amount of time spent on the track. As a result of these concessions being agreed, Williams' place in the 1993 World Championship entry list is assured. Alain Prost's superlicence application is also accepted, though the Frenchman is still threatened by a possible ban as a result of critical remarks about the sport which he made to the French press. (This news broke after *Delirium Tremens*, see page 216, had closed for press. See *Matters of Moment* for further editorial comment.) In a letter to Frank Williams, FISA President Max Mosley (above) expresses reservations about the wisdom of allowing a political animal like Prost participate in F1. Finally, and further ahead, it is proposed that F1 cars will run with a stepped undertray from 1995. This would increase ride heights, and make them less sensitive to small changes. It would also allow them to run on ovals . . . As an aside to which, the reintroduction of fuel stops is proposed, to permit 500-mile races.





12: Larrousse completes its Formula One line-up by signing Philippe Alliot (above). Alliot's most recent F1 engagement was with Ligier back in 1990. More recently, he's been a member of Peugeot's sports car racing squad.

13: David Mann/Kevin Piper (Toyota Celica) win the Breckland Forestry Rally.

14: Mats Jonsson wins the Swedish Rally for the second consecutive year, beating Juha Kankkunen. Colin McRae finishes third. Full report next month.

14: The Daytona 500 opens the NASCAR season. Pre-race favourite Dale Earnhardt is pipped to the line by Dale Jarrett, the margin of victory just 0.19s . . .

14: The Madras GP, for F3 cars, is won by Hilton Cowie.

15: McLaren hedges its bets. It nominates Michael Andretti, Mika Hakkinen and Ayrton Senna as its drivers for the 1993 season. Senna will decide whether or not to race after testing the new McLaren a few days hence. If he opts to continue, Hakkinen will be reduced to the role of test driver.



15: Although most of the F1 entry list was already known, the identity of March's two candidates becomes public when FISA issues an official entry list. Jean-Marc Gounon and Jan Lammers (above) are slated to drive.

15: FISA issues a list of Formula 3000 entries. Despite recent fears over the category's future, it contains 40 cars.

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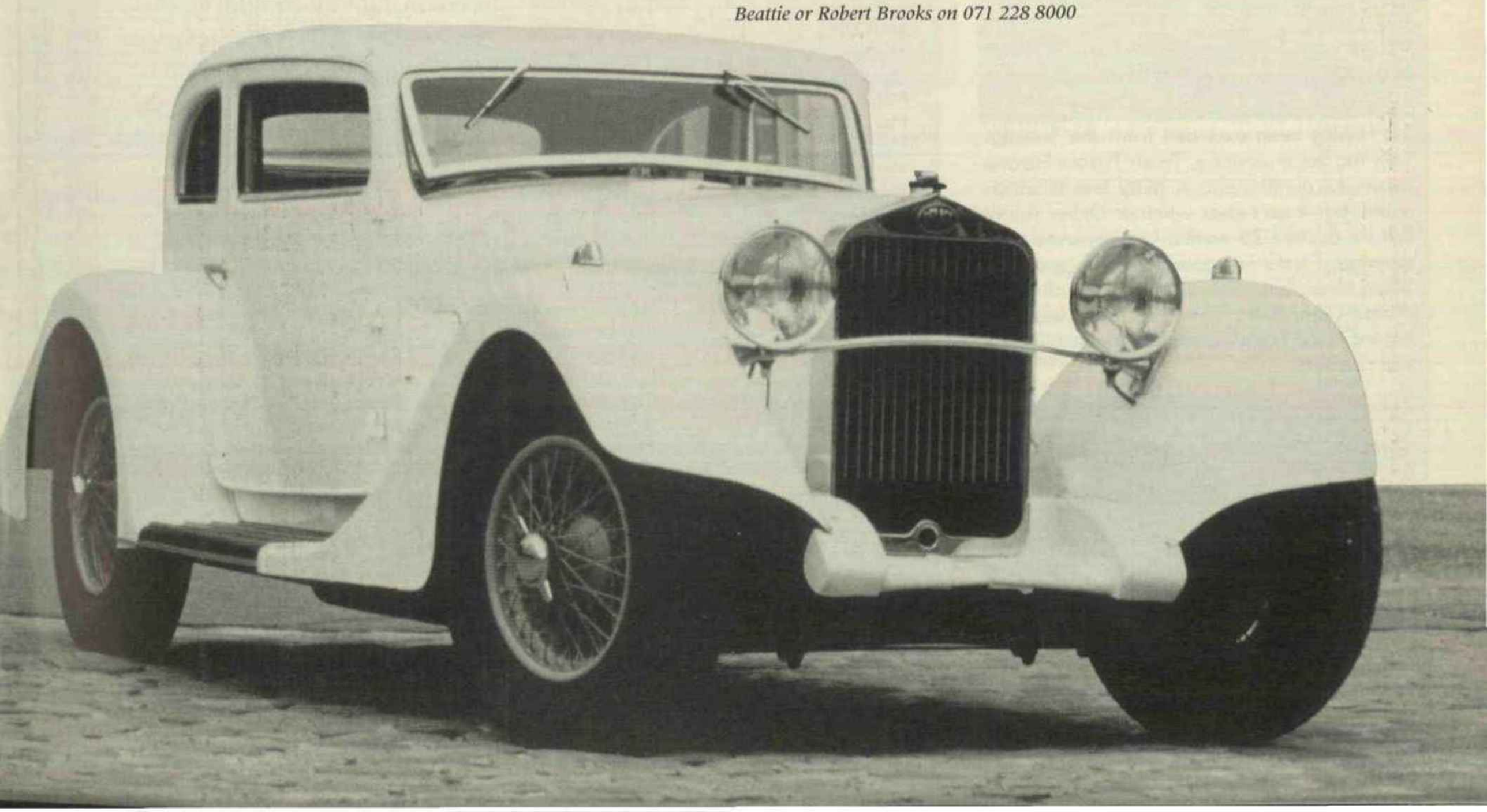
Brooks' sale of unrestored cars in Munich on March 27 promises to be an exciting occasion with many lots already accepted. These range from a 1929 Ford Fire Engine to an unusual rear-engined Mercedes-Benz 130. Entries remain open until Feb 26th and we are especially keen to hear from anyone with left hand drive classic English sportscars in which the German market is particularly interested.

Entries are also open for the Monaco sale in May in which outstanding Alfa Romeo, Ferrari and Maserati motorcars are already entered.

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15: McLaren shakes down its new Ford-powered MP4/8 at Silverstone, but Michael Andretti is thwarted by electrical problems, which refuse to let the car run cleanly (above).

15: The collapse of Tollgate Holdings, which has a financial interest in Kyalami, starts rumours that the South African GP could be moved to a site near Durban when the Johannesburg circuit's contract expires in 1996.

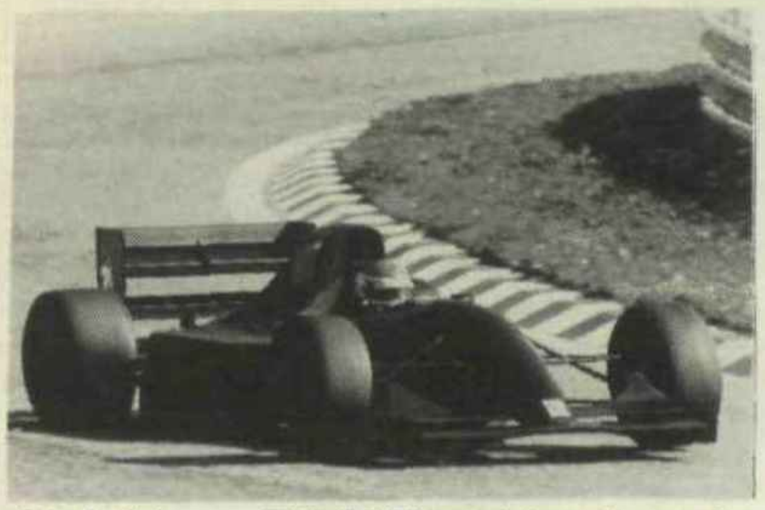
15: British F3 hopeful Kelvin Burt is released from his contract with Fortec Motorsport, and transfers to Paul Stewart Racing. Brazilian Andre Ribeiro goes the other way.

15: The Albacete F3000 race is cancelled. No replacement is nominated.

15: Team VDS is reborn. Originally the brainchild of the late Count Rudy van der Straten, VDS was set up to aid young Belgian drivers. The new initiative comes from van der Straten's family. Former VDS driver Teddy Pilette will manage a team in the Benelux Formula Ford Championship.



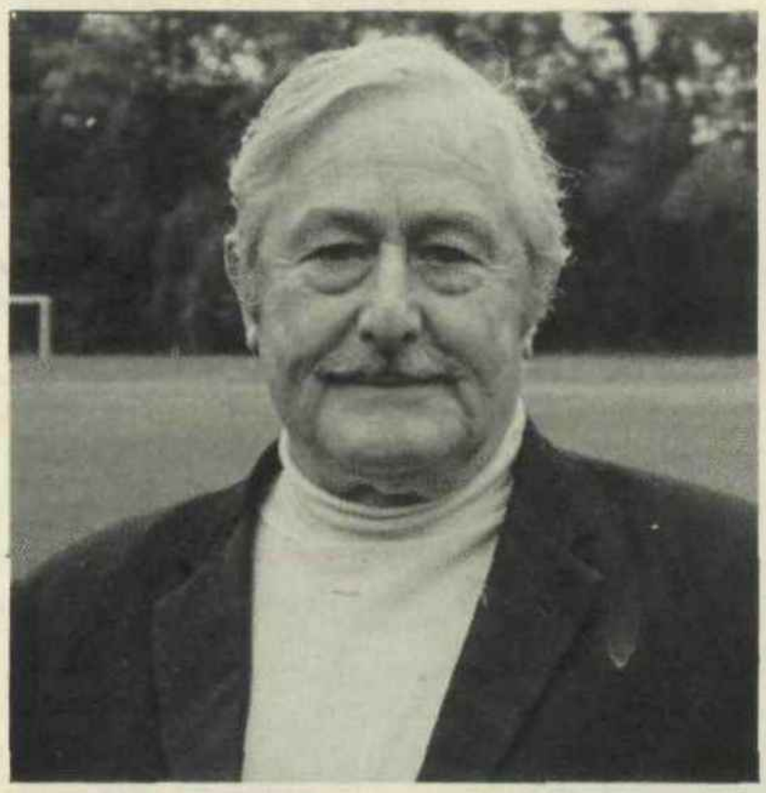
15: Having been excluded from the Swedish Rally for illegal servicing, Team Toyota Europe awaits its punishment. A hefty fine is anticipated, but it isn't clear whether Didier Auriol will be docked 20 points. In a separate controversy, Ford's François Delecour (above) is asked to explain comments he made after the Monte-Carlo Rally. The Frenchman went on record in the French press alleging that Toyota had cheated.



16: Lola's new T93/30 F1 car (above) tests for the first time at Estoril.

OBITUARY

Paul Emery

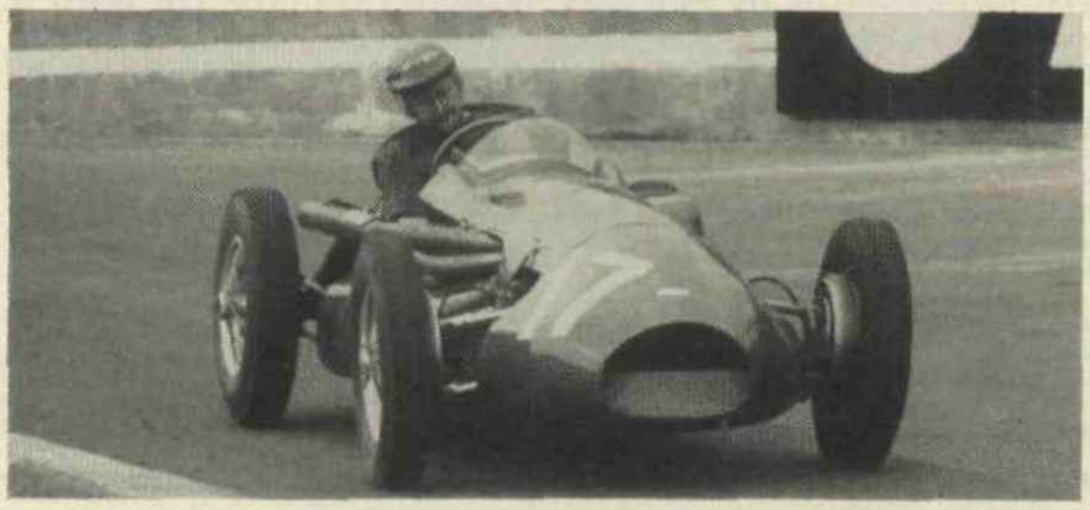


Paul Emery, who died, aged 75, on February 3, was perhaps the most ingenius and prolific special builder in history. He raced an Emeryson at Brooklands and there was a long, varied succession of Emerysons after the war. He built several fwd 500cc F3 cars, raced his own F1 car throughout the 1950s and even qualified ahead of several Maseratis for the 1956 British GP. A batch of Emeryson F1 cars was made in 1961, though they proved disappointing.

He constructed a twin-engined Mini, an Imp-powered Emery GT took 15 class wins from 16 starts in the 1963 *Motoring News* GT Championship, one of his designs formed the basis of the Mini-Marcos (and Mini-Jem) and Emery-tuned Imps were a feature of saloon car racing in the 1960s.

In the 1970s, he turned his hands to quarter-mile midget racing, and won the national championship for five consecutive years. For the first time in his life, he made money from the sport. Later on, he worked on restoration of historic racing cars.

To his widow, Barbara, we offer our deepest condolences. **M L**



Paul Emery in one of his own Alta-engined creations at Crystal Palace in 1955.

MARCH FIXTURES

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

Date	*Venue*	*Event*	*Type*
Mar 2/7	**Estoril**	**Rally of Portugal**	**INT**
Mar 6	Silverstone	Pomeroy Trophy	R
Mar 7	Cadwell Park	MGs	R
Mar 7	Richmond, USA	NASCAR	INT
Mar 7	Brands Hatch	F/First, F/Ford, Renault 5s	R
Mar 13	Silverstone	Monoposto, F/Ford	R
Mar 13/14	Clonakilty	West Cork Rally	N
Mar 14	**Kyalami**	**South African Grand Prix**	**INT**
Mar 14	Atlanta, USA	NASCAR	INT
Mar 14	Mallory Park	F/First, FF600, Modsaloons	R
Mar 20	Sebring, USA	Sebring 12 Hours	INT
Mar 20/21	Chester	Vauxhall Sport Rally	N
Mar 21	Surfer's Paradise, Australia	IndyCar	INT
Mar 21	Suzuka, Japan	F3000, F3	INT
Mar 21	Silverstone	F3, Group N, F/Ford	N
Mar 21	Lydden Hill	F/Ford, Classic F3, Silhouettes	R
Mar 21	Thruxton	Monoposto, Mod-Prod saloons	R
Mar 21	Brands Hatch	Renault 5s, 2CVs, Fords, Alfas	R
Mar 21	Mondello Park	F/Ford, Formula VW	R
Mar 25/27	San Remo	San Remo Historic Rally	INT
Mar 26/28	Hull	Charringtons RAC Historic Rally	N
Mar 27	Aberdeen	Granite City Rally	N
Mar 27	Oulton Park	F/Forward, Clubmans, Ford XRs	R
Mar 27	Castle Combe	F/First, F/Ford, Porsche 924s	R
Mar 27/28	Silverstone	BTCC, FVL, F/Ford, F/Renault, Clios	N
Mar 28	**Interlagos**	**Brazilian Grand Prix**	**INT**
Mar 28	Snetterton	Toyota F3, F/Ford, Multisports	R
Mar 28	Mallory Park	750MC formulae	R
Mar 28	Darlington, USA	NASCAR	INT

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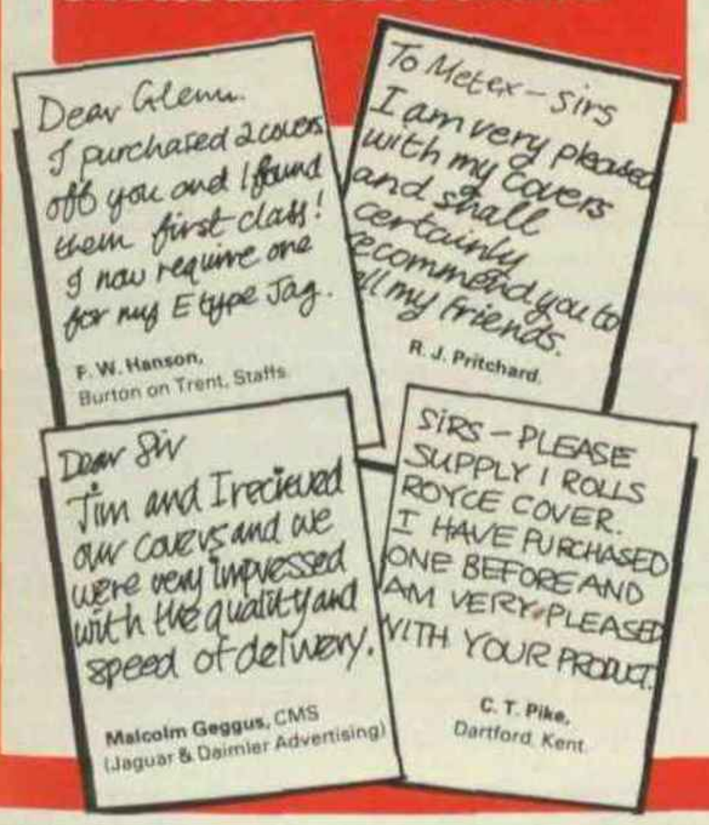
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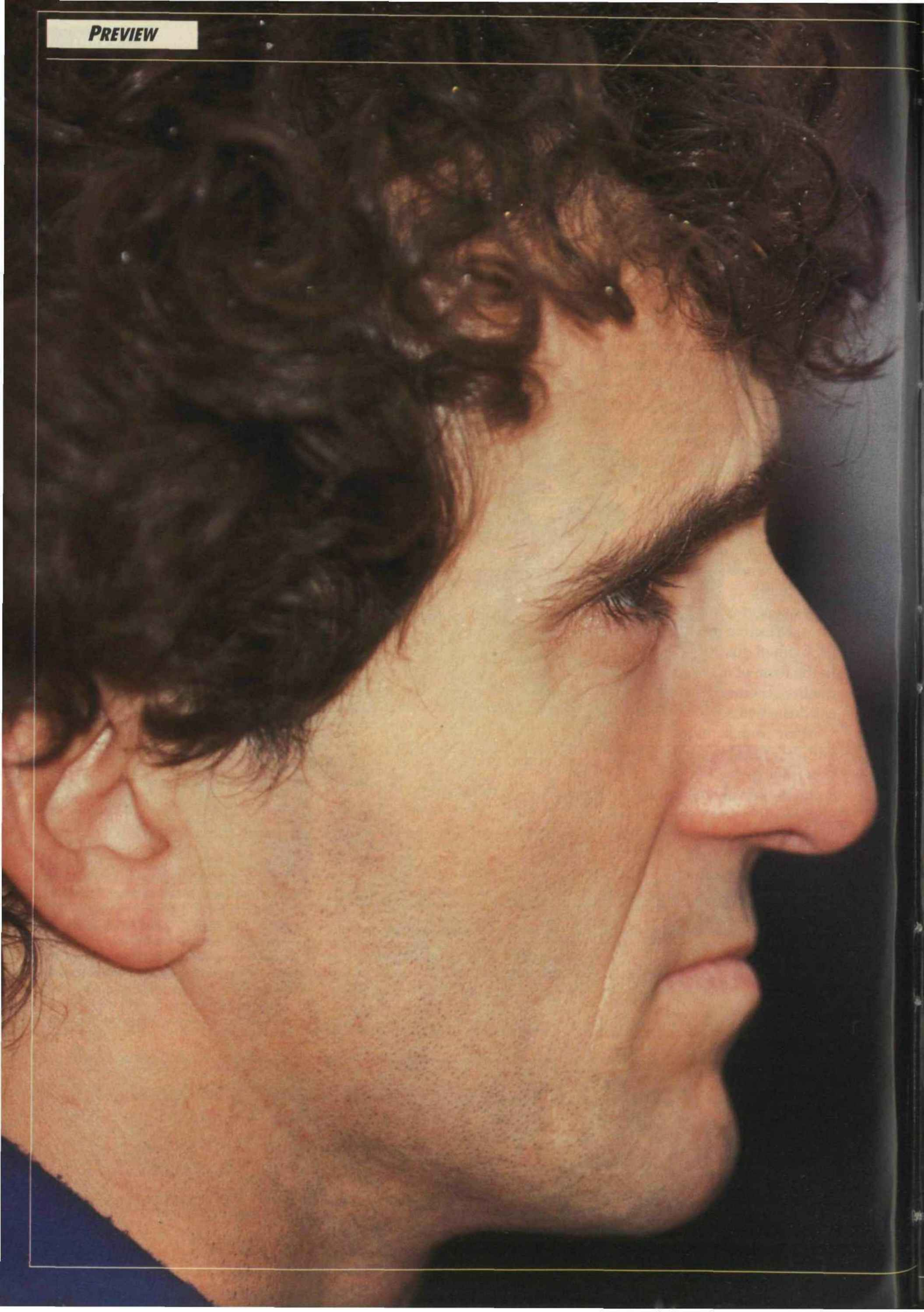
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A foregone conclusion for Prost?



– or will Schumacher spring a major surprise?



The changing faces of F1. Alain Prost (right) and Damon Hill (below) replace Nigel Mansell and Riccardo Patrese at Williams. The latter is seen in conversation with new Benetton team-mate Michael Schumacher, who *does* stay put, below right.





Has there ever been a season in which there has been so much uncertainty even before the racing begins?

Back in 1990, of course, Ayrton Senna was the *bête noire* of F1 after his outburst against FISA following the exclusion from victory in the Japanese GP that he always believed cost him that year's World Championship. FISA President Jean-Marie Balestre gave him a simple ultimatum: apologise, or get out. No apology, no superlicence. It was a simple enough stand-off, but as is usually the way of things in F1, feathers were unruffled. Senna went to see Balestre at FISA's palatial Place de la Concorde headquarters. Their meeting was held in private, but parties in the building always maintained that they could hear most of the words that were exchanged. Few outsiders are really sure what transpired between them, but Balestre felt able to emerge saying that Senna had apologised; Senna felt able to claim that he had done no such thing. Whatever, he got his superlicence, honour of sorts was restored (even if the gilt had become tarnished) and life went on. Senna won that year's championship, but this time when he pushed Prost off the road in Suzuka there was nary a word from the governing body. Most of us are still trying to figure out why.

Be all that as it may, none of it can hold a candle to the politics now rampant in the upper echelon of the sport.

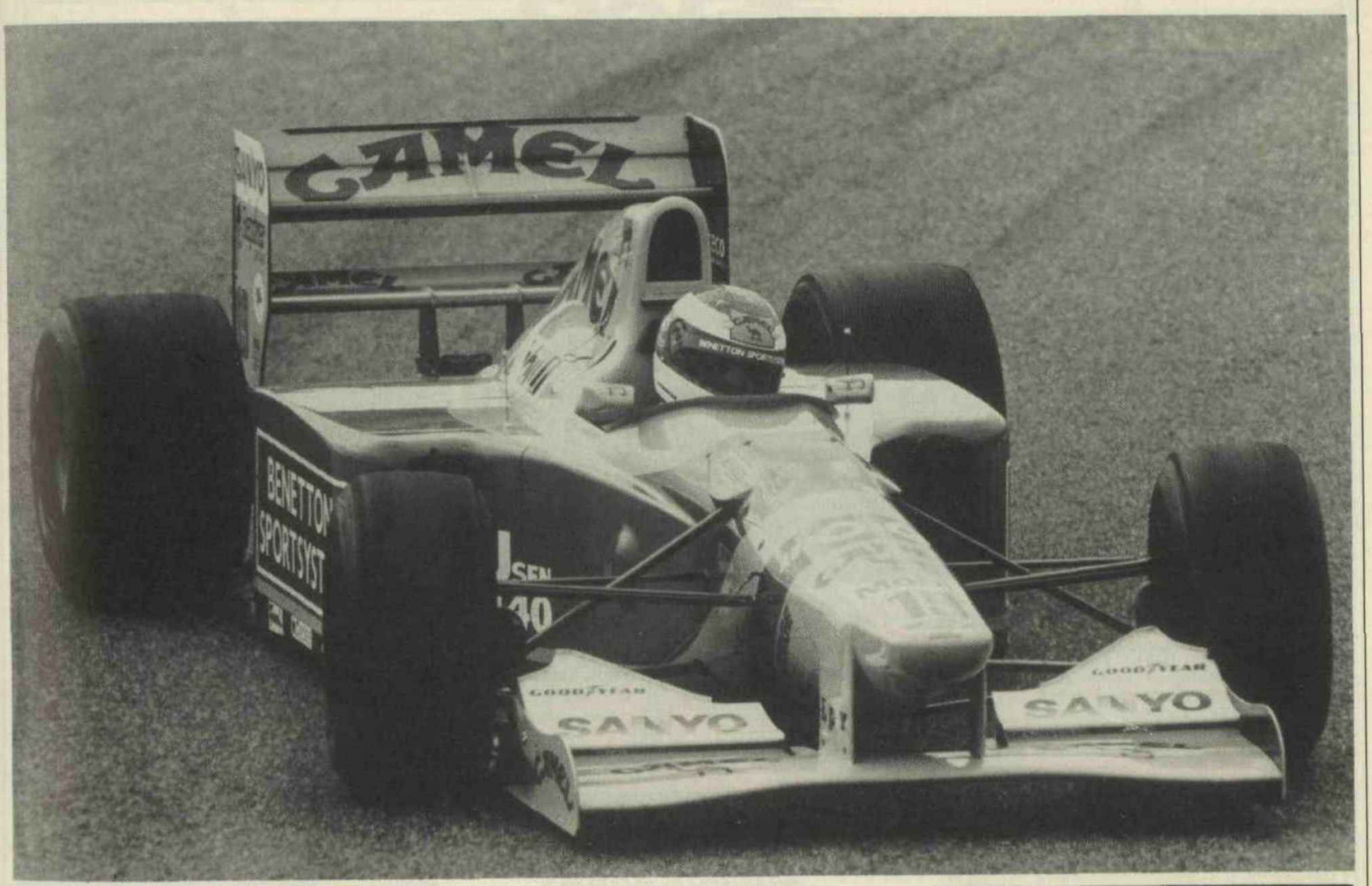
We won't labour the point here, because we deal with it in detail on pages 216-219 but suffice it to say that when these words were originally written the reigning World Champion constructor did not have an entry for the 1993 series, and nor did its lead driver, a former triple World Champion, yet have his superlicence. These matters were finally sorted out on February 12 (see *Diary* and *Matters of Moment*).

The backdrop, of course, is the argument about rampant technological development versus ever escalating costs in a time of depression. And, ironically, the two teams most likely to set the pace are the two who were locked in argument. On the one hand there is **Canon Williams Renault**, clear pacesetter in the technology stakes, on the other **Camel Benetton Ford**, blocking unanimous agreement to granting Williams a late entry.

Williams will continue to set the pace in the initial stages of 1993. Some observers at the first Estoril test session in February felt that the Benetton B193A's active ride handled the notorious bumps better than the Williams, but it is quite clear reading between the lines that Mr Prost has not been running absolutely this-is-a-qualifying-lap flat out. He himself admits it. And though the irrepressible Michael Schumacher was precious little slower, when the chips are down I believe that Prost and the Williams will retain the initial advantage.

The FW15 was the car that very nearly failed to race, for it should have been introduced midway through 1992. It is essentially an evolution of the successful Patrick Head/Adrian Newey FW14 and FW14B, with much neater installations for the electronic and hydraulic systems that govern its active suspension and semi-automatic transmission. Like everyone else, Williams has also had to modify its aerodynamics to cater for changes to the regulations.

Primarily, these encompass narrower tyres. 1993's Goodyears are three inches narrower, at 15 inches, than their 1992 counterparts. The fronts are likewise narrower, reducing front



Michael Schumacher presses on in the Benetton B193A during Estoril testing (above). Below, Goodyear shows off the difference between its 1993 tyres and their fatter forebears.



"Though the irrepressible Schumacher was precious little slower, when the chips are down I believe that Prost and the Williams will retain the initial advantage"

track. The effect of these changes has barely been noticeable on lap times for a combination of reasons, one of which is that the smaller cross-section has actually increased straightline speeds.

The tyre changes are linked hand-in-hand with others on the aerodynamic front. In 1992 the datum for measurements taken from the flat floor of a car was 25mm from the track. That is now 40mm. And where in 1992 everything ahead of the centreline of the front wheels had to be 40mm off the deck, in 1993 the area covered is measured forward from a line drawn across the rear edge of the front tyres, and the distance is likewise 40mm. This materially affects the amount of air generated beneath the car, and thus the shape of the diffusor at the rear, not only because the air is less compressed and thus flows a little slower, but also because the front wing endplates no longer channel air so effectively to the diffusor. The latter is one of the most significant aerodynamic aids, generating up to 70 per cent of a car's total downforce, according to Benetton's Frank Dernie. The rear wing is also mounted 5cm lower to reduce its efficiency.

The end result has been to reduce downforce by a factor around 5 to 6 per cent according to Jordan designer Gary Anderson. That's an appreciable amount when you consider that at 150mph when set up for a circuit such as Silverstone, a modern F1 car can generate up to three times its 505kg in downforce. Nothing stands still in F1 though. Teams have not been content to trade off the reduction in grip with the enhanced straightline speed. Instead they've all been spending even more time in the wind tunnel, developing different avenues as they exploit existing concepts. Thus, while most of the cars will initially look similar to their immediate forebears, they will actually generate something closer to 20 per cent more downforce despite the changes. It's small wonder that technical rulemakers face such an awesome task when it comes to making changes that really will have an effect.

Overall, then, will it really make any difference to the spectacle? That's the debatable part. Grip levels are still reasonable, even with the narrower tyres. And traction control will play an even more significant role in keeping oversteer in check. What *does* remains to be seen is how many tyre stops will be necessary, particularly in the really hot races. Testing has already indicated the likely need for more stops, and so far the teams have yet to run in the sort of ambient temperatures they can expect to encounter in summer conditions.

Though Mansell is no longer part of the Williams equation, and by letting Riccardo Patrese go the team went against Head's golden rule of never changing both drivers at once, the Didcot outfit has retained continuity. Damon Hill has been testing FW14s for the past two years and knows the concept intimately, while Prost has been testing since last Novem-







Tyrrell goes into 1993 with Yamaha V10 power, a reworked version of John Judd's GV (below right). Andrea de Cesaris (testing at Silverstone, above) stays on board; Olivier Grouillard has gone, to be replaced by Ukyo Katayama (with de Cesaris, above right).

ber and is now fully *au fait* with the technology. Certainly I'd expect the momentum to carry it forward on a winning streak, especially since anti-lock brakes are lurking close to the racing equation and Renault and Elf have not been resting on their well-won laurels.

Benetton, however, has not been resting either. While Flavio Briatore has been airing his sense of sportsmanship by trying to keep his main rival out of racing altogether, Tom Walkinshaw and the technical team headed by Ross Brawn and Rory Byrne has been steadfastly honing their active ride and semi-automatic transmission packages. In 1992 the Enstone team quite deliberately went for a no-nonsense, state-of-the-art non-tech car, but 1993 is different. They too have begun to embrace technology, also experimenting with anti-lock brakes, and the indications are that the B193A will run close to the FW15s. Moreover, a new chassis – the B193B – is on the way to carry all the hi-tech equipment more efficiently once the European season starts.

Driverwise, I expect Prost's blend of experience and speed – and he has always been quick, even though some find that easy to overlook – will enable him to keep just out of Schumacher's reach, but the young German is undoubtedly going to provide the fireworks in a season that has the added interest of Damon Hill's position with Williams. How quick is Damon? Can he withstand the pressure at the really sharp end? He thinks so, and so do I, but it's not going to be easy and initially at least I'd expect Schumacher to split the Williams more often than he doesn't. All of which puts Riccardo Patrese right on his mettle. So far the veteran Italian has been a major disappointment at Benetton, struggling with a manual gearbox and generally running way off Schumacher's pace. Another little fascination of the year is going to be monitoring how well he copes with another superstar team-mate.

"Nobody knows quite as much about keeping going on minimal budgets as Tyrrell does"

Between Williams and Benetton in the entry list (and of course we knew all along that Frank's cars would eventually be allowed in) sits **Tyrrell**. Five years ago you wouldn't have got any odds on Uncle Ken surviving after the disaster of the 017, but survive he did and the 018 and 019s set him well back on the road to recovery. Nobody knows quite as much about keeping going on minimal budgets as he does, and in his 25th year as an F1 entrant he fields Yamaha-powered 020Cs and then 021s for Andrea de Cesaris and Ukyo Katayama. The Italian is a known quantity, respected as a charger now that he has largely curbed his initial tendency to fly off the road or hit other cars. Today he is a valued member of the team (and for the first time isn't bringing Marlboro money to finance his seat). Katayama comes with a good budget from Cabin cigarettes and certainly pleases the Yamaha side of the Yamaha-Engine Developments alliance that has reworked John Judd's GV V10 to replace the awful V12 with which Jordan struggled in 1992. Katayama is a feisty little driver who could well surprise in what promises to be a well-balanced car, while the Judd engine (the chassis concept's fourth unit!) should allow Yamaha to save a lot of face. Some strong early results wouldn't be a shock to the system here.

Which brings us to **Marlboro McLaren**, formerly Honda Marlboro McLaren. Truly it will be fascinating to watch how this team manages without Honda's technical might at its call. On the surface Ron Dennis exudes an air of calm that prompts one to guess at what is really happening beneath the veneer. For a long time last year it seemed a foregone conclusion that he would use Ford power for the new MP4/8, but in November came fresh rumours of a late deal with Lamborghini after all. Since then it has become apparent that Ford it is, albeit with TAG Electronics' own management system rather than Ford's. And therein, say some, lies a rub. Inside sources hint at friction between TAG and Cosworth as each blames the other for initial smooth running problems on the Ford HBs. As usual, there is no concrete substance to these stories, but that's McLaren for you.

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"Andretti is certainly as aggressive as Senna when dealing with traffic"

On the driver front the situation is barely less intriguing. What is certain as this is written is that Michael Andretti will occupy car number seven. More than likely, Mika Hakkinen will be in number eight, but the names of both Ayrton Senna and Nigel Mansell have been mentioned in connection with the second car. The reason why they've been connected with the second MP4/8 and not the first is that a team may nominate more drivers for their second car. Senna doesn't really want to race a Ford-powered McLaren all year, or so it is said, while Mansell obviously has full IndyCar commitments. But a combination of all three could be possible. Whether it *will* be is another matter. If Mansell does race, it's likely he would only do the last two races, while Senna might favour events such as Monaco. Our latest information was, however, that the triple World Champion was unlikely to be with McLaren after all, he and Dennis apparently unable (mutually unwilling?) to agree financial terms. Dennis has nominated him as a reserve, just in case.

If Ron is thus left with Andretti and Hakkinen McLaren faces an interesting problem. Without disrespect to either driver, this is a team well used to the best. Since 1974, for example, it has employed experienced pilots such as Emerson Fittipaldi, James Hunt, Niki Lauda, John Watson, Alain Prost and Ayrton Senna. Pretty strong company to follow. Andretti lacks any F1 race experience, even though he is certainly as aggressive as Senna when dealing with traffic. On the IndyCar ovals, street courses or road circuits he stood head and shoulders above his peers in that department. Like his father, he's a charger. Hakkinen is also a charger, but though very quick he clearly has edges that need honing. Whether either is quite what Ron had hoped remains to be seen, but McLaren has rarely needed to be in the business of bringing on drivers. By the time they usually arrive at the Woking factory they are already close to their peak. Throw in the need to develop active suspension (and

No sweat



Back in 1989, the Formula One field contained eight graduates from the previous season's European Formula 3000 Championship. This year, at the time of writing, there are only two. One, aided by an abundance of talent and a pot of gold from Arisco, is Rubens Barrichello. The other, no less capable, graduates with a CV boasting a quartet of F3000 victories and a European Championship title. With fewer and fewer F1 seats available, and an increasing number of drivers chasing those that are, one can see the day approaching when such credentials may not be enough to guarantee automatic promotion to the pinnacle of the sport. When he clinched the title, Luca Badoer was confident that he would be in F1 this year, even though he only had two realistic options. Happily, both for him and the credibility of the sport, Scuderia Italia has seen fit to entrust him with one of its new Lola-Ferraris.

Luca Badoer. He doesn't sound like an Italian racing driver, nor does he fit the stereotypical image of that nation's sporting heroes. A slight, unobtrusive figure, he was tailor-made for the size-conscious racing car designers of the current era. By general consensus, 1992 team-mate Michael Bartels' extra 25 kg of body weight accounted for a couple of tenths of second per lap at most circuits. At high-speed circuits such as Enna and Hockenheim, the data-logging equipment was revealing. The Team Crypton Reynards were the fastest two cars in a straight line, and Badoer's was the faster by a handful of kph.

Scanning through the entry list for the 1992 European F3000 series, few people took much notice of Badoer. Likely champions? People talked of David Coulthard, Laurent Aïello, Emanuele Naspetti, Rubens Barrichello and Andrea Montermini. Badoer was only entering his third full season of car racing, and Crypton had accomplished little in 1991 to suggest that it would become such a serious force.

Badoer, 22 in January, started karting at the age of 14, and took the Italian Championship in 1988. Italy doesn't have Britain's embarrassment of riches when it comes to junior racing formulae, so like many of his compatriots he simply jumped straight into an F3 car. After a fistful of races in 1989, he contested the Italian national F3 series



Some 25 years after his father's name first appeared in F1, Michael Andretti has earned a full-time drive with McLaren. The new MP4/8 (opposite) is Ford HB powered.

LUCA BADOER

the following year, winning at Vallelunga. In 1991, he had a stunning run of four victories in mid-season, but the last of those, at Mugello, was discounted after he was found to be running with one tyre that hadn't been subjected to the mandatory scrutineering checks. That, and indifferent early-season form, quashed his title aspirations, and he wound up fourth in the points table.

His true potential became apparent at Silverstone, last May. At a circuit he didn't know, in a car he'd barely driven, he ran in a comfortable second place until a misfire dropped him to an eventual fifth.

It was an impressive debut, and pointed both to his natural speed and an ability to learn quickly. At Pau, he proved he had a wise head on his shoulders, too. After becoming enmeshed in a first lap barging match, he nursed his slightly dog-eared car home in sixth place, adapting his style and pace to suit the conditions.

Within a month or so of Crypton engineer Gianfranco Bielli having developed a monoshock front suspension system in-house, Badoer's name was suddenly fashionable in international racing circles. It all depended upon which rumours you chose to believe. He was about to replace Olivier Grouillard at Tyrrell. Ferrari wanted him as a test driver, with a view to replacing the lacklustre Ivan Capelli before the season's end.

His rise to prominence came on the back of three straight wins in mid-season, which rocketed him into a championship lead he was never to lose. First time out with the new suspension, at Enna, he took pole position and won by a country mile. The system promoted a degree of understeer in the 92D chassis, for which Badoer expressed a Prost-like preference. Confidence suitably buoyed, he demolished the opposition in similar fashion at Hockenheim. The third victory wasn't quite so easy. Only second on the grid, he followed Emanuele Naspetti for a whole lap before slicing past. It was aggressive, but fair, and he vanished into the distance once more.

Six evenings later, he found himself in a hospital bed in Liège. Feeling groggy, and not over-enamoured with a persistent after-taste of fire extinguishant, he had escaped relatively lightly from a colossal accident at Spa's high-speed Raidillon. He was ordered not to sit in a racing car again for a couple of weeks; when he did so, he promptly qualified it on pole position at Albacete, which was testament to his strength of character. If the impact which had shattered his car and split his helmet in Belgium had affected him in any way, it didn't show.

He was subsequently beaten into second place by Andrea Montermini in Spain. Montermini had won at Spa too (to that point, the only time all season that Badoer had failed to finish in the top six), and, when they went to Nogaro, one month later, the more experienced Italian still harboured realistic title ambitions.

It had been a high pressure situation even before the two title rivals qualified alongside each other on the front row, though you'd never have guessed as much from Badoer's unflustered demeanour. His response, on raceday, was typical, as he chalked up one of the most effective opening laps of the season. It was game, set and championship, his achievement greeted with little more than a polite smile and a compensatory hug for the defeated Montermini.

Badoer's first F1 run, in one of Scuderia Italia's Dallara-Ferraris at Estoril, was inconclusive, though the Italian press saw fit to give him a mauling. More recent testing at Paul Ricard is a better guide to his ultimate potential. On his first proper day's running, he lapped within half a second of new team-mate Michele Alboreto.

Last year, he made expert use of the equipment at his disposal. Now, in only his fourth season of racing, he finds himself charged with helping to develop a brand new chassis from a manufacturer returning to F1 after a brief absence.

It's a tall order, but past form suggests he'll take it all in his stride. **S A**

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according to the departed Gerhard Berger the team still has a way to go to optimise its system) and the inescapable conclusion is that Dennis is going to need all his guile to stay ahead of the game in the most challenging year his team faces since 1983.

Teams such as McLaren have always expected to win and been expected to. Not so **Footwork Mugen Honda** on either count. One possibly apocryphal story has it that when Michele Alboreto stepped out of his FA13 after a particularly good test at Imola last year and said 'I think we can win this' he was met with glazed expressions. Whatever, Footwork's very senior management has always seemed a little too comfortable to me. That may change now that Derek Warwick is back. Already the massively popular Briton has spoken his mind about the FA13, to the chagrin of designer Alan Jenkins, but if the latter can work with the former real progress is likely. Where Alboreto was something of a diplomat, Warwick knows he can't afford any luxuries of sparing delicate feelings. His fresh F1 chance is overdue, but now he really has to capitalise on it. One of his greatest attributes is getting on with people and motivating them, and if he can meld Footwork and imbue it with fresh momentum, it could spring surprises.

Certainly, there is no lack of cash apparent within the Bletchley team's operation, and semi-automatic transmission and active suspension are on the Mugen-powered FA14 menu. If the cars are as reliable as they were in 1992, it bodes well for some reasonable results.

If Warwick brings fresh impetus, Aguri Suzuki needs it after a disappointing 1992 in which he was generally overshadowed by Alboreto.

Team Castrol Lotus was one of the success

Alessandro Zanardi (below) has benefited from Mika Hakkinen's defection to McLaren. After a season in the wilderness, the Italian gets a chance to resurrect his career alongside the excellent Johnny Herbert (bottom left). Derek Warwick (bottom right) is back in F1, which should give Footwork suitable impetus.







stories of 1992 as Peters Collins and Wright threw off the 1991 shackles of the aged 102Bs and stepped smartly forward with Chris Murphy's elegant 107s. Johnny Herbert and Mika Hakkinen frequently showed immense promise, but more often than not became the victims of mechanical unreliability. If Guy Edwards can find the extra finance to pay for more testing and all the other little factors that go into producing Benetton-type reliability, then Lotus will be a keen player in 1993.

Financial shortcomings notwithstanding it is a team founded on belief in the ultimate goal, a belief that sustained shopfloor workers through hardship last year, and drove Collins and Wright to continue walking their tightrope. For that reason alone these racers deserve to succeed, and though such sentimentality does not pay the bills in racing, Lotus does also have a fantastic asset in Herbert. Strangely underrated by many last year, when he bore the brunt of Lotus' ill luck and mechanical misfortune, he is more than capable of doing the job. And since Hakkinen's defection Alessandro Zanardi has stepped aboard to provide the Briton with another worthy team-mate who will be guaranteed to keep him firmly on his toes.

"1992 brought a high level of stress – and a high level of distress," said Edmund Jordan recently, but though there are those who might question whether his ultimate enthusiasm is as strong as it was when he was struggling to get into F1, there is no doubting his extraordinary ability to bounce back. Perhaps, in retrospect, 1992 *had* to be a bad year. Jordan GP had bounced insouciantly into F1 in 1991 with Gary Anderson's superb Ford HB-powered 191, and stood many established teams on their ears. With free Yamaha V12s and Sasol money 1992 seemed a steal for **Sasol Jordan**, but things never worked out that way. The Japanese OX-99 was a huge disappointment, as was Stefano Modena, and the whole team's motivation vanished like a ghost.

Now, with Brian Hart's encouraging new 10.35 V10 powerplant pushing along Anderson's third generation 193 the spark is back. Taking the long-term view Jordan has gambled on F3000 graduate Rubens Barrichello, still only 20, and the inconsistent Ivan Capelli as his driver pairing. There are those who cannot fathom why he didn't snap up Martin Brundle when he had the chance, but Capelli can be quick when everything is right.



After a brilliant debut season, Jordan struggled in 1992. The Hart-engined 193 brings hope of a return to the form of two seasons ago.

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"Capelli could fly. And given decent momentum, could still prove his (mild) critics wrong"

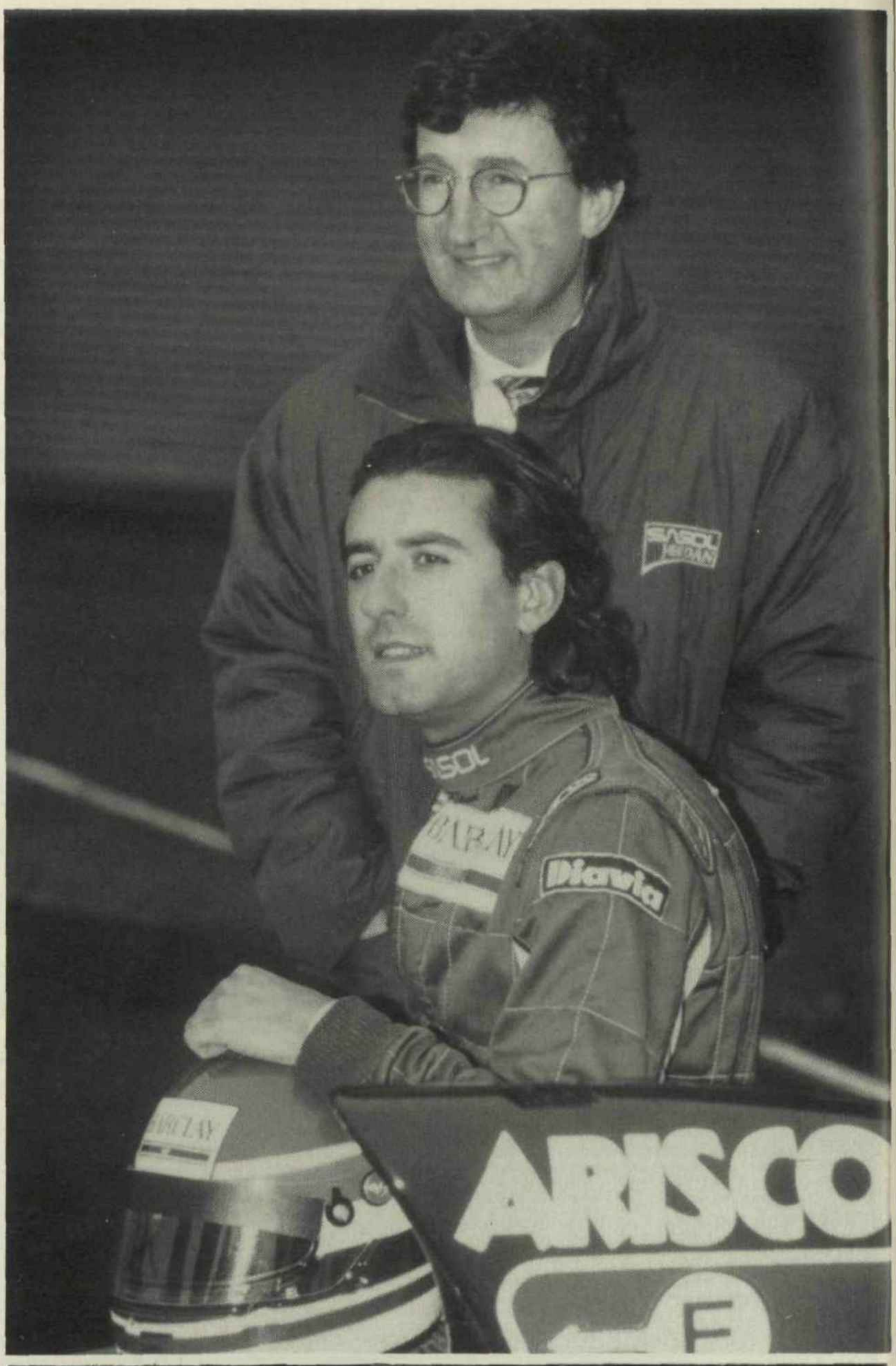
When things go wrong this most gentlemanly of F1 drivers lacks the sheer ability to drag things back from the depths of corporate despair. But perhaps things won't sink to that level in 1993 for Jordan. If the car and engine work from the start – in Estoril the 193 was as quick as the Williams on the straight and pretty good through the corners too – then Capelli could fly. And given decent momentum, could still prove his (mild) critics wrong.

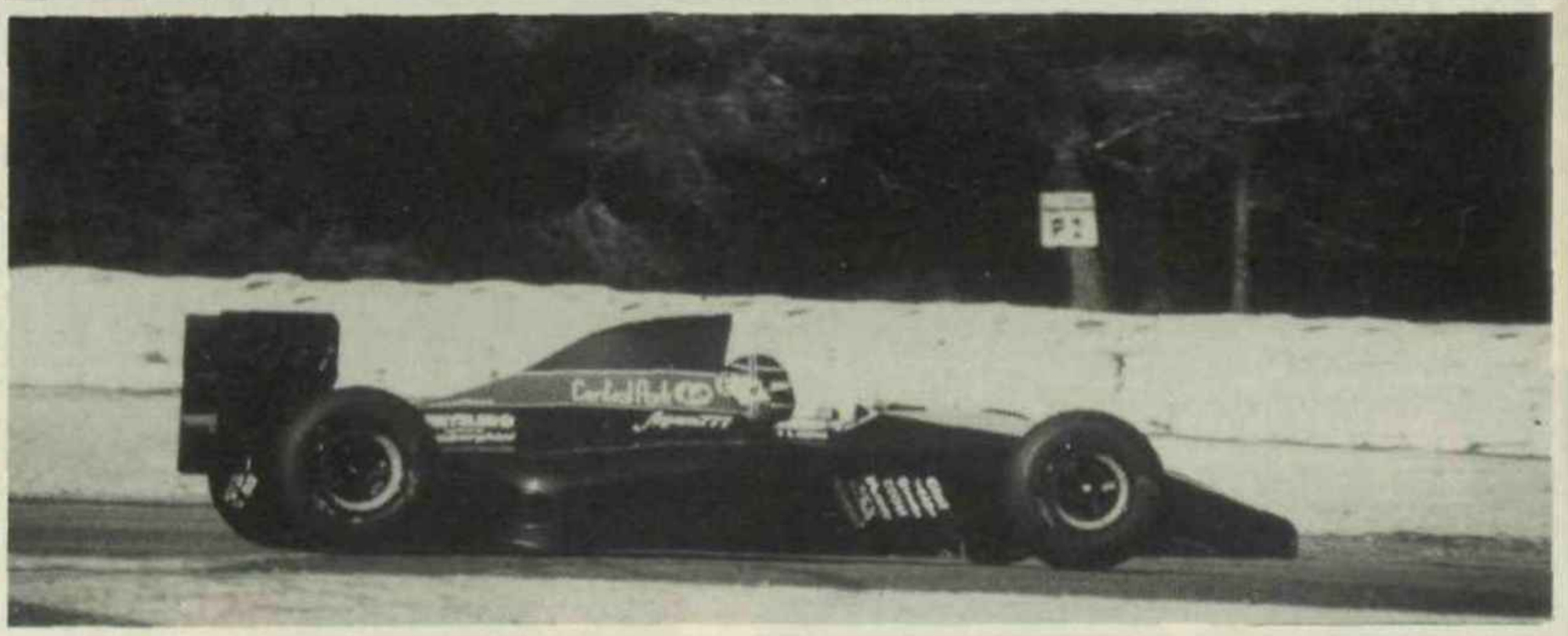
Quite what happens ultimately to **March F1** was beyond the ken of MOTOR SPORT'S crystal ball as this issue went to press. After a winter of silence February exploded with stories of acquisition by a wealthy Saudi prince or a Swiss consortium called Lysys Gmbh, or the latter on behalf of the former. The faithful workforce, which had already laid their homes and livelihoods on the line by staying so long, sat anxiously awaiting any sort of confirmation. Highly-rated French F3000 graduate Jean-Marc Gounon and the vastly experienced Jan Lammers were waiting in the wings to see if they had cars to drive.

Meanwhile, at **Larrousse**, Gérard Larrousse and Robin Herd have been girding their loins yet again as they tested with last year's Lamborghini-engined LC92s and gazed dreamily at the big bag of gold the French government was contemplating shelling out if they promised not to wear any horrid tobacco logos on their cars. Erik Comas is now aboard, having fled the awful atmosphere created by the war in which he and 1991/'92 team-mate Thierry Boutsen had waged, while the versatile, and experienced, Philippe Alliot returns to F1 from a stint in Peugeot's sportscar team.

Lola, a former Larrousse associate, is back in Grand Prix racing too, replacing Dallara as chassis supplier to **Scuderia Italia**. As this was written the auguries were not good as financial problems had raised their head, but team owner Beppe Lucchini is very well connected in Italian industrial circles and though his budget is not all that it could be he soldiers on. Lola's technical expertise has been well demonstrated in IndyCar racing and though of late there has been little news on its F1 front we await developments here with interest, hopeful that we shall indeed see Michael Alboreto and 1992 F3000 find Luca Badoer running strongly in Ferrari-engined machinery.

At one stage it seemed that Lucchini's





It's not clear who needs whom most, but Eddie Jordan and Ivan Capelli are both looking for better things in 1993 (top). Above, Erik Comas finds refuge at Larrousse, after Ligier's controversial decision to employ two Brits.

COYS

OF

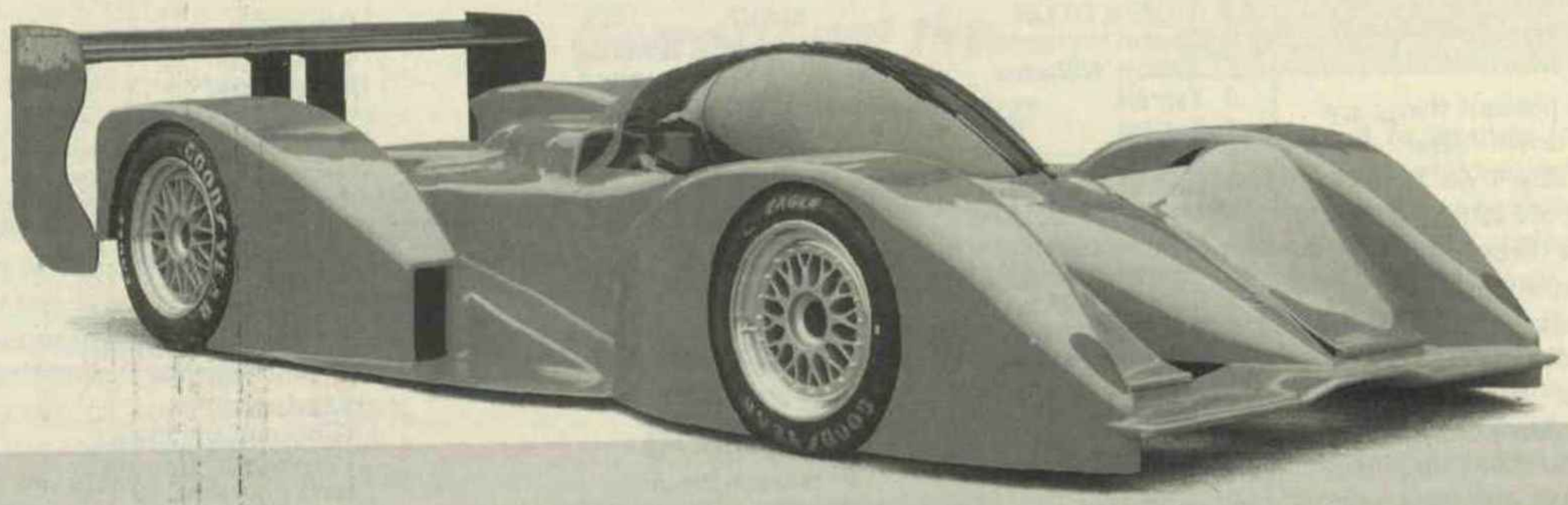
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COYS



Gerhard Berger, back at Ferrari, tramps on during Estoril testing... when the Scuderia was several seconds off the pace. John Barnard's renewed presence is expected to sort out the problems, eventually.

compatriot Giancarlo Minardi might become F1's late victim of recession, but his Faenza-based team survives with Gustav Brunner and Aldo Costa's workmanlike M193 chassis powered by the former TWR GpC sportscar Ford HB V8s. With principal backing from Beta Tools, which sponsored Vittorio Brambilla in the 1970s at March and Surtees, **Minardi** lives to fight on, pairing last year's best rookie Christian Fittipaldi with one-time AGS non-qualifier Fabrizio Barbazza.

In France at present things are just cooling down after new **Ligier** owner Cyril de Rouvre, the beneficiary of French government, Elf and Gitanes backing bucked the system by employing a brace of *rosbifs*, Martin Brundle and Mark Blundell. The reason he gives is simple: they were the best drivers available. Behind that statement, however, lies the painful realisation that Ligier also desperately needs two men who can climb from their cockpits and remain civil to one another. The more you speak with Ligier personnel, the less you should underestimate the damage done last year when Boutsen and Comas fell out.

In any case, with Paul Crooks, Dr John Davies and Steve Clarke Ligier already has a fair smattering of Brits aboard, and with Murray Walker's Japanese nightmare pairing the Magny-Cours equipe has a strong foundation for recovery. The JS39 chassis is all-new, the Renault V10 is presently on par with Williams in

1993 FIA Formula One World Championship entry list

No	COMPETITOR	MAKE	DRIVER
0	Canon Williams	Williams Renault	Damon Hill
2	Canon Williams	Williams Renault	Alain Prost
3	Tyrrell	Tyrrell Yamaha	Ukyo Katayama
4	Tyrrell	Tyrrell Yamaha	Andrea de Cesaris
5	Camel Benetton Ford	Benetton Ford	Michael Schumacher
6	Camel Benetton Ford	Benetton Ford	Riccardo Patrese
7	Marlboro McLaren	Marlboro McLaren Ford	Michael Andretti
8	Marlboro McLaren	Marlboro McLaren Ford	Mika Hakkinen
9	Footwork Mugen-Honda	Footwork Mugen-Honda	Derek Warwick
10	Footwork Mugen-Honda	Footwork Mugen-Honda	Aguri Suzuki
11	Team Castrol Lotus	Lotus Ford	Alessandro Zanardi
12	Team Castrol Lotus	Lotus Ford	Johnny Herbert
14	Sasol Jordan	Jordan Hart	Ivan Capelli
15	Sasol Jordan	Jordan Hart	Rubens Barrichello
16	March F1	March Ilmor	Jean-Marc Gounon
17	March F1	March Ilmor	Jan Lammers
19	Larrousse F1	Larrousse Lamborghini	Philippe Alliot
20	Larrousse F1	Larrousse Lamborghini	Erik Comas
21	Lola BMS Scuderia Italia	Lola BMS Ferrari	Michele Alboreto
22	Lola BMS Scuderia Italia	Lola BMS Ferrari	Luca Badoer
23	Minardi Team	Minardi Ford	Christian Fittipaldi
24	Minardi Team	Minardi Ford	Fabrizio Barbazza
25	Ligier Gitanes Blondes	Ligier Renault	Martin Brundle
26	Ligier Gitanes Blondes	Ligier Renault	Mark Blundell
27	Ferrari	Ferrari	Jean Alesi
28	Ferrari	Ferrari	Gerhard Berger
29	Sauber AG	Sauber	Karl Wendlinger
30	Sauber AG	Sauber	JJ Lehto

In accordance with the provisions of Article 44 of the 1993 Formula One Sporting Regulations the following teams have already nominated a third driver:

Marlboro McLaren	Ayrton Senna
Ligier Gitanes Blondes	Eric Bernard



Sauber (right) looks like a promising newcomer, and has help from Mercedes-Benz; Ligier (below right) has taken plenty of flak for employing Britons Brundle (pictured) and Blundell; below, Minardi has a new sponsor, and Fabrizio Barbazza will partner Christian Fittipaldi (pictured); bottom right, Michele Alboreto shakes down the Lola T93/30 at Estoril.





RS5 guise (although the British team has a lien on development parts and priority), and there is the 1991 Williams semi-automatic transmission to complete what should be a basically reliable and competitive package. Should be, because Ligier's organisation has not always excelled in the past. If that can be sorted the funding is there to allow significant progress to be made.

That said, what about **Ferrari**, the best funded team of them all? It's now more than 28 months since it last won a GP courtesy of Prost in Spain back in 1990, and frankly it's barely looked like crossing the line first thereafter. As a believer in John Barnard I'm sure they'll get the chassis right in due course, and that JB will wield whatever size broom is necessary to get things sorted out on the production side. If he and Harvey Postlethwaite work well together, there's all manner of commonsense being input. But can the engine department work a similar oracle? At Estoril the interim F93A looked awful and was six seconds off the pace, but while its active software can be reprogrammed until it does its stuff, I'm beginning to have doubts about the V12. There was talk of a 100bhp deficit to Renault and Ford, and one wonders whether sections of the team haven't lost all direction. No wonder Barnard was said to be interested in Brian Hart's V10!

Attempting to be positive, in Jean Alesi and Gerhard Berger Ferrari possesses a couple of old-fashioned racers who won't quit however bad the car is. Jean in particular is already well versed in that thanks to the offerings he's had to drive for the past two years. But however good the Barnard/Postlethwaite alliance proves, it's all going to take time, and as Luca di Montezemolo's unfortunate recent outburst against technology revealed, the pressure for solid results is already mounting.

"I'm sure they'll (Ferrari) get the chassis right in due course, and that J B will wield whatever size broom is necessary"

Finally, with the aspirations of Brabham, Pacific and Bravo falling short, **Sauber** is the final team on the list. Peter Sauber has plentiful experience in sportscar racing which includes two World Championships, and though he is under no illusion about the F1 mountain he seeks to climb, serious support from Mercedes-Benz will certainly help smooth the passage. For a long time the German giant distanced itself from the high-funded project, but of late has come more boldly into the open and the black cars bear the logo 'Concept by Mercedes-Benz' on their engine covers. With exclusive use of an all-new Ilmor V10 and very neat C12s designed by Leo Ress and Steve Nichols (who has since left the team), Sauber is



very well placed to emulate Jordan's graduation. JJ Lehto and Karl Wendlinger are a pair of strong, competitive young drivers with sufficient talent to make the grade, the former in particular finally finding a seat worthy of his ability.

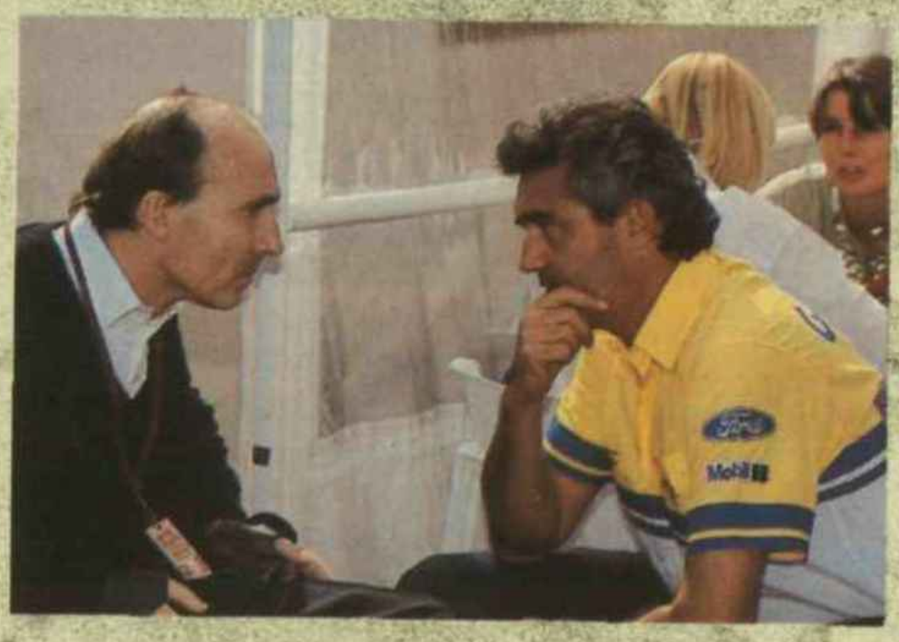
So those are the runners and riders, assuming that somewhere along the line Mr Prost does not find his superlicence suspended on account of recent outspoken remarks in the French publication *Auto Plus*, and Ayrton Senna slipping quietly into his Williams seat. Fanciful? Shortly after a time when FISA was seriously suggesting a system wherein a non-safety pace car would be deployed if and whenever a leader amassed a cushion greater than 12s – supposedly to 'spice up' F1 – it is not difficult to envisage a final odd quirk before the nonsense subsides and the real racing mercifully begins again.

If the politics can be kept subdued, it could be a really good year, with Schumacher challenging Prost, Hill pushing hard to defeat both of them, McLaren in a state of change with Andretti charging for all he's worth and Hakkinen fitting into fully established front-running team, and four other Brits – Brundle, Blundell, Warwick and Herbert – vying for Fleet Street ink with Hill.

DJT



Alain Prost (right): thrice world champion, but not, according to some, eligible for an F1 superlience. Below, Frank Williams (left) and Flavio Briatore in full and earnest discussion. Briatore is one of two to have voted against accepting Williams' late F1 entry . . .



Dirty

With the 1993 Grand Prix season fast approaching, Formula One is not exactly a happy ship . . . Why exactly are so many people getting hot under the collar?

Pit Laundry

It's a happy little world at present, Formula One. First we had Nigel Mansell quitting Williams amidst much wailing and gnashing of teeth. More recently, however, more fundamental issues have arisen. There's been Alain Prost's ill-advised and ill-timed outburst against FISA and all who sail in it and, just to fill Frank Williams' cup to the point where somebody's lap is getting wet, the exclusion of the World Champion constructor from the 1993 FIA Formula One World Championship. Throw in the frankly ludicrous suggestion of a non-safety pace car to prevent any race leader building more than a 12s cushion and you can quite easily be forgiven for believing that the highest echelon of the sport has gone completely loopy.

Bernie Ecclestone has recently been quoted as saying that Prost has no right to a superlicence. That's modern F1 for you. I've always hated FISA's complete lack of sentiment, sense of history, call it what you will. The way in which the spouses of past world champions don't qualify for some sort of pass should they wish to come to modern races. Other sports fête the relatives of deceased heroes, but not F1. And now here is Prost, with three World Championships and 44 Grand Prix victories – nearly 50 per cent more than anyone else – in a twilight zone.

Behind this, of course, lie his remarks in the French weekly *Auto Plus*, where he accused Ecclestone of wanting to control everything, of greed ruling the roost. "He takes decisions which are exactly the opposite of what ought to be done," Prost claimed among other things. Not really calculated to win friends in high places, but then one of the undoubtedly political Frenchman's best qualities has been his penchant for speaking his mind. What I cannot fathom is why he ever made the remarks when he did. Really, somebody should advise him when to keep quiet.

The upshot is that a seriously miffed FISA is considering imposing a ban on him, while simultaneously criticising any 'negative' publicity elsewhere. Keeping one of the world's best drivers out of F1 isn't negative, of course...

What sucks in this situation is the behind the scenes manipulation. Back in late 1989 and early 1990 Ayrton Senna was at loggerheads with FISA over his exclusion from the Japanese GP, which he felt he had won. The exclusion cost him that year's title. Feelings ran high. He and Ron even stooped so low as to seek the help of the non-electronic media. President Jean-Marie Balestre ranted amid apoplexy for an apology, threatening to withhold his superlicence. Face-saving compromise was reached then, but later that year Senna was at it again when he drove into Prost in Suzuka. Incredibly, in the same year that FISA had threatened dire action against dirty driving, even that it might set up a judgemental 'Star Chamber' to deal with miscreants, no action was taken. When, at a Japanese press conference in 1991, Senna finally admitted that he had deliberately driven into the Frenchman, FISA again did nothing. Now, for mouthing off, Prost faces a ban. Strange world, *n'est ce pas?*

Then there is the celebrated exclusion of Williams. To cut a long story short, through a mixture of procrastination, intransigence and poor organisation Frank didn't get his entry papers to FISA by the Sunday February 15 deadline. They duly arrived at noon, by hand, the following day at FOCA's headquarters and were faxed to FISA. This was deemed insufficient. No entry could be granted, it was said, unless there was unanimous agreement of all the other teams to let the yardstick make a late entry. Frank's little error had exposed him to rivals whose frustration had been mounting for months. Never mind that the punishment didn't fit the crime.

Let's look at the background to all this. First, FISA isn't particularly well disposed to Frank right now, especially President Mosley, because Williams joined Ligier in defending Elf's fuel stance last year. That little battle is still being waged in court. Then there is the manner in which Williams has a) exploited the current regulations far better than anyone else and b) defended such regulations.

Under the Concorde Agreement, thrashed out in the old days of the FISA/FOCA war, unanimous agreement is required before any changes that are not of a safety nature can be implemented. You can't blame Frank for defending what a great investment of time, effort and cash has created for his team.

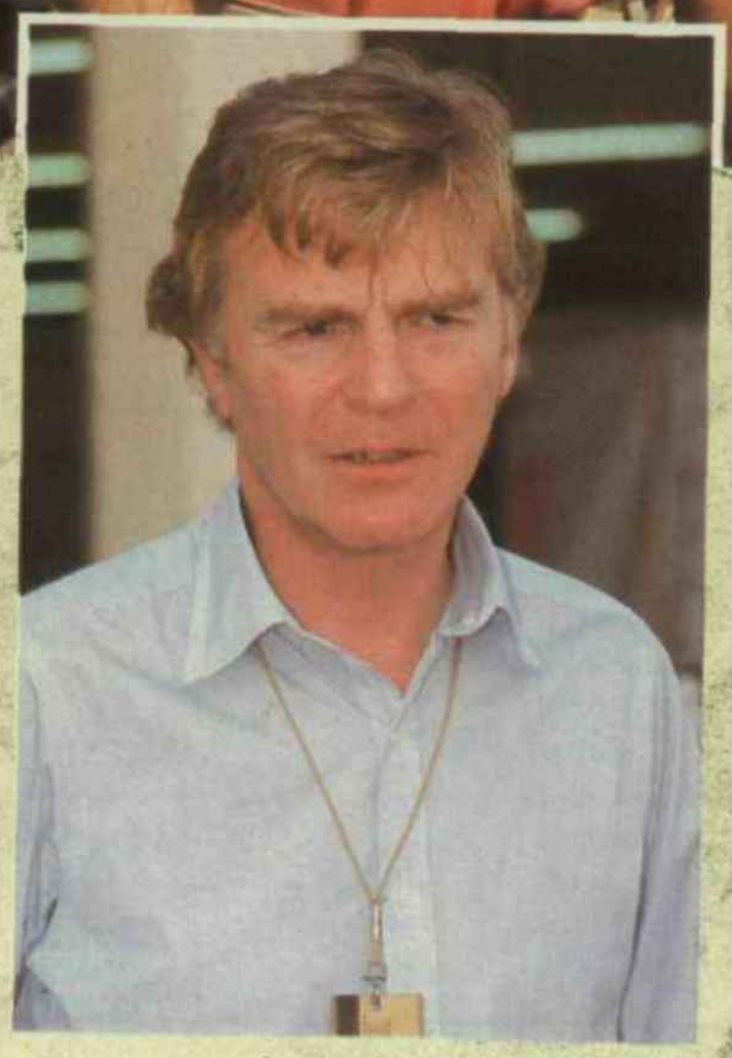
Benetton boss Flavio Briatore – whose principal F1 achievements to date would appear to be the dismissal of Johnny Herbert and the snaffling of Michael Schumacher – refuses to agree to Williams' late entry. He is joined by Giancarlo Minardi. Minardi uses ex-TWR Ford HB engines this year, via agreement with Benetton.

Says Flav, a man who speaks like a star of Godfather III and whose house in Cadogan Place was bombed by the IRA on February 10, "We keep exactly to the rules of the Concorde Agreement. If we ever try to put anything through in the past, maybe to cut costs, people like Frank always tell me no way. At the moment we need 100 per cent agreement under the terms of the Concorde Agreement. But in no other business do you need 100 per cent in order to run it. In Formula One there



Prost: a politician who speaks his mind, but not always at the most opportune moments.





Power-brokers: Bernie Ecclestone, in company with Ayrton Senna, above, and Max Mosley, left. Prost has accused Ecclestone of being too greedy, and faces possible recriminations. Senna once admitted he'd purposely driven into Prost, yet the governing body took no action. Funny business this F1 . . .

are always private interests, which can stop you getting 100 per cent. It's crazy. In any large business you only need 51 per cent to have a controlling interest. Our business in Formula One is a little more complicated, so we would need more per cent. But I would rather we changed the Concorde Agreement to a requirement of 80 per cent or whatever."

And that's it. That's where the exposed nerve really is. Change the fundamentals. In reality, Briatore is trying to use his power to enforce Frank's exclusion to blackmail him into agreeing to a fundamental change in the basic rules. Flav says he accepts Frank's position, Frank says he isn't going to succumb to blackmail of that sort. Frank naturally puts a brave face on all this but is very definitely not amused. Nor should he be. It smacks of intrigue and downright bad sportsmanship, rather like the way Ken Tyrrell, a bastion of integrity, was shafted in 1984 allegedly for siding with the non-FOCA teams at Imola back in 1982. But it does expose a key factor: that the unanimity demand in the Concorde Agreement is a massive bone of contention.

"Under the Concorde Agreement," (the precise terms of which are not made available to the press) contends Frank, "you need nine out of 13 votes in favour of any serious change anyway, so why do we need to change the unanimity requirement? A mechanism for change already exists. Of the whole affair, he says quite rightly: "F1 will suffer. It's another lot of dirty laundry gone public. It was even on the BBC news . . ."

But why pick on Williams now? Why was nothing said when the Williams-Hondas were dominant in 1986 and '87, or when Honda power kept McLaren to the fore? Can people really have forgotten that McLaren damn nearly won all 16 races in 1988? Neither then, nor now, was it a team's fault that it was more efficient than its rivals. That's the aim of the game. To penalise Williams for its success is churlish. Nevertheless, there is a groundswell of feeling that something needs to be done to redress the current technical and financial imbalances in F1. It is possible to do something about the former, perhaps, but the successful will always attract the money.

Minardi has been struggling to survive for months now, pushing hard for changes on behalf of the more impecunious teams. "We're being suffocated by the expense," he claims, perhaps without awareness of the adage about withstanding heat or quitting the kitchen. "F1 has become too expensive, for both teams and sponsors, many of whom are now investing elsewhere where they can get better value for money."

"We spend around $50 million annually," says Briatore, "around 80 per cent on development, 20 on everything else. My sponsors pay to be part of a show which will give them media coverage because of its high quality. They want to see the costs redistributed, and spent on the things you can see on the track, not on research departments to which the public has no access. They want a spectacle, and it's our job to provide it." Nevertheless, Benetton is currently matching Williams' developmental investment at its new hi-tech factory, because that's still the name of the game.

"F1 is the supreme form of the motor car. It's a perpetual war in which you have to use all the arms at your disposal. If you haven't got the means, it's best to go and do something else less expensive, with tighter regulations," says McLaren boss Ron Dennis. "I'm in it to win, not to accept rules which will weaken my chances so that others can win."

In the midst of this impasse, Ecclestone and his colleagues have become increasingly desperate. In Italy television figures have been poor because of Ferrari's lack of competitive status but elsewhere, FISA claims, viewership has risen by a factor 10.4 per cent. Recently it actually released the figures. Worldwide, it calculates, nearly 30m people watch F1. Nevertheless, Ecclestone is smart enough to appreciate that IndyCar racing, set to be televised via satellite in the UK this year, is going to pose a major threat now that Mansell has switched sides. The desperation is evident in the laughable idea of the non-safety pace car.

Ultimately, it all comes down to two things: strong leadership and forward vision; and the basic make-up of F1.

Historically, F1 team owners have never been the sort to agree with one another. CART or, better still, NASCAR-type government most probably could never be made to work in F1. Yet there is a clear need for strong leadership. As long as the Concorde Agreement exists, however – and it does not expire in its present form until 1996 – there will always be the unanimity clause. And while that may be a devil at times, it does ensure long-term stability. Ecclestone's shortcoming at present appears to be that he is looking purely at 1993; as Patrick Head said recently, "1993 is here, we should be looking at 1994 and '95." In doing so, he has forwarded proposals to FISA for a limitation of downforce – the enemy of spectacular racing – by a factor of 50 per cent.

Head's are points worth considering, especially when Jordan designer Gary Anderson says that in his opinion electronics will do everything for the driver in five years bar, presumably, spending the pay cheque.

Which brings us to the final point. What do we want F1 to be? Should it be an out-and-out technical showcase, or a sporting spectacle? And within that lies another consideration: that there should be a fundamental difference between road and racing cars. The former nowadays are all about safer motoring. Technical advances are designed to make them easier to drive, more idiot proof. When was the last time you drove a mundane road car that was set up to oversteer? Racing cars should be different, should be capable of being driven in a way that makes spectators gasp. Says Dan Gurney: "You know, you could regulate these cars so they go through corners 30mph slower, but if they did so in a big slide do you think anyone could tell that they'd been slowed down? They'd actually *look* faster." Briatore agrees, so does Benetton partner Tom Walkinshaw.

There is a case for each argument, of course, but if intelligent technical limitation creates cars that look spectacular, and which bring your heart into your mouth every time you watch them teetering through a corner on the edge of control – and, the key point, they do so in a manner that even the least knowledgeable spectator can appreciate – then that's what I'd have to plump for.

DJT

"In his opinion electronics will do everything for the driver in five years bar, presumably, spending the pay cheque"

What's in a name?



Chaos at the start of the 1976 British GP (see *Memorable Moments*, page 222), as several cars come to grief at Paddock Hill Bend.

Dear reader,
Every month I read a lot of club magazines, both car and motorcycle, apart from the glossy comics about the old vehicle world. In the 750 Bulletin, the official magazine of the long-established Seven Fifty Motor Club, which the editor of MOTOR SPORT in 1939 proposed as a club for impecunious enthusiasts, formulated around the Austin 7, there is always something interesting to read. It can be anything from touring Scotland in an Austin 7, to controlling the bump-steer on your racing single-seater for one of the many formulae supported by the 750 club.

In a recent issue an article that caught my attention was entitled, like this letter, *What's in a Name?* The writer was Neil McLeland and he was asking about why many cars were given pet names by their owners, and how the name evolved. He wrote: "I have often wondered why people call their cars names (affectionate ones that is). I understand why cars are sometimes called unflattering or even offensive names when the misbehave badly! But it seems strange that grown-up, intelligent human beings have to give their machines pet-names. Over the years I have had many cars ranging from the mundane to the exotic and I don't think it was until I got into Austin Sevens that I started to associate a car's character or identity with a name. Prior to this I had always referred to my cars by their make or model or even their registration plates.

"Austin Sevens, and cars I have owned since, seem to have changed my feelings towards them and now a name will sometimes come to mind just by looking at a newly acquired vehicle. My first two Austin Sevens, a Box Saloon and a Swallow, didn't seem to have this affect on me, they were referred to by their model names, just like their predecessors. Then along came our Rosengart, this was immediately called 'Rosie', not very original and imaginative I must admit, but it suited the car and has stuck with it. Then my Special came along and became known as 'Stinker', a bit more original this time.

"Other members of our club have given some, not all, of their cars pet-names. There's Henrietta the TopHat saloon, Rupert the Ruby, Lucy the Box Saloon. None of these car's number plates give a clue to their names and yet the names seem right for them. So where did the names come from and why were they chosen?

"It also seems that a car's character is different to some people than it is to others. For instance, I had a vintage Hillman 14 a few years ago that, to me, seemed like a grand 'Old Lady', yet it had previously been known for many years as 'Boris!'

"Although I have had my Austin Chummy for some years and have driven it many thousands of miles, and although I feel I know it inside out and love it dearly, I do not think of it or refer to it by a name. I have tried to think of something suitable, but so far nothing has stuck.

"My latest purchase is an Austin Heavy 12 Clifton tourer, which doesn't have a name either although I believe that some years ago it was called 'Emma'. Before I knew this I regarded the car as a big brother for the Chummy! How do you tell the sex of a car? The Seven Chummy and the Twelve Clifton look related, there are numerous similarities, only the scale is different. I feel they should have names to cement their personalities. 'Little and Large' or 'Winkle and Whelk' come to mind. It's a fascinating business."

This article by Mr McLeland struck a strong cord with me, and I am sure with many other readers. While I quite like the idea of personalised names for cars I have never been able to think up any for my own. One of the first cars I bought had been known as 'Frederick' to the previous owner, but as soon as I acquired it that name was dropped and I merely referred to it by its registration plate number. When I got involved in sprinting and drag-racing I entered the world of names for cars, but I was always at a loss to think up suitable ones for my vehicles. Looking at those around me I was quite envious of the imagination behind some of the names in use. There was a collection of big powerful 1000cc motor bikes, all with fascinating names. 'Thor', 'Satan', 'Rumblegutz', 'Gunga-din', 'Jindivik' and, the most famous of them all, 'Nero' and its successor 'Super Nero'. Even 'Mighty Mouse' seemed applicable.

A lot of fairly standard sports cars carried names over the years, given to them by their owners, and though they seemed meaningless to me they obviously came from affection and attachment of the owners. When I built a sprint special from bits from six different makes I racked my brain to think of a suitable name, but failed miserably. Friends building similar specials would think of an appropriate name as they were building it. It used to drive me mad!

Specials are a natural subject for a pet-name, either affectionate or with a meaning or a message. Cars built for the Land Speed Record, which are invariably specials have names that have remained, which sum up the whole character of the

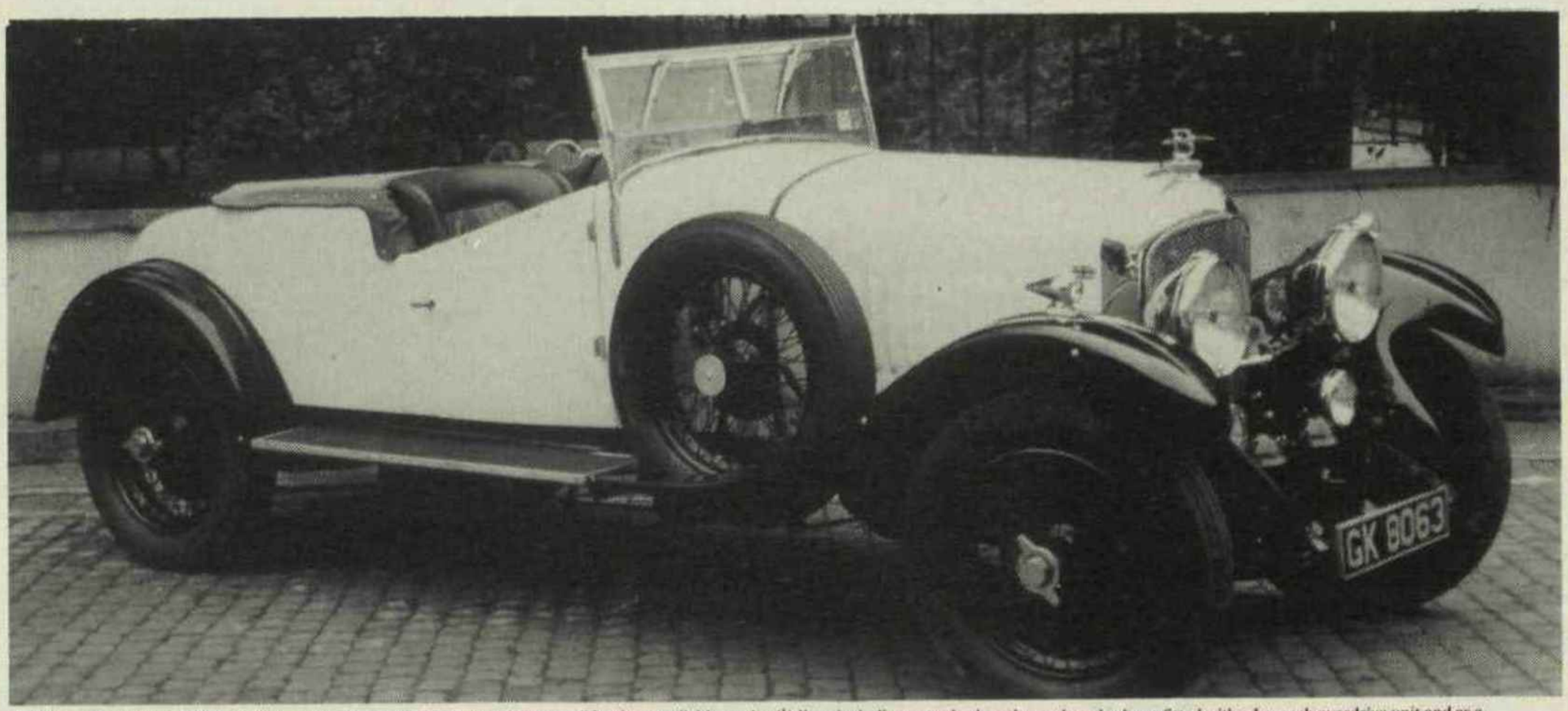
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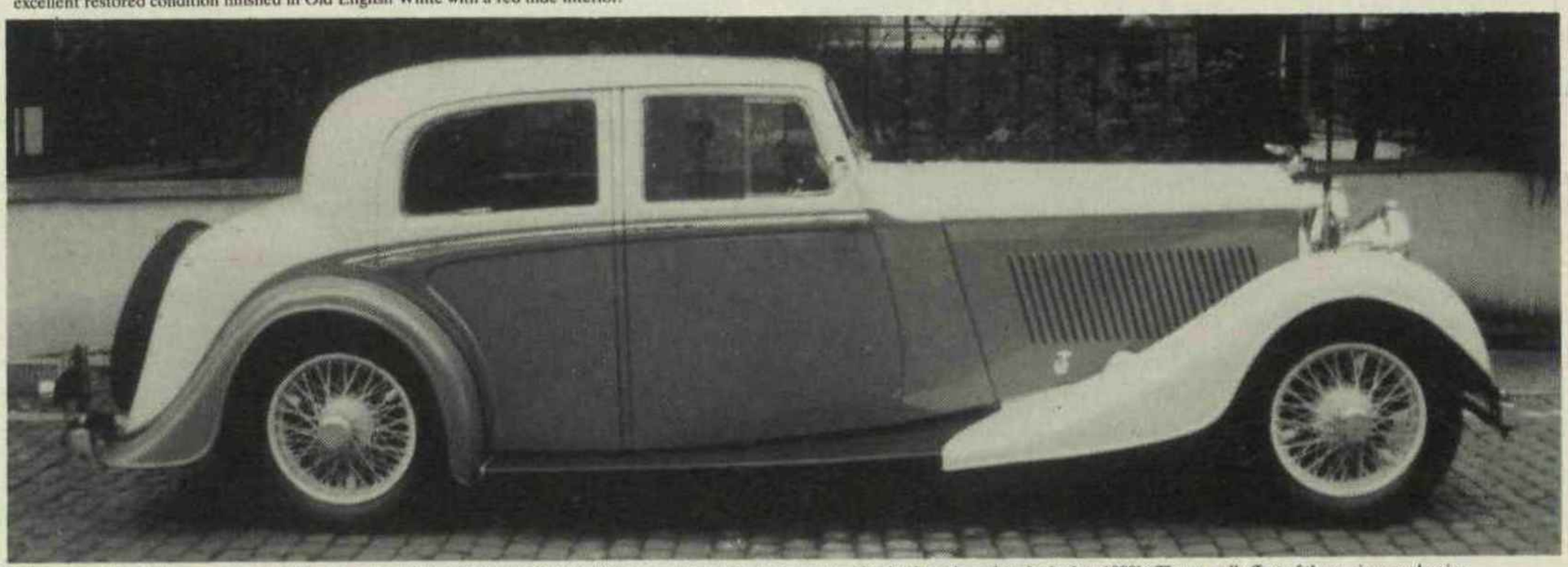
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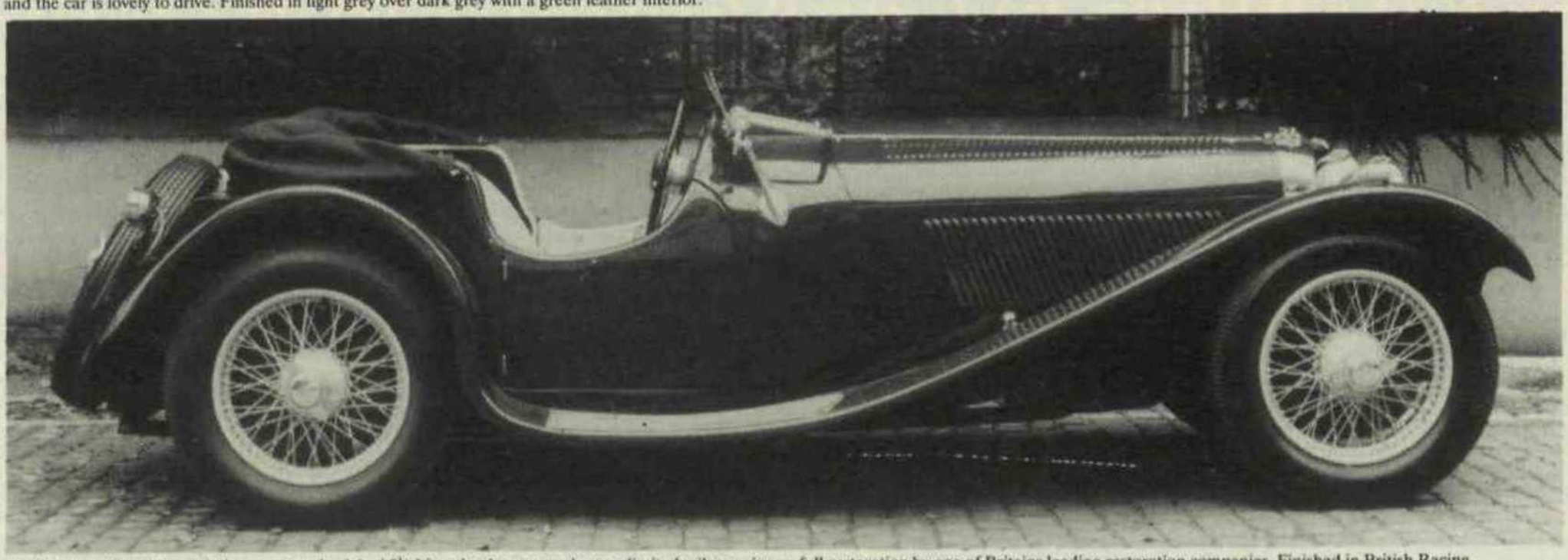
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Continued from page 220

vehicle. 'The Golden Arrow', 'Silver Bullet', 'Thunderbolt', 'Goldenrod', 'Blue Flame' and 'Thrust' all speak for themselves. It is the simple name for a simple car that I find intriguing, things like 'Percy the Pop'. Why not 'Peter the Pop?' The owner will say, "Just look at it, you can see my Ford Popular is a Percy, it can't be a Peter." But why is his Ford masculine, why not Priscilla? As Mr McLeland asks, "How do you tell the sex of a car?"

I rather like the idea of a combined name for two cars. There are a lot of possibilities there. The only snag would be that you would be forced to sell them as a pair. Now there is a good idea for bright Herberts in the used car trade. This whole affair could get out of hand. Perhaps we should stick to something simple like AX93/VR750. At least we can look it up in the index.

This month's Memorable Moments (they are still coming in) are from Godfrey Hebdon:

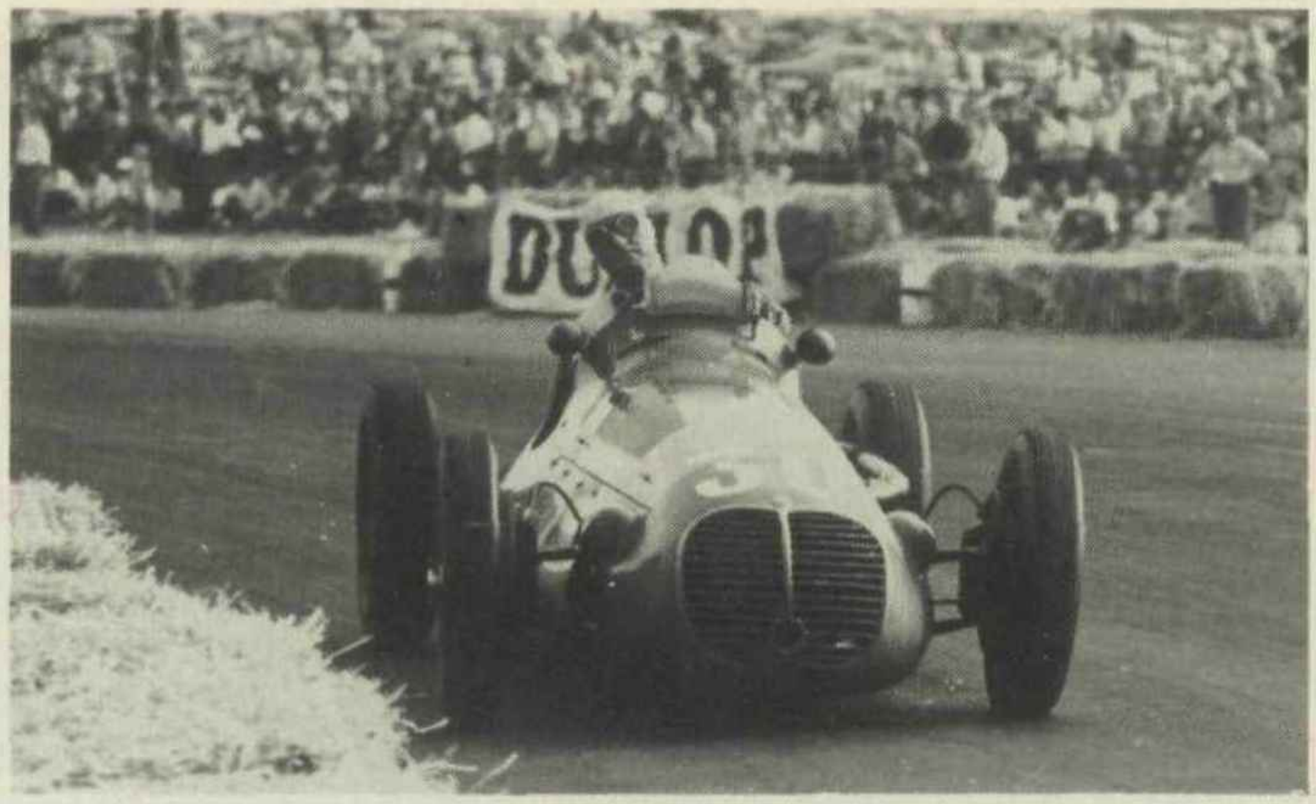
1. In 1962, aged 16, I was not able to attend actual race meetings and had to rely on the BBC. I was a Graham Hill/BRM fan and memorable for me was the radio commentary on the last laps of the International Trophy race at Silverstone, when Hill caught Jim Clark on the last corner.

2. In 1973 I was in a position to attend the British GP at Silverstone and I had a grandstand seat by the start/finish line. Jody Scheckter came past us at the end of the opening lap, on the grass and spun, causing that monumental pile-up. The real moment was a lap later when Stewart re-appeared round Woodcote, in the lead, to see the red flag. I just could not believe the incredibly short distance in which he slowed from high speed to a stop, thus avoiding piling into the wreckage.

3. In 1976 I was at Brands Hatch for the British GP when there was a pile-up at the first corner and the race was stopped. There followed a great argument as to who was to be allowed in the restart. James Hunt was excluded and, while the storm raged in the pits, about 50 per cent of the huge crowd, who were Hunt fans, started a rhythmic slow-hand-clap to voice their disapproval of officialdom. It was effective and it was a memorable moment for me to have been a small part of that orderly demonstration.

Yours, DSJ.

Readers' recollections



The Maserati 4CLT/48 at Silverstone.

While reading the many letters received from MOTOR SPORT readers about their choice of 'Three Memorable Moments' in motor racing, and letters on the subject are still arriving, I became aware that some of them were quoting memorable instances they had seen on the television screen, in films or on a video cassette. I realise we can't all be in the right place at the right time. Indeed, not many of us can actually be at a motor race in the flesh, so to speak. I think it is unlikely that many readers discover the racing car for the first time by switching on the TV, so I instigated another Reader Help Line (in reverse, in effect) by asking when you first saw, heard, smelt or received vibrations from a racing car in action.

The response has been very interesting, and very widespread. Once again, it illustrates that the readers of MOTOR SPORT range from under eight years of age to over 80. Bill Boddy, who was the magazine's editor for longer than most people care to remember, passed his 80th birthday last month, and is still as enthusiastic about racing cars as he was 65 years ago. It was in 1927 that his mother took him to Brooklands and he saw his first racing car in action.

My own 'real time' involvement started 10 years later.

To start this new series I will quote the experience of a reader in the 'new era' of racing of the late 1940s, after the sport had got back on its feet following six years of war. Officially, motor racing had been banned from September 1939 until the middle of 1945. Grand Prix racing had accepted the title of Formula One, but the World Drivers' Championship had yet to be dreamed up.

The occasion was the *Daily Express* International Trophy meeting, organised by the BRDC in 1949 at Silverstone. The big event of the day was for Grand Prix cars, dividing the large entry into two heats, each of 20 laps, with a 30-lap final for 30 cars. Our reader, Mr John Greenwood of Rufford, Lancashire writes: "We arrived at Stowe Corner just in time for the second heat and we could hear a racing car approaching on a warm-up lap going round to the start. Through my binoculars I saw a small red car rounding Chapel Curve and heading towards us. It was number 30 which my programme told me was Giuseppe Farina, and the car was a 4CLT/48 'San Remo' Maserati. Although the speed at which he entered Stowe Corner seemed quite incredible, he remained completely relaxed, sitting back in his well-known straight-arm posture.

On the apex of the corner he gave the steering wheel two or three quick twitches and went away down to Club Corner in a shattering blare of sound. I turned to my neighbours and said 'Oh boy!' and that was Farina on his way round to the start."

Dr Farina won that heat, but in the final had to bow to the superiority of Alberto Ascari's V12 Ferrari, and finish second, with Villoresi third in another Ferrari. Farina in those days was at the peak of his form and drove the 4CLT/48 Maserati faster than it was really capable of going, illustrating the mastery of man over machine, with elegance and style.

After that sight and sound Mr.Greenwood was 'bitten by the bug' and is still an avid MOTOR SPORT reader today. No doubt there are other readers who were at Silverstone in 1949.

Among the drivers taking part in the supporting races was a woolly-haired young man approaching his 20th birthday, who was watching Farina's driving style and decided he would try to drive in a similar manner.

His name was Stirling Moss.

Many readers cannot specifically name their first sighting of a racing car in action, but they can identify the meeting and it seems that at that first race meeting one particular car stands out in their memory above everything else.

But no matter, an initial impression of one particular racing car among an entry of two or three dozen is equally valid. Invariably it is this first impression that sparked off the enthusiasm for motor racing. Once lured, such passion remains for a very long time.

In subsequent issues of MOTOR SPORT, I will be recounting a variety of first impressions. They all send out the same message, in any country and in any language. Motor racing and exciting cars are a way of life with which we are all happy to be associated. **D S J**

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Survival of the fittest

Last March the All-American Racers Toyota Eagle Mk3 won the Sebring 12 Hours, but doubts remained that the little 2.1-litre, four-cylinder turbocharged engine could last around the clock. It did so admirably at Daytona on January 30/31 as PJ Jones, Mark Dismore and Rocky Moran won the Rolex 24 Hours with ease, despite a 74-minute pit stop on Sunday morning while the transaxle was changed.

Anyone who skipped Saturday's tedium, and turned up at the Florida circuit at breakfast time on Sunday, would have shared the delights and agonies of the Toyota, Jaguar and Momo Nissan teams.

Jones' Toyota was in control of the race almost from the start, as the Juan-Manuel Fangio II/Andy Wallace/Kenny Acheson Toyota was soon in trouble with a broken third gear and retired at sunrise on Sunday with a cooked engine.

The TWR-run Bud Light Jaguar team lost two of its three XJR-12s early on, David Brabham's with a blown oil seal on the rear of the V12 engine and the reserve car, which featured some new ideas with Le Mans in mind, with a handling problem.

Reinhold Joest's two Porsche 962Cs, strongly fancied for a good finish, retired during the evening with engine failures, just as they did last year. One had a water leak, an all too common happening on the flat-six, the other experienced a sudden blow-up.

The famed Porsche reliability seems to have gone to pot these days. Whether this is due to the age of the engines or the unavailability of Weissach rebuilds isn't known, but no longer can the Porsches be trusted to be lining up in marque formation when the marathon comes to an end.

Night time was the setting for Jones versus Jones, PJ in the Toyota and Davy in the Jaguar. The two cars kept close company for some hours until Mark Dismore, 30 seconds behind the Jaguar just before dawn, pushed too hard and understeered off the infield track, nosing the Toyota into a straw bale.

"I was stuck there in the mud until some corner workers helped push me out," said Dismore. "It didn't really hurt the car, but it did hurt my pride."

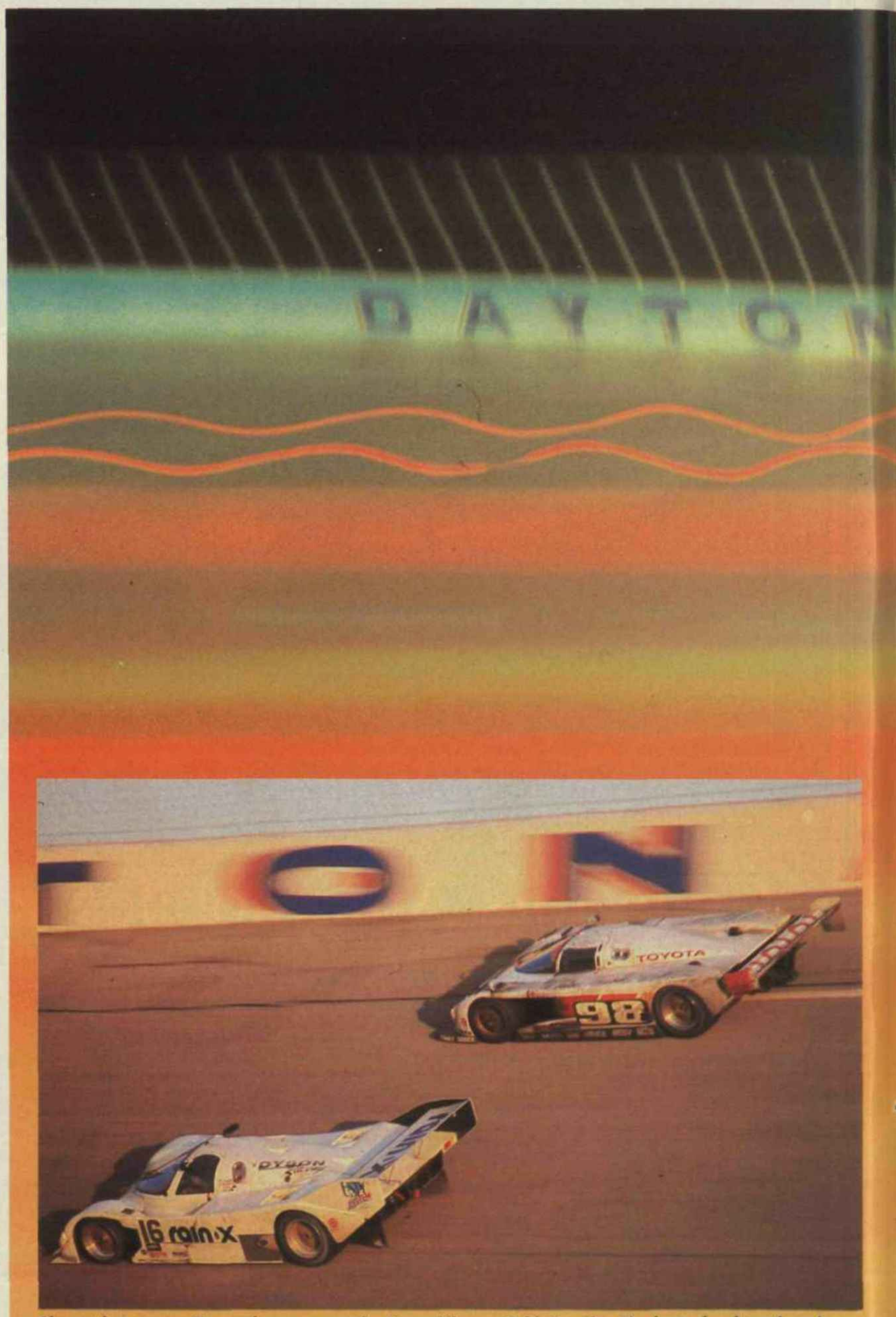
Pressure was taken off the Jaguar for a while as the Toyota got back into the race five laps behind. A further 10 laps back was Fangio's Toyota and, right behind him, were the amazing GTS cars (formerly GTO), the Jack Roush Mustangs and NPTI prepared Nissan 300ZXs.

Back in seventh place, 36 laps behind, was the Momo Nissan driven by Gianpiero Moretti, Derek Bell, John Paul Jnr and Massimo Sigala; having lost 45 minutes in the fourth hour tracing a serious ignition problem and, subsequently, more time with broken seat mountings, they had all but resigned their hopes of victory.

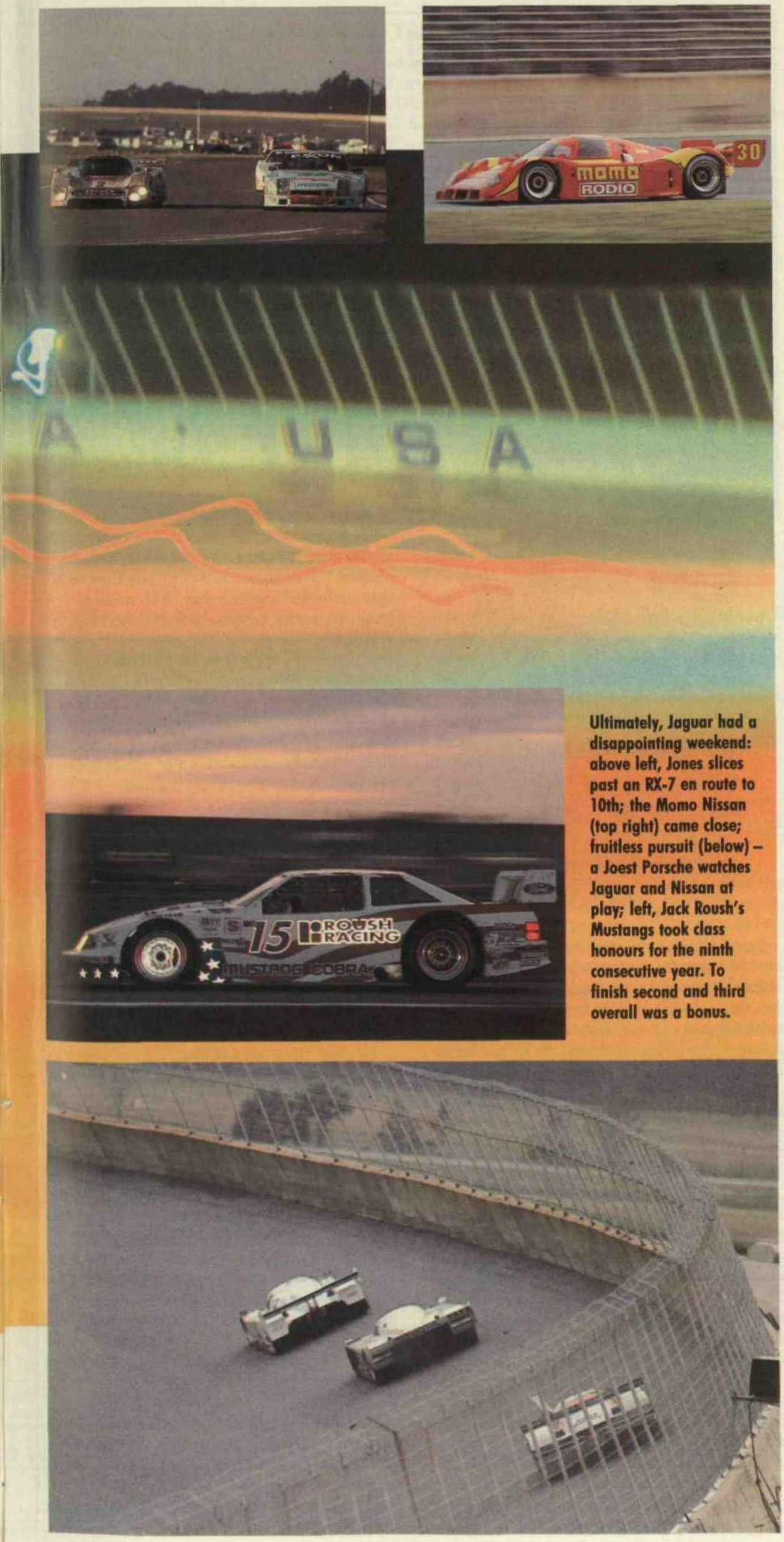
Geoff Brabham, four times the IMSA champion driver, was rather ignominiously put into a Nissan 300ZX. He found it disconcertingly difficult to drive, capable of running 200 mph on the banking but with little or no downforce in the turns, but warmed to the task when he found himself in fourth place overall at 10 o'clock Saturday evening.

He was 13 laps down on the lead cars, certainly, but he led the invincible Jack Roush Mustangs and could have pitched for victory, eventually, had not the front pulley sheared off the crankshaft during the night.

So Brabham, Dominic Dobson and David Loring got half a night's sleep, anyway, leaving John Morton, Steve Millen and John O'Connell to plug away at the Mustangs driven by such luminaries as Tom Kendall, Wally Dallenbach, Robby Gordon, Robbie Buhl, Jim Stevens,



Above, the winning Toyota breezes past the Dyson/Weaver/Cobb Porsche. The best of a dying breed, it finished fifth.



Ultimately, Jaguar had a disappointing weekend: above left, Jones slices past an RX-7 en route to 10th; the Momo Nissan (top right) came close; fruitless pursuit (below) – a Joest Porsche watches Jaguar and Nissan at play; left, Jack Roush's Mustangs took class honours for the ninth consecutive year. To finish second and third overall was a bonus.

Mark Martin and John Fergus, most of them Roush's NASCAR stars.

A mild electric shock passes through the enclosures when the leader has problems. Commentator Bill Bowser announced urgently at 09.52 that the lead Jaguar (US pron: 'Jag-war') had stopped at Turn 1, behind the pits, and driver Scott Pruett was out of the car.

The TWR crew jumped aboard their motorised trolley armed with a complete gear linkage assembly, warned of the difficulty by Pruett via the radio, and within five minutes the right pieces were at Pruett's feet (unlike Le Mans, the rules allow the driver to be given the tools for the job).

Pruett had to replace a broken link just above the gearbox, adjacent to the exhaust pipes. It was hot work, and up above the sun was rising, the ambient climbing over 70 deg F. All the European visitors thought of home, and shivered momentarily.

Eyes turned to the Toyota, three laps behind and closing up fast . . . but wait, there's smoke behind the car and Moran is heading slowly for the pits! It looked like a terminal engine problem though in fact the transaxle was seizing up. Two crews of mechanics set to work feverishly, one lot pulling the back off the race car, the other stripping a fresh transaxle off a rear-end assembly behind the pit.

Pruett won the contest easily, and 20 minutes later the Jaguar was lapping comfortably, extending its lead every time round. The Momo Nissan had caught the warring GTS machines and dealt with them, but Moretti fumed as a long, long caution period (apparently to remove a piece of unwanted bodywork from the front stretch) prevented Paul Jnr from scything away at the Toyota's advantage.

Paul snatched second place at 11.10, and a minute later the Toyota boomed back onto the track. It had taken 74 minutes to replace the entire transmission and now the car seemed to be as good as new. Ahead, though, Jones' Jaguar had a seemingly unassailable lead of 30 laps, nearly an hour in real time.

Perhaps not, though. At 11.17 Jones brought the Jaguar in complaining that the engine was running roughly. The back came off, and a broken valve spring was suspected. The American continued, but only for another 15 minutes. He stopped again, this time with a gaping hole in a cylinder head, and Jaguar's race was over. "We were really nursing the car on Sunday," said Jones, sadly. "We were short-shifting, looking after it, and still this happened."

It was well after midday when Sigala took the Momo Nissan into the lead, helped by Toyota's need to refurbish the brakes, and for 50 minutes a Nissan victory looked entirely possible, for the second year running. It would, for Moretti, have been the climax of his 25-year career as a privateer; for Derek Bell, a record-breaking ninth 24-hour victory.

Fate decreed otherwise, though. At 13.20, with just 100 minutes of the race remaining, the Nissan's oil warning light shone in Moretti's face. Two corners further on the engine management system shut down, and the anguished Italian rolled to a stop at the end of the infield section.

One minute later the Toyota Eagle regained

the lead, and the rest was easy. Only seven and eight laps behind, though, were the two Jack Roush Mustangs, class winners for the ninth year in succession. But for propshaft replacements, an annual routine, they had been completely reliable throughout, a great credit to the Roush team.

Only two one of the top 15 qualifiers reached the finish of the Rolex 24, and one was the Toyota which started from pole position and finished first. The reliability record was alarmingly poor, but the domestic V8s seem to show the way and create a good omen for the 1994 World Sports Cars formula. **MLC**

ROLEX 24 HOURS OF DAYTONA, JANUARY 30/31

Results

1.....	Jones/Dismore/Moran	Toyota Eagle Mk3	697 laps (103.503 mph)
2.....	Kendall/Dallenbach/Gordon/Buhl	Roush Ford Mustang GTS	687 laps
3.....	Fergus/Martin/Stevens	Roush Ford Mustang GTS	685 laps
4.....	Millen/Morton/O'Connell	Nissan 300ZX GTS	667 laps
5.....	Dyson/Weaver/Cobb	Dyson Porsche 962C.....	654 laps
6.....	Moretti/Bell/Paul Jr/Sigala.....	Momo Nissan NPT-90.....	645 laps
7.....	Jellinek/Grooms/Downing.....	Mazda-Kudzu DG1 Lights	645 laps
8.....	Gooding/Pezza/Cooper	Ford Mustang GTS, ...	638 laps
9.....	Greer/Bacon/Uria/Mees	Mazda RX-7 GTU	623 laps
10.....	Jones/Pruett/Goodyear.....	Bud Light Jaguar XJR-12D.....	618 laps

Groomed for stardom

A good pedigree is one thing. All-round experience is another, and outstanding management is the third ingredient launching PJ Jones to stardom in America. At the age of 23, Parnell Velco Jones ("just PJ, please") has already tucked away 10 years of competition in karts, midgets, sprint cars, Indy Lights, Firestone Firehawks, IMSA GTU/GTO and GTP categories, a classical background for an up-and-coming American driver.

PJ came of age last year when Dan Gurney hired him to join Juan-Manuel Fangio II in the All-American Racers Toyota Eagle team. The youngster wouldn't have stood a chance of getting into a European team ("too young, too inexperienced, the sponsors want a name") but Gurney recognises talent when he sees it, and insisted that PJ was his man.

There were echoes in his mind, no doubt, of some memorable battles with PJ's father, Parnelli Jones. "His heritage crossed my mind," Gurney admits. "PJ has a great deal of talent and natural ability. Also he is a great communicator."

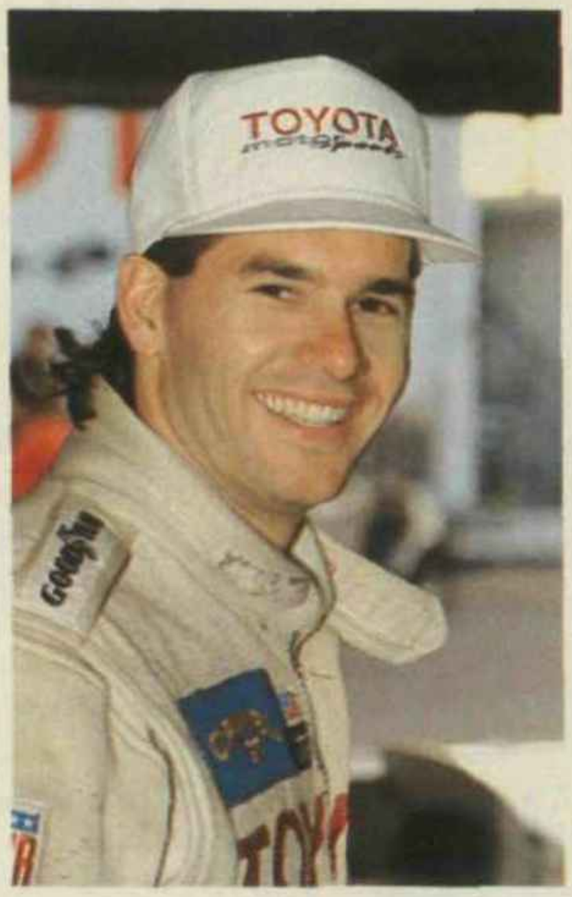
PJ made an erratic start to the season, spinning good results away through sheer exuberance and inexperience, but Gurney was a calming influence. "I told him we believed in him and he didn't need to show us how blindingly fast he could be," said the mentor, and by mid-season PJ matured.

Third at New Orleans, second at Laguna Seca, outright winner at Portland, where he narrowly beat team-mate Fangio and delayed his bid to wrap up the IMSA Camel GT Championship. Had this been F1 the eruption from his senior would have reverberated around the world. . .

"Juan took it well," says PJ. "It was no problem at all. He's a great team-mate, you couldn't ask for a better one. We share our information, we run close together, and really, we never have any problems."

PJ capped the season with a brilliant victory at Del Mar, moving to fourth place in the championship just one point behind four-times champion Geoff Brabham. For that he earned the Most Improved Driver Award, justified anew at the end of January when he snatched a breathtaking pole position at Daytona and then won the 24-hour classic outright.

It was Jones who showed maturity that weekend. One of his older co-drivers planted the Toyota in the weeds and nearly eliminated the car! "It's like going to Vegas and rolling a seven," remarked PJ from Victory Lane.



Lest anyone underrates the 890 kg Toyota, it has an extremely advanced Eagle chassis and regularly turns in times as good as, or better than, Indycars where comparisons are possible. In qualifying trim at Daytona, the 2.1-litre, four-cylinder engine was reckoned to be producing 1,000 bhp. . . or more.

"It feels like a single-seater," PJ reckons. "It doesn't feel heavy or unresponsive compared with Indy Lights, and those carbon brakes . . . when you stand on the brakes it spits you right out of the seat, like pinching a water melon seed!"

The name of Parnelli Jones has been famous since he won the Indianapolis 500 in 1963, and became legendary with three USAC sprint car championships, and titles in USAC stock cars (1964) and SCCA Trans-Am (1970). He ended his career in 1988 by sharing a Mazda GTO at Daytona with PJ, then 17 and just issued with a licence, and John Morton.

"We're a close family," says PJ. "I live at home, I take advice from my pa, listen to what he has to say. Then I go to Dan and take advice from him, so I reckon my upbringing is in good hands."

PJ's first loyalty and commitment is to Toyota, and he has already laid his bid to the IMSA title by scoring a maximum 28 points at Daytona. Extending his groundwork, though, he will drive a Melling Racing entry in at least five non-conflicting Winston Cup races, starting at Atlanta. Melling runs Fords, but for contractual reasons Jones isn't allowed to let the name pass his lips!

He impressed the regulars by lapping Daytona at 187 mph first time out, but is commendably modest. "The fastest was 190 but they're so tightly bunched together that 187 is midfield. I'm just doing this for experience. Ernie Elliott put the deal together, he runs the team and it gives me the chance to see if I want to drive these cars."

Comparisons with the Toyota? PJ chuckles. "I wasn't driving the stock car to its limits, and it's very different driving on your own to having 10 cars stacked up behind you! It has power steering and feels much heavier than the Toyota, though you don't notice so much on the oval.

"The big difference is the brakes. With a NASCAR you start planning for the pits around Turn 3. With the GTP you drive straight into the pit lane, it's wide open, and start to brake 10 pits from home!"

Jones professes to having no ambitions outside Indycars and stock cars, "what any serious racer does over here", and is only mildly interested in Formula 1. "It would be interesting if the right opportunity came along," is as far as he'll go on that subject. Ovals and road circuits he enjoys equally, "I love 'em all."

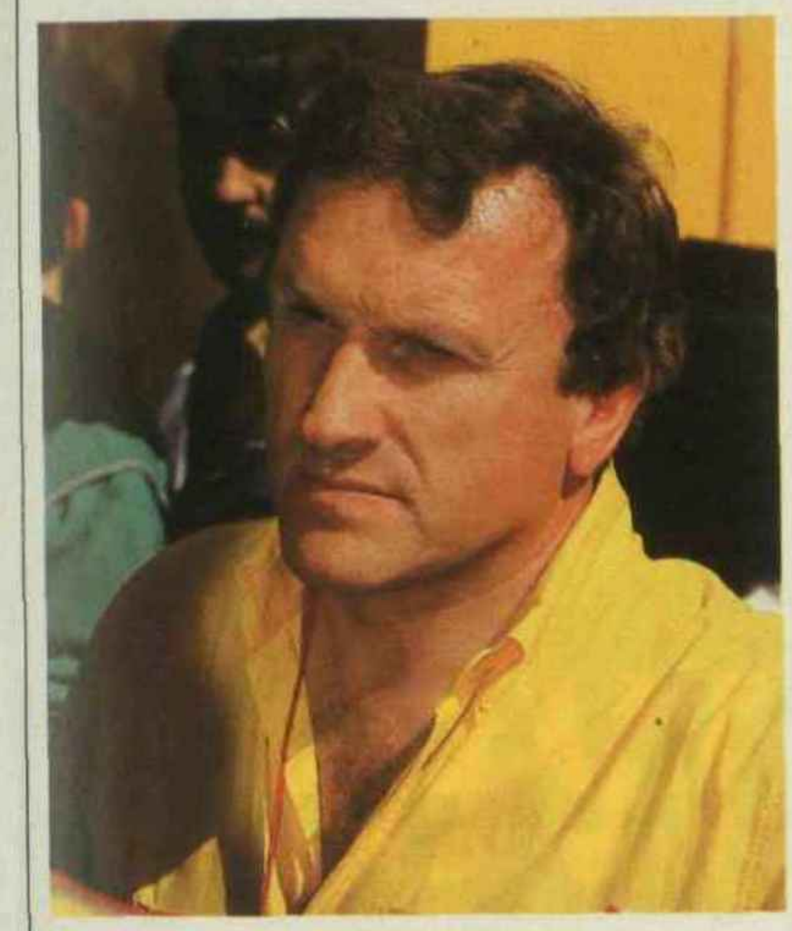
No-one really doubts that Toyota will join Honda and Nissan in Indycar racing, and PJ Jones would be joint favourite with Fangio II to occupy the seats. Jones is completely non-committal on the subject ("I'm just part of the team, that's really not my decision") but there is no more obvious candidate to snap at the heels of Al Unser Jr and Michael Andretti in years to come.

The Jones family lives in Rolling Hills, California, and PJ leads a life that would be the envy of a 23 year-old anywhere. He flies his own Beech Baron aircraft and for hobbies goes boating, water skiing, golfing, motorcycle riding and snowmobiling.

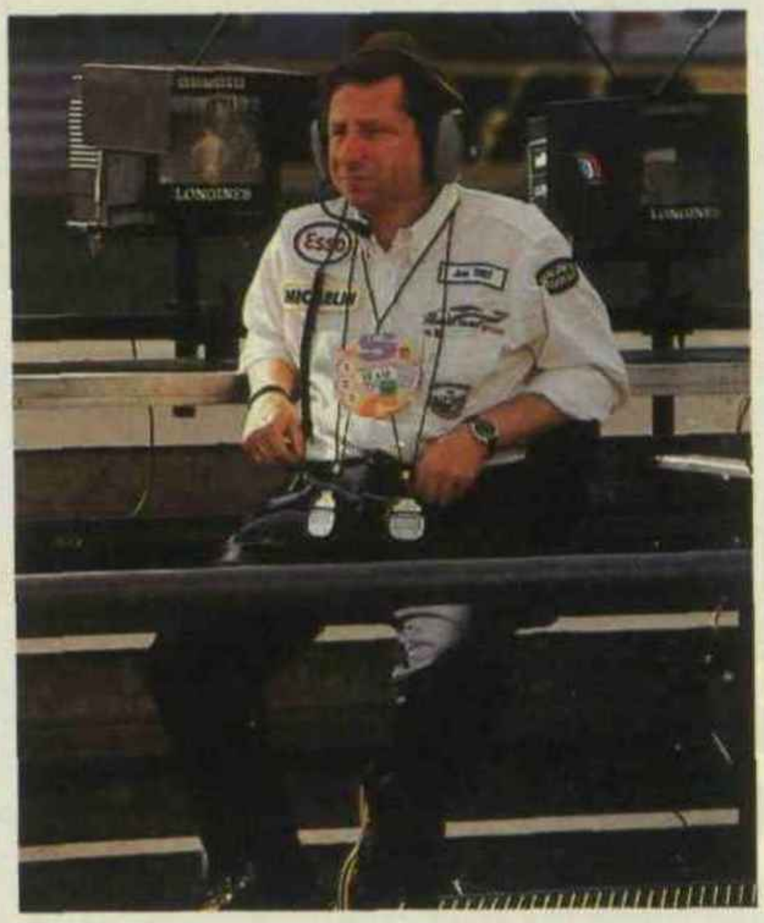
Between times he helps his younger brother, Page, who is duplicating PJ's career and won the Skip Barber Saab race at Del Mar last October, the same day that PJ won the GTP event.

Needless to say, Parnelli was the proudest father in California that day. "I give PJ hints and he does it exactly as I would have," says pa. "He is a clone of me." That is a good recommendation for a young man, not yet 24 but already booking his place in the hall of fame. **MLC**

Peace in our time?



Tom Walkinshaw: has high hopes for the XJ220-C



Jean Todt: power-broking influence reduced?

The navy blue IMSA trailer was laden with heavyweights at Daytona. Jean-Pierre Moreau, the Le Mans organiser, discussed the 1994 Grand Touring Car regulations peaceably with FISA engineer Charlie Whiting, with JAF representatives Toshio Iwasaki and Kazuo Suzuki, ACCUS delegate Burdette Martin, IMSA vice-president Mark Raffauf and Hugh Chamberlain representing the private entrants.

Whiting may not have stood on the top step with a piece of paper afterwards, but he was all smiles. "We've agreed to agree," he announced, the best news yet for the future of sports car racing worldwide.

At the least, the meeting established a new bridge between FISA and the ACO, and indicated that the 1994 edition of Le Mans could be part of any European Championship. Or, if not part of a FISA series, at least not apart from it in the sense of requiring a different preparation of GT cars.

Said Hugh Chamberlain, one of the architects of the 1993 Grand Touring Car series: "I'm extremely pleased that the meeting went ahead in the friendly spirit that prevailed. We made real progress, it was all very worthwhile."

The entente cordiale establishes that exactly the same regulations will prevail around the world for Grand Touring Car racing in 1994. A car that's eligible for Daytona will also be eligible for Silverstone, Le Mans and Fuji, making it possible to build up a series of premier events in 1995 and beyond.

The agreement will provide for GT cars which are not necessarily homologated, but have been type approved in at least two countries; this will rule out kit cars and specials. The minimum weight will be 1,100 kg and engine power will be restricted to around 475 bhp by means of air restrictors, two of 32 mm or one of 47.2/47.5 mm.

Crash test data must be supplied, and to keep costs down exotic materials will be banned: titanium is excluded unless as a heat shield, no magnesium or ceramics will be allowed and carbon fibre will be allowed only in clutch assemblies and belt covers.

Transmissions will be restricted to a maximum of six speeds and noise levels to 108 dB, though not necessarily with emission controls.

Whiting is now hard at work preparing the regulations which will have to be ratified by FISA, possibly in June. None of the agreements apply in the season ahead, unfortunately, and preparations for Le Mans will cause certain difficulties.

There are wide differences between the current, modified FISA GT regulations (prevailing at Daytona) and the ACO's, concerning weights, size of air restrictors, wheel widths, rear wing sizes and so on. Since the FISA regulations are still not acceptable to the ACO, Tom Walkinshaw for instance would very much like the Jaguar XJ220-C – which makes its debut at Silverstone on May 9 – to be accepted as an IMSA GT, thus getting into Le Mans by the back door.

That isn't straightforward, though, as Raffauf explains. "There is no way you can mix these exotic GTs with production models. It just won't work. Something like the Jaguar XJ220, designed as a race car, must beat Porsche 911s. And if you restrict the Jaguar so that it doesn't win, then why would anyone spend all that money?"

Raffauf doesn't see the Grand Touring Cars as being the entire future, anyway. "They will be an important part of the scene in 1994, but they won't draw big crowds. The future, as we see it, lies in the World Sports Car category announced by IMSA."

Ah yes, the World Sports Car formula. This is IMSA's vision . . . open top, simple, flat bottom, not-very-expensive sports cars powered by stock-block engines up to five-litre capacity. Maximum power will be in the region of 550 horsepower, but with a sliding weight scale it's thought that an engine of 4.0 to 4.5 litres will be the optimum.

It will suit Buick, Chevrolet and Ford down to the ground. Toyota has already confirmed that it won't build a new car to these regulations and Porsche doesn't have a suitable engine (Alwin Springer is lobbying hard for turbochargers, but is unlikely to succeed).

Engines must be from mass-produced automobiles, and lacking a clear definition of that term IMSA reserves the right to exclude a Ferrari, for instance. Variable camshaft timing is excluded, so that knocks out the Honda NSX and Porsche 968 at a stroke. Weights will range from 1,650 pounds for a three-litre to 2,050 pounds for a five-litre.

These WSC machines are likely to be very fast indeed in a straight line. Raffauf bubbles on about them being "quicker than the Porsche 917s, which reached 225 mph on the Daytona banking", and invokes modern suspensions and tyres in predicting good lap times, not far off today's Camel Lights.

The significant facts of the Daytona meeting are that M Moreau gave World Sports Cars an open invitation to Le Mans next year, and the JAF showed keen interest. No doubt the Japanese would amend the engine regulation to favour domestic manufacturers but as Raffauf says, "if the French and Japanese accept our chassis regulations, we are 80 per cent of the way there."

The first year of any new formula is full of difficulties, and IMSA will meet these in full measure. It is likely that all the existing GTPs will be given a year of grace in 1994, though handicapped (haven't we heard this before?) so as not to beat the new WSC cars.

It remains to be seen how FISA will react to a new sports car formula hatched in America and exported worldwide . . . not very well, it may be anticipated.

Tom Walkinshaw, who arrived at Daytona on Friday evening, was thought to be a trifle upset at having missed the summit sportscar meeting. He, though, had made his bid for Le Mans success by visiting the ACO the previous week with engine manager Allan Scott at his side.

TWR and Jaguar are adamant that they will abstain from the 24 Hours on June 19/20, for the second time, unless the half-baked air restrictor rule is changed. As prescribed, it gives the Jaguar V12 less air than a Porsche turbo. According to Scott it needs 10 per cent more air to achieve similar power, and IMSA's engineers agree with his calculation.

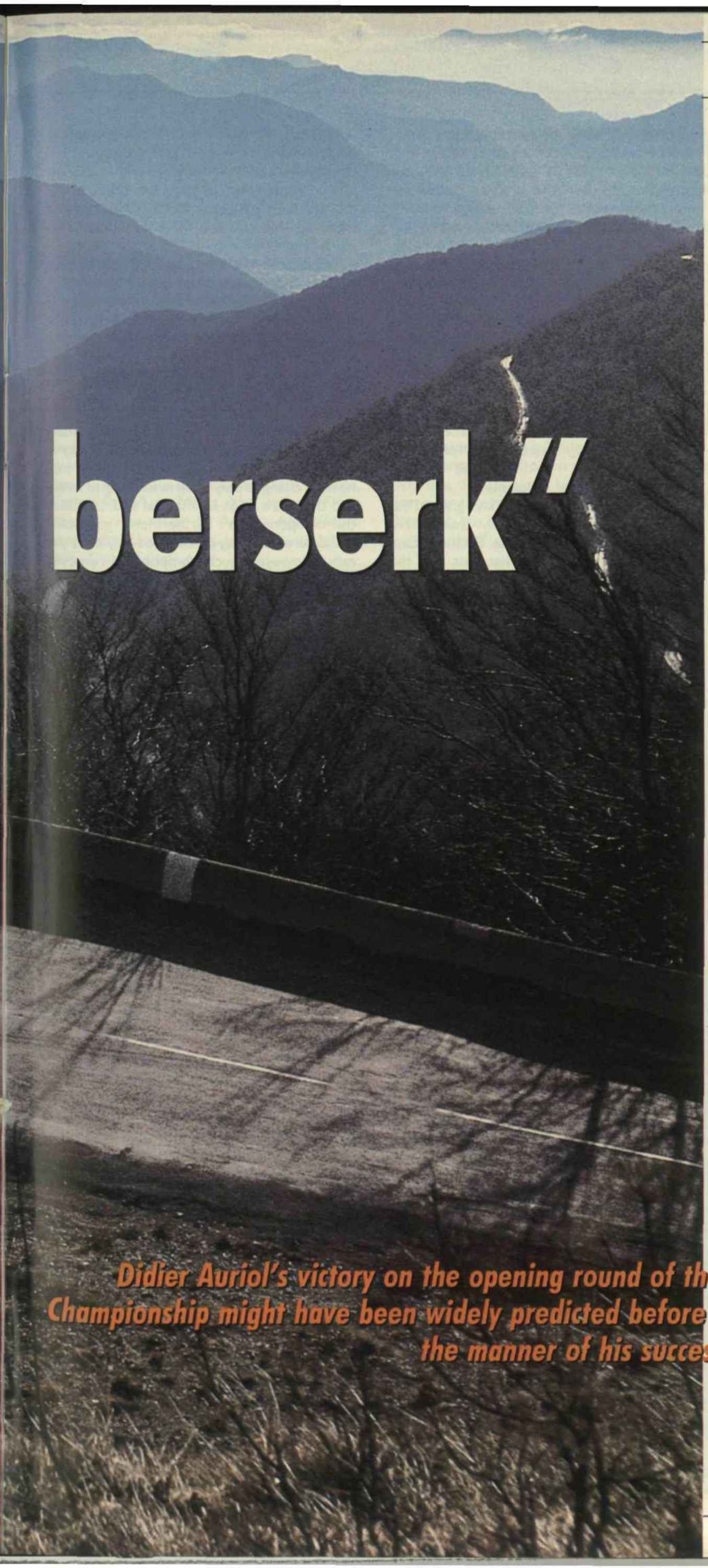
The return to 1990 regulations for Group C cars at Le Mans should mean just that, says Walkinshaw, advocating a return to fuel consumption. He wants the full 1990 quota of 2,550 litres, of course, while Porsche have made representations to have the larger, 41 mm air restrictors for the 962C as applied by IMSA. (It was interesting to note at Daytona that the seven-litre Jaguars, with no restrictors at all, were absolutely evenly matched with the Porsches with 41 mm restrictors).

The ACO has made no response to either manufacturer. Last year Jean Todt had the power of veto, exercised at FISA, in order to prevent the old Group C cars from posing any threat to his Peugeots. Surely Todt doesn't have the same power of veto with the Automobile Club de l'Ouest? **MLC**

"He just went



berserk"



Didier Auriol's victory on the opening round of the World Rally Championship might have been widely predicted before the start, but the manner of his success was not . . .

Had anyone suggested before the start of the final night of the Monte-Carlo Rally that, with just four special stages to go, the man who was third could make up an entire minute and a half by sheer performance and ability and win the event by a margin of 15s, that someone would have been considered either an inexperienced, unseasoned speculator or a very poor joker. Yet, that is precisely what happened in the Alpes Maritimes at the end of January.

Driving one of Ford's new four-wheel-drive Escort Cosworths, French crew François Delecour and Daniel Grataloup completely dominated the event and looked all set to score their first ever rally victory and to restore Ford to the ranks of the world's predominant teams.

But it didn't happen. With an amazing turn of speed, their compatriots Didier Auriol and Bernard Occelli, having their first drive in a Toyota Celica after leaving Martini Lancia at the end of last year, forged ahead during that last night and staggered the pundits by snatching the spoil from the very mouths of the Ford crew, just as they seemed certain to devour it.

It was an occasion of both revelry and depression. Auriol, who established a record by netting six World Championship wins last year but still didn't score enough points to become champion, was over the moon with delight, as were all the Toyota people. The Ford team, on the other hand, was stunned. What had seemed certain to be a first-outing victory for the new Escort Cosworth had been plucked suddenly away and the planned celebrations had to be abandoned. To win is to reap an abundant harvest; to be second is to scrape at mere stones.

It can legitimately be argued that Monte-Carlo has delivered more shocks and sensations than all other rallies put together, so this sudden switch of fortune could be considered no more startling than events of the past which have been equally, if not more, amazing. However, a surprise is a surprise, no matter what has gone before, and when Auriol took the bit between his teeth and toppled Delecour, people just gasped in disbelief.

Notwithstanding this demoralising blow, the Boreham team had no cause to slink away with its tail between its legs. On the contrary, it was able to carry its head high. It was a great comeback after the long-gone, successful days of the old Escort – and we don't mean the original model of the late '50s, an estate car based on the Prefect – since which Ford has been in the doldrums.

The Sierra, firstly with either a Cosworth engine or four-wheel-drive and only much later with both, was really no more than a stop-gap. It was not as agile as its rivals, although at times it did put up a startling performance, as Delecour knows, having lost almost certain victory over more established cars in 1991 when he stopped in the final special stage due to the effects of a broken rose joint.

The new Escort Cosworth is an entirely different car, quite unlike its earlier namesake and equally unlike the Sierra. There are features which are similar, of course, and it is

just as much an electronic complexity as all the others nowadays, but much of its make-up is nevertheless due to honest-to-goodness design, sweat over the drawing board (or computer screen, or the back of an envelope!) and old-fashioned, suck-it-and-see testing on the actual *rally ground*.

Were we to list the changes, we would consume all the pages available. Let's just say that it is smaller, lighter, just as powerful and tractable as, but possessed of better handling than the Sierra. Of course, new FISA regulations have contributed and, whilst we do not agree with all of them, we cannot but welcome the move to reduce service opportunities and to reintroduce the need for at least some old-fashioned reliability.

"This is going at least some of the way to restore sanity"

In recent years, incited by FISA's gradual but far-reaching rule changes, rally teams have adopted the attitude of their Formula One counterparts; build it to last just for the duration required. Tyres, for instance, are meant to survive just one special stage, and drivers are as upset by an unworn tyre as they are with one which has been totally destroyed. Turbochargers, gearboxes, differentials, suspensions, brake systems and many other components all became considered consumables. If something broke, mechanics would be on hand to replace it instantly.

Service was no longer provided only where team logistics could supply it. It had to be laid on before and after every single competitive section. Anything short of that and the chances of success were greatly diminished, even wiped out. At one stroke, service platoons became service regiments and costs escalated through the roof. Competitors only had to get to the end of a special stage and the might of their factories' facilities would descend upon them to reconstruct their cars into new *machines*.

Reliability, the very essence of rallying, became eroded and entire events were transformed into series of short sprints divided by roadside fettling sessions that would do justice to those of a modern, fully-equipped workshop. Building a car to last was no longer essential. The maxim was, 'Make it fast. Fragility doesn't matter. If it breaks, we'll be there to fix it . . . '

New rules which came into effect in January this year have gone a few inches of the way to rectifying that situation. A turbocharger may now be changed only once in each leg of a rally and the spare must be marked and carried in the competing car. Furthermore, gearboxes and differentials may be changed only once per rally. However, such components removed from a car may then be refettled and later refitted to the same car during the same event.

This is going at least some of the way to restore sanity to a sport which has become so engulfed by business and commercial interests that its roots are being eaten away. Everyone knows what happens to a tree when subjected to that sort of treatment, so the sooner FISA turns back the clock, forgets its money-spinning F1 simulation measures and returns to the days of basic, honest-to-goodness rallying, the better.

Other new rules also came into effect in January. Maximum tyre width, for instance, has been reduced from 10 inches to nine, whilst maximum exterior tyre diameter, when mounted on wheels, has been fixed at 650 mm (why not 25.6 inches we cannot imagine). Minimum Group A vehicle weight (including spare turbocharger carried in the car) has been increased from 1,100 to 1,200 kg, and, for ratification (English for the French 'homologation', lest you had overlooked it!) in that group, the minimum production figure has been reduced from 5,000 to 2,500.

There is no longer any freedom as far as fuel supplies are concerned. In Europe, leading teams are obliged to use that supplied by FISA (unleaded 98 octane) whilst elsewhere 100 octane AVGAS may be used.

On the administrative side, both drivers' and makes' championships are now based on the same 13 events, but in the makes' series only crews nominated in advance (minimum 30 days) may score points. This, we feel, is a retrograde step. If a private driver is good enough to get into the top 10 of a World Championship event, then the manufacturer of the car, as well as its driver, should be entitled to points.

In Monte-Carlo, Bruno Thiry took his two-wheel-drive Opel Astra to eighth place, a fine achievement, but, because Opel (or GM, or whatever) had not made an advance nomination of an official team, no makes points were awarded. The same happened in the case of Christophe Spiliotis who finished ninth overall in his Lancia Delta integrale and won the Group N category. His was the highest placed Lancia to finish and, last year, the make would

Mitsubishi was encouraged to get both its cars into the top six, Armin Schwarz (pictured) coming home two places behind team-mate Kenneth Erikkson.



thereby have scored 10 points. This year, Lancia gets nothing from Spiliotis' fine efforts, merely because of the lack of nomination, and we feel that this is unjust, whether the driver was supported by the factory or not. To deny championship merit simply due to the absence of a piece of paperwork is ludicrous.

There were four nominated teams at Monte-Carlo, Ford, Lancia, Mitsubishi and Toyota, each having entered two cars. Several crews were having their first outings for new teams and the line-up was as follows.

The two Toyota Celica Turbos were driven by Auriol/Occelli and Juha Kankkunen/Juha Piironen, the former pair new to the team and the latter having returned after an absence of some years with Lancia. Both Toyotas were backed by Castrol and bore the colours of the Swindon company. In turn, Lancia had one crew which had just moved from Toyota, Carlos Sainz/Luis Moya. The second Delta integrale was driven by Andrea Aghini/Sauro Farnocchia. Both Lancias were entered by the Jolly Club, Sainz' car being backed by the Spanish oil company, Repsol.

The two new Ford Escort Cosworths were driven by crews which were with the team last year, François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero. Mitsubishi also had a new car, the Lancer which, unlike the Galant, did not have four-wheel-steering. Crews were Kenneth Eriksson/Staffan Parmander and Armin Schwarz/Nicky Grist.

There were two works Skoda Favorits driven by Pavel Sibera/Petr Gross and Emil Triner/Jiri Klima, whilst the Opel Astra GSi was entered privately by Belgians Bruno Thiry/Gilles Favier. Swiss champions Olivier Burri/Christophe Hofmann were in a Ford Sierra Cosworth 4x4 and Monaco pair Christophe Spiliotis/Herve Thibaus in a Group N Lancia Delta integrale.

Among the ladies entered were Isolde Holdereid/Christina Thorner in a Mitsubishi Galant VR4 and Christine Driano/Marie-Christine Lallement in a Citroën AX GT.

As usual, the rally had several start points in European towns, Bad Hombourg, Barcelona, Reims, Lausanne and Turin, the distance of these concentration runs to Monaco varying between 656 and 755 miles. From each itinerary, cars arrived at Monte-Carlo on the Friday evening, after which there was a night stop before the restart from the Monaco quayside on the Saturday morning.

The weather was cold, but fine and dry with a little fog here and there. There was not a single trace of snow on any of the special stages and some may consider this to have therefore been an easy Monte-Carlo Rally, but that was not the case at all. Speeds were higher than usual, and the presence of the odd patch of ice made things very tricky indeed and placed considerable importance on the work of ice-note crews. Tyre warmers were much in evidence at the start of every special stage.

The first stage crossed the well-known Col de Turini, from Moulinet to La Bollène Vésubie, a road which is more closely associated with the final night of the event than the first day. Aghini was fastest here, with Delecour just one second behind. Sainz collected a puncture whilst Auriol lost about a minute after hitting a wall, breaking his left rear strut and losing the wheel. Biasion had a halfshaft break and covered the last five miles of the stage with just two-wheel-drive.

There were huge crowds of spectators and, some three or four miles from the end, there was a large pool of oil on the road. The story was that this appeared because there was no snow for the crowd to shovel on to the road this year, but this was not confirmed.

After the Turini, the route crossed the Var river to the 14-miler which started at Pont des Miolans, climbed the famous 'chute' and finished just after the narrow, twisty gorge at St Auban. This was damp in parts, frosty in others and foggy for most of the way. Delecour made best time here and took the lead, but Auriol had more trouble when his front left tyre began to deflate slowly. He finished the stage on the rim.

Schwarz slid off the road after a puncture and damaged a driveshaft. Other transmission damage was also caused which led to a string of further halfshaft failures due to stripped splines. Indeed, later in the event Mitsubishi's stock of halfshafts was being used up so rapidly that an aircraft was despatched overnight to Birmingham to collect a further supply.

The Fords were performing extremely well, but they could have done even better had not an engine misfire become evident, particularly on Biasion's car. This persisted for much of the rally and it was not until a few days later that Ford engineers were able to cure it.

After another stage over the Col de Corobin and into Digne for a 15-minute stop came the familiar stage over first the Col St Jean and then the Col de Perty. Here again there were spectators all over the place, the price of starting the event during a weekend. Indeed some drivers said that they were unable to use maximum acceleration out of hairpins for fear of sliding wide and hitting someone.

Auriol lost a little more time on this stage when his handbrake jammed on at a hairpin and his Toyota spun. It was not being an encouraging first day for Toyota's new French driver.

On the stage between La Motte Chançalon and St Nazaire-le-Désert in the Drôme region, which is as desolate an area as the name suggests, Jean-Pierre Ballet (Peugeot 309) hit a 73-year old man, breaking his leg, and it was tragic that he later died in hospital after a heart attack.

Biasion's engine was still misfiring and Auriol's handbrake still sticking. Schwarz said that his car was bouncing around too much, probably due to suspension which was too soft.

The final stage of the day was on the west side of the Rhône, in the Ardèche region. This was from St Pierreville to Antraigues, where Schwarz had to stop to change his right rear wheel after a puncture and where Delecour found himself with a clutch which refused to disengage. Indeed, he had trouble leaving the start line. The stage was late starting, and many crews said that tyres which had previously been warmed were cold again before they were able to start.

At the night stop in Aubenas, Delecour had opened out a 90-second lead over Aghini, whilst Biasion was just another five seconds in arrears. Auriol was another 32 seconds behind, followed after just a single second by Sainz. Kankkunen followed another 39 seconds back. Eriksson and Schwarz were seventh and 10th respectively.

The next day began with a stage over the cold but snow-free plateau above Burzet, scene of much drama in the past due to blockages by snow. One year four-pronged nails were even scattered on the road, causing ice note cars, route-opening cars and police vehicles to have punctures. Yet again, Auriol spun at a hairpin, this time stalling his engine. But at least one thing had pleased the Frenchman; he had been limited to 5,500 rpm and found that his engine was not giving its best at that speed. When he was allowed to go to 7,000 it improved dramatically.

After St Bonnet-le-Froid, as cold as it always is but this time snow-free, the stage from Lalouvesc to the Col du Marchand had to be stopped after some 25 cars to allow an ambulance to enter and collect a spectator who had hurt himself falling off a wall. Schwarz

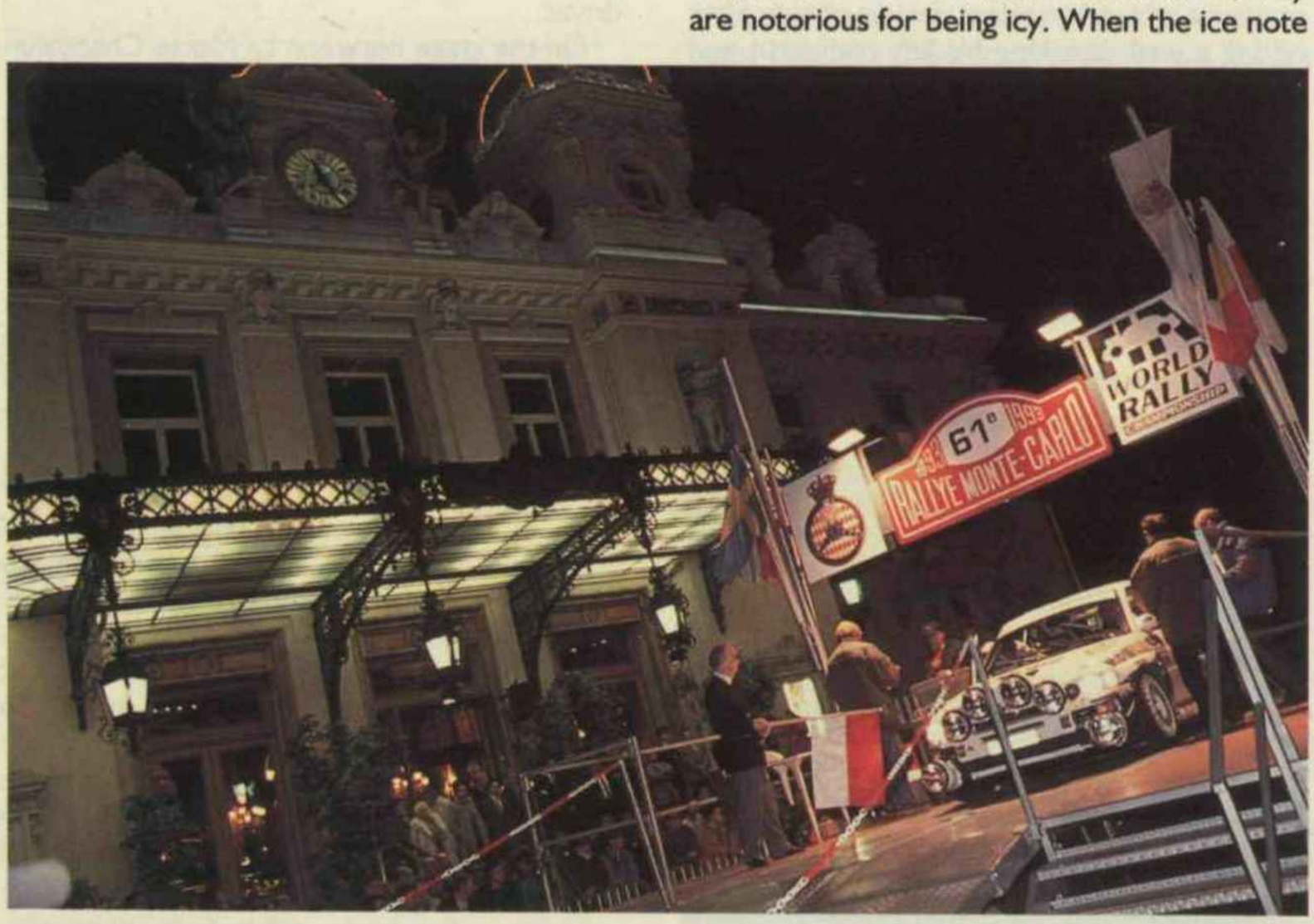


Reigning champion Carlos Sainz's first rally for Lancia was blighted by misfortune. Having lost a wheel, he eventually took 14th place.

again suffered halfshaft failure – the front right.

At Rosans, Aghini collected a puncture soon after the start and had to stop to change the wheel, whilst Thiry rolled his Opel right on the finish line. He was able to continue, however. Delecour needed a new air filter after this stage.

On the last stage of the day, disaster struck the Jolly Club team. The road from Plan de Vitrolles to Sigoyer crosses many small bridges and, since most of them are in the shade, they are notorious for being icy. When the ice note



François Delecour prepares to take the start. For the second time in three years, the Frenchman came within an ace of victory.

crews went through they were merely damp, but the ice soon formed afterwards and this is no doubt what caught out Sainz and Aghini.

Sainz hit one bridge and Aghini another. The Spaniard rolled but was helped back to the road by spectators and was able to continue, albeit with his front left wheel missing and leaving a trail of oil. Aghini was less fortunate as he could not get his car back to the road. At what seemed like one stroke, the Jolly Club lost one of its cars and had the other drop to 76th place.

There was a rest stop that night at Gap, but as it was not the end of a leg there was no change of order for the Monday restart and Sainz left just behind the leaders, his car having been completely refettled. Delecour was still in the lead, but this time it was team-mate Biasion who was behind him, by 1m 29s. Their nearest rival was Auriol, another 48 seconds behind. Kankkunen was fourth, but off the pace and another 2m 22s behind. The Finn has little liking for tarmac roads and only enjoys the Monte when it is very snowy.

The next morning, another oil patch mysteriously appeared on the first stage. Some cars spun; other drivers managed to avoid it. On the scond stage, from Sisteron to Thoard, both Delecour and Auriol went slightly off the road. They recorded identical times, six seconds behind Sainz who was fastest. Indeed, Sainz put in some excellent times during this day, determined to claw back as many places as possible.

Between Malijai and Puimichel, Schwarz found himself yet again with just two-wheel drive and he had to complete the remaining stages of the day like this before it was possible to replace his entire transmission system. Team-mate Eriksson found that his centre differential was not working properly and this had to be locked manually. Delecour's engine was sounding healthy but he had been hampered on the stage when his brakes jammed on and refused to release for about a mile. Biasion still complained of a nagging misfire.

At the end of the leg all the teams had service arranged at La Turbie, high on the Grande Corniche overlooking Monaco. Here, considerable replacements took place, some cars being fitted with gearboxes which they had used on the first day and which in the meantime had been stripped and rebuilt.

The Tuesday was pretty well a day of rest, for the restart was not until 11.15 pm. Some drivers went up to the hills for a last-minute recce; others stayed in bed as long as they could or relaxed in other ways. But for mechanics and ice-noters it was a different story.

Don't shoot . . .

There was a behind-the-scenes facet of the Monte-Carlo Rally which we feel should be placed before you, our readers; not the doing of the organisers, we hasten to add, but entirely a contrivance by FISA.

"We hardly see anything of World Championship rallying on television nowadays."

"Monte-Carlo? Didn't even know it was on!"

These are comments we hear frequently. Is this the fault of TV companies for ignoring the sport? Is it the fault of organisers for failing to promote their events adequately? Is it the fault of independent film makers who fall down on selling their wares to broadcasters? Judge for yourselves from the following.

It is some years since we predicted that FISA's World Rally Championship rule changes to shorten events, to extend rest stops and to discourage night driving represented the thin end of a wedge intended to extract profit from television and filming 'rights'. Initially, film makers welcomed the changes, as they made their work easier, but now it seems they have changed their minds. They should have heeded our warnings.

Daytime running is attractive to film makers for obvious reasons, and it didn't take much perception to figure out what might have been the outcome of the changes. The stage was being set first to woo the film makers and then to wallop them with financial demands for filming rights.

That wallop has now been made, and the result is wholesale discontent within the ranks of those who film World Championship rallies. One respected film company we know very well turned up at Monte-Carlo, discovered what the demands were and promptly packed up and went home. I don't blame them. Another, equally disgruntled by outstretched palms, put away the filming gear and resorted to writing about the rally for a magazine. Yet another, committed to making a programme for its own (overseas) national network, decided reluctantly to knuckle under and forked out no less than US$10,000 for the privilege of using one camera, and even then they were not allowed to film on special stages! Why not, I wonder. They were on public roads, after all.

When I began writing about rallying many years ago, then combining it with competing, there were rarely such things as press passes. One just turned up at an event, spoke to and saw whoever and whatever one wanted, and then wrote about it. Nowadays it's much more complicated, with formal accreditation procedures, more with some events than with others. There are even annual passes issued by FISA which are supposed to take precedence over anything a rally organiser may issue.

In my book, the leading authority of any event is the organising committee of that event, and if they issue me with a pass, that's good enough for me. I have no FISA pass; nor

Service vehicles had to be restocked and taken out early in order to secure good positions, whilst the ice-noters began their first runs as soon as possible, if only to record damp patches. Later in the evening, they kept a close watch on the movements of their thermometers, for damp patches can turn to ice in seconds.

The final night consisted of just one loop through five stages, and there were some who complained that this was a waste, that it should have been extended to two loops. Strange that, last year, there were complaints that two loops were dangerous and that just one would have been much better!

The first stage was over the Col de Turini, and when Delecour set best time the tension within the Ford team became noticeable. The Escorts were first and second, but would they be able to stay there to take a resounding one-two victory on their first outing? It certainly seemed that way, for their only close rival was Auriol who had well over a minute to make up on Delecour in just four stages.

It certainly seemed unlikely that Auriol, who had trouble with his brakes on the descent of the Turini, could gain that much time, but then, as another driver put it, "Something must have come loose inside Auriol's head. He just went berserk."

That he did. Over the Col de la Couillole he beat Delecour by no less than 25s, an amazing feat. Tongues began to wag, as only they can in Monte-Carlo. Was Toyota doing something it shouldn't? All manner of rumours began floating around, some concerning turbochargers (Auriol's car was fitted with a new one after the Turini) and some concerning a fuel additive piped from a reservoir separate from the main tank. I saw no evidence of either irregularity, nor did I speak to anyone who did. For that matter, spot checks and final scrutiny revealed nothing amiss with the Toyota, so we'll dismiss those stories. After all, Monte-Carlo is renowned as the greatest rumour-factory in the whole of rallying.

Having moved up to second place on the Cuillole, Auriol moved even closer to Delecour in the Entreveau stage, one which used to figure in the old Alpine Rally. The Toyota beat the Ford by just over half a minute, and then the gap was down to 20s. The tension could be cut by a knife. Was this really going to be a last minute snatch, or would Delecour hold on to his lead?

Meanwhile, Jean-Manuel Jenot put his Sierra Cosworth off the road and handed the Group N category to Spiliotis who very nearly lost it to Serpaggi when his Lancia refused to start after service and he lost a little road time.

Kankkunen hit a bank which contained a stone, causing a suspension bolt to fracture. The wheel began to flap and, thinking they had a puncture, they stopped to change it. When they saw the actual problem, they hastily carried on to have the damage repaired at their next service point.

On the last stage but one, Auriol continued to forge ahead, this time beating Delecour by 22s and moving into a 2s lead. The Ford driver was speechless. He really thought that he was heading for his first ever rally victory, to give Ford its first Monte win for 40 years.

On the last stage, Auriol made quite sure that he wasn't going to hand back the advantage. He made best time yet again and thereby took an amazing victory by 15s from Delecour.

Auriol is fine driver who richly deserved his victory, but we must also give praise to the Ford team. Boreham certainly made a great comeback with the new Escort, and we look forward to many more stirring battles of this nature **GP**

Monte-Carlo Rally – 21–27 January, 1993

Results

1. Didier Auriol (F) / Bernard Occelli (F) ..... Toyota Celica Turbo 4wd, Gp A ..... 6h 13m 43s.
2. François Delecour (F) / Daniel Grataloup (F) ..... Ford Escort Cosworth 4x4, Gp A ..... 6h 13m 58s.
3. Massimo Biasion (I) / Tiziano Siviero (I) ..... Ford Escort Cosworth 4x4, Gp A ..... 6h 16m 59s.
4. Kenneth Eriksson (S) / Staffan Parmander (S) ..... Mitsubishi Lancer Evolution, Gp A ... 6h 31m 30s.
5. Juha Kankkunen (SF) / Juha Piironen (SF) ..... Toyota Celica Turbo 4wd, Gp A ..... 6h 32m 43s.
6. Armin Schwarz (D) / Nicky Grist (GB) ..... Mitsubishi Lancer Evolution, Gp A ... 6h 39m 45s.
7. Olivier Burri (CH) / Christope Hofmann (CH) ..... Ford Sierra Cosworth 4x4, Gp A ..... 6h 51m 03s.
8. Bruno Thiry (B) / Gilles Favier (B) ..... Opel Astra, Gp A ..... 6h 54m 08s.
9. Christophe Spiliotis (MC) / Herve Thibaud (MC) ..... Lancia Delta HF Integrale, Gp N ..... 6h 56m 24s.
10. Jean-Baptiste Serpaggi (F) / François Serpaggi (F) ..... Ford Escort Cosworth 4x4, Gp N ..... 6h 57m 58s.

170 starters; 86 finishers.

1993 World Rally Championship Situation (after 1 of 13 rounds)

Drivers

Didier Auriol (F)	20 pts.	Armin Schwarz (D)	6 pts.
François Delecour (F)	15 pts.	Oilivier Burri (CH)	4 pts.
Massimo Biasion (I)	12 pts.	Bruno Thiry (B)	3 pts.
Kenneth Eriksson (S)	10 pts.	Christophe Spiliotis (MC)	2 pts.
Juha Kankkunen (SF)	8 pts.	Jean-Baptiste Serpaggi (F)	1 pts.

Makes

Toyota	20 pts.
Ford	17 pts.
Mitsubishi	12 pts.



Bernard Occelli and Didier Auriol savour their dramatic achievement.

do I want one.

But film makers have a more complicated cross to bear. Again as predicted in MOTOR SPORT, FISA decided that all films made of

"The whole thing smacks of profiteering"

World Championship rallies should be authorised centrally, and only upon payment of a fee.

A company called International Sports-world Communicators was set up in England (its fax print-back is the same as that of the Formula One Constructors' Association) and an edict issued by FISA that no World Championship rally organiser was entitled to issue a pass to any film maker. That was to be the exclusive privilege of ISC.

Over the space of a year or two, the knot tightened and facility fees began to be demanded of anyone who wished to film anything of a World Championship rally, the fee payable in US dollars to ISC.

For instance, if a manufacturer contesting the series as a whole wishes to make a film of its own exploits, it may only officially do so after paying a fee to ISC. We have heard the figure $175,000 mentioned for 1993, entitling the manufacturer to use one camera during each event, but not on special stages. For that fee, the manufacturer concerned will also be entitled to use tape supplied by ISC's own contracted film company which, we are given to understand, was, for the Monte-Carlo Rally at least, an Essex-based company called Mr Sport.

For independent film-makers and those working for television companies on an event-to-event basis rather than covering the World Championship series as a whole, no doubt a different scale of fees will apply.

Have you ever heard of a private organisation charging a fee for someone to film in a public place? What will happen in Kenya, I wonder, where there are no special stages, where the entire route is on public land and where the government holds all filming rights and issues (upon payment) its own filming licences?

The whole thing smacks of profiteering. If anyone should charge at all for filming rights on World Championship events, then it should be the organisers of those events, not a private company nominated by FISA. If you, the reader, feel that television coverage of the World Rally Championship is less than it ought to be, perhaps now you are closer to knowing the reason. **GP**

Lamm to the

Schnitzer and BMW. The two words are pretty well synonymous. Under the shrewd direction of Karl 'Charly' Lamm, Schnitzer-prepared BMWs have been winning top-level international touring car races for years, be they World Championship or European Championship.

Since the dissolution of those two multi-national contests, Schnitzer has concentrated its efforts on home soil, although its highly effective participation in the German Touring Car Championship has been supported by successful involvement in the Italian equivalent.

But the face of German motor racing is changing. The touring car series, as recently as last year the national pride and joy, with six-figure crowds and huge investment from the major national manufacturers – BMW, Mercedes-Benz and Audi – is teetering on the brink of collapse. Audi, unhappy at a technical decision in the opposition's favour, withdrew in mid-season, and has subsequently declined to return. BMW has pulled out, citing the unrealistic expense of preparing a car to a set of regulations which will be in force for just one season. Deprived of two prestige opponents against whom it hoped to prove its wares, Opel has now stepped down.

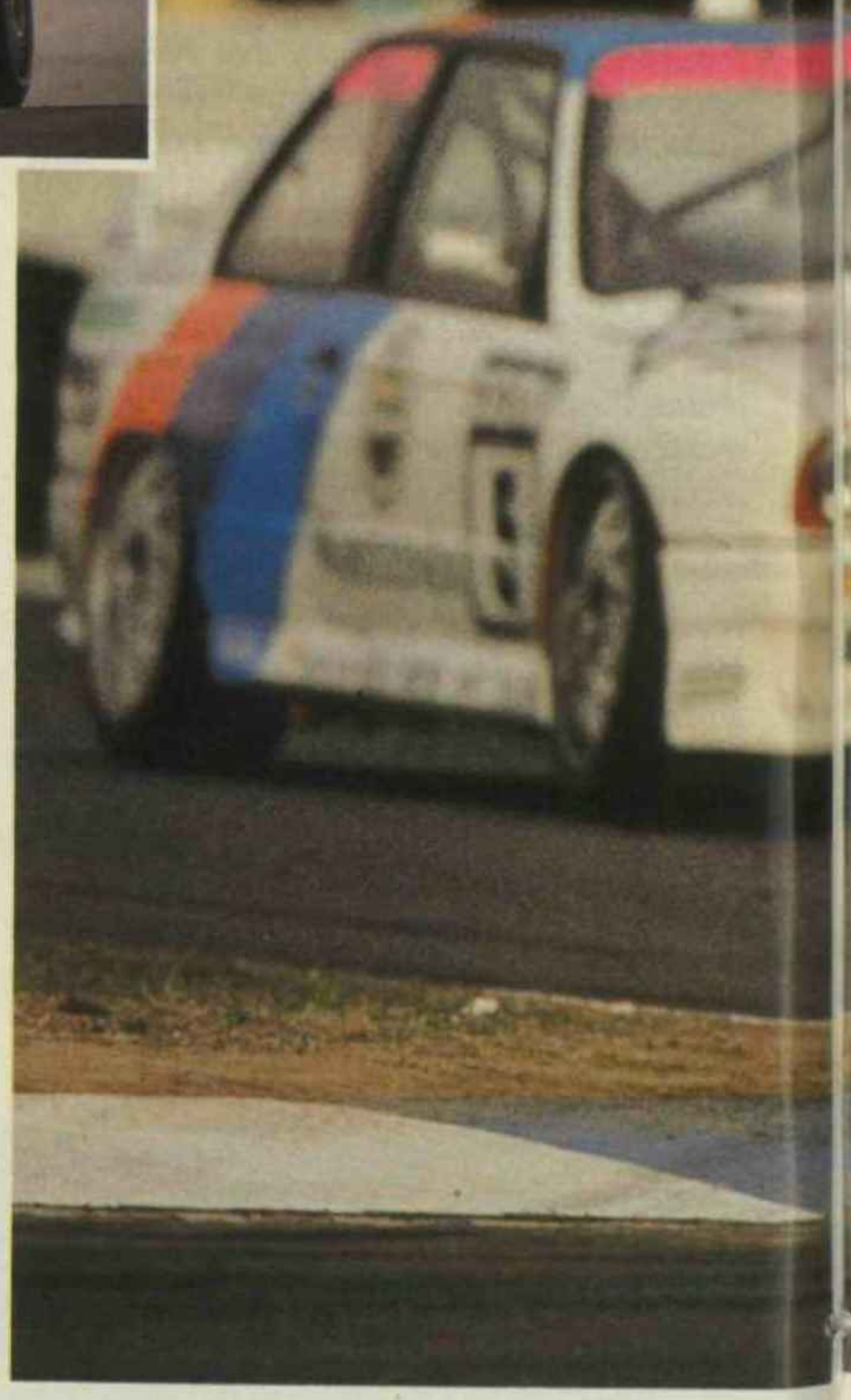
The field has been left to Mercedes-Benz, newcomer Alfa Romeo and a few privateers. Some of these will use BMWs, albeit obsolete M3s. Karsten Engel, manager of BMW Motorsport's racing division, is not unduly concerned about the potential harm that could be done to the marque's image. "They'll be so far behind they'll almost be in a different race," he smiles. "The M3 has been out of production for two years, and the racing public understands the situation. It will be a long way off the pace, but people will know why. We don't mind drivers taking part, though. There's still good prize money in Germany, and a privateer with an old car should be able to cover the costs of his sport, even if he's not got any real chance of outright success."

BMW's abstinence, in an official capacity, from the crumbling GTCC turned out to be positive news for the British Touring Car Championship, which is flourishing almost as quickly as its German counterpart is disintegrating.

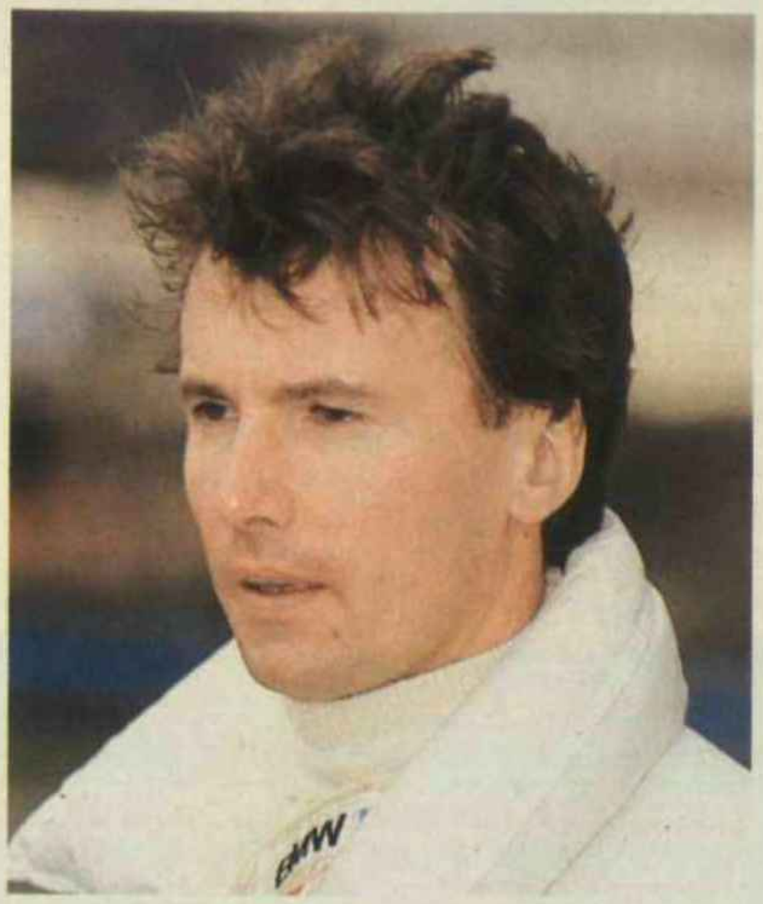
Schnitzer is coming to the UK, to run a brace of 318i saloons for Steve Soper and Joachim Winkelhock. The former, generally acknowledged as Britain's fastest touring car exponent, needs no introduction.

After cruising to the German F3 title in 1988, the latter tried to follow in his late brother Manfred's footsteps as a Grand Prix driver, but after spending the next half-season trying in vain to pre-qualify an AGS, he stepped down to earn a living as one of the more entertaining members of the GTCC cast.





The Schnitzer team has rich experience of both sprint and endurance races, such as the Spa 24 Hours (above). Right, Joachim Winkelhock has concentrated on touring car racing since his F1 aspirations faltered. Steve Soper (below) enters his first full BTCC campaign for several years.



Official BMW participation in the British series was not, originally, anticipated, even though Tim Harvey won the 1992 title in a 318is coupé. Cynics reckoned that it was all to do with the scandal factor. After all, the team running Harvey's car had to be reconstituted in a hurry, with just a couple of races to go, when the original principal was arrested in connection with alleged drug trafficking offences.

BMW GB insists that its decision to withdraw was based on sound economics, rather than adverse publicity. "Every time the pound drops just one pfennig against the deutschmark," explains BMW's Scott Brownlee, "it effectively wipes the cost of a full two-car BTCC programme from our budget."

As a result, the 1993 BMW effort will have a more cosmopolitan feel, although Schnitzer will set up a base camp within the cosy confines of a technical centre at BMW's Bracknell HQ. Engineers will commute, as and when required.

With Germany in the doldrums, Karsten Engel hardly needed much convincing to add the British programme to factory-supported efforts in several other countries, including France, Italy and South Africa. "I've watched the BTCC on and off over the past four or five years. I have no doubt at all that it will be the best saloon car championship in the world in 1993. To have almost 10 major manufacturers competing is a dream for any governing body. The series needs to be careful, though. At the end of the 1980s, the German Championship was the best in the world. Then costs started getting out of hand. Some of the hospitality centres were the size of a house . . ."

Nowadays, the BTCC is positively awash

slaughter?



with professionalism on a scale that could barely have been envisaged only a few years ago. Remember when the majority of competitors brought their cars along in converted 1960s coaches . . . or trailered them to and fro behind oily Ford Transits?

Is Schnitzer's British programme a long-term thing? "We'll review the position for 1994," says Engel. "We might continue in the UK, we might do Germany, we could do both. The situation is quite fluid. Germany will also have the same class two (ie two-litre) regulations as Britain for 1994. I think it's fantastic that FISA has managed to get all the different countries to agree to the same rules at long last!"

Initial expectations? Engel is hopeful, but pragmatic with it. "We hope the 318i will be competitive, but we're not expecting to dominate the championship from the word go. The Schnitzer team is very experienced, but it hasn't raced regularly in Britain before, so we have to find out all about the tracks and the weather, though Steve knows a bit about those, *and* the car. It is a completely new programme, and we have much to learn. We probably won't get a chance to test until the first, or even second, week in March."

And the season starts on the 28th of that month, at Silverstone.

BMW's confirmed opposition includes Ford, Renault, Mazda, Peugeot, Vauxhall, Toyota and Nissan. It is looking forward to the expected arrival of Mercedes-Benz, which current speculation suggests will happen in mid-season. Not that the Germans are supercilious about their existing opposition, far from it. BMW Motorsport understands only too well the challenge of an egalitarian formula such as this, and is well aware of the strength of the competition. Some of the marketing boffins, however, have yet to work out how it is that the regulations allow a BMW to be given a thorough gubbing by a Vauxhall.

Apparently, men in grey suits don't mind the occasional pasting from perceived showroom adversaries such as Audi and Mercedes-Benz, so when it comes to justifying the budget for exercises such as the BTCC, a PhD in diplomacy comes in handy . . .

BMW's unexpected participation in Britain will also have a knock-on effect at your local off-licence. The programme is being sponsored by Fina and Warsteiner beer, both of whom signed up originally with the GTCC in mind. Up until now, Warsteiner wasn't widely available in Britain, but the marketing department was so tickled by the sudden change of direction that it is introducing the brand to the UK on the back of the BTCC . . . **SA**



Pictures from an exhibition

The London Motor Racing Show took place in mid-February, sponsored by the *Daily Express* in association with *Motoring News* and MOTOR SPORT.

Reintroduced to the capital in 1992, the event has developed considerably in the past 12 months, with a massive increase in floorspace and a corresponding rise in the number of exhibits. There was greater diversity, too, with several opportunities for audience participation. An indoor karting circuit was incorporated within the main exhibition area and the array of rowing machines on the Race Fit stand was made available to fitness fanatics and masochists.

Many of the sport's leading lights attended during the four days, and David Kennedy, of organiser 3D Events, says that he intends to expand the show's size and appeal yet further in 1994.

This year, there were 160 exhibitors (more than twice the 1992 total) and around 35,000 visitors (a rise of eight per cent).



With Nigel Mansell's recent success in mind, one of the main theme displays was a tribute to British world champions. In honour of Mike Hawthorn's 1958 title, attained in a Ferrari Dino 246, Neil Corner loaned his ex-Pat Hoare Tasman Dino.



In line with its ever-increasing profile, there were numerous British Touring Car Championship exhibits. One such was Ray Bellm's BMW 318is Coupé. A former world sports car champion in the C2 division, Bellm will campaign the car under the Team Dynamics banner this year.



The Lola IndyCar bedecked in Nigel Mansell's Newman-Haas livery was the centre of attention for much of the show. The WBA's former world featherweight champion Barry McGuigan, a keen rally and rally-cross exponent since his boxing career ended, got closer to it than most.

Toyota used the show to give its new BTCC Carina a first official public showing (above). The wraps were taken off the car by drivers Will Hoy (left) and Julian Bailey. Hoy will be gunning for a second BTCC title, having been narrowly pipped to the 1992 crown by Tim Harvey. This year, Toyota has switched responsibility for its BTCC effort from Andy Rouse to TOM'S GB.

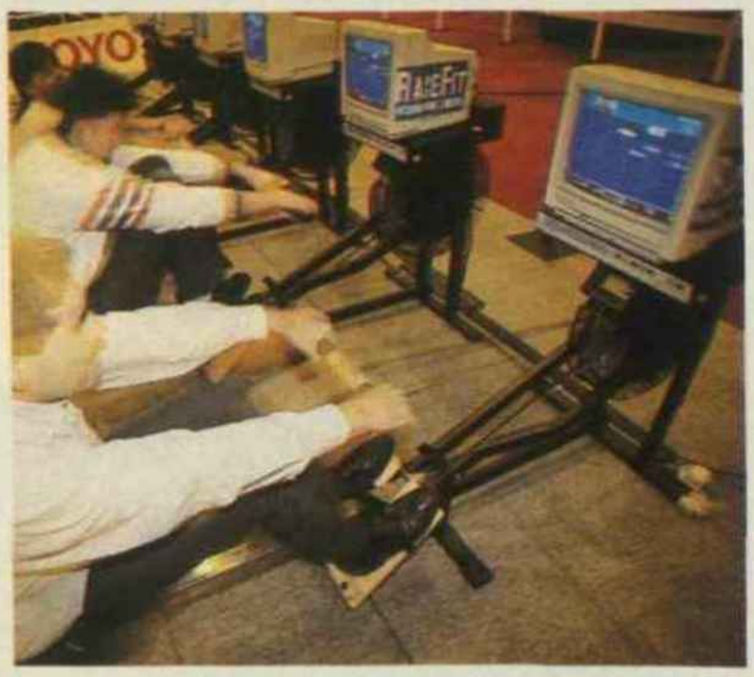
Numerous familiar faces attended the show throughout its four-day duration. The official opening was conducted by Lotus F1 driver Johnny Herbert, who discussed his 1993 prospects with Stirling Moss (above right). Moss will be racing full-time himself this year, campaigning a Shelby Mustang in historic GT events.



In the present political climate, anti-smoking messages are beginning to find a way into an industry that has long enjoyed the patronage of the international tobacco giants. Yvan Muller's British F2 Championship-winning Omegaland Reynard (right) showed allegiance to the Marie Curie Motor Racing Club; 50 per cent of contributions go to Marie Curie Cancer Care.







There was plenty of opportunity for audience participation, either on the kart circuit (not shown), at the Virgin video games centre (far left) or on Race Fit's rowing simulators (left), where the fittest, strongest and/or most obstinate competed for a variety of prizes.



Included amongst the tribute to British world champions of yore was this pristine Lotus 49B (left), as raced by Graham Hill during his courageous 1968 season. Its morale sapped by the death of Jim Clark in April of that year, Team Lotus was buoyed by Hill's efforts, which included victories in Spain, Monaco and Mexico. After Hill, the next English (as opposed to British) champion was James Hunt, in 1976. Hunt secured the crown in the rain at Fuji, finishing third in this McLaren M23 (below). Britain would wait another 16 seasons for its next such success...

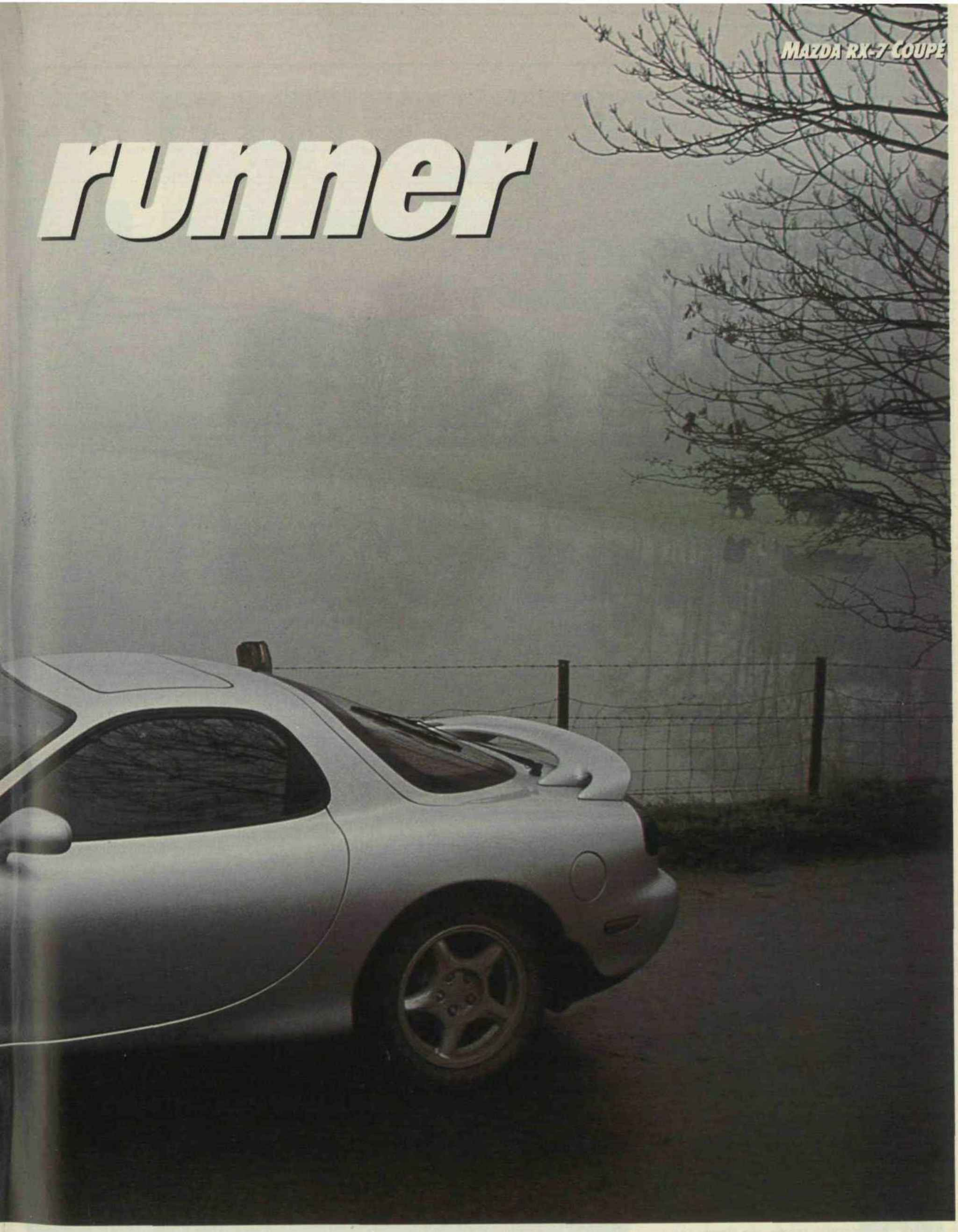


McLAREN M23

The outstanding Grand Prix car of the 70's was piloted to world championship victory by **James Hunt** in 1976.

Blade

runner



Mazda remains the world's only manufacturer committed to rotary engine technology. The latest RX-7 is smoother and faster than its forebears, but is that enough . . ?

Throughout its evolution, from naturally aspirated rotary to the present 237 bhp compact supercar, the RX-7 has been a familiar site at Standard House. We have had plenty of road and track time, at Donington Park, to assess the latest format of the gallant rotary engine from the first Japanese company to win Le Mans.

As the performance of the RX-7 has escalated from baiting the Porsche 924 through to direct confrontation with the latest 968, Mazda's original low-cost priorities seem to have evaporated. True, the RX-7 is not quite the £34,000 that was predicted at the June 1992 launch, but it is not cheap at £32,536. Its thirst at the fuel pumps remains prodigious if you – like us – enjoy its unique performance. In compensation, the driving experience is extraordinary, not just for the technically intriguing fact that 1308 cc is transporting you to 155 mph and returning six-second 0-60 mph figures, but for the extra terrestrial smoothness conferred by a rotary that prefers to hum at 7000 rpm.

Fuel consumption?

Don't ask, but be warned that 20 mpg was a rarity . . .

UK range

Only one RX-7 model is brought into the UK, and that is the more heavily equipped, expensive and heavier European version reported here. With the advent of the Porsche 968 CS (see *New Cars*), we may see Mazda retaliate with the cheaper, lightweight R1 specification that they market elsewhere. Sales of £30,000-plus sports cars are not blooming at present, witness the £5000 that has just been lopped off the Alpine Renault A610's price.

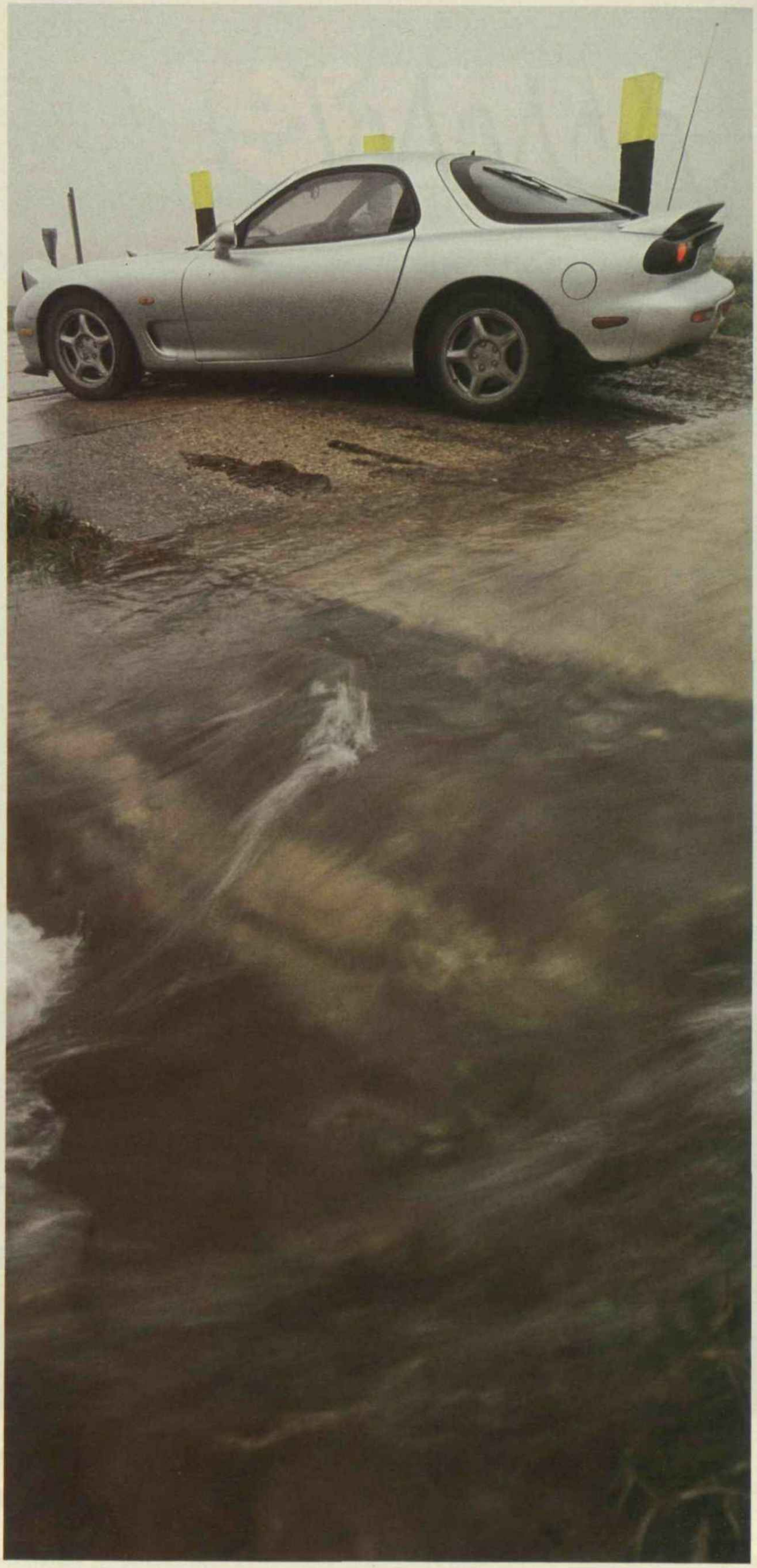
Other Mazda sports offerings for the UK include the MX-3 front-drive coupé (a sort of retro Honda CRX, but with sweet V6 power) at £13,689 for the 1.6i or £15,729 for the 1.8i. Then there are the vastly popular rear-drive MX-5 (did this car kill the Elan, or did Lotus management manage that without assistance?) and the super-smooth MX-6. The MX-5 is now priced from £15,780 and 2.5 V6 MX-6s start at £18,519. Also encroaching into the BMW 3-series heartland of the home counties is the Xedos 6, priced from £17,509 to £20,140.

Technical analysis

Essentially this RX-7 is a reincarnation of what has gone before, but reworked with extraordinary determination by 120 Mazda engineers, designers, testers, product planners and manufacturing men. Their targets centred on the increased showroom appeal of a svelte 0.31Cd profile that included major influence from Mazda's Californian facility, an output of 250 bhp and a 1250 kg kerb weight.

The two-seater body was a major success with American customers. Some RX-7 derivatives available in the USA feature the aforementioned R1 spec and 255 bhp, rather than the 237 we are offered on this side of the Atlantic. In European terms, we simply see a progression from the previous single turbocharger 13B rotary, with its 200 bhp. During our test, we switched briefly to one of the outgoing cabriolets. Progress has certainly been made under the bonnet.

The Japanese engineers were actually





This is not only the most powerful production RX-7 offered to date in the UK, it is also the most distinctive. The latest evolution of the breed is a pure two-seater. Whilst in our stewardship, its appearance attracted nothing but favourable comments.

inspired by the 230 bhp powerplant for the elegant 1990 Cosmo coupé. This was the first Mazda to feature a *turbocharged* rotary installation. The larger capacity unit for the new RX-7 has increased both performance and the breadth of the power band.

Sequential turbocharging was the secret. Other production – and many racing – cars have exploited twin turbos, but the Mazda design uses one compact Hitachi HT12 to deal with boost demands up to 140,000 turbine rpm. Interconnected by an electronically managed flap valve, a second Hitachi (they're both the same size) is activated fully beyond the preset 140,000 rpm of the primary unit, but is fed a growing proportion of the exhaust gases even at lower speeds in a bid to avoid any flat spots as the second turbo comes on stream.

Since the 200 bhp days, other changes have included higher compression within the precisely machined rotor chambers, increased coolant flow to the hottest areas (around the leading spark plug in the combustion process) and considerably uprated lubricant flow, cooled by twin air radiators. If you take the Mazda's literal displacement (1308 cc), rather than the homologation equivalency figure (2300 cc), the sequentially turbocharged RX7 yields a phenomenal 181.2 bhp per litre, which does require some engineering expertise under street conditions.

Mazda took immense trouble to produce an attractive, light and strong body (both engine bay and powertrain have separate bracing measures). Yet the presence of standard UK equipment such as the air bag, four-speaker stereo, leather trim, power steering, air conditioning, cruise control and central locking negates many of the obvious weight saving ploys.

Faced with a list like that above, any advantages gained by drilling the aluminium foot pedals or using aluminium for the bonnet and wheel jack are soon overcome.

Another outstanding area of endeavour has been the rear-drive chassis, unusual in our recent experience for sporting the same (106 lb/in) front and rear spring rates to support a 48 per cent front, 52 per cent rear weight distribution.

The unequal length wishbones are conscientiously crafted via a variety of aluminium casting techniques. Deploying directional sliding bushes, uniball and hydraulic bushings is a sign that Mazda puts a premium on sheer grip, virtually regardless of what misguided messages the driver uses to flummox the basic balance.

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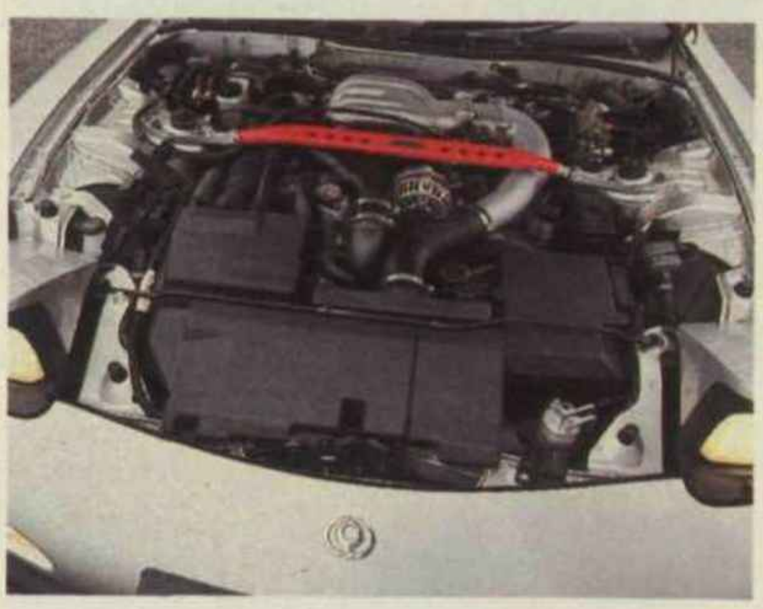
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" This is one road car that does not feel out of its depth on a circuit "





Seats look comfortable (above), but could offer greater support. Engine (left) now features twin sequential turbocharging. Power rises to 237 bhp, top speed to 155 mph.

Action

The attractively presented silver metallic coupé arrived with just 555 miles recorded, so we were a bit dubious about its potential at the test track. A trip to Snowdonia in North Wales took us safely past 1000 miles. The Mazda – unexpectedly available at short notice, albeit for less than the usual week's duration – was returned with the best part of a further 1000 miles on its odometer.

Stretching stably to an honest 155 mph and zipping from rest to 60 mph in a sliver over six seconds, we noticed no penalty as a consequence of the fresh drivetrain, save that of fuel consumption. The rotary has always been notorious in this respect and the combination of a regular 7000 rpm (marked by an audible warning beep) and comparatively low mileage did Mazda no favours whatsoever. Our average was 16.66 mpg and it took conscious restraint to realise 20. That's not too surprising, because the mandatory urban fuel consumption report records 17.7 mpg. The only good news is that 95 RON unleaded fuel is recommended, despite a 9:1 compression ratio in a turbocharged application.

There are several attractive features in the two-plus-cubby hole interior. The large, Jones-copy rev-counter reads to a 9000 rpm maximum, red-lined at 7000 (not exceptionally high, these days), but no boost gauge is included in the otherwise comprehensive instrumentation.

The seats look good in the showroom, but could offer more location and absorption of the ride, which is particularly bumpy at town speeds. The other chassis limitation is that the 255/50 Bridgestones are forced into tramlining activities that wriggle the steering wheel over adverse cambers and bumps with nearly as much vigour as the stark 911 RS or an ancient rear-drive Ford.

As a driving experience, the speed variable power assisted steering, slick rod-linkage gearchange (slightly notchy from fourth to fifth) and sensibly advanced ergonomics mean that urban progress is just as painless as in any current saloon. Visibility within the dramatically styled body is better than that traditionally provided for GT coupés and the Mazda is very easy to live with, even if we were not overwhelmed by the comparatively tacky plastic petrol filler flap amidst that sparkling extra cost metallic paint (£165.04). Although the engine sounds, and feels, totally normal to 3000 rpm, there is no mistaking the whoosh of serious pulling power thereafter. Unfortunately two cars that I drove, and one that co-tester Mark Hughes experienced, suffered a distinct stutter on the transition between primary and secondary turbochargers. In the low mileage test car, the apparent gulp was at its worst. We nearly abandoned the test after a stuttering cold start forced one driver to return back to base, without ever getting the rotary into the boost sequence. From that point on the car was driven around the problem – rather as one used to with a carburettor flat spot – and it was simply an annoyance rather than a major shortcoming, the utter civilisation of power delivery on boost being more than sufficiently addictive to overcome such unwelcome hiccoughs. The dry and smooth road handling qualities are astonishing. This is one road car that does not feel out of its depth on a circuit and the writer retains warm memories of its capabilities at Donington.

Attacking the grim realities of wet weather travel from Oxfordshire to Wales and back in a day, the RX-7 continued to excel, aided by excellent brakes with very modest ABS interference. The grip levels feel up to the standard of a mid-engined warrior such as the Lotus Esprit. Since this is achieved without the girth of the Lotus and within a very practical body, we salute a fine achievement.

So should Mazda handling earn absolute rave reviews, wet or dry, circuit or public road?

Not so.

At the upper level of endeavour on wet roads, the RX-7 feels distinctly edgy. Ironically we can most liken the experience to driving an older 911, where you eased open the throttle on a leaf-strewn third gear corner, aware that punishment lurked beyond apparently inexhaustible grip.

You sweat gently in the air-conditioned cabin, feeling rather like the lion tamers of the '50s who used to prod their unfortunate

MAZDA RX-7 COUPÉ

ENGINE

Location	front-mounted
Cylinders	twin iron rotors
Capacity	1308 cc
Compression ratio	9:1
Power	237 bhp/6500 rpm
Torque	218 lb ft/5000 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

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

GEARBOX

Gear	ratio	mph 1000 rpm
First	3.48:1	5.0
Second	2.01:1	8.6
Third	1.39:1	12.6
Fourth	1.00:1	17.5
Fifth	0.70:1	24.9
Final drive	3.545:1	

SUSPENSION

Front	double wishbones, concentric coil springs, telescopic shock absorbers, anti-roll bar
Rear	wishbones, trailing arms, coil springs, anti-roll bar
Wheels	alloy, 8JJ × 16
Tyres	Bridgestone Expedia 225/50 VR16

BRAKES

Front/Rear ..... ventilated discs

STEERING

Type	rack and pinion, power assisted
Turns, lock to lock	2.9

DIMENSIONS

Wheelbase	95.5 in
Front/Rear track	57.5/57.5 in
Overall length	169.1 in
Overall width	68.9 in
Overall height	48.4 in
Kerb weight	2882 lb
Fuel tank	17 gallons

PERFORMANCE

0-30 mph	2.4s	0-80 mph	10.3
0-40 mph	3.6s	0-90 mph	12.9
0-50 mph	4.7s	0-100 mph	15.9
0-60 mph	6.1s	0-110 mph	20.7
0-70 mph	8.2s		

50-70 mph in third/fourth/fifth gears .. 3.8/5.0/8.0s sec

Maximum speed ..... 155.2 mph

FUEL CONSUMPTION

Average for test	16.66 mpg
Government figures:	
Urban	17.7
56 mph	37.2
75 mph	29.4

LIST PRICE £32,535.88



Cockpit instrumentation is comprehensive, though there is no boost monitor. The fuel gauge requires attention; the needle dips almost as sharply as the speedometer's rises . . .

charges via long rods in an effort to obtain remote control mastery. There is much the same feeling of suspense as the Mazda steering becomes heavier and heavier.

You await the inevitably swift reprisal, at the now low-effort helm. As with the 911 of yore, leave a big margin for error when the RX-7 is edging towards the limits of adhesion. Unlike Porsche's 968 or any number of old fashioned rear-drive machines, the RX-7 does not like operating in the twilight zone of hard driving. For a day, we stepped back in time and tried the current model's 200 bhp predecessor. We were honestly surprised at just how good it was, although the messy orange instruments and lack of wet weather traction on comparatively worn Yokohamas stopped any eulogies. Our strongest impressions were of outstanding acceleration and the rattle-free operation of a 36,000-mile old H-plate example, one that we would probably prefer over the coupé for the summer months. Steven Tee, our regular RX7 convertible incumbent, commented of the new RX7: "I thought the ride was a bit rough, but the car is generally much more refined than before and I liked it a lot. I'm not sure it is worth another £9000 over what we paid for the convertible. It's good, but not *that* good. A bit expensive really, but I did like the acceleration, style and seats."

Verdict

Judged in isolation, the Mazda RX-7 is a pretty, desirable, original coupé. The unique engine is flawed, but even more enjoyable with sequential turbochargers. The levels of adhesion generated by Mazda and Bridgestone engineering exceed that of many road tyre-equipped racing formulae cars . . . as does the fuel consumption.

Unfortunately, either by design or coincidence, Mazda seems to target Porsche ruthlessly.

On this occasion the beleaguered Stuttgart company has the answer. Several, in fact.

The 968 may not have the fresh design appeal of the RX-7 (refreshed though it is over the 944), but I believe the 'ordinary' £33,547 968 is a better sporting all-rounder, never mind the better driving experience of the stripped-out 968 CS, a lightweight four-cylinder that may also meet the needs of former (or potential) BMW M3 owners, as well as Porsche enthusiasts, from £28,750. For those with more than £37,000 and a taste for the open air life, there is also the 968 cabrio.

Whatever, we believe that Porsche has – at long last – recognised the life-threatening challenge posed by Mazda in recent years. The Germans have retaliated effectively, and affordably.

As to the RX-7 itself, we suspect it would make a lot more sense in recessionary Britain at the substantially lower asking prices that it was originally designed to achieve in Japan and the USA.

J W

Open verdict



Ford has gambled a reported $6 billion in production of the Mondeo, a front-drive middleweight destined for Europe and the USA (and, thence, to Japan). In Europe, of course, it replaces the Sierra.

The Mondeo's sporting career has already been mapped out, via a British Touring Car Championship programme with Andy Rouse Engineering. The multiple British champion is teaming up with New Zealander Paul Radisich this season.

British showrooms receive their first Mondeos (in three body styles, four-door saloon, five-door hatch and estate) in March, but we recently had a taster of all three 16-valve Zeta-engined options, albeit in lhd trim on French roads. Later this year, the V6 (Ford America's own design, rather than one of Mazda's) will be made available worldwide.

No prices had been announced when this was written, but they are expected to start at a relatively expensive £12,000.

Many tempting features – electronic anti-lock braking and very effective traction control – are options. Driver's air bag and power steering are standard throughout the range.

A 4x4 model will appear this summer, featuring the transverse engine system that was initially developed for the Escort RS2000. Engineering vice-president John Oldfield explains: "It is a lightweight 4x4 layout, unique in that it will use our electronic traction controls rather than limited slip differentials."

We experienced saloon and hatchbacks, most rather misleadingly specified with Ghia trim and many options installed. We began with the 136 bhp two-litre, the biggest (84.8mm) stretch of the iron block; Bridgend-manufactured Zetas all share an 88mm stroke. The two-litre was guilty of promoting harshness that Ford always swears it overcomes thanks to its '60s NVH (Noise, Vibration and Harshness) philosophy. The good news was that this was by far the worst offender. The original Zeta 1.8 and new 1.6 (90 bhp) proved to be much sweeter all the way to the designed 7000 rpm limit.

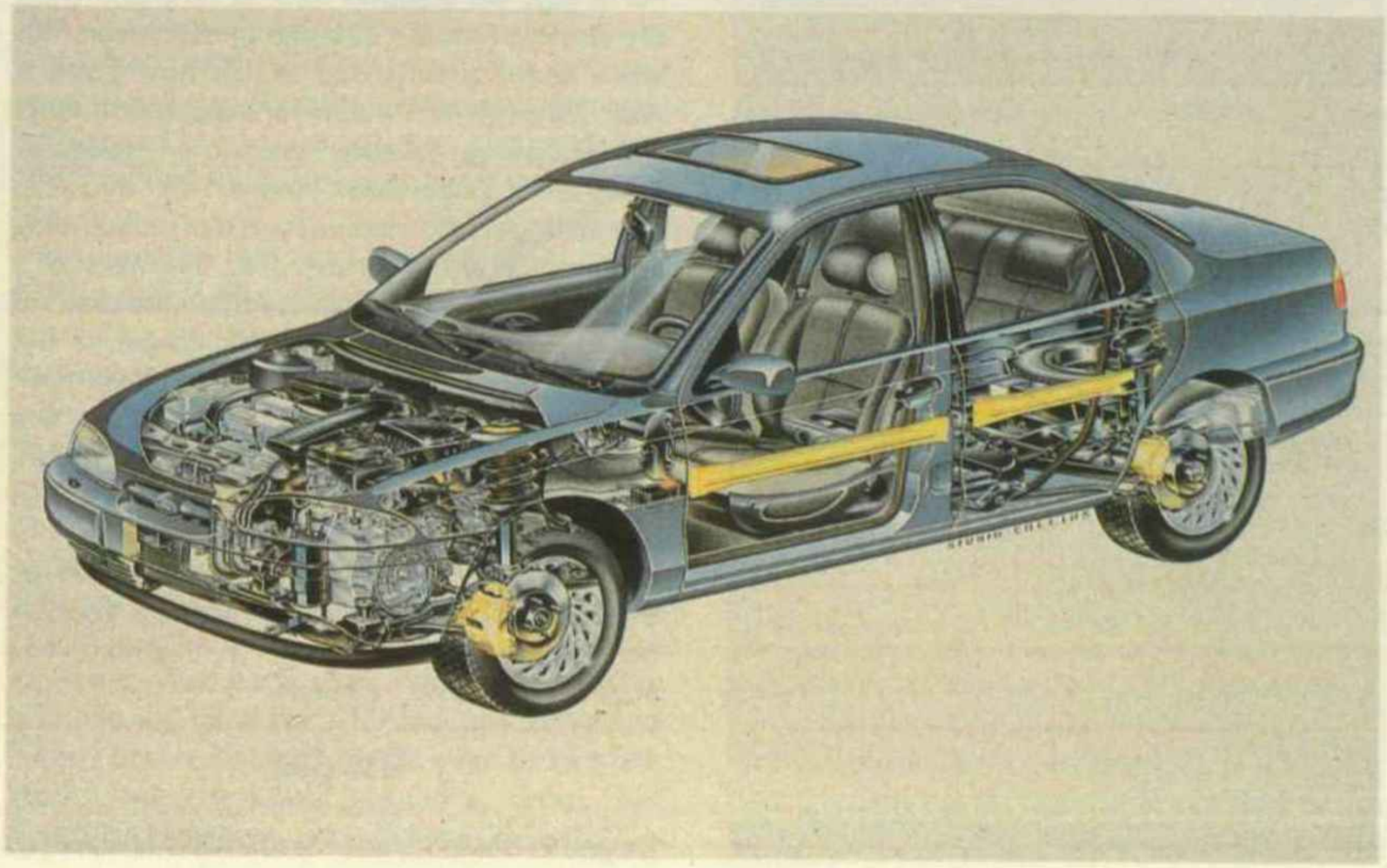
The 1.8 Zeta has also been offered with 105 and 130 bhp in spunkier Escorts and Fiestas, and is emerging as the jewel in a dohc engine range that has now largely replaced the unloved sohc CVH and Pinto designs.

In racing, the Zeta motor will form the basis of the new Formula Ford regulations in 1993, but is not the motor chosen for the Mondeo BTCC programme. Its pedigree as a design for good emissions and public highway user-friendliness works against competition development priorities, so the racing saloons will utilise a V6. The target output is around 285 bhp, transmitted via either a 4x4 or rear-drive layout.

Back on the Riviera roads, I appreciated the Mondeo's low wind noise and the huge advances Ford has made in crosswind stability. Handling has been geared towards safety and exploitability, though some customers may prefer a softer approach. We will need experience on British roads before commenting further on the ride, which is – at very least – extremely well damped.

Ford is particularly proud of the role Jackie Stewart played in development of the Mondeo chassis. I gather the triple world champion was best pleased with the progressive action of the brake pedal.

Customers have most cause to be thankful to JYS in that his persuasive character has ensured that Ford (outside the specialist SVE department) has taken ride, handling and cor-





Ford's 'world car' for the '90s (all photographs) takes no styling cues from the Sierra it succeeds. Chassis is capable, though not revolutionary.



Under the skin (opposite page, below): Mondeo will initially feature three variants of the Zeta engine.

nering capabilities seriously since the 1990 Escort debacle.

Overall, I thought the Mondeo competent beneath its Japanese clone design. It will win Ford back much of the ground it has been losing to GM in Britain.

Do not believe the PR hype about mechanical refinement or the hysterical school of journalism proclaiming that 'the Mondeo is King' – a dubious, and foolhardy, prediction given that prices had not been announced for a contender in the most price-conscious class of all.

The Ford Mondeo is pleasant, rather than revolutionary, and has an outstanding front-drive chassis and brakes, but its cabin is let down by a shortage of rear headroom. I also felt that some of the interior details were not so well finished as the obvious GM opposition and, surprisingly for Ford, its ergonomics were occasionally unsound.

Those Zeta engines are no more than competitive against the fierce opposition found in this class from British-made Toyotas and Nissans, not to mention the existing Rover 400 (or, indeed, the forthcoming 600, another Honda co-production). Then there are the faithful Vauxhall Cavalier (surely well overdue for replacement) and the durable Volkswagen Passat.

The Mondeo is welcome evidence that Ford *is* fighting back, but it needs more than a brief drive in a glamorous location to assess whether or not it is properly equipped to compete in the tough trading climate of the fleet sector in the 1990s. **JW**

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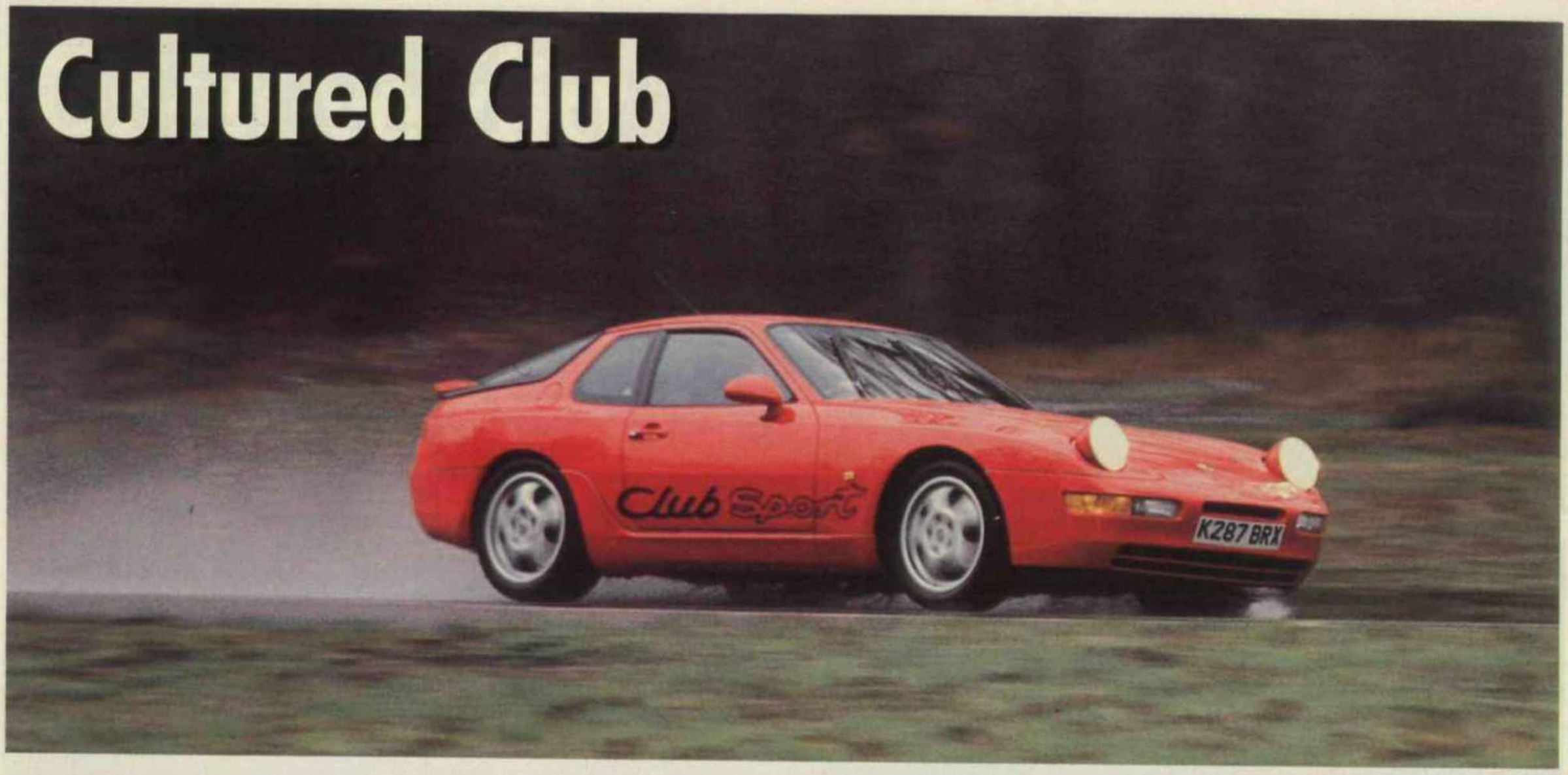
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Cultured Club



The 1992 sales year was a time of savage regrouping for Porsche. In Britain, Germany and the USA, Porsche directors were assassinated as sales figures tumbled. In the UK, total sales amounted to less than one thousand units (945), of which 332 were accredited to the evergreen 911 (30 in lightweight RS specification). The 968, successor to the 944, attracted just 156 customers.

For 1993 Porsche is fighting back, as can be seen by the innovative Boxster design unveiled at the Detroit Show. And there's the promising, lighter (by 110 lb), cheaper (by £4572) 968, the CS. The acronym stands for Club Sport, not – as one of my more cynical colleagues had it – 'Clutching at Straws'.

The CS concept is a lot less radical than the 911 RS we tested (alongside the 911 turbo), but you do lose the back seats in favour of a very practical flat load space. A large number of electrical motors (for windows, mirrors, rear wiper, alarm and central locking) have been ditched, along with automatic heat control, a cassette holder, selected sound proofing, centre console storage space, air bag and the luggage compartment cover. Other details include a lower rated alternator and a smaller capacity battery. If you select air conditioning, then the electrical system – including a simplified loom – has to be uprated back towards standard specification.

Paring off the weight has not been entirely painless. Some items – such as the rear wiper and automatic heater control – were missed in the monsoon conditions which blighted our trial run. Compensations included the featherweight Recaro racing seats that also feature in the 911 RS. For no extra cost, you can specify that the back of the competition seat is a colour match for the five external paint options, a subtlety developed by Porsche's UK racing team.

Porsche Cup wheels, in 7.5 and 9Jx17 dimensions, are a standard fitment. These carried 225/45 and 255/40 Yokohamas on our test car, which had a 20mm lower ride height (obtained simply via the front coil springs, with the rear torsion bars adjusted accordingly).

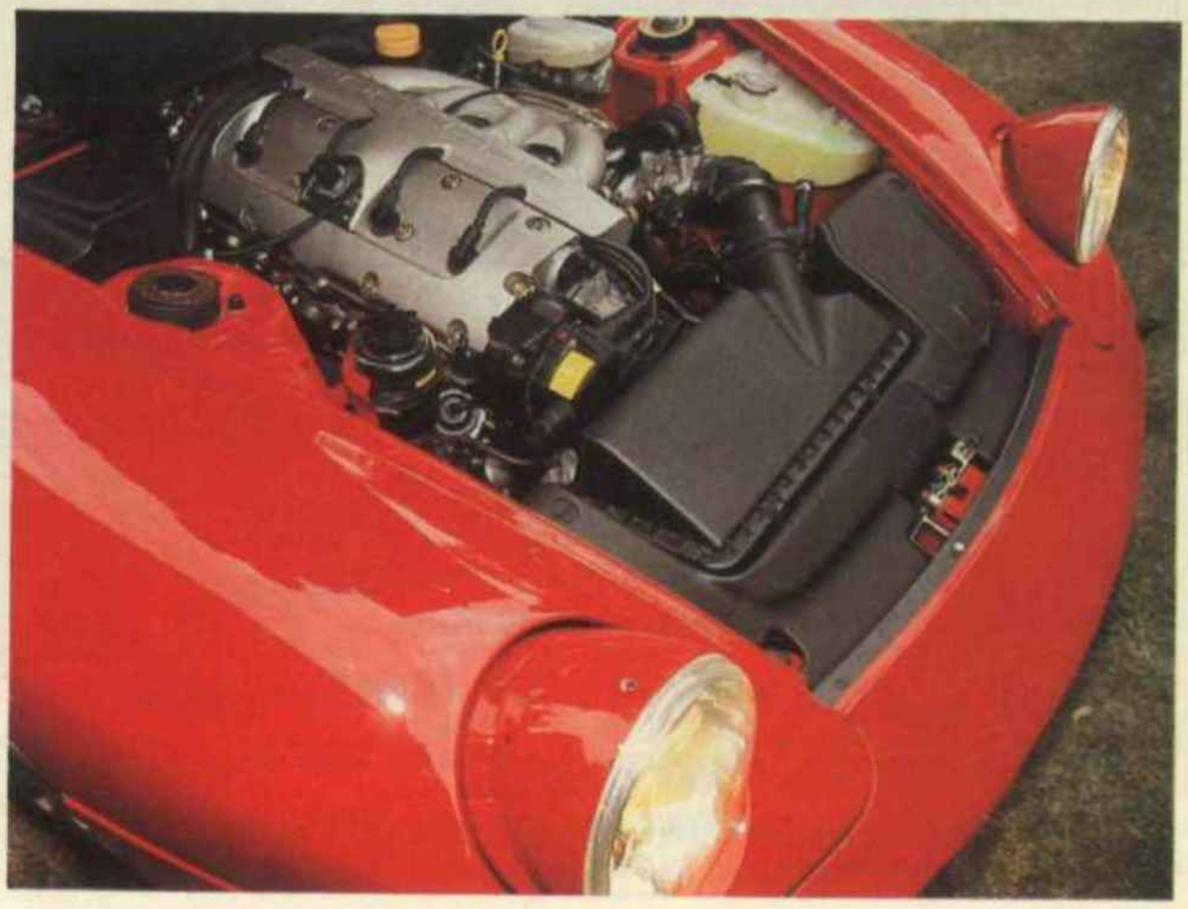
There are sportier suspension setting options, all the way up to the full race standards developed during AFN's 1992 racing programme with the 968. These can be combined with bigger brakes. We stuck to the standard ex-factory layout for this wet day, and were delighted with the results. As with the seats, prospective customers should try the options before deciding; ride and seat comfort for long term use on an already sporting vehicle are such personal selections. Potentially, a suitable choice could be transformed, quite literally, into a pain in the bottom. Porsche recognises as much by offering a standard 968 seat as a no-cost option.

The Guards Red demonstrator came without the obese Club Sport script that is another personal choice, but did boast the standard Porsche immobiliser that is your only defence against the scum who are now allowed to steal wheeled property with little fear of retribution. Porsche's immobiliser features a miniaturised version of the Vecta key found in the latest Ford Cosworths, but does not need to be left in the lock.

Snuggling down into the competition seats, we prepared to be entertained on a day with enough standing water to accommodate a power boat. Engine power remains as standard (240 bhp, 80 bhp per litre) from the large (three-litre) four-cylinder, but such weight removal can be expected to improve performance, even if Porsche has not officially made any such claim.

Independent tests in Britain and Germany (where the car is currently over £32,000 . . . how times change!) have established a 150-plus mph maximum in the unaltered top (sixth) gear. This is accompanied by 0-60 mph in a whisker over six seconds and 0-100 mph in around 15. Since fuel consumption is likely to be softened by the loss of kerb weight, you can expect a regular 24 to 26 mpg.

Porsche has improved press access to its cars considerably since it hit the recession. MOTOR SPORT has sampled at least seven examples of the 968 since the launch. Normally, we would not expect extra experience to change our opinions significantly, but in the case of the 968 the CS has completed a conversion from apathy to positive enthusiasm.



The 968 made fun. Bereft of electrical accoutrements, the Club Sport feels quicker than the coupé which spawned it, although engine (right) delivers standard 240 bhp.

Porsche Cars GB maintains that nothing much has changed, but the six-speed gearbox and enormous (104mmx88mm, 2990 cc) four-cylinder now seem much smoother and more cooperative than we remember from the original launch. From 1500 rpm to the 6600 redline, this unique combination strides forwards at an exciting pace that almost made me forget the charms of the old 944 turbo/five-speed alliance.

I never doubted the 968's high standards of handling and grip, and the UK introduction confirmed that safety and pleasure had been efficiently combined. In the CS version, a replacement steering wheel, large footrest and those all embracing seats mean that you are superbly seated to take control. I never expected to attach such sentiments to a descendant of the 944. The Club Sport astonished us by retaining much of its poise in soaking conditions, but it does love to travel sideways, whether or not you have the optional Torsen limited slip differential (£891.83)

The pleasant surprises continued with an excellent ride (the spring rates are not increased over the standard product) and noise levels that only become markedly more abrasive than standard over concrete motorway sections. The engine and gear ratio sextet will allow a genuine 100 mph at some 4000 rpm, so the CS is a practical long-distance mount as well as a B-road sprinter.

The standard braking layout, with minimal interference from the excellent ABS, was appreciated almost as much as the outstanding power steering feedback in such slippery conditions.

By now, you should have the gist of my overall impressions.



In the CS, seat backs can be colour-matched to the bodywork, for those to whom such attention to detail is worthwhile.

From start to finish we loved it. It's a pure driving delight.

The price tag (£28,975, against the standard car's £33,547) should be enough to tempt most potential 968 customers.

The fact that it is also a better driving experience should lead to the factory being embarrassed by many more orders than the 30 placed so far to meet the UK dealer allocation.

J W

Art without heart



Lest the conclusion of this brief appraisal should appear a trifle critical, let's not beat about the bush.

In all fairness, I enjoyed the 968 Cabriolet.

From the driver's seat, it feels very much like the 944 it succeeds. There's more than a passing physical resemblance, too. The exterior is softer, slightly less squat and not so aggressive. Inside, familiar switches and dials are attractively laid out in the mildly random manner which has become something of a Stuttgart tradition. The cabin of a 911 is an ergonomic disaster; those in front-engined Porsches are much, much neater, though the location of certain controls is a touch illogical. Best ask your passenger to activate the hazard warning lights, for instance.

The character of the 968 is equally redolent of the 944. It is brisk, comfortable and solidly built, although – as with any cabriolet derived from a hard-top coupé – there is a degree of compromise involved. On anything but the smoothest surfaces, you are acutely aware of mild body flex, despite the fact that the cabriolet has gained 154 lbs' worth of structural reinforcement.

Operation of the hand-assembled hood could be effected by an averagely bright primate. Lowered via a couple of clip-in handles and an electric switch, it is as simple a system as it is efficient. Waterproof, too, it seems. Porsche cabriolet hoods can cope with the watery strain of a programme five car wash . . .

The rear 'seats' are superfluous, and the space could be used more efficiently for luggage, first aid kits, a full-size spare wheel (rather than the space-saver supplied) or whatever. To give you an idea of their practicality, they aren't deep enough to support a baby seat. Everyone accepts that this was not a car designed as family transport. But as such token perches are, to all intents and purposes, unusable, there seems little point in their existence. As a journalistic colleague once remarked, "Even children have legs . . . "

Like the rest of the Porsche family, the alfresco 968 is available with Porsche's Tiptronic transmission, though that adds a couple of thousand pounds to the £37,175 asking price for the basic article. In our experience, Tiptronic – which has a twin-plane operation, allowing either automatic or manual gear selection – is the answer to a problem which didn't exist, clever though it is. The six-speed manual is just fine.

As an overall package, the 968 cabriolet is unerringly efficient. It just lacks a certain sparkle. Anyone who has savoured the unassisted telepathy of a 911 will find the 968 rather soulless. Like a 944, in fact.

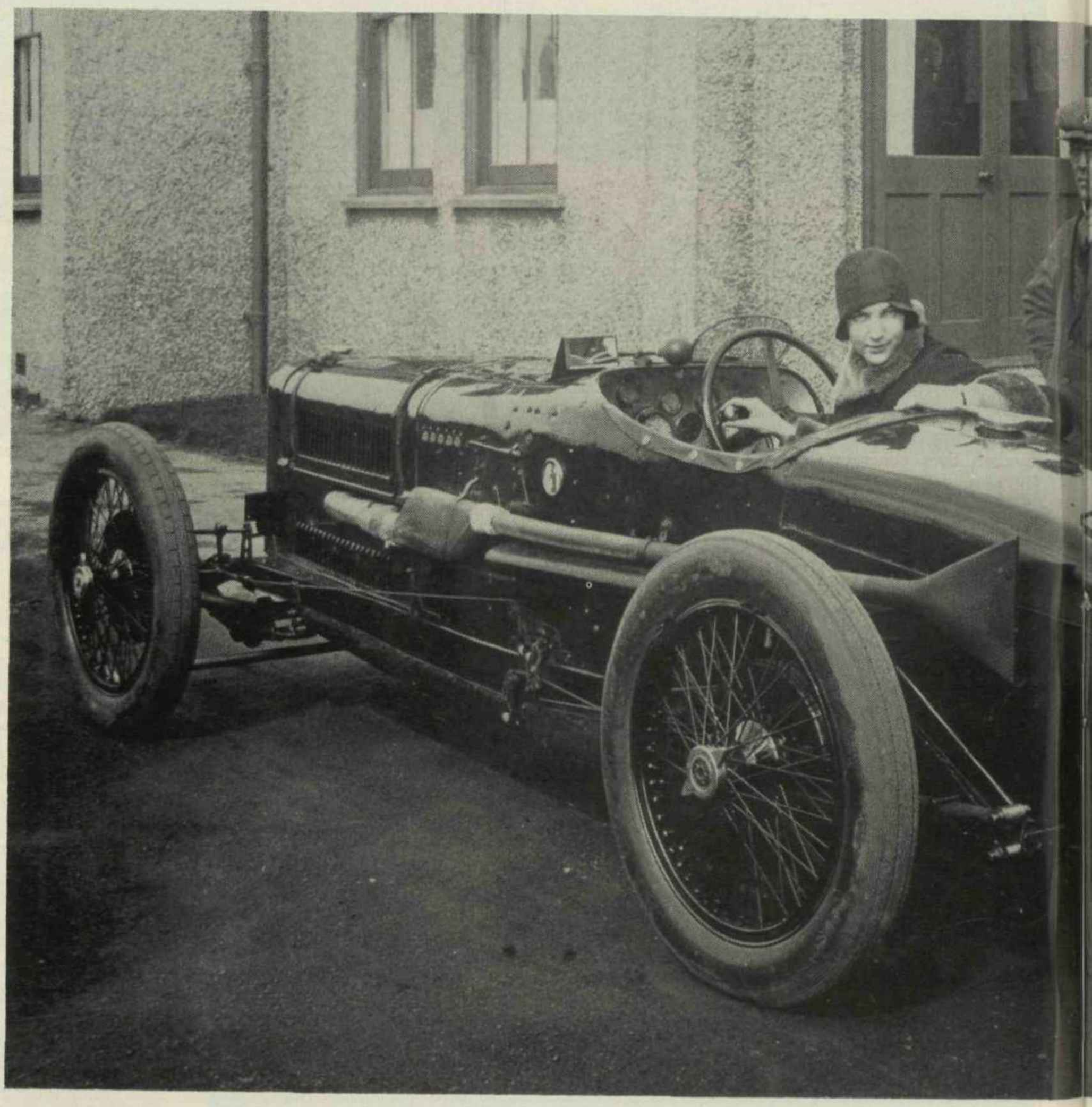
The 968, in all its forms, is a desperately *good* motor car. From Jeremy Walton's accompanying assessment of the Club Sport, you will gather that it *can* also be fun in a way that the Cabriolet is not. If you want to get from A to B stylishly, without having to think a great deal about what you're doing and, above all, quickly, this will suit you down to the ground.

If, however, you place a higher value on smiles-per-mile (the Mazda MX-5 is living proof that you can have a whole lot of fun with less than half the 968's 240 bhp), then you'll probably look elsewhere. The 968 Cabriolet doesn't make you want to drive for driving's sake, doesn't incite you to take detours for the sake of stretching your journey lasts longer.

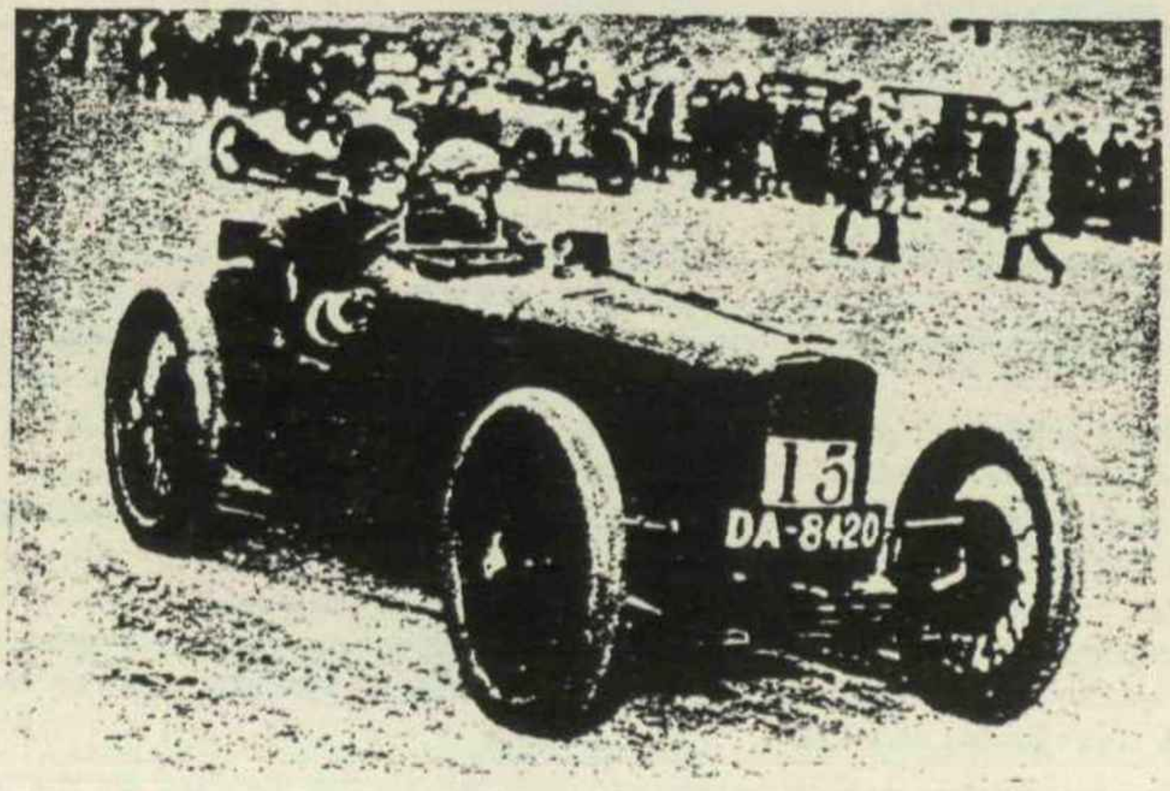
In such a beautifully crafted open car, the more's the pity.

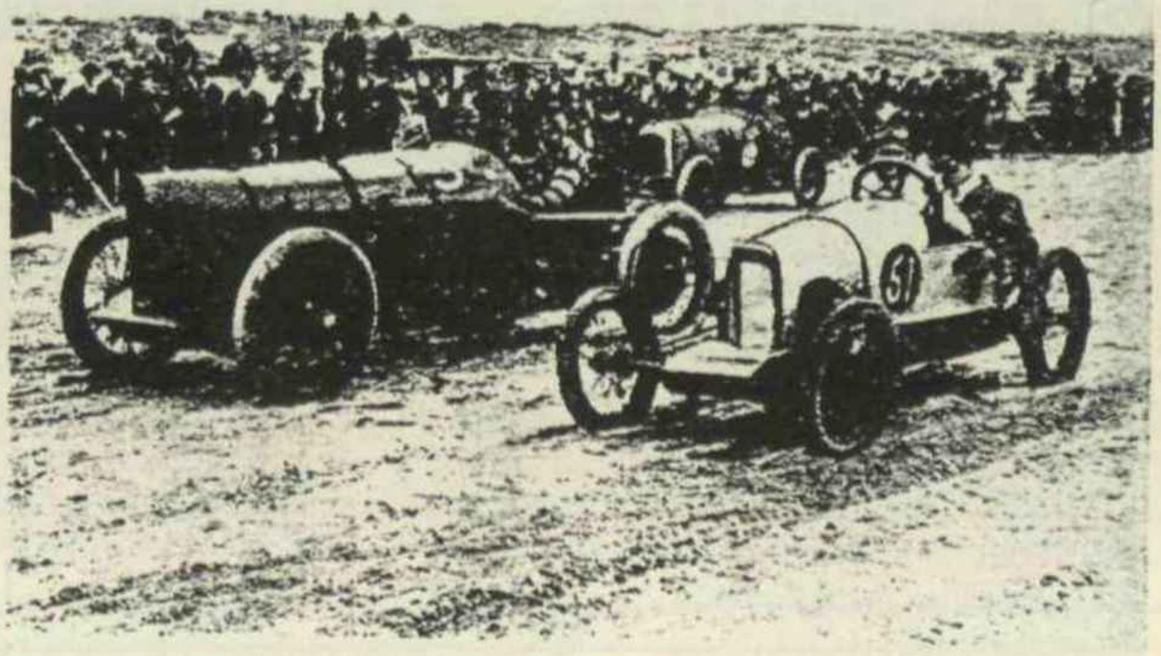
S A

Four generations



May Cunliffe aboard her 1924 GP Sunbeam as she takes delivery at the Wolverhampton factory (right), and racing the same car at Southport (below left); at the same venue, she lines up her TT-type three-litre Bentley with BH Davenport's Frazer Nash GN (below centre). Below right, May blasts the Bentley up Shelsley Walsh on her way to third place in 1926.







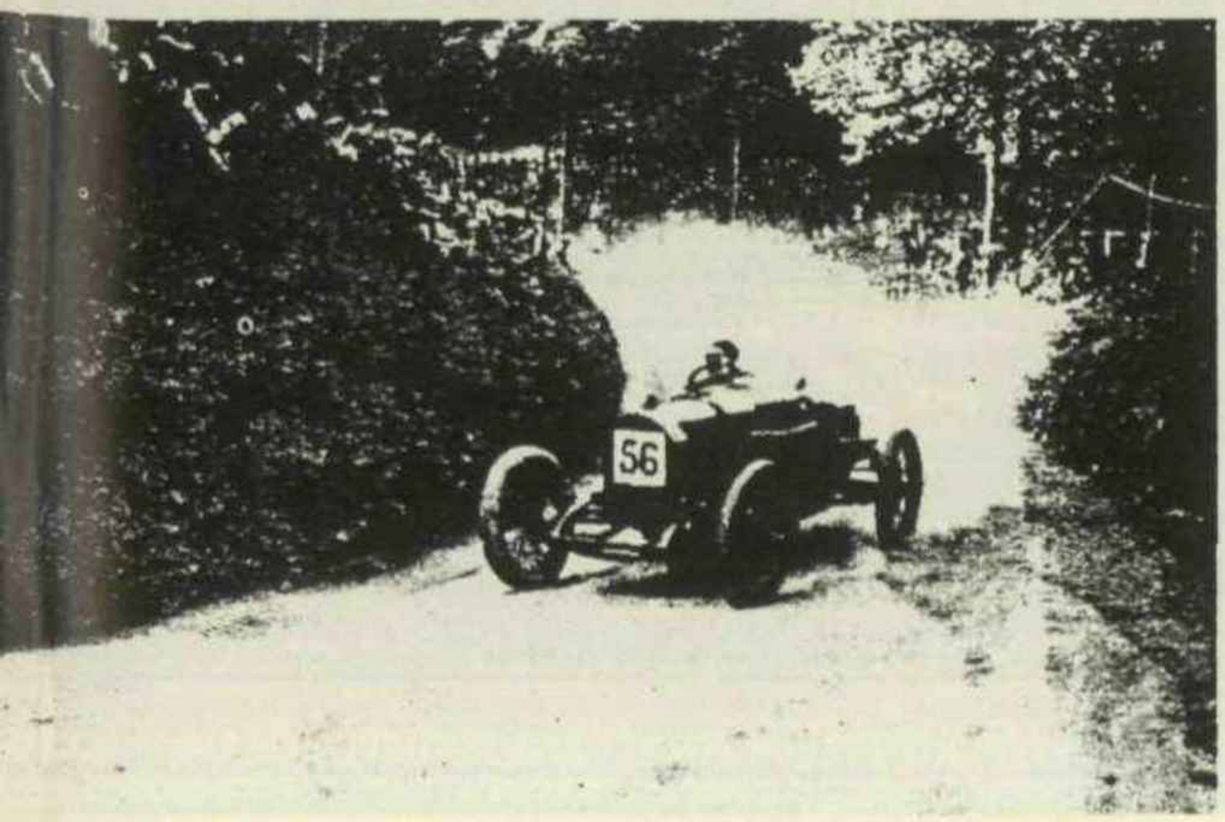
This piece is about four generations of amateur racing drivers. There have been several examples of second generation F1 racers (Ascari, Hill, Andretti and Brabham spring to mind), and the USA is rich with long-established racing dynasties, such as the Unsers. In this country, however, there can be few, if any, other examples of four competing generations.

In this case, the first kinsman to take up the sport was Alfred E Cunliffe. Born in 1866, he married in 1901 and served in the artillery during the First World War, until gassed and invalided home. He had owned an early motorcycle and sidecar and, his health restored by the 1920s, he raced a three-litre Bentley at Southport with full touring equipment, even to mudguards and running boards. The family's grain and seed brokerage business had expanded during the war, when feed for carrier pigeons, used for communications purposes, was sought by the military.

The first car Alfred Cunliffe owned was a Hillman Speed Model, capable of some 60 mph, with a fine exhaust note from its large copper pipe. The house was approached by a steep hill, which a demonstration AC had refused to climb. The Hillman made a better job of it, so it was acquired and used until replaced by a Vanden Plas three-litre Bentley, in 1923. This Bentley was run at the Southport sand-races on beaded-edged tyres, bulb horn in place, the only concession to speed being to open the windscreen. The passenger would ride in the back, leaning out around corners . . .

Unbeknown to his father, Jack Cunliffe, born in 1902, had used the Hillman, after some judicious tuning, in minor speed-trials. His sister, May, was born in 1906 and, as a schoolgirl, was already a competent driver of the Bentley.

There is a story of a too-zealous policeman querying the age of the young girl driver and how her mother, from the passenger's seat, stalled the awkward enquiry by remarking that all the Cunliffe family looked remarkably young for their age — "How old do you think I am, officer . . ?"



Fast motoring was in the Cunliffe's blood. Jack had begun with motorcycles, the first a two-stroke Scott, followed around 1918 by a single-speed BRS Norton guaranteed to do 70 mph. This was followed by an ohv Norton, a commendably reliable machine which he rode in the 1923 IOM Senior TT and other races. He also rode a Douglas at dirt-track meetings.

By now the Vanden Plas Bentley's performance had gradually been increased, until it was suitable for the sports car classes at Southport. May Cunliffe was competing with it in speed-trials at the age of 16. At Southport sand-races her father, whose other sport was pigeon racing, as a member of Manchester Flying Club, went as her passenger.

May, whom SCH Davis described as "a driver of real skill", soon craved a faster car. She found it when the red TT type flat-radiator Bentley, which had been used very successfully by George Porter of Blackpool in northern speed events, came on the market. This was the car with which Porter had three times won his class in Southport races in 1923, repeating these successes in 1924, both at Southport and at the Blackpool & Fylde MC's event at Host Bank Sands. It had also set FTD at Stalybridge, covering the standing-start ⅔-mile course at 56.46mph. It also won its class at a Rochdale & DMC sprint. Its chassis and other parts had been elaborately drilled and it had three carburettors, the centre one being a huge Claudel Hobson.

When May bought the 1922 Bentley, public-road speed events had virtually come to an end, killed off by the RAC ban following the accident at Kop Hill. However, she used it to very good effect, being second to Raymond Mays' TT Vauxhall at Shelsey Walsh in 1926 – 58.2s against 49.4. The Bentley, given a neat radiator-cowl and front dumb-irons apron, also scored many successes at Southport, Stalybridge, where she beat Basil Davenport's 'Spider' and Madresfield. At a Blackpool speed trial it ran out of stopping distance and May crashed badly. The car was rebuilt at the Bentley works with many new parts, including a normal radiator, and was endowed with an enormous Roots supercharger between the front dumb-irons, supplied from a big Solex carburettor.

In the wet at Shelsley, she won the 3000cc racing car class, in 53.4s. The cup she gained for winning class 5 still exists. At Stalybridge, it is said that she had used 5200 rpm in third gear. Embroiled in a traffic incident, the prosecution alleged in court that this was a car able to do 45 mph in bottom gear and 90 in top . . . on the track.

Her father also drove it at Southport, passengered by Major TK Williams, who was chief tester for Bentley and after the war worked at its Kingsbury Service Depot.

Notwithstanding, May sought something even quicker. The Sunbeam Motor Car Company was selling off its 1924 two-litre supercharged Grand Prix cars and she was offered the rebuilt Sunbeam No 1, which Dario Resta had driven in the French GP and in which he had later been killed during a record attempt at Brooklands, when the car went through the Railway Straight fencing and caught fire. May paid £700 for it, with a host of spares covering everything down to a roll of insulating tape.

"The change of racing car proved beneficial. May won four Southport races at one meeting with the 1924 Sunbeam"

After Bill Perkins had introduced her to it, she drove it home wearing a cloche hat, as was the vogue in those days. The Cunliffes drove the car to-and-from race-meetings, and her father bought another Bentley as a tender car, a long chassis 3-litre, with Cooper all-weather body. This had to corner at its limit to keep the GP Sunbeam in sight!

The change of racing car proved beneficial. May won four Southport races at one meeting with the 1924 Sunbeam.

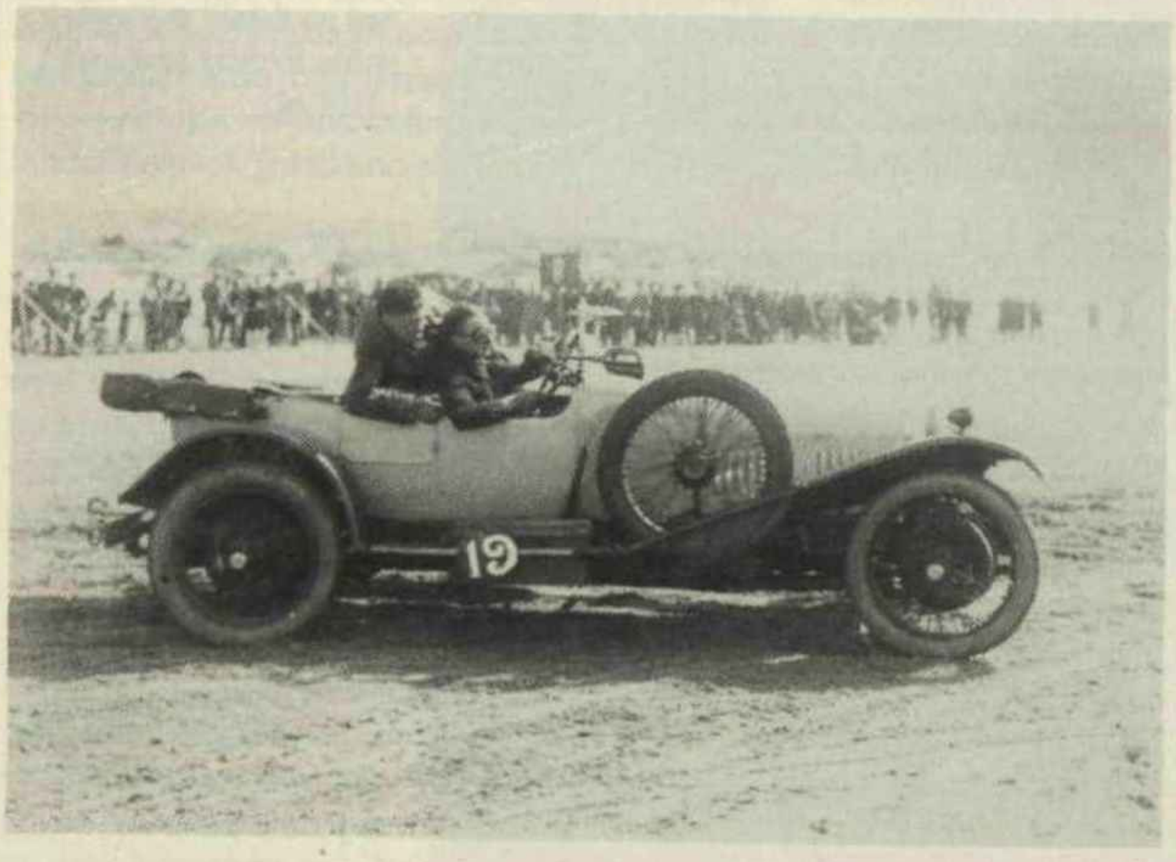
At Shelsley Walsh in 1928 she was third fastest, clocking 51.2s (a new ladies' record, although the MAC Ladies' Cup wasn't awarded until 1930, when it was won by Mrs Wisdom's Frazer Nash in 53.0s), to the record climb by Davenport's 'Spider' in 46.8s and ELF Mucklow's 50.4s in his vee-twin Frazer Nash-GN. May's time was 2.6s faster than Segrave had managed in a similar car in 1925. He drove on a wet course, but this may not have affected things much when the road surface was rougher. The Sunbeam was, of course, driven to and from the venue.

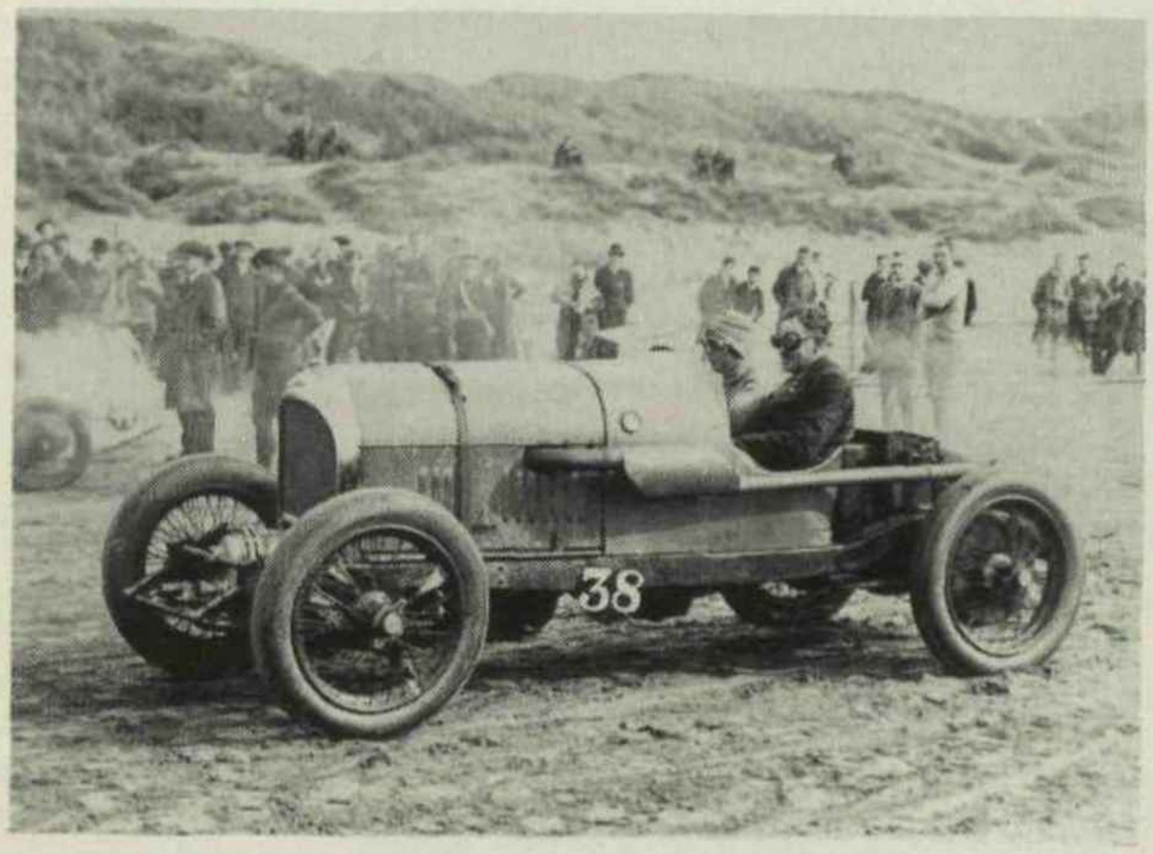
She might very well have gone on to even greater things had not tragedy intervened. Driving the Sunbeam at Southport on June 28 1928, when the beach was firmer than usual, which prevented the wheels from sliding in the corners, the car overturned and Alfred Cunliffe, riding as usual as May's mechanic, was thrown out and killed. May was also thrown from the car, but was virtually unhurt. This sad occurrence naturally curtailed future racing plans, and the Sunbeam was disposed of to Jack Dunfee.

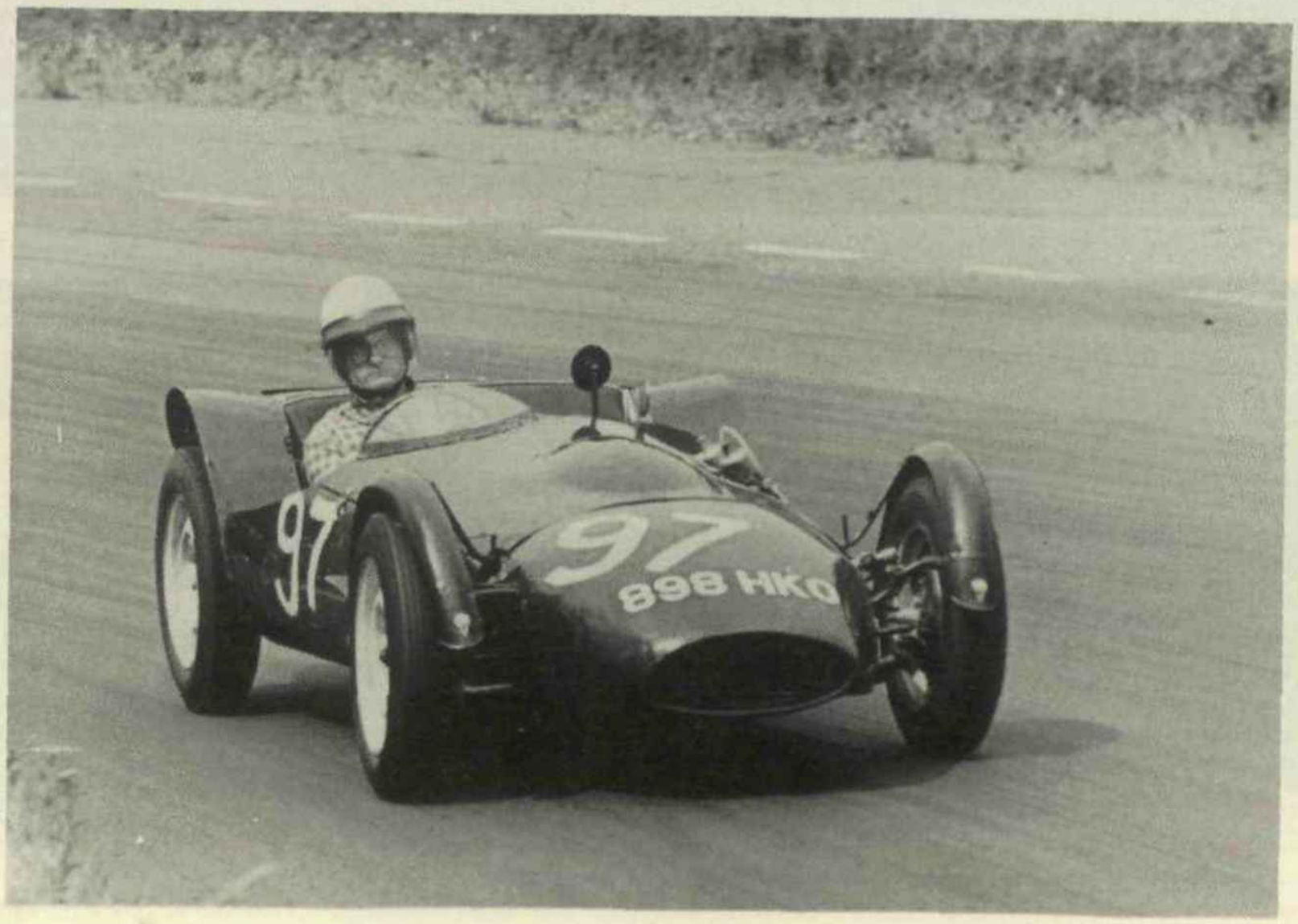
In 1929 May married Harry Millington, who had competed with a 12/40hp Star in sand-racing events and was well-known as an official at the Southport meetings. In 1932, their son Tim was born.

In the meantime, May's brother Jack retained his interest in the better kinds of motorcycle. He had a Brough Superior which was timed at over 100 mph at Southport and a fast big-twin AJW. These earned him some bonus-money in racing, of which his father, who was a typical amateur sportsman, disapproved.

After the accident at Southport, business matters descended on Jack's shoulders, to the extent that he had no time for motorcycle racing. He then bought an fwd Alvis, reputed to be the blown four-cylinder car with which Cushman had finished second in the 1928







Alfred Cunliffe with aerobatic passenger, driving the touring three-litre Bentley at Southport in 1927 (above); May Cunliffe, with T K Williams of Bentley Motors, in the supercharged, 9ft chassis, three-litre Bentley at Southport in 1927, closely observed by father Alfred and brother Jack, who can be seen standing beyond the rear of the car (above right); Tim Millington in the 1000cc Clubmans Terrier on his way to second in class in the Jack Fairman Trophy at Snetterton in 1962 (right). Toe-in of the front mudguards was corrected later! Opposite page, Peter Millington leaves the start at Prescott in 1992 in his 1040cc Clan Crusader, aiming for another sub-49 sec run on the long course.

Ulster TT. Marriage pensioned that off, but after three months without a fast car the urge became too great and he bought the Brescia Bugatti which FB Taylor had driven at Shelsley in 1925. After fitting new gears and adjusting the Whitehead front brakes, he transformed it into a reliable car, capable of 65 to 70 mph and 40 mpg on a long run.

But Jack's wife Pauline tired of all the fresh air and sought a closed car, which she found in an SS, the early 'Sexual Six'. Her husband likened it to a snail with its house at the back. However, this SS proved trustworthy, despite frequently being driven flat-out along the East Lancashire road. The SS was given a companion when an OE 30/98 Vauxhall was found, for £12, at a dealer. In 5000 miles it was never any trouble, but the compensated front brakes were pretty useless. Jack had it resprayed and later Peter Wike bought it.

By now the SS was becoming a bit time-worn. Enthused by a diet of *Brooklands Gazettes* (which in 1925 merged with MOTOR SPORT), Pauline had recovered her enthusiasm for sports cars, and went south to search for one. Bacheliers had no Brescias but Lane Jones sold her his Type 37 Bugatti. It was as reliable as the



Brescia and gave 35 mpg on runs to Shelsley Walsh, until a valve dropped into a cylinder.

Jack's wife was by then using a Riley Nine saloon given to her by her father, and this was later replaced by a Frazer Nash-BMW. Her husband was able to buy back the Porter Bentley his sister had raced, which had not been looked after by subsequent owners, and restore it to good order. He also acquired another three-litre Bentley Special, which had won its class at the West Hartlepool speed trials. This had ugly bodywork and was exchanged for a Speed Six Bentley. This and the fwd Alvis were laid up when the war broke out and a Standard Nine saloon was pressed into service for the duration, backed up by a BSA Silver Star and an ex-Noel Pope IoM Norton for Home Guard duties – and if you do not know what the Home Guard was, ask dad . . .

May Millington returned to motor racing for a time before the war, when she got to know Philip Fontana Jucker. He was running a TT Replica Frazer Nash with supercharged Gough ohc engine. It was hopelessly unreliable and shed so much oil at Shelsey in 1935 that for some time the officials were at a loss as to how to clean it up! May shared the car with Jucker at Donington and elsewhere, where her son Tim got his first taste of the sport. Jucker then acquired a 1½-litre Alta and crashed fatally at the IoM races in 1937. Before that he had converted his Frazer Nash into a single-seater with Marshall-blower, and a gear lever on both sides, so that whichever hand was on the steering-wheel the other could be changing gear (or dog).

May was entered to drive the Alta at Shelsley Walsh in 1936. The seat did not suit her and a block had been put on the accelerator-pedal to assist her. She got a foot tangled with it and a considerable accident ensued when the throttle refused to shut. Her face was lacerated by barbed wire after going through the hedge beside the finishing straight.

The war ended motoring sport and May then drove Army Staff-cars, including Jeeps. Between the wars the family cars had been a Star, probably the same one that Harry raced, an Invicta, and then a Ford V8. There had been flying from the Lancashire Aero Club at Woodford, where Avro Avians had replaced the Avro 504s. To meet wartime restrictions the Ford V8 was replaced by a more economical Ford Eight and there was a 350 cc Cotton-JAP which Tim Millington remembers being taken to school on, ridden by his mother.

Jeeps fascinated them both; Tim's first driving experience, aged about 13, was in such a vehicle.

Both Jack and May competed a little after 1945. Jack rode a 7R AJS in the Manx Grand Prix in 1949 and used the faithful SS100 Brough in speed events, sometimes with Shirley, his second wife, in the TT Hughes sidecar. May was thrilled when Francis Beart offered her a drive in his Cooper-Norton at Brighton Speed Trials in 1953, althoyugh she was disappointed to be slower than Stuart Lewis-Evans, with whom she shared the car.

Tim Millington had inherited the family's interest with competition motoring and he began to ride in trials around 1950 on a modified ex-WD 350 cc Ariel. He then moved on to scrambles, with a circa-1935 KTT Velocette, which was not well-suited to such undertakings, although it had been altered for grasstrack racing by the previous owner, who had endowed it with telescopic forks and swinging-arm rear suspension, and it had knobbly tyres. It was taken to events on the sidecar of a late-1920s Coventry-Eagle Flying-8, with the side-valve 1000 cc JAP engine. "Great fun!" Tim recalls.

From the mid-to-late-1950s competitions were forsaken, but there were enjoyable runs in his 1938 Meadows-engined HRG.

A move to Warwickshire then brought him into contact with North Star Engineering, run by Ron Robinson, Bill Belcher et al, and Tim became junior assistant mechanic, on their Coventry-Climax-engined Lotus XI project.

After the Lotus had been sold Tim and Bill bought a Terrier Mk2, designed and built by Len Terry for 1172 Formula racing but given a Ford 105E power unit to comply with the then-current Clubmans Formula. It had a BMC A-series gearbox and back axle. They both raced the Terrier in 1962 and 1963, and had reasonable success, and Bill Belcher found that he could lap quicker than he had in the Lotus, thanks to superior tyres and suspension. With twin SUs instead of Webers, it had less power, not to mention a live axle and drum brakes. Before this, Ron Robinson and Tim Millington had bought the ex-Emeryson Meadows Frazer Nash, recently acquired by Chris Gordon, a car with which Ron was conversant, because for many years he had had a 1932 Exeter model.

At this stage both felt that the Hillman Imp had potential and, as they worked at Rootes and Ron was an ex-Rootes pupil, they proceeded to exploit the light-alloy engine's possibilities, being among the first to enlarge it to 998cc. They used four Amal carburettors, which were cheaper than Webers but not too reliable in respect of linkage. It made for a quick car, but when Ron's Formula Junior ambitions came to fruition around 1965 they sold the Imp to Bob Driver, who installed Lucas fuel-injection which made it much faster.

The FJ car, called the FRED (Ford Rear-Engined Device), proved to be too heavy and too late on the scene, and as Tim had just got married he didn't race it. It was given a Shorrocks-supercharged 1500cc Ford engine and is still about.

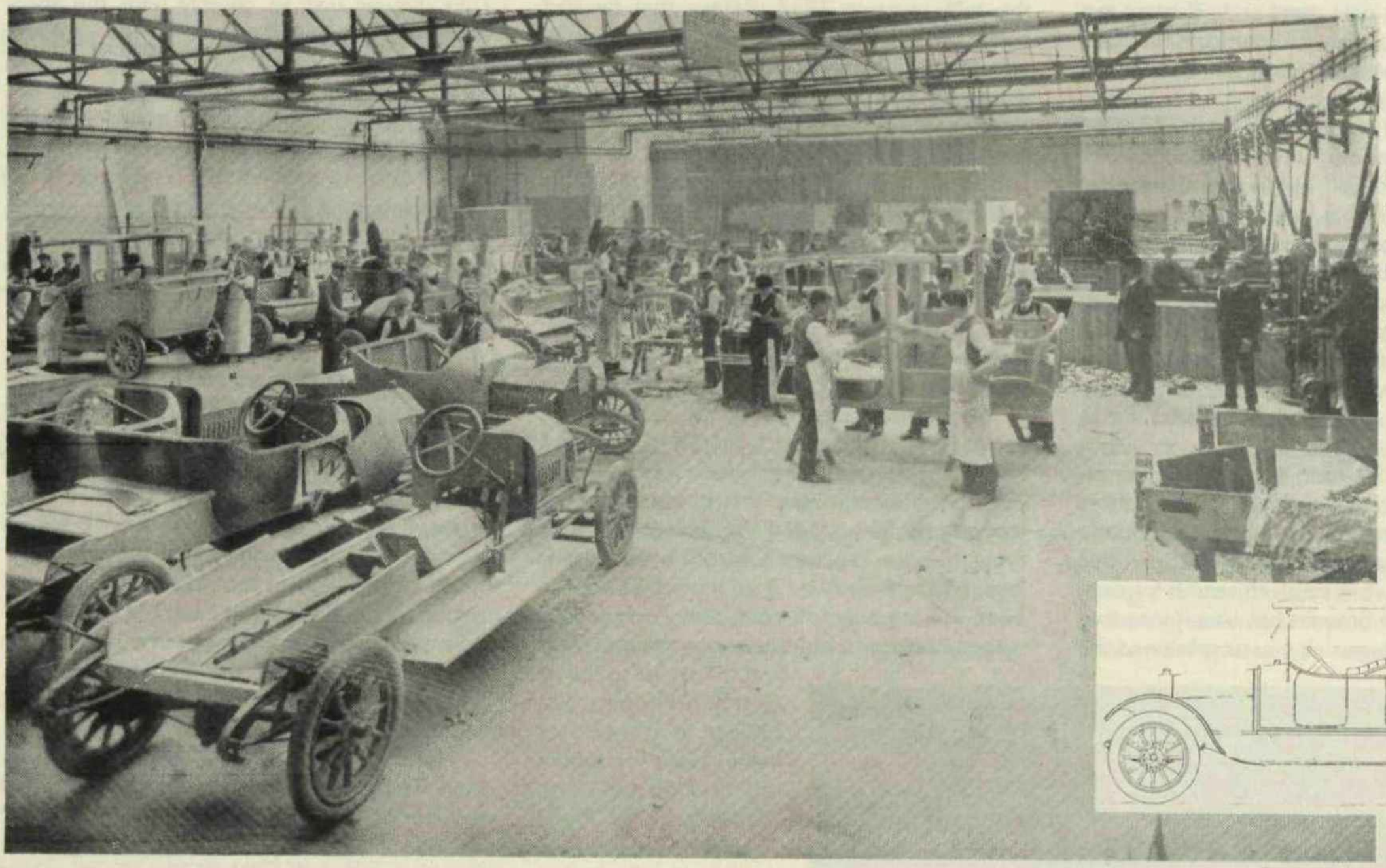
Incidentally, Tim Millington wrote the standard reference work on how to maintain, and more particularly how to hot-up, the fascinating little Hillman Imp, which made his mother justifiably proud.

By the 1970s, Tim started to do Production Car Trials, passengered by his wife Marian and their two small sons. The car they used was another 998 cc Imp. This resulted in Tim's elder son Peter following in the family wheeltracks – the fourth generation – after he had got motor-cycling out of his system; his mounts had included a 750cc Kawasaki. He then bought a Clan Crusader – Imp-powered, of course! – which in 1990 was used for his toe-in-the-water half-season. But after that more development of the car, mostly by Peter himself, produced some quite successful results. For instance, the Crusader was a class-winner in the CCC/BARC Speed Championship and second in its class in the Gurston Down Championship. Peter's father drove the Clan in three of these events, more sedately, he says, than his son. Last year there was a close second-place at Gurston, Peter established the class record at Curborough, and altogether he enjoyed eight class wins, four second places and the same number of thirds. Not a bad show, for an amateur father-and-son combination, without sponsorship.

This season, with more power, and lightened, the Clan Crusader will contest the Leaders and the Midland Hillclimb Championships.

So there you have it – four generations of motor-sporting enthusiasts. It is possible that someone will come up with five, because this family only took to motor racing in the 1920s, but I doubt it . . . **W B**

Townmead: coachbuilders



The Townmead factory in full swing (left). Below, diagram of a four-seater Torpedo.

Motor historians are often as interested in the old companies which made coachwork as in the cars themselves. So, having come into possession of some notes on the Townmead Motor & Carriage Works Ltd, I intend to share them with you. This bodybuilding firm had premises in Bagley's Lane, off the New King's Road, in Fulham, before the First World War.

The company made it clear that it was concerned with making bodywork for motor chassis, not being restricted to hide-bound traditions. It was claimed that its premises at Walham Green were the largest works devoted to this trade in the United Kingdom, with two acres of floor space and a further two acres of adjoining ground, where additional buildings could be erected should the need arise. Entry was via an archway on the right-hand side of the buildings, where the offices were situated. To the left of them were the stores, where parts of various sizes were stocked in pigeon-holes. Many of these came from Townmead's own smithy and machine-shop, although hood sticks were bought in.

The smithy was occupied with making parts ranging from angle brackets to luggage-grids, including items such as screen-frames, cushion-bases, steps and mudguard-irons. It also altered gear and brake lever positioning, as and when required. Next to this busy shop was the timber store, covered over but with air circulation. From here, a door led to the machine shop, where equipment driven by a forest of belting carried out such operations as cutting curved sections for back panels with the band-saw, shaping body-frame members with the morticing and tenoning machines, ready for joining up, and smoothing wood surfaces with

Cars in books

A reader writing from Belgium has kindly contributed some extracts from *Ho For The Borders* by Michael Brander (Geoffrey Bles, 1964) to this now less frequent column.

The author recounts how, while exploring churches in Scotland, he called at a house to ask for the key to the church which contains four coffins of the Polwarth family, one of whom, as Earl of Marchmont and Polworth, had returned from escaped capture on the continent (to Scotland) in 1688, with King William of Orange. The minister who answered the door to Brander said that he served two parishes, using his vintage Bentley which he raced at Charterhall. He was also an internationally-known horologist.

He was none other than CW Bennett.

Brander was able to counter this by saying he normally drove a 1926 Rolls-Royce, which was at the time undergoing repairs. So here is something for the Bentley DC and R-R EC to ponder, unless all this is old hat to their historians.

Incidentally, our correspondent remarks that Polwarth is only a few miles from Charterhall circuit, which he visited in 1991 to find the perimeter track crumbling away. He says that it makes an interesting motoring tour, with the Jim Clark Room and another old airfield circuit, Winfield, not far away. The latter is still used by the Border CC for driving test events meetings.

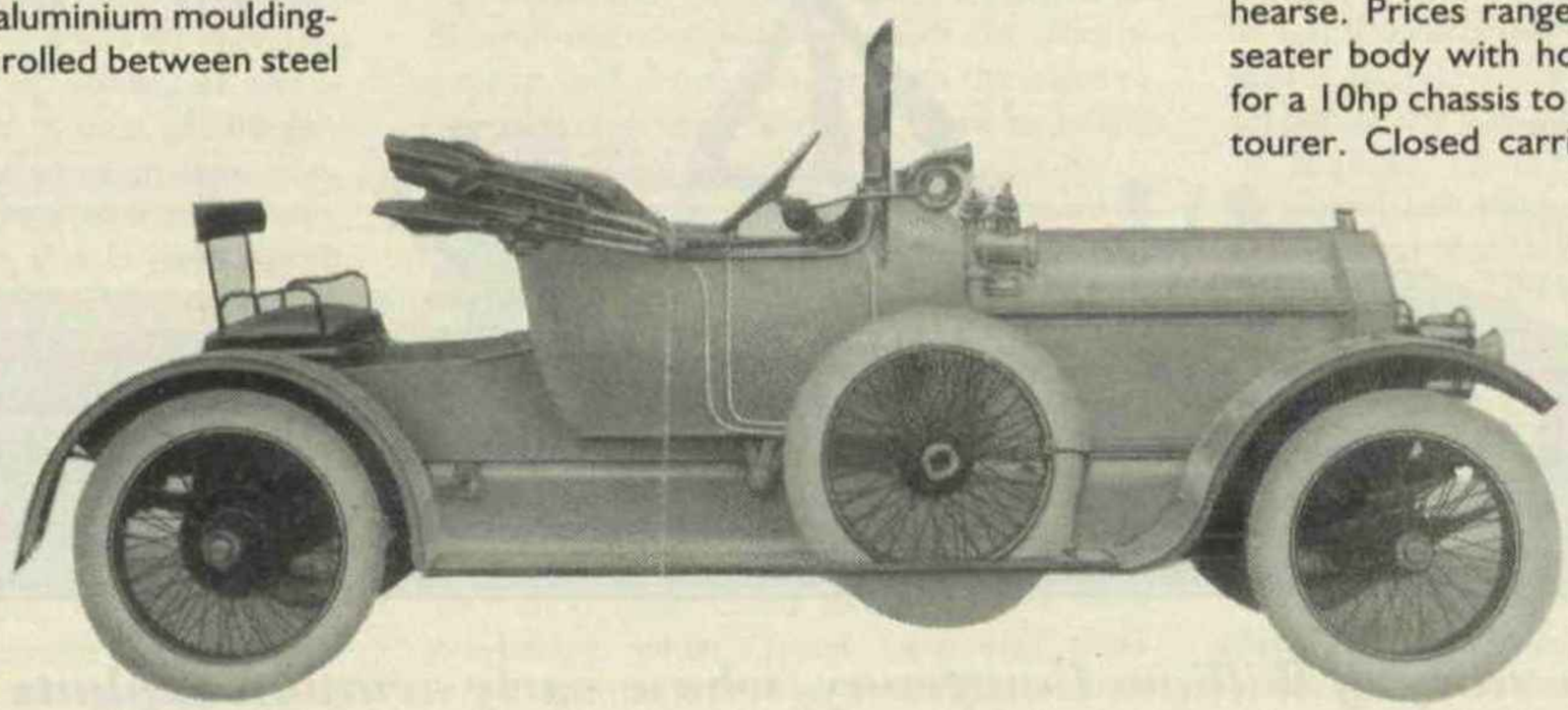
The Country House At War by John Martin Robinson (The Bodley Head, 1989) adds very little to the motoring scene, apart from reference to a Rolls-Royce taxi in Rhyl at the end of WW2 (not surprising, because 20 hp Rolls-Royces were used thus at this time, as were Austin 16s and 20s). I do not think any racing drivers' homes are included, though there is much about the 365-roomed Wentworth Woodhouse mansion of Lord Fitzwilliam, of Sheffield-Simplex associations, and of Waddesdon Manor, the motoring affairs of which I have touched on in MOTOR SPORT.

Apart from the fascination of this period-piece, it makes one want to get out the car and look at some of the great houses which played their part in the Second World War.

Just as I was about to close this column, at least for this month, I heard of two interesting motoring items in *The Secret Life of Wilkie Collins* by William H Clarke (WH Allen), in which we learn that Charley, the son of the author Wilkie Collins' morganatic marriage, became chauffeur to the Earl of Orkney after leaving the Army in 1902 and drove a Vinot-Déguingand. He later opened a garage in Ramsgate and in 1907 invented a variable-speed gearbox (any information on that?). He is also said to have helped organise the SAMD, a society to look after the interests of mechanic-drivers and chauffeurs, before he died in 1911, aged 38. **W B**

the planing-machine. An ingenious spindling machine was used to groove the edges of window-frames, screen-frames and flush joints. In the body-building shop, lead-coated sheet-steel of various gauges was cut by hand to the sizes required and then rolled, before being passed to experts who beat them on 'faces' to the requisite sweep or curve. The finished panels were screwed into place and the joints covered with aluminium moulding-strips. Mudguards were rolled between steel mandrills, the edges turned over and wired to provide strength and a good appearance. Footboards would have rubber mats and brass edgings. Hood sticks, bought in square sections, would be rounded-off in the aforesaid spindling-machine. The completed bodies were mounted on the chassis destined for them and taken to the paint shop. Here the wood surfaces were sandpapered and then given four coats of filling and a second rubbing-down, before final flatting down. Varnish was then applied, in dust-proof cubicles maintained at a temperature of about 80 degC. The cars with their new bodies and upholstery, the latter made by Townmead, would be taken to the dispatch department, able to accommodate 30 to 40 vehicles. Before contemplated expansion, the works could turn out some 30 to 40 bodies a week.

The standard Townmead bodies comprised a sports-type two-seater, a wide two-seater Torpedo (a name hardly fitting the unsporting lines of this body), a single Torpedo with exposed dickey seats, four-seater Torpedo bodies of various sizes, seven-seater tourers, a coupé with dummy hood-irons, a landaulette and a taxi, also with hood-irons and roof luggage-racks. The luxury bodies included square-back and round-back limousine-landaulette and a cabriolet, with 8ft 6in body space, and a Townmead limousine with two inches more room and open sided chauffeur's compartment — surely rather belying the description of limousine? There was even a hearse. Prices ranged from £48 for a two-seater body with hood and screen suitable for a 10hp chassis to £150 for a seven-seater tourer. Closed carriages were a speciality, costing from £95 to £110, and very large pullman limousine bodies varied in cost according to specification. Anyone who was getting fed up with a drenching could buy from Townmead a hood, screen and side curtains for £10.



A two-door Torpedo with a dickey seat.

If a group photograph is to be believed, Townmead's staff numbered some 115 men. One of their clients was Harvey & Co, tobacconists and sundriesmen of Essex Road, North London, who had van bodies made there. I believe that in 1913 the Fulham premises may have been taken-over by Darracq, who moved there from Walnut Street Walk. **W B**

VSCC at play in Weybridge

The Vintage Sports Car Club took its winter driving-tests to Brooklands on January 13; rather early in the year, weather-wise for such frolics, you might think.

Then think again. The tests for the Monte Carlo Rally used to be practised there before the war, and the JCC held its DTs at the track in February, experiencing snow on one occasion. Anyway, 80 entries were received by the VSCC, proving yet again that vintage car enthusiasts pay little attention to the climate when venturing out. The only non-starters were Rouse's Alvis Speed 20, Gallop's MG Midget, Smith's PB MG, Macdonald Smith's Riley Special and Brown's 1929 4½-litre Bentley. Moreover, three Edwardians ventured out. Holt shared his 1911 RMC-Seabrook (described in January's MOTOR SPORT) with Hickling, who used to be Dodge-propelled, the forthcoming president Barry Clarke presented his little 1913 Singer Ten and the 1911 Marion of Ian Rendall completed the trio.

Nine tests had been laid out on the hallowed site, all of which used to be open to visitors. These days, they find themselves confined to the paddock and its immediate surroundings. In fact, something went wrong with test nine, but no doubt the other eight were enough for many.

The Light Car Award was won by A.Hall's 1928 unmodified A7. First Class Awards were achieved by A Ritchief (1928 Riley 9), Mrs Threlfall (1927 A7) and D Marsh (1925 Brescia Bugatti), Seconds by M Kipping (1926 Humber), A Tarring (1927 Humber), R Leigh (1928 A7) and B Savile (1934 Singer 9) and Thirds by A Jones (1929 A7), R Dainty (1927 A7), M Dawes (1929 Riley 9), H Avon (1925 Brescia Bugatti), N Streeter (1922 Vauxhall), T Tarring (1927 Frazer Nash), J Bayne-Powell (1931 MG Midget), R Wheatland (1935 Singer 9), C Marsh (1925 Bugatti) and M Blake (1928 Frazer Nash). **W B**

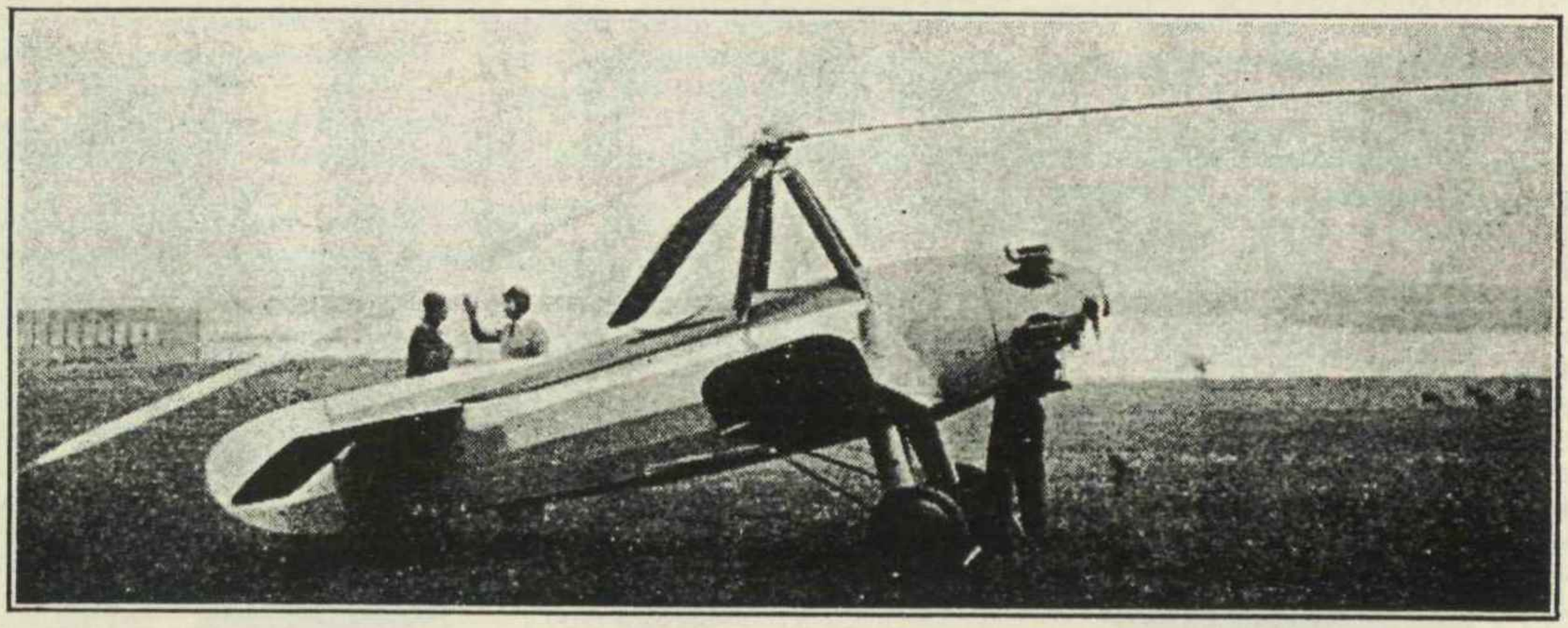
VSCC Measham Rally

Although this event's title remains that of the area from which the first of the VSCC's adventurous night rallies were run, the terrain has changed since then. This year, it moved to the wide open spaces of Yorkshire. Sixty-two competitors, in eminently suitable vehicles bar, perhaps, the absence of heaters, were prepared to face the rigours of the dark hours. Of these, 55 actually started and a mere nine failed to finish.

It would be uncharitable to decide whether car, driver or navigator was the cause of these retirements, but those that did not finish were a Frazer Nash, a Bentley, a Railton, a Morgan, a Riley, an A7, an MG, a Ford and a Crossley, from which nothing sinister can be deduced.

The coveted Measham Trophy was won by the 30/98 Vauxhall which Anabel Jones navigated for her father; it won by a considerable class points-margin. The Post-Vintage Thoroughbred Trophy went to P Cattell/T Cork (1933 Riley), the Jeddere-Fisher Trophy to K Burnett/J Warburton (Alvis) and the Novice Award to R Prest/H Atkins (Alvis). Apart from these excellent performances, first class awards were won by D Marsh/C Robinson (30/98), B Collings/R Collings (Bentley), G Tomlin/A Tomlin (Alvis), J McEwen/C Wheeldon (Riley) and P Hart/D Smith (Humber), second class awards by K Hyland/A Atkinson (Alvis), T Clark/K Pendlebury (Salmson), R Hutchings/P Selwyn-Smith (BMW), J Harris/A Costigan (Lagonda) and P Jelley/H Jelley (Austin), who also netted a VCC award. Those taking third class awards were P Roberts/S Tonkin (Alvis), P Harris/R Burton (Bentley), R Parsons/B Wildsmith (Morgan 3-wheeler), R Parker/T Tennent (Alvis), P Binns/D Filseell (Riley), M Clark/N Street (A7) and Jane Arnold-Forster/R Threlfall (Alvis). **W B**

More on Courtenay



Concluding the story of William Courtenay, whose early aviation exploits were covered in detail last month

As we have seen, at this period of flying, before WW2, many pilots "navigated by Bradshaw", i e followed the railway lines. How vague direction finding was can be judged when, one summer day in 1931, Courtney flew from Stockton-on-Tees to Fleetwood. This was then a long haul over the hills by road and WC had therefore, sent his car and caravan (he was with Capt Bernard's Air Circus) on to Newcastle, electing to go with one of the circus pilots, probably in an Avro Avian. The flight should have taken 1½ hours at the most. But while the other circus pilots went under the low but broken clouds, following the valleys from the Yorkshire side of the Pennines to the Lancashire coast, WC's man decided to go direct.

He had no blind-flying instruments and the Pennines were regarded as one of the most treacherous flying areas in England. He climbed to 7000 feet with no sign of a break in the gloom. After about 15 minutes he decided to turn back. With WC helpless in the front cockpit, the aeroplane was soon out of control. After an alarming series of dives, vertical climbs and stalls, it eventually spun to within some 200 feet of destruction, when luckily the earth became visible again and the pilot, who had 1000 hours of military flying to his credit, was able to get on a compass course for Fleetwood, landing long after all the more cautious pilots had arrived. Ever ruthless, the next day, WC castigated him in the flying column of the *Daily Mail*. . .

Another example of this problem came after the Trans-Atlantic airmen, Richman and Merrill, had flown their 200mph Vultee V-1 a single-engined monoplane *Lady Peace* from New York to Britain in 18 hours in 1936, but had landed at Llandirello in S Wales instead of Croydon, having run out of petrol. WC had his BA Swallow at Croydon but as it had no navigation lights he could not fly to see them, as it was by then 5pm. The next day these intrepid pilots (actually Richman was an entertainer) intended to return to America, but WC advised them that Croydon had insufficient space for their 8500lb aeroplane to get off (the fuel load gave them a 400-mile margin on the 3600-mile crossing). They thought of Pendine Sands but WC suggested Liverpool airport, with its 2000-yard runways. *Lady Peace* had arrived at Croydon and merrill flew it to Liverpool, which should have taken 40 minutes in this record-breaking aeroplane with its supercharged 1000hp Wright Cyclone 2 engine; it had done Bristol-Croydon in 38 minutes. But the famous pilots had no English maps and the radio was U S so WC stood behind them to navigate. Alas, after getting them away from Hendon, which they had overflown on an incorrect course, to Heston and then to Halton, railway lines were followed to Birmingham, but the weather then really closed in and for 30 minutes WC was lost, not recognising the last line seen. With fog coming down they found themselves over the Welsh hills when they should have been over the lowlands of Lancashire. Eventually they circled a large town. WC recognised it as Chester, and course was set for Mersey. Merrill made a superb landing, but the trip had taken all of 1½ hours!

So that I can convince WJT that these long-distance flight could be as dramatic as LSR attempts, let me say that Shell had sent 1000 gallons of 100-octane fuel to Liverpool for *Lady Peace*, which was refuelled from barrels at the perimeter of the airfield to prevent the loaded machine cutting up the turf when it was taxied. So much of the fuel had to be drained out before the machine could be moved, and always the wind was in the wrong direction. Day after day went by. The pilots, staying at the Prince of Wales hotel decided to look at Southport Sands. They approved, so a three-mile runway was roped-off and lit by an endless vista of hurricane lamps for a dawn take-off. The aeroplane stood on sleepers while it was refuelled, barriers and a police patrol kept back the large crowds that had collected, and a rope barrier guarded the machine.

Finally, in the pitch dark of a starry night (if that seems a contradiction in terms I quote WC himself) all was ready. WC landed first, in his BA Swallow, then *Lady Peace* followed him in. Fire-engine and ambulance had been provided. At 3.03 am the return Atlantic flight



The Cierva Autogiro (top) from one of which, in 1934, Major Oliver Stewart saw the accident at Hansworth to the Desoutter in which Courtenay was a passenger. A 128 mph DH Puss Moth (above), with which Courtenay must have been well acquainted.

commenced! WC rushed in a car to warn the ambulance crew but before the mile mark the monoplane unstuck, exhaust stubs glowing, the landing-light full-on, to climb slowly away over the sandhills. WC waited half an hour in case the Vultee had to return, then later flew in his Swallow back to London. In fact *Lady Peace*'s pilots had to jettison much of the fuel and they landed at Musgrove Harbour, 150 miles from their destination, after 17 hours 47 minutes, whereas with the extra 50 gallons of petrol Southport had permitted (a total of 800 gallons) Merrill had expected to reach New York in about 18 hours. It was implied that Richman, who owned *Lady Peace*, should have placed more trust in the more experienced Merrill and let him continue.

Reverting to WC's difficulties, there was the occasion when he was at Hanworth Air Park, near Feltham (where the Bertelli Aston Martins were made) and wanted to get to Brooklands, where he had left his car. By air it would take 15 minutes, by road 1½ hours he said, although the latter estimate seems rather pessimistic; I think I could have done it by Austin 7 in under an hour. Anyway, WC went with a pilot of 100 hours experience and a friend, in an early Desoutter cabin-monoplane. Its pilot elected to take-off from halfway across the field, on this windless day, with the result that the aeroplane hit a house on the northern boundary of the aerodrome. The pilot and other passenger were almost unhurt but WC was out cold and spent three days in Hounslow Hospital. There had been no fire but the cabin of G-AATF had been completely wrecked and its tail had ended up in a young lady's bedroom. . .

WC's adventures didn't take place solely in the air. While he was with Bernard's Air Circus and when it was located at Perth in Scotland, news came through of the mutiny in the Fleet anchored off Invergordon. Ever the reporter, WC took one of the *Daily Mail* cars, a powerful 20 hp Armstrong Siddeley, with the photographer, and drove hard through the night to Inverness, averaging 40mph or more for nearly 170 miles. Two hours later, some nine hours before the Fleet Street professionals arrived by LMS sleeper, they had reached Invergordon.

The B B C asked WC to broadcast a report of the 1934 England-Australia Race; he had flown to Liverpool the day before and was wanted in the London studio by 6.30pm. Bad weather delayed his return, but taking-off at 2.30pm he got to Brooklands in two hours, pushed his aeroplane into its hanger and fled to the station, (then called, as I remember, West Weybridge, when Oyster Lane was grass-verged and there were no traffic lights where it narrowed at the railway bridge), caught the 5.15, got to Waterloo an hour later and was at the studio, by taxi, in 13 minutes, with two to spare. . .

In spite of having driven Amy Johnson to a nervous breakdown after her solo flight to Australia, WC joined Amy and Jim Mollison to manage their long-distance flights, Courtney, described as the tall, curly-haired, ubiquitous, likeable but unbearably persistent PRO, even making much of the famous aviators' marriage. He was present at all their record attempts from this country, including the unsuccessful take-off of the DH84 Dragon "Seafarer" when its under-carriage collapsed at Croydon (it later got off for America, from Pendine Sands) after which WC flew in a Percival Gull to London in 1¼ hours. I recall going to Croydon to see the record-breaking pilots land, in the Jean Batten days, for instance). Courtney had sat behind the 400-gallon petrol tanks in the tail of "Seafarer" on its flight from Cardiff (where sightseers had paid 6d (2½p) to view it) to London and later to Pendine, with his portable "Corona" on his lap, typing an imaginary story of what the forthcoming Atlantic crossing might be like; remarkably, he had to stop at the point where they were imagined to be at Maine, U S A, which was about where the Mollisons were to force-land in reality, almost out of fuel!

Towards the end of her great aviation career, Amy Mollison turned to cars, driving in a few rallies, after Sir William Morris had given her an MG saloon, WC once went with her in "her high-powered Mercedes" from London to Leeds and over the Pennines to visit her sister in Blackpool, after Capt Wilson had flown her famous DH Puss Moth to be put on display at Lewis's stores. This may well have been the 38/250hp Mercedes-Benz illustrated in last month's "Vintage Postbag". It is all rather typical of those free and easy far-away days! **W B**

V-to-C miscellany

A reader has found two 1932 RAC Competition Licences. Both are made out to Geoffrey Norman Crowther, who declared his date of birth as 1908 and the place as Queensbury in Yorkshire. He wonders whether these licences are those of the GN Crowther who drove a Vernon-Crossley in the 1932 LCC Relay Race at Brooklands (Yes — WB) and, as he was born very close to Huddersfield, could he be the son of CK Crowther of that address, who purchased SF Edge's famous 24-hour record-breaking 1907 Napier in pre-WW1 days? Can any one of our erudite readers enlighten us?

The Shuttleworth Collection is organising another full season of flying displays and car rallies at Old Warden Aerodrome, Biggleswade. The first of the former will be the Navy Day on May 2, when it may be possible to show, or even fly, a 1941 Sea Hurricane, to celebrate the 50th Anniversary of the Battle of the Atlantic and to exhibit the RNAS 1916 Sopwith Triplane. The first car rally will be the MGCC MGB Register's Spring Gathering, on April 25. Admission details on 0767-627288 (or fax 0767-627745), mentioning MOTOR SPORT.

It can be said that the Rover 8 Register is thriving, because although to see three of these attractive little air-cooled, flat-twins together at one time these days is something of a record, it is hoped that rather more may be entered for this year's Leicester Pageant and Parade, on May 23, a formidable event in which vintage cars lead off a cavalcade restricted to 500 vehicles for a 15-mile run, ending at Abbey Park, a mile north of the city. Richard de la Rue, who got six members of the Crossley Register there last year, is the Rover 8 whipper-in and already his and two others should be there. The Rover 8 Register is run by Kent Robinson, Wedmans Farm, Rotherwick, Basingstoke, Hants RG27 9BX. By last November he had 24 cars on his list, ranging from 1920 to 1924 versions, including a 1924 van. He would like to hear of more, and of any spares sources. I am glad to note that the 1922 fixed-head coupé I was once given but was unable to restore is now with the BMI Heritage Trust, and that remains of the biplane whose builder I met in Harrogate during the war and which had a Rover 8 engine with insufficient power for it to get off the ground, is also listed.

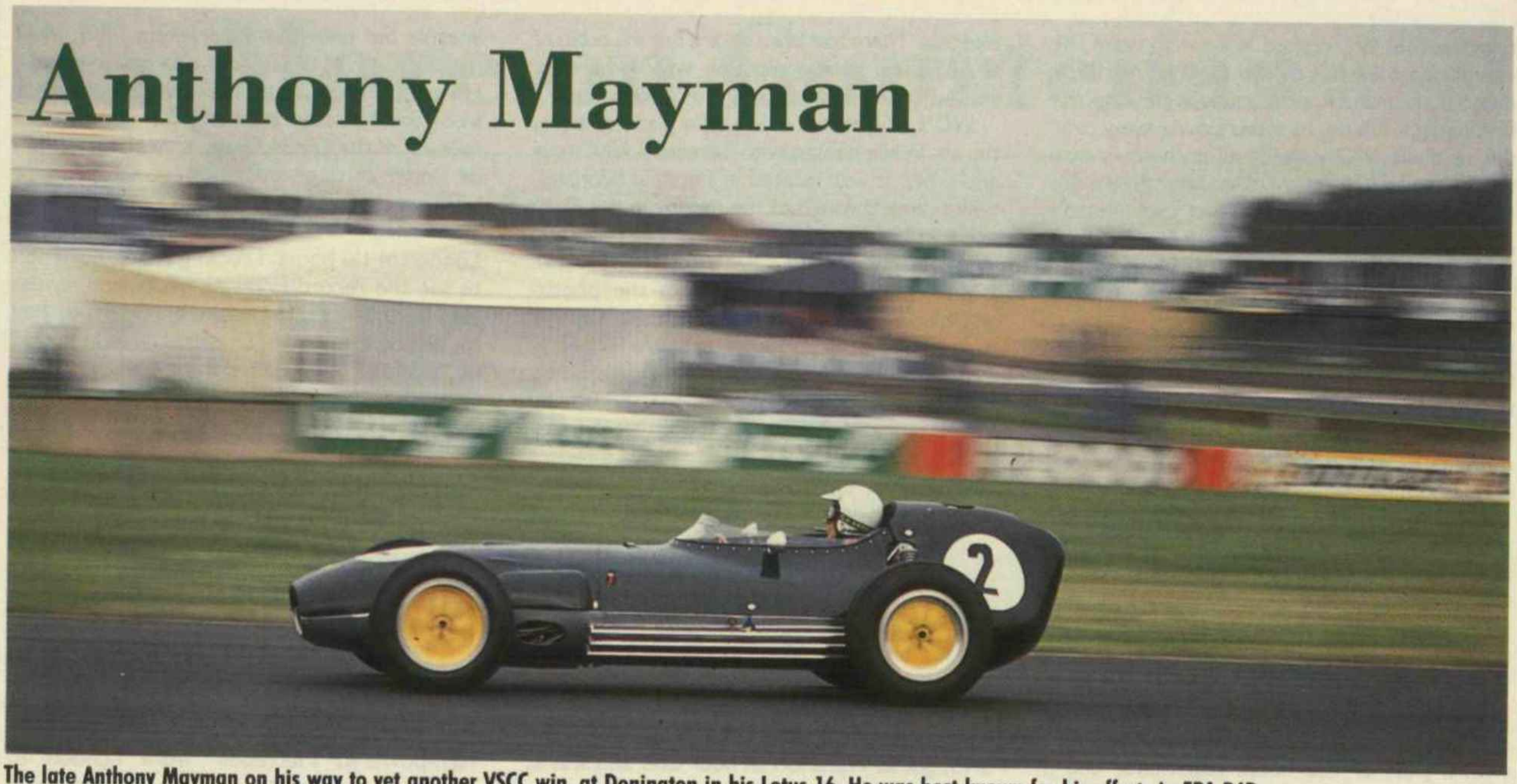
We are sorry to hear that Bugatti-historian David Sewell has relinquished the positions of Curator of the Bugatti Trust and BOC Registrar. His place has been taken by Mrs Sue Ward, who is also Secretary of the Bugatti OC.

The Alvis 12/50 Register's winter Bulletin devoted its contents to the early 10/30 and 12/40hp cars, and a very fine job it made of it.

The Morgan Three-Wheeler Club's (below) first 1993 fixture is a run to Old Warden Aerodrome, Biggleswade, on April 4.



Anthony Mayman



The late Anthony Mayman on his way to yet another VSCC win, at Donington in his Lotus 16. He was best known for his efforts in ERA R4D.

To say that the news of Anthony Mayman's sudden death at the early age of 43 came as a profound shock is an understatement. The sad tidings devastated members of the VSCC, at whose events Mayman had been one of the fastest, and most successful, drivers of recent times, using the famous ex-Raymond Mays ERA R4D and the ex-Bruce Halford Lotus 16.

Serious about his sport, yet generous to a fault when it came to loaning his equipment to other drivers, Mayman had been planning anorther season with his favourite cars, expecting to extract more from them than ever before. That, sadly, is not to be.

Impressed at watching Douglas Hull in action at the wheel of ERA R11B, Mayman was inspired to have a go himself, and he started his career in an Osca at Aston Martin OC meetings.

He joined the VSCC in 1984, and shot to the fore at the wheel of an ex-Rosier Ferrari and the aforementioned R4D. Although he seldom discussed his interest in aviation, Anthony owned and flew a Hawker Hurricane and also had a Gloster Gladiator.

He is survived by his wife, Claire, and three young children, Andrew, Oliver and Emma. To them, and to his many friends and associates within vintage racing circles, MOTOR SPORT extends its deepest condolences. **W B**

Arthur Varney



The recent death of Arthur Varney was not just the passing of a truly great motor engineer, but the end of an era in Alvis history.

Born in Coventry in 1906, Arthur joined Alvis as an apprentice on June 22 1922, by coincidence the very day that Captain Smith-Clarke joined as chief engineer. So began the unique partnership of Capt Smith-Clarke, WM Dunn and AF Varney which was to establish Alvis as one of the most innovative and technically superior pre-war car companies.

As a diligent apprentice, Arthur was soon showing his engineering talent, being largely responsible for the chassis design on both racing and production models of the fwd Alvis, as well as travelling with the works team during the '20s. Following a poor Olympia Motor Show in October 1931, it was Arthur's perceptive mind that recognised the trend towards lower, more rakish coachwork. With the blessing of Smith-Clarke and Dunn, he started work on the Speed Twenty, producing the first car just 16 weeks later!

His dislike of the crash gearbox led him to approach Smith-Clarke about designing an all synchromesh version, which Alvis was the first in the world to introduce, in 1933. Later he went on to design engines for both the Speed 25 and the 4.3-litre cars. In 1933 he became assistant chief engineer in charge of aero-engine manufacture, designing the Leonides radial engine first fitted to the Bristol Bulldog fighter. During the war he was responsible for nine shadow factories overhauling power plants for Spitfire, Lancaster and Wellington aircraft. After the war, apart from fixed wing aircraft and helicopters, his team built the power-unit for the first hovercraft.

Following the merger with Rover, Arthur took over responsibility for gas-turbine development until his retirement from Alvis in June 1972 — just 50 years in to the day he started as an apprentice. In 1973 he became consultant engineer to Noel Penny Turbines, where he continued to work full time until his 85th birthday.

In spite of these remarkable achievements, I shall remember Arthur most for the modest, thoughtful, unassuming person he was. There was no side or edge to Arthur Varney, he was what he appeared — a thoroughly nice person, always thinking of others, never himself. We had enjoyed many happy hours together in recent years and I shall miss him very much. **A S**

Tony Carlisle

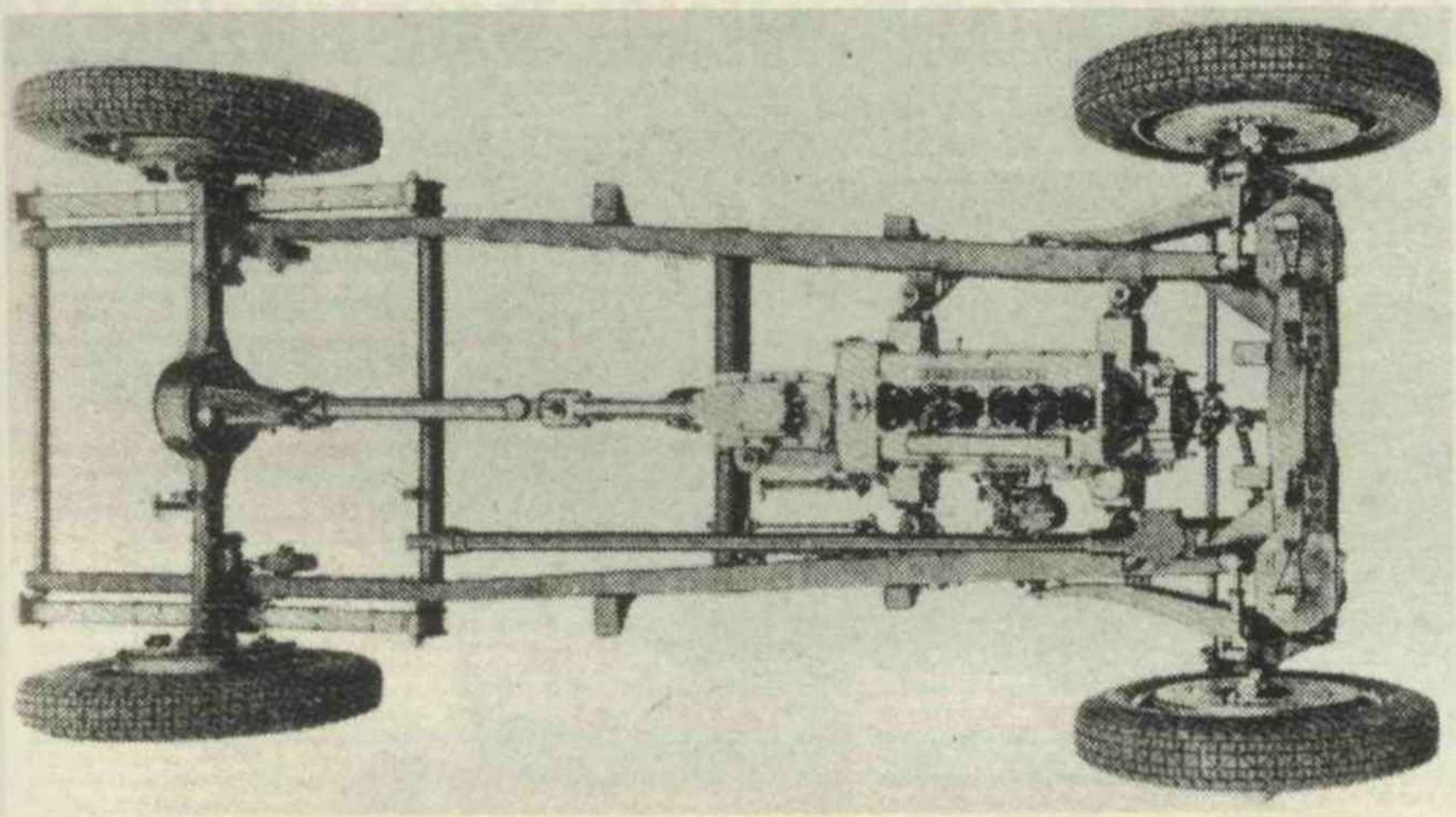
We feel the utmost sadness is recording the death from a heart attack, of Tony Carlisle. I first met Tony many years ago, when Kent Karslake was writing of two of the more sprightly single-cylinder De Dion Boutons. We went to try the one Tony owned, at White Waltham aerodrome.

After leaving the RAF, where he flew with distinction, earning a DFC amongst other honours, Tony – a modest and charming man – took a keen interest in restoring his cars for use in VCC and VSCC events, in which he was usually accompanied by Mrs Carlisle.

He meticulously rebuilt a 9.5 hp Renault and a touring GN, and his Trojan was one of the more effective hill-ascenders in VSCC trials, endowed with extra-low-gearing of Tony's own creation. There was the occasion when he ran-up a Clerget rotary aero-engine . . . tethered to a tree in his Berkshire garden. It just about got away . . .

He was a great enthusiast, who loved playing with old machinery, and he will be greatly missed. Our heartfelt condolences go out to his wife and family. **W B**

The Hermon



Last month the Comet, this month the Hermon. They had much in common. Both were optimistic designs by small concerns, and neither car ever actually went into production. But whereas it seems as if the producers of the Comet had intended to manufacture their own engine, or at least some of its major components, the people behind the Hermon project apparently realised the impossibility of so doing. Instead, they elected to use the excellent 1.5-litre twin-cam four-cylinder engine of the smaller British Salmsons.

With the camshafts driven by a vertical shaft and bevel and skew gears, each camshaft having its own damper formed of a rectangular cam and spring, the valves operated by bucket-tappets and the crankshaft balanced, this was a very good unit. In the best vintage tradition, it retained a cylinder block separate from the light-alloy crankcase.

The Hermon was announced early in 1936. It was the project of a Mr G Manley, who had a close association with the Girling brake company. He proposed to build Hermon sports cars at the Boundary Garage in Sevenoaks Road, in Orpington. Indeed, Manley designed the chassis into which the British Salmson engine and gearbox was installed. I wonder whether the Anglo-French company first went to see whether it approved of the car, as I believe the Ford Motor Company used to do in the case of things like Buckler Specials for instance, when asked if they could supply proprietary power-units for small output projects?

A supply of engines was presumably available from the British Salmson premises at the Raynes Park fork, close to the Kingston bypass.

The engine for the prototype Hermon was somewhat modified to suit the chassis, the inlet ports being altered to enable twin SU carburettors to be used, and the exhaust system allowed to project on the nearside, with racing in mind. Otherwise, the British Salmson specification was retained, giving a four-speed gearbox with synchromesh on second and third. Naturally, Mr Manley used the latest Girling brakes and endowed the Hermon with Girling independent front suspension. This embodied rather ugly pressed steel channel-section lower wishbones, pivoted at the centre, and a similar cross-member above. From the latter's upper face sprouted brackets, carrying the upper suspension-links. A large hole had to be made in this cross-member to accommodate the British Salmson's dynamometer. Huge coil springs were mounted on the wishbones and operated on the top suspension links. It may have looked rather clumsy, but it served Riley for one of their two-litre racing cars.

The stub axles moved up and down in such a way that the castor-angle, not the track, varied and there were torque-stays on both sides. Friction shock-absorbers backed up the damping of the coil springs, and the steering tie-rod was a two-piece affair, with an extra link to the drop-arm. All the bushes in this i f s layout were Silenblocs, to obviate having to lubricate them. The chassis frame was in conventional style, but its side-members were boxed for their entire length and the main cross-members were straight tubes. An open propeller shaft took the drive to the back axle, which was suspended on half-elliptic leaf springs. Cooling of the engine was by thermo-syphon, but later it was the intention to add a pump.

The first Hermon was destined for racing, but thereafter it was to have gone into production as a lightweight sports car, costing around £600, if not a little less. In the meantime the prototype was readied for competition, being entered for the 1936 Brooklands Whit-Monday Meeting. It is possible to visualise the keen anticipation with which the yellow two-seater was prepared at that Orpington garage. FW Oxley was to drive it in the First Whitsun Short Handicap on the outer circuit. Ever cautious over newcomers, the handicappers set it to leave the startline at the 55s mark, in the company of Freddie Thatcher's well-known 1287cc MG. The 69x98mm (1470cc) Hermon and the MG had to make up quite a lot on the Abbott-Nash of Peter Almack and Sandiford's Singer Nine.

The Abbott-Nash soon petered out, but Oxley's opening lap was completed at 75.69 mph, whereas the experienced Thatcher, who ran a pub on the outskirts of Esher, accomplished his standing-start lap at 81.57. After that there was no comparison, the smaller-engined car lapping at 93.97 mph to the Hermon's 84.99. Anyway, the Appleton Special won, from Mrs Briggs' Riley Nine and Charles Follett's 2.7-litre Alvis. The Hermon was paired with the MG again for the First Whitsun Long Handicap. but although it was faster than before (laps at 77.57, 86.62 and 85.57mph) it was again slower than the MG. The race went to Clive Windsor-Richards in his blue 30/98 Vauxhall, with Billy Cotton's MG second and Earl Howe third from scratch in his Type 59 3.3-litre Bugatti, which lapped at 138.34mph.

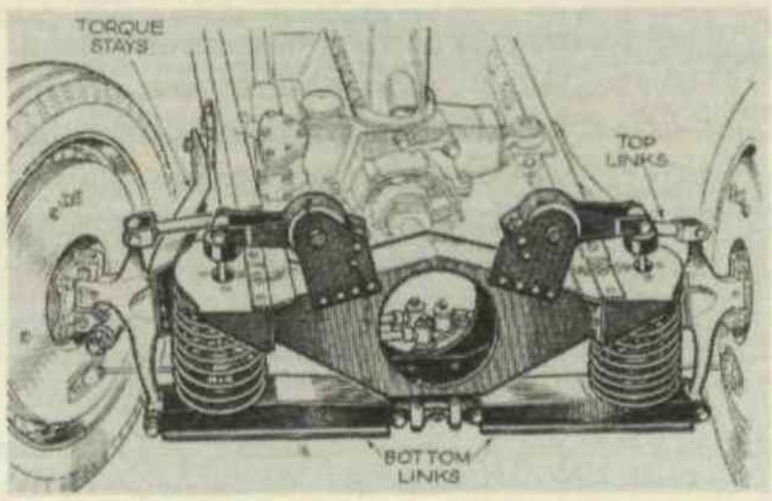
Oxley had another go at the August races, nominating AB Lavy as his driver, and the Hermon's lap-speed improved again, to 90.55mph. In the Second August Long Handicap, Lavy was rewarded with third place, from a limit position start, behind the winning Bugatti of Kelway and Leitch's Bugatti. This performance was then repeated in the Third Mountain Handicap, even if the victorious Amilcar Six of HTH Clayton wiped out the Hermon's 20s starting advantage and Mrs Eccles in the Rapier Special overcame her 31s deficit.

At the autumn Brooklands meeting Lavy went even quicker, lapping at 91.38 mph, but again failing to net a place. After that the Hermon was raced no more, although it was found by someone in the 1950s.

So what happened?

The Hermon's 91.38 mph lap was proof of its capable performance. It compares well with the 78 mph lap which I got from a road-equipped Meadows HRG a year later, even if the Hermon was stripped for racing. It would have had to compete, of course, with many similar cars, such as the Batten Special V8 of the Beckenham Motor Company at £375, the Buckler, the LMR Epoch, the smaller Vale Special, the HRG and other cars from small companies aimed directly at the enthusiast. Why did it fail? Could finance have run out? Could British Salmson and/or Girling have been against supplying the engine or suspension? Or did the only car built blow up, resulting in evaporated effort?

I doubt we shall ever know. **W B**



Chassis (top) and front suspension details of the obscure Hermon. (Pictures courtesy of Mike Worthington-Williams.)

Three score and 10



The Lancia Thema: welcomes the older generation with open arms.

We are frequently being told that human beings are living longer and longer, in this enlightened medical and dietary age. Once upon a time you were told that you were on borrowed time after three score years and ten. But this has a less-depressing impact now. In my case, and I am bad at mathematics anyway, my next target is to make this sum work out to 90.

Notwithstanding the logic contained in the previous paragraph, two great establishments refuse to recognise the old-age population. One is the government itself. Every time the chancellor announces a cut in interest rates, he tells us these will be good for everyone – conveniently overlooking millions of the population who live on invested savings! (And were we not once told that a good citizen prudently saves . . ?) The other organisation which is fearful of 'oldies' is the insurance world.

In motoring terms, let me give you an example. The unhappy manufacturers of new cars have been using all manner of enticing means of trying to increase sales. Vauxhall, for example, cottoned-on to the scheme of trial runs in the latest Cavalier for potential purchasers . . . but not if the intending or interested customer had reached the fearfully senile age of 70. Learning of this, I wondered at first whether these fine cars were perhaps a trifle awkward to drive, so that the older citizens might possibly find them difficult, but surely not dangerous, to control? But no, as Liz Phillips, the support manager of Vauxhall Rental kindly informed me, it was their insurance company who had imposed this age restriction. There was a concession. If you were an ancient being who wanted to try a Cavalier, under this commendable 'Factor 24' scheme, you could produce an "excess deposit", the amount determined by your age and the fierceness of the Cavalier you wanted to sample, refundable afterwards presumably providing the car was safe enough to be returned intact. But by then the complication may have seemed too much and the possible buyer could be on the way to the next showroom. It does seem rather a shame, based no doubt on statistics (which can be twisted to 'prove' anything) that insurance folk gang up against old drivers. There are many retired motorists who enjoy their cars, some who keep themselves active by using them between the ages of 70 and 80, and even on to 90. I would have thought that they could have been asked to produce a no-claims certificate and perhaps a doctor's assurance of fitness to drive and been able to try 'Factor 24' unmolested.

There is a sequel to this. Lancia had a similar scheme, to let possible buyers drive the latest Themas. Even I was able to drive a two-litre 16v Thema Turbo. It proved a fascinating motor car, its engine quiet and smooth after the Ford Sierra I am used to. The Motronic engine-management system has certainly killed turbo-lag and the flow of rapid acceleration is impressive, 0-60 mph coming up in the seven-seconds bracket. Despite the transverse-engine, front-wheel drive layout, a Ferguson viscous couping obviates wheelspin, although, with 205bhp (at 5750rpm) on tap, there is still a degree of torque reaction under cornering duress. The dodge of using twin counter-rotating balancer-shafts to make the four-cylinder twin-cam 16-valve engine run like a six has been adopted, and the ruse works.

ABS braking, a stubby gear-lever for the five-speed 'box, an easily-adjustable driver's seat and smart styling are remembered.

I was pleased to note complementary references to Lancia's rallying successes in its brochure, and that insurance problems did not, in this case, prevent my stint in this impressive car.

New code

A new edition of the Highway Code has appeared. No grumble here; except that again I am reminded of my age – because the first one I read cost one old penny, whereas this one sells for 99p. But you do get colour pictures and 75 pages. Full of information, although I am never sure whether knowing that you cannot stop from 60 mph in less than 18 car-lengths is essential to safe motoring?

PS . . .

Sponsorship may or may not seem distasteful to you, but you cannot but admire, surely, Guy Edwards, author of *Sponsorship and the World of Motor Racing*, reviewed in MOTOR SPORT last month, for enduring miserable door-to-door selling, here and in Europe, to enable him to get a start in motor racing?

Since penning the review, a few more thoughts and observations have occurred to me.

Incidentally, the book contains several reminders that a recession is nothing new!

Guy's endeavours led to the creation of Guy Edwards International, which put together sponsorship for Jaguar's sports car programme and is now formulating backing for Team Lotus in F1.

Edwards knows all there is to know about motor racing, which makes his story even more fascinating. He tells of how he took gold instead of money to get Mike Thackwell a drive, was awarded the QGM for his part in pulling Lauda from his burning Ferrari, how objections to Durex decals were overcome and he marvels at the energy of Keke Rosberg. In that direction, Guy has not been too badly endowed himself!

Oops!

A number of readers who are knowledgeable about Rolls-Royce aero-engines have pointed out that, in my article about the Merlin-Royce, I quoted the Kestrel as a 37-litre engine whereas I should have referred to the Griffon. There were some slip-ups on picture captions last month; I do know that a DH Fox Moth does not resemble an Autogiro and what JCC and BARC badges look like! **W B**

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One of many excellent images from Friedman's book: Colin Chapman, Jim Clark and Mike Spence enjoy a bite to eat at Watkins Glen in 1965 . . .

The Legends of Motorsport, by Dave Friedman. MRI Publishing*. 336pp, $150 or special edition, leatherbound, boxed and personally autographed by 22 legendary drivers, $500.

'To all of the people who helped make this period of racing so special'. Thus reads photographer Dave Friedman's dedication to a work of art guaranteed to delight all true enthusiasts. The concept is devastatingly simple. Friedman has selected 414 of his classic black and white photographs of motorsport in some of the greatest eras: Formula One (1960 to 1972); Sportscars (1958 to 1973); Trans Am and Stock Cars (1962 to 1972); and Championship [Indy] Cars (1961 to 1969).

The images are brilliant, backed by moving forewords from racers Dan Gurney and John Surtees, and respected writers Eoin Young and Nigel Roebuck. "There are a lot of people I remember from those days, too many that have been a long time gone," says Dan. "This book brings a lot of them back."

The photographs vary in subject, but never in quality. There are portraits and action shots, and all of them speak volumes. Look at the photo on page 166, and you see why Gurney said of Parnelli Jones: "He used to broadcast intimidation just by walking around (heck, he's still that way)."

All of the good guys are here: Andretti, Amon, Clark, Follmer, Gurney, Hall, both champion Hills, Hobbs, Hulme, Ireland, Jones, Moss, Stewart, Surtees, Ward. The past comes startingly alive, complemented by erudite captions that add perspective and knowledge. See how drained Gurney is after winning the Green Valley Trans Am race by a hair from Jones; Roger Penske lugging his own wheels in his team's early days; Foyt sideways on the dirt in his sprintcar; ditto tragic Bobby Marshman; Peter Revson lunging for Sam Posey's throat after a Riverside Trans Am encounter.

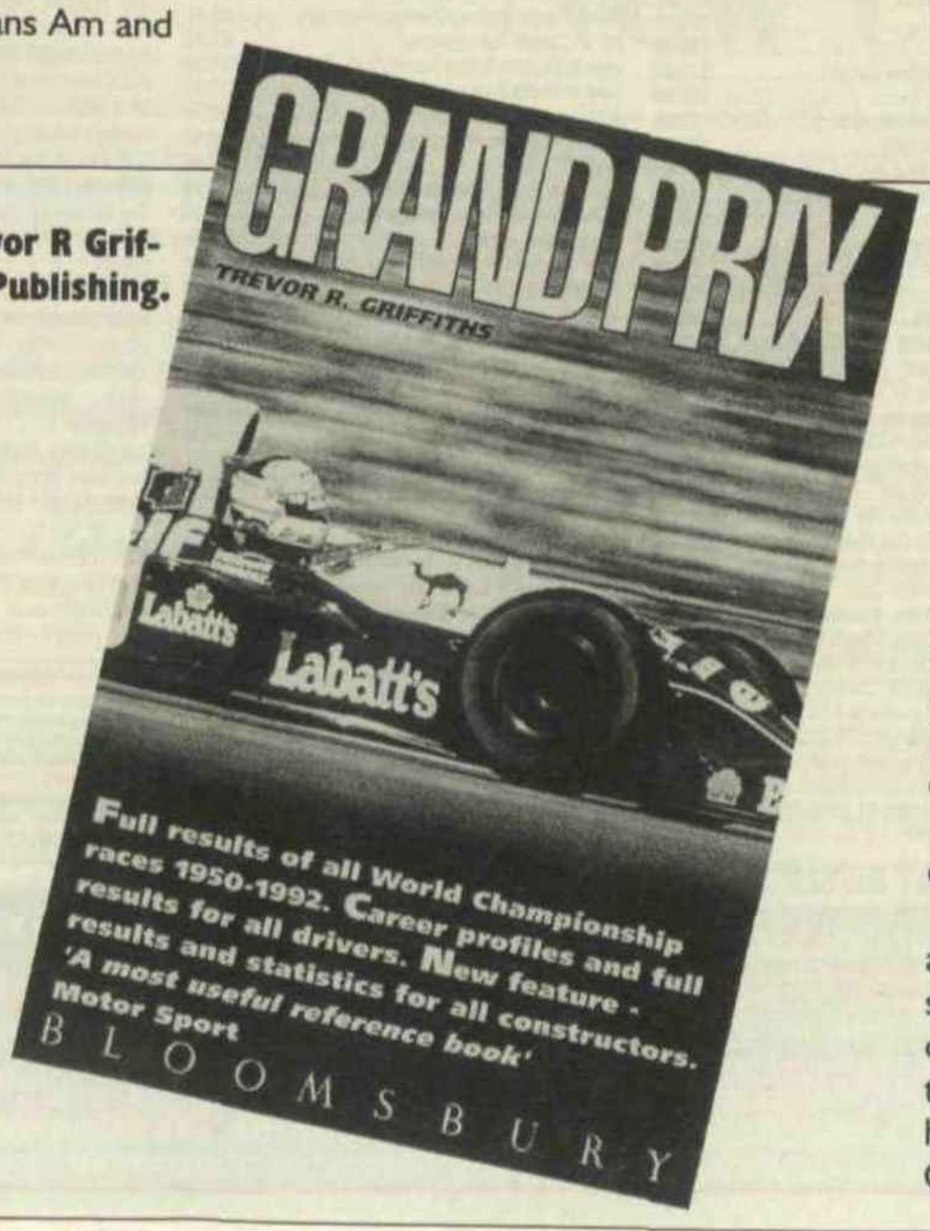
It's a superb book, redolent of a time when the best drivers usually won, when technology was in its infancy and when sportsmanship was king. It's also beautifully produced. It's the sport the way the characters who survived remember it, the way it deserves to be remembered. It's quite possibly the best photographic book ever compiled on motorsport. A wonderful, emotive joy to drool over. $150 is nothing, just the down payment for a priceless, glorious, golden ride into yesteryear. **D J T**

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. . . and another: Peter Revson attacks Sam Posey after a confrontation in 1970 Trans Am event at Riverside.

Grand Prix, by Trevor R Griffiths. Bloomsbury Publishing. 500pp, £16.99.



As we pointed out when we reviewed the fruits of Trevor Griffiths' extensive labours first time around, the information contained within will be out of date as soon as the next Grand Prix takes place.

For all that, we stick by our original verdict that it is a valuable reference work. The office copy of the first edition is rich in thumb prints from extensive use.

As a further bonus, it's also easy to use.

The book has been appended to include the 1992 season, and now also features comprehensive statistics pertaining to all constructors who have participated in World Championship events from 1950-1992. This rich tapestry tells you that Aston-Butterworth (two GPs, two retirements) has a mildly more glorious GP history than Rebaque-Ford (one GP, one retirement).

The complete absence of photographs between the covers (one N Mansell now adorns the front, in glorious technicolour) makes the text a little daunting at first, but the print is actually quite easy on the eye.

Can't imagine that everyone who bought the first one will necessarily want to update their records season by season in this fashion, but we'll certainly continue to treasure its usefulness. **S A**

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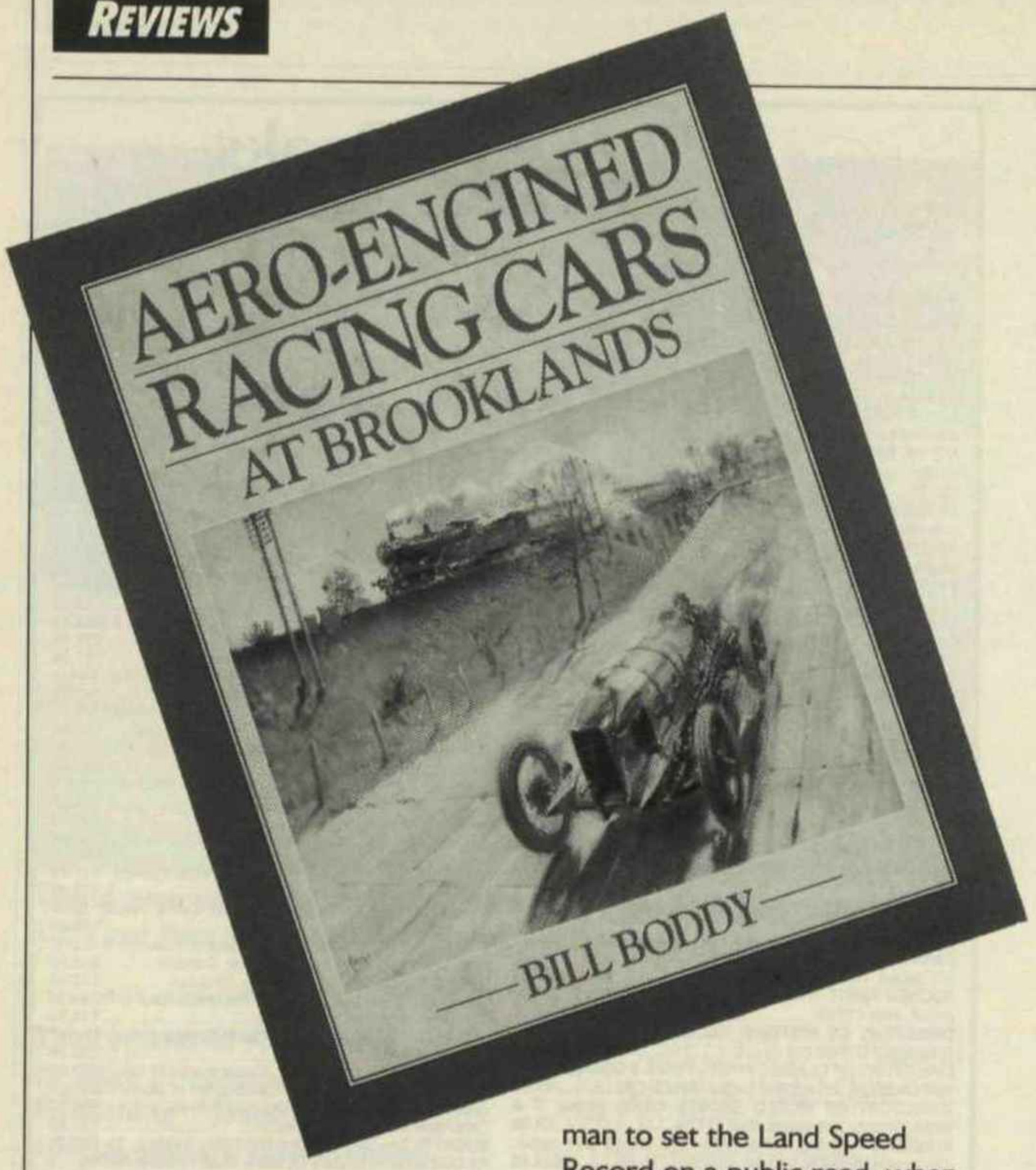
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Aero-engined Racing Cars at Brooklands, by Bill Boddy. GT Foulis & Co (Haynes Publishing Group plc). 160pp, £20.00.

In those glorious motoring years between the two world wars, the 'right crowd' thrilled to the exploits of racing drivers round the Brooklands saucer. And few quite captured the public imagination as those who drove the behemoths powered by engines originally intended for aircraft. The fastest racing cars of their time, they steadily upped the lap record to the 143.44mph at which John Cobb finally left it. As I computed for our October 1992 feature on the quiet record breaker, that would be the equivalent today of a 276mph lap at Indianapolis.

Clearly these were seriously quick projectiles for all their bulk. Filling a gap in motoring history, our founder editor Bill Boddy has produced a fine book detailing the aero-engined racing cars that ran at the Weybridge track. Few writers could be so well qualified to produce this work, for WB was there at the time, and has since spoken with most of the characters concerned with the cars.

Accordingly, this history delves deeply into the past, exploding a few myths here and there, pointing the way to fresh research opportunities.

Ernest Eldridge was the last man to set the Land Speed Record on a public road, when he took his gargantuan Fiat Mephistopheles to the narrow strip at Arpajon in France and averaged a bold 146.01mph. He did not do so without falling foul of the regulations first, however, and an initial clocking of 146.8 was subsequently disallowed when previous holder René Thomas sportingly pointed out that the black car did not possess a reverse gear. It has generally been accepted that Eldridge rigged up a reverse by crossing the driving chains, but Boddy probes deeper and comes up with fresh solutions. It's worth £20 of your money just to discover what they are . . .

Speak of WB and of course Parry Thomas' Babs springs instantly to mind. Sure enough, the ill-fated record car is also covered, in a selection ranging from the 1913 Sunbeam V12 (an excellent colour painting of which by Terence Cuneo graces the front cover) through to the Napier Railton via other gems such as the Chitty-Bang-Bangs and the Wolseley Viper. A final chapter wraps up those other aero-engined machines, including lsr giants such as Sir Malcolm Campbell's Bluebirds and Cobb's Railton Special, which appeared but never actually raced.

The erudite text is backed by some wonderful monochrome photographs to produce an excellent book well worth the modest cover price.

D J T

The Legendary Italian Grand Prix, edited by Paolo Montagna. Veloce, £29.95.

Motoring books come in all shapes, sizes and weights, and in many different contexts.

This large volume, available from Veloce (in British text), is a record of just one event, and very useful it should be from that angle to historians.

There have been many detailed accounts of classic motor races, and they are excellent reference works, but missing from the series was a book on the Italian GP. Consequently, this large new volume is most welcome.

Of course, the passage of time between conception and publication renders most concentrated histories slightly out of date, unless the event is no longer held, and Montagna's tome covers 1921-1989.

It is not quite so technical as the old Temple Press histories and certainly less compact. But it has a magnificent array of photographs (in colour, for the races from 1959 onwards). There are journalists' impressions of incidents and drivers, together with a pictorial biography of the latter (from Jules Goux to Nigel Mansell) and drawings of competing cars, from the 1922 Tipo 804 Fiat to the 1989 Ferrari. There are also 24 colour reproductions of race posters, starting with that for 1921. Such illustrations are enhanced by the large format.

Also contained are results of the Italian GP with race times, circuit maps, starting order, average speeds and retirements, although the reasons for the latter are not given.

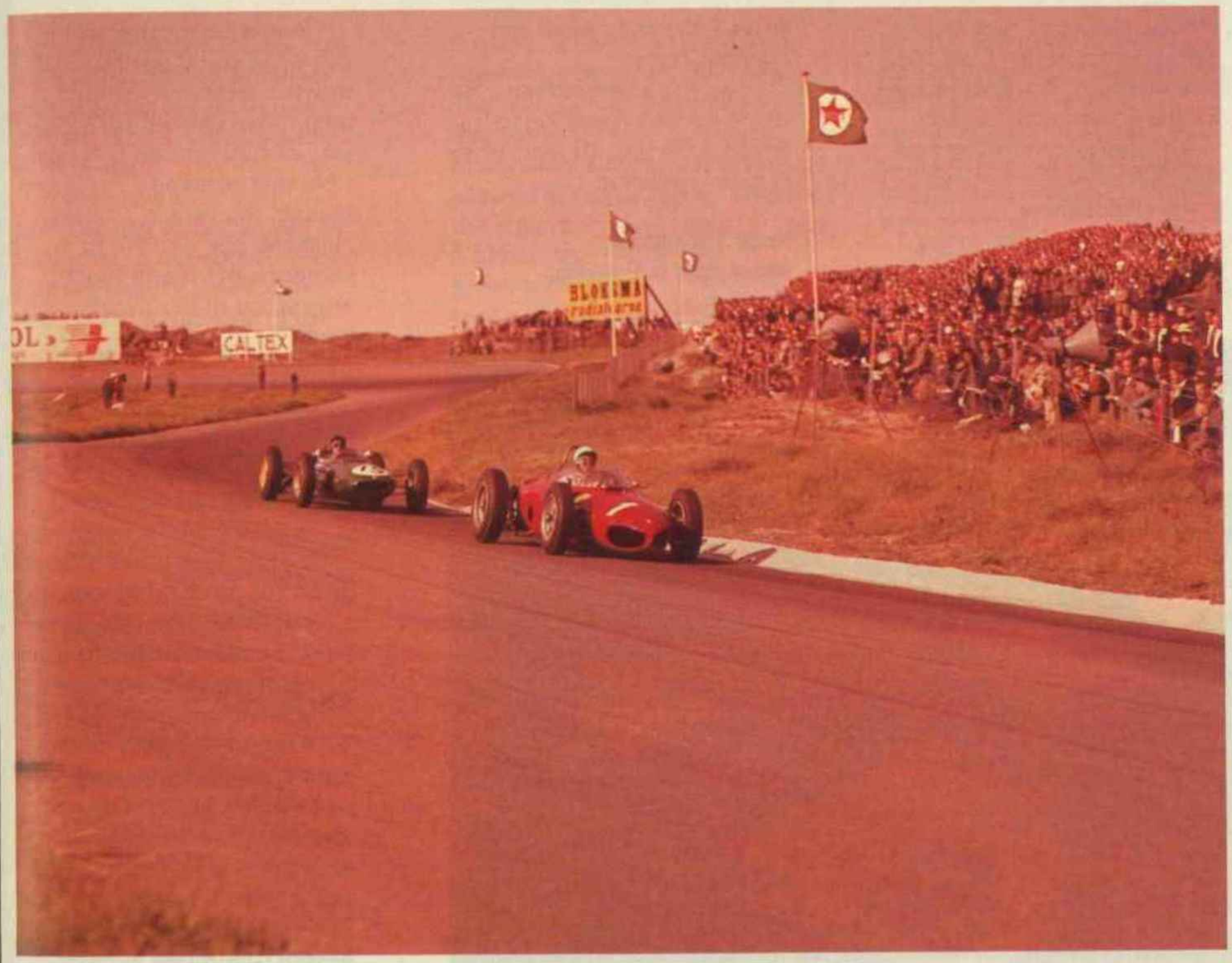
This valuable tabulated history is rather unnecessarily repeated in a 'Roll of Honour' occupying three pages, although this is a good, quick reference system for busy writers.

The preface is by Count Lurani, the text by various experts. Publication was with the co-operation of Enimont and this work about a race claimed to be second in longevity only to the French GP will be welcomed. **W B**

● *Formula Junior Racing Cars Remembered* by Bernard Cowdrey is not only a fine reference work, but is great fun as a means of recalling all the many types of racing car which took part in FJ races. The landscape-shaped book has an introduction to this class of motor racing, with the original FIA regulations, and then describes and illustrates the cars that competed, from Alexis Mk1 to Yimkin. Furthermore, masses of lesser-known FJ cars, the existence of which even avid followers of these races may well have forgotten, are covered (from the Apache to the Venom, including the F3 Fafnir and the "did it ever race?" Longbacon). Results of significant races from 1959 to 1963 and many pages of nostalgic pictures are included. Not to be missed! You can get it from Bookmarque Publishing in Minster Lovell, Oxon, for £15.95. **W B**

● Shire Publications of Princes Risborough has added Nos 289 and 292 to the motoring titles in its attractive *Shire Albums* series. The first is a discourse on the Citroën, by Jonathan Wood. It brings one bang up to date on these individualistic cars, and devotes eight pages to the splendid 2CV and subsequent two-cylinder models. The pedal and electric Citroëns, intended for children, are remembered, but not the tin-plate toys. It is all done in the expected excellent style, with very good pictures. Shire No 292 is Nick Georgano's equally useful hook on Bentleys. He packs much into his 32 pages, including racing Bentleys, and again the book is right up to date. Both sell for just £2.25. **W B**

● Volkswagen fans are well-served by a new MRP book in that publisher's *Collector's Guide* series. The experienced John Blunsden's *The VW Golf and its derivatives* has lots of data, well-produced pictures, and tabulated specifications, productions and performance figures. One for every VW devotee's bookshelf. **W B**



Beauty contest

Sir,
How about a new appendix to your monthly *Letter to Readers* column, devoted to the three ugliest and the three prettiest GP Formula 1 cars of the modern era?

Perhaps I can start the ball rolling. My three ugliest? The Tyrrell P34 Six Wheeler – wouldn't look out of place, with 'tracks' fitted, on an MOD Training Grand. The 1972 JPS Lotus – all angles and sharp edges plus the exposed engine, ugh! The March 711 with its ridiculous tea-tray front wing.

For my three prettiest I chose the Alfa Romeo 158 – 55 years old and still the 'Belle of the Ball'. This is closely followed by the classic 1957 Vanwall, an enduring beauty even today. Finally, 1961's shark-nosed V6 Ferrari was the prettiest by far of the compact early 1.5-litre rear-engined racers.

Colin Rantin,
Beltinge,
Kent.



Beauty and the beast? Phil Hill, in the Ferrari 156, leads Jim Clark at Zandvoort in 1961 (top). Above, Patrick Depailler hustles the six-wheeled Tyrrell around Long Beach in 1977.

Humber bug

Sir,
In 1948, Thrupp & Maberley manufactured several Humber Pullman Mk11 Laundaulettes and Tourers for the Royal Tour of Australia and New Zealand, but unfortunately this was cancelled due to the king's poor health.

Most were subsequently shipped out to Australia and used for the Royal Tour in 1954 but at least one Laundaulette, registration number HWK 122 was retained in the UK.

I am trying to research the subsequent history and fate of these cars and if any of your readers have any information on them, no matter how trivial, I would be delighted to hear from them.

George McDougall,
105 Balshagray Avenue,
Glasgow G11 7EG.

Out of order

Sir,
It is with great regret that I have instructed my newsagent to cancel my monthly subscription to MOTOR SPORT, and felt that I should tell you why.

I have followed the Grand Prix season avidly through TV and your pages. The constant criticism of Nigel Mansell has finally decided me to make the break with your magazine. I am extremely patriotic and cannot understand that your writers are unable to feel even remotely the same way.

Yes, we all have faults – don't we? But Nigel Mansell has so many that in spite of winning the World Championship for Great Britain he is still no good, and yet, that liar, cheat, non-sportsman, who will try to win fair and usually foul, Ayrton Senna, can do virtually no wrong!

Well, I shall miss my monthly fix of MOTOR SPORT old and new, but will not miss the almost constant criticism of British goods (note, one of the manufacturers of gear systems was treated to an extremely condescending and arrogant reply recently) and building up of imported products which has finally brought me to this.

David B Rees,
Church Stretton,
Shropshire.

DSJ and I both speak as we find. Sorry if that doesn't match your own observations — DJT.

Jochen print

Sir,
Please find enclosed a photograph taken at the recent Essen Motor Show. It shows Nina Rindt with the Brabham BT18 (F2-22-26) raced by her late husband, for Roy Winkelmann, in 1966. This car won the last 1000cc F2 race at Brands Hatch, when Rindt beat Jack Brabham (Brabham Honda) for the first time that season.

The display commemorated the 25th anniversary of the Jochen Rindt Show.

I believe the Ferrari in the background is David Piper's 275LM which won at Le Mans in 1965, driven by Rindt and Masten Gregory.

I own the little Brabham which has been great fun to drive for the past 10 years or so in speed hillclimbs.

Peter Speakman,
Broughton in Furness,
Cumbria.



Nina Rindt aboard Jochen's old Brabham BT18 at the Essen Motor Show.

Sixth sense

Sir,
I am writing with regard to Mr GD Barnes' letter in February's MOTOR SPORT.

He stated that Jackie Stewart "was credited with third place" despite his retirement in the 1966 Indianapolis 500. In fact, wee Jackie was *classified* sixth. Still a good result, though.

Incidentally, the four drivers who have won the Indianapolis 500 *and* the World Championship (Jim Clark, Graham Hill, Mario Andretti and Emerson Fittipaldi) all won at least one of their world titles driving for Team Lotus.

David Clayson,
Wellingborough,
Northants.

Meths lesson

Sir,
I write as a Sierra 4x4 driver of some six years' standing, and share WB's enthusiasm for the breed. However, I have been meaning to write for over five of these years, ever since he first started to complain of the washer water freezing up.

I had the same problem, but solved it completely by adding about 20 per cent methylated spirits to the water. The added advantages are that the screen is rendered squeaky clean (literally!) and the aroma which permeates the cab is quite pleasant.

Tom Candlish,
Burnham,
Bucks.

XK query

Sir,
I hope that someone may be able to help me with information about a right-hand-drive Jaguar XK140, UPX 939, first registered on March 25 1956.

It is fitted with the Special Equipment listed by Jaguar at that time, and also has many optional extras fitted.

It is believed to have belonged to the late Betty Haig, who may have used it when it was brought back to this country. It is thought to have been sold by an unknown garage to a Mr NHJ Main. It is known that he used it for a short while, as it went back to Jaguar for an overhaul and the fitting of 2" SU carbs, which still remain. Shortly afterwards he purchased an E-type, and the XK has not been used since that time. Up until 1990 it had spent 13 years of its life languishing in a field, which meant that the body was in a very sad state. The engine/transmission and chassis had remained in quite good condition and these items are now fully restored to concours condition. The body has now also been restored and, where possible, the original panels have been used. It is presently awaiting trimmings.

The DVLC has only been able to produce a continuation log book from 1961 on. Apart from the information from Jaguar that all the numbers tie up and the colour is correct, letters to Henlys of London have drawn a blank. Although they sold it, they have no record as to whom. Letters to the Jaguar Owners' Club and others have proved fruitless so far.

I would be most grateful if someone could advise me as to what direction I should take to pursue the early history of this vehicle. Is it possible that someone's archives contain references to Betty Haig and her XK140, or could someone put me in touch with some of her peers, who might be able to help in this matter?

Dave Varney,
Betchworth,
Surrey.

Relevant information will be forwarded – Ed.

Thrill Hill

Sir,
I so enjoyed your cover story on Damon Hill, February 1993. The shot of his father, Graham, drifting his new 1.5-litre BRM V8 through The Sweep during the 1965 South African Grand Prix at the lovely old East London Circuit, in which he finished third, was great.

I have so many memories of attending races there.

Peter Jillings,
Ash Vale,
Surrey.

'Plane speaking

Sir,
Please tell me how a Cierva Autogiro turned into a Fox Moth on page 156 of the February issue?

Did it go through a pupation?

Chris Higgins,
Crawley,
West Sussex.

We do know that wings and autogiros are not bedfellows (see also Boddy Language, *page 260). These things happen. The technical term is 'production glitch' – Ed.*

Model outrage

Sir,
Some time before the 1992 British Grand Prix, the manager of a local toy/model shop ran a competition: name the first three finishers in the GP, and win a set of electric racing cars. To support this, he made a very attractive window dis-

play, with posters, model Formula One cars and a mannequin wearing full race-going clothes, which included a Marlboro T-shirt.

A few days after the manager had set-up his display, he was amazed to receive a letter from Aylesbury Vale Council, stating that a member of the council had seen the window and did not agree with the use of the T-shirt, as this allegedly condoned tobacco smoking in the area . . .

There is no law about the advertising of tobacco products in this context (the display was only meant to convey race-going), and the person from the council was not even an elected member. As the manager does not own the freehold to the shop, but is merely an employee of a large chain, he was compelled to remove the article of clothing.

This may be a very small problem, but we racing enthusiasts soon saw how the subject can escalate to mammoth proportions.

I heard the news on the radio which stated that Frank Williams had been fined £3,500,000. He had allowed his FW14B cars to race in Australia, in the 1992 Grand Prix. This race had been televised, and the pictures transmitted back, via satellite, to France, where they had been seen by a judge. (How was the programme brought to his attention?) He fined the Williams team owner in his absence. His crime? The fact that his televised cars carried a Camel on their bodywork. God in Heaven – how much more would he have been fined if he had been caught smoking one?

This debate caused the 1993 French Grand Prix to be cancelled, though one wondered how Formula One cars could be transported across France to other meetings?

I could not help thinking that this judge would have had a heart attack if he had ever seen the Ligiers driven by Laffite and Pironi.

To return to the Aylesbury shop manager, a model car company has re-released some historic Formula One cars, from the days of Clark and Graham Hill. So far, only Surtees' Honda has appeared in this country, so I asked when all other cars would be available. They already *are* on sale in other countries, but not in England, as they carry tobacco advertising on their bodywork. The manager agreed with me that some of these cars were racing before sponsorship was allowed in motor racing. When the importer asked about Clark's Lotus 49, finished in green with yellow stripes, the spokesman admitted that he did not know why it was this colour, but just assumed that it was the trade mark for some brand of cigarette . . .

So there you have it, totally unelected officials making up their own law as they go along. This by-passes The House of Commons, The House of Lords and the Monarchy (Royal Assent). So why bother having General Elections in future?

Michael Potter,
Aylesbury,
Bucks.

Simplicity rules OK

Sir,
How I agree with Paul Frère's splendid letter in February's MOTOR SPORT. Changes in the technical regulations are urgently needed for greater spectacle, closer competition, substantially reduced cost, and safety for drivers and spectators, as well as directing the attention of the world's finest car designers to evolving machines which push forward the frontiers of fuel economy and engine efficiency and lowered pollution emission levels.

Frère's concept revolves around just two principles. Firstly, there's the reduced width of the F1 car. For no good reason F1's girth has spread from 5ft in the early 1960s to over 7ft in the early '90s. Wide cars make overtaking much more difficult, and passing usually takes place at the approach to a corner or a chicane where space is often limited. Wide cars also allow much higher levels of mechanical grip and much greater downforce to be generated. Thinning cars down to 5ft 9in, the average width of a road car, would solve a whole lot of problems at a stroke and would be simple to police.

Secondly, Frère advocates power reduction by means of restricting fuel allocation, from a typical 220 litres down to just 100 (48 gallons down to 22). At present, F1 cars achieve less than 5mpg; even if this was increased to 10 mpg, you could hardly call them frugal, but it would be a step in the right direction.

However, rather than allowing a maximum of 100 litres, which might produce that boring late-race touring which we saw last time we had such a fuel allowance, why not adopt as mandatory that very clever fuel-flow restrictor which Keith Duckworth designed nearly a decade ago. That would only pass 0.8 litres of fuel per minute, irrespective of fuel line pressure. Thus engine designers would have to work on efficiency to gain a power advantage over their rivals, and hence we'd have lower pollution from standard pump fuel.

These are straightforward changes, and could easily be monitored. They would address the present problems by producing a more exciting spectacle and necessitating research which is more relevant to passenger vehicles.

Richard Hinton,
Ware,
Herts.

Greasy fields

Sir,
I am writing because I fear that we may all be concerned over the same issue. That is, possible changes in public liability laws which may come into being as part of the current drive for single standards across Europe.

These possible changes in the rules alarm me as a fan of grasstrack motorsport, as they could effectively end it in this country.

It is considered that the average oval stock car track could need a 10 ft high fence around it to protect the public. However, since most grass tracks are temporary facilities, situated in farmers' fields, and the construction of such a fence would need the consent of the local planning permission committee. This, in turn, would change the usage of the land from a farmer's field to something else, ie a permanent race track.

I fear that most clubs would be unable to remain open, due to the lack of both permission and funds.

This could effect such sports as stock car racing, hillclimbing, trials driving, banger racing, motocross, trials riding, grass track speedway, sprinting and many other forms of racing.

Such activities occupy huge numbers of people in a positive and enjoyable hobby. It would be a terrible waste to see it all forced into extinction by Eurocrats.

I have written to several MPs (some of whom are members of the House of Commons Motor Club, and are hopefully on racing's side) about this matter, to enlist their support in resisting these changes. I have yet to hear their opinions on this issue, but I hope that all branches of the sport will be aware of the possible changes and will try to stop any new rules which could be detrimental to amateur motorsport.

R Peter Cook,
Selsdon,
Surrey.



Are such grass roots hobbies as sporting trials endangered?

DAVID BALDOCK

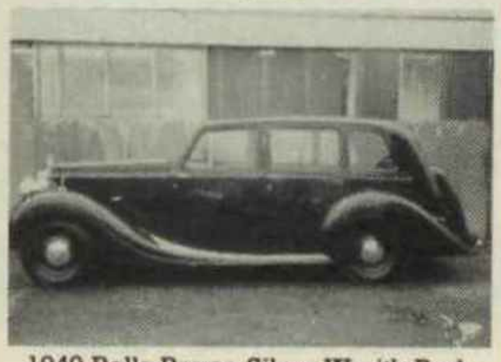
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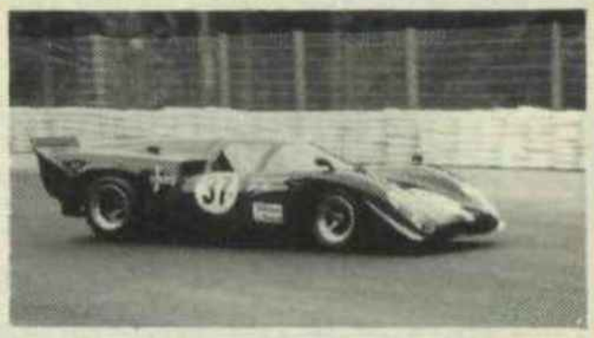
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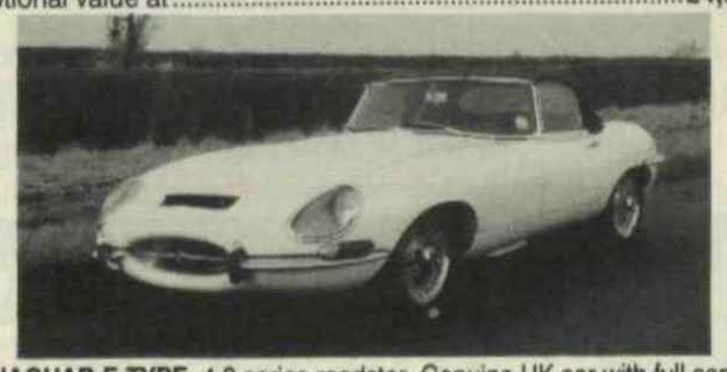
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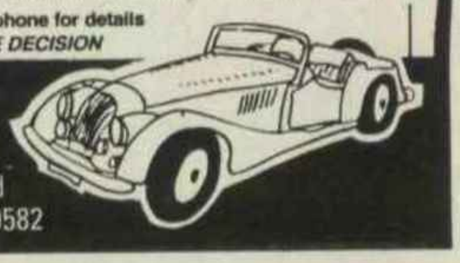
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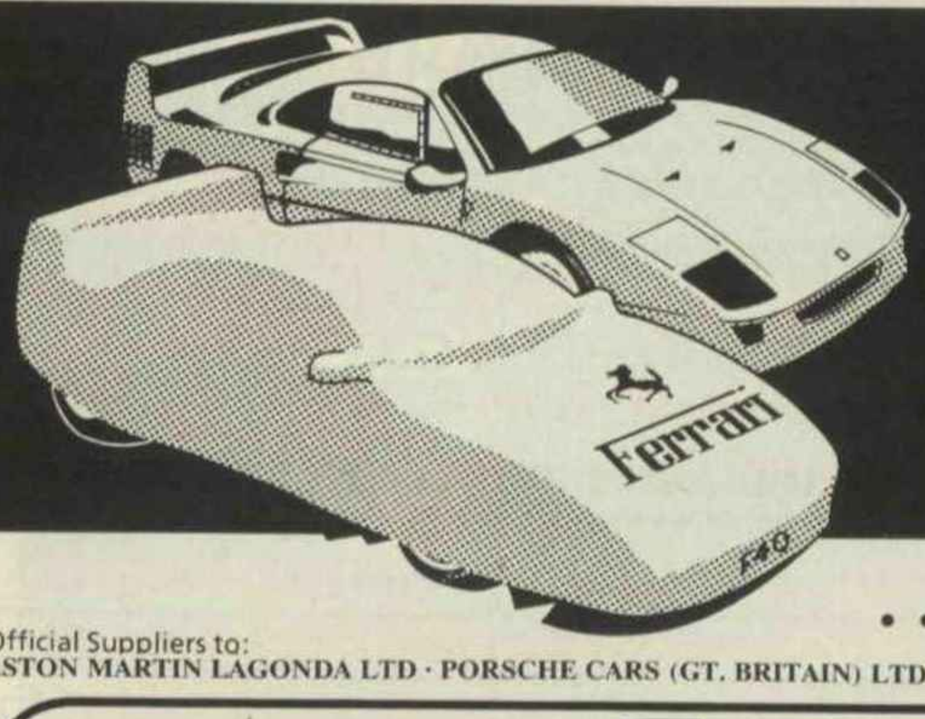
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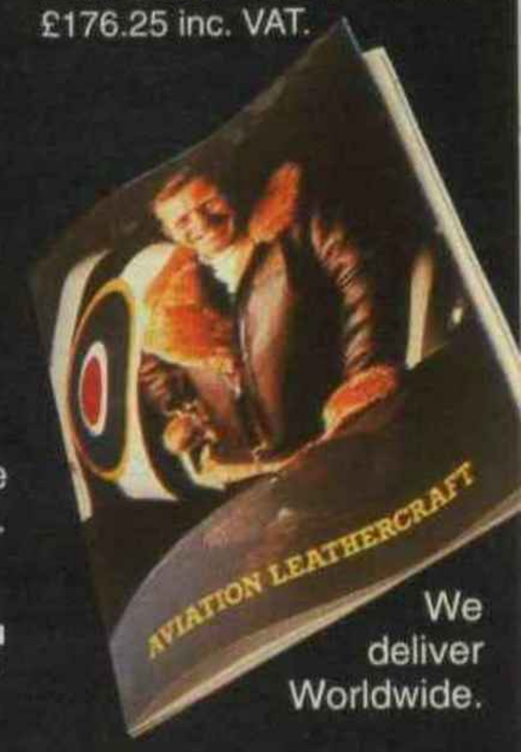
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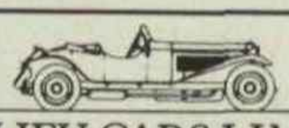
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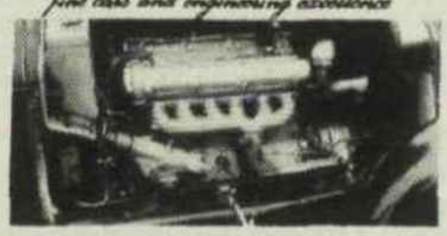
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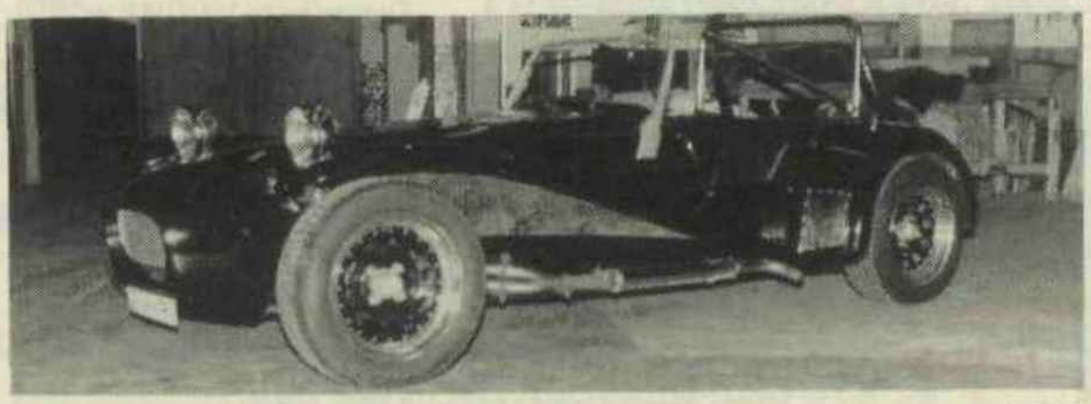
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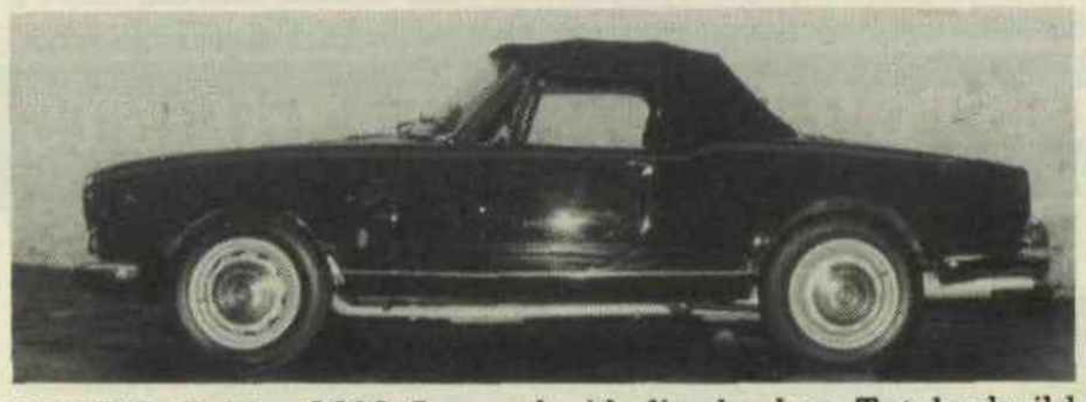
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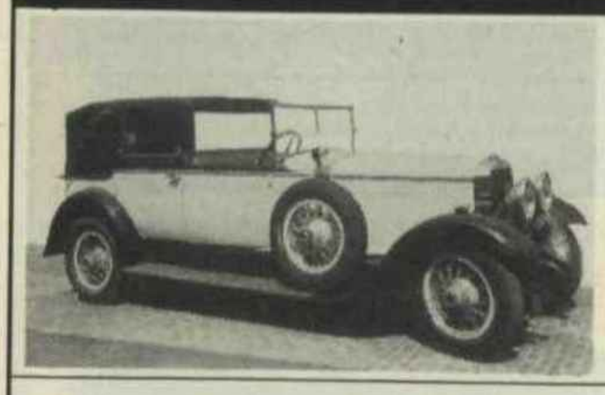
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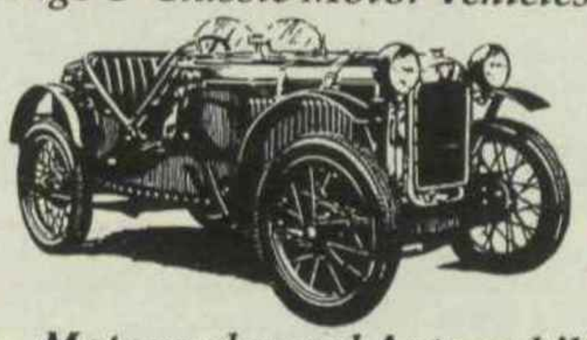
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1967 275 GTB/4 Cam	Silver	19,000m
1983 Boxer 512 BBi	Black	21,000m
1979 Boxer 512 BB	Carb, Blue	17,000m
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1985 308 GTS QV	Blue	26,000m
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1990 Carrera 2 Coupe	Red	9,000m
1990 911 Carrera 2 Targa	Red	32,000m
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1988 911 Carrera SSE Coupe	Red	33,000m
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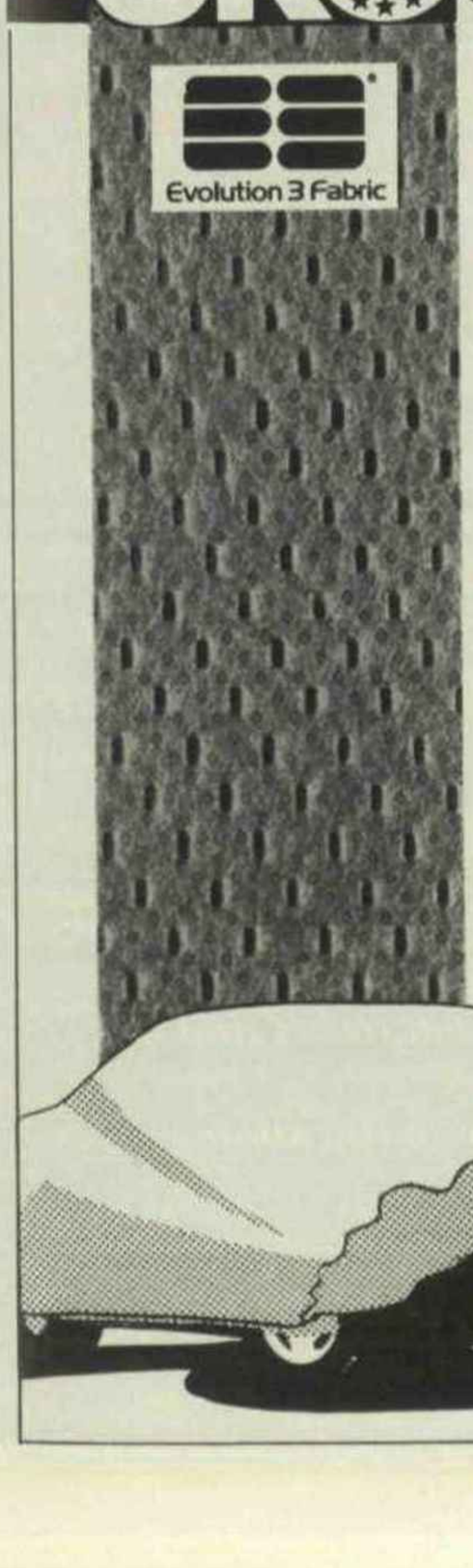
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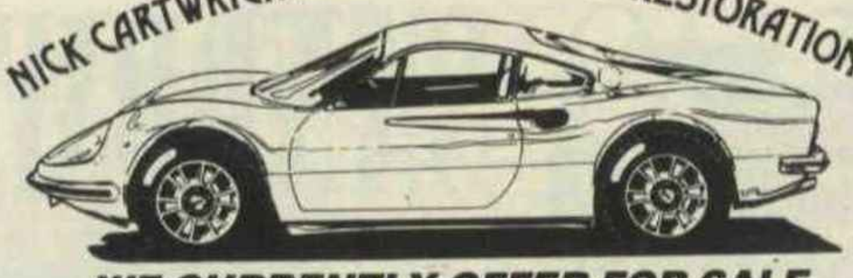
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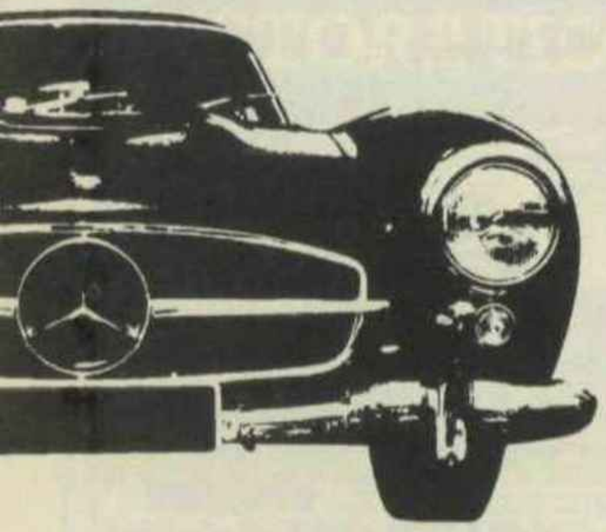
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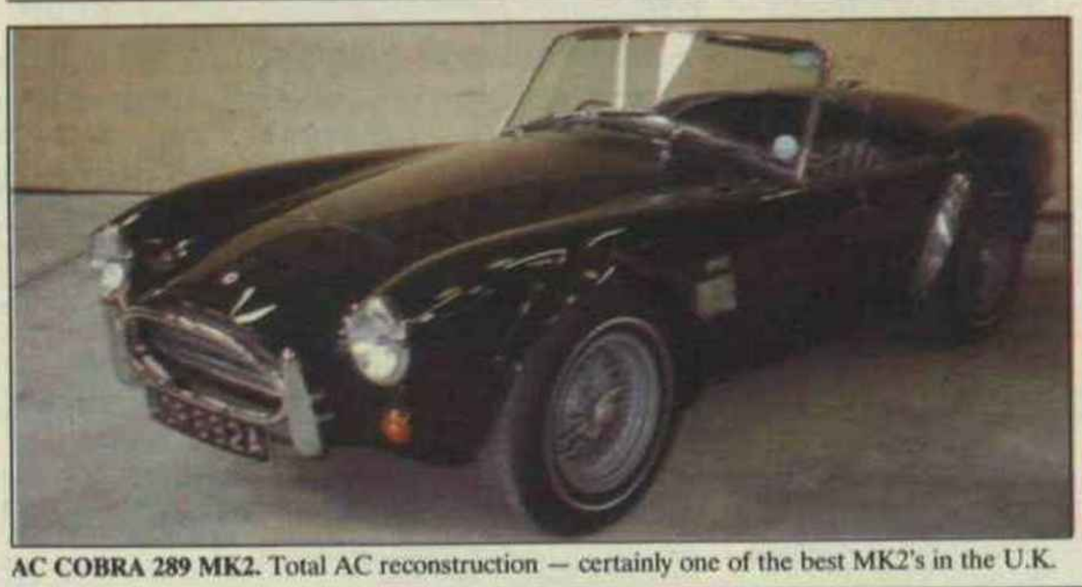
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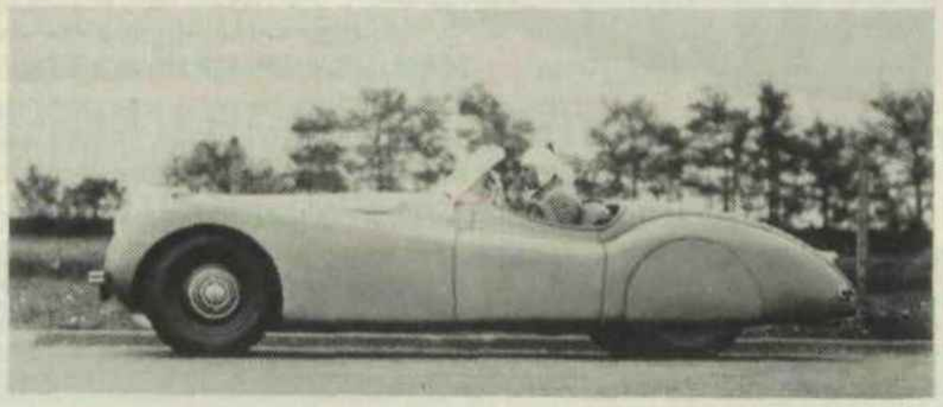
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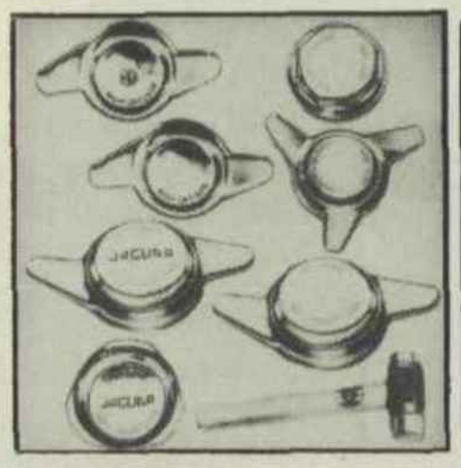
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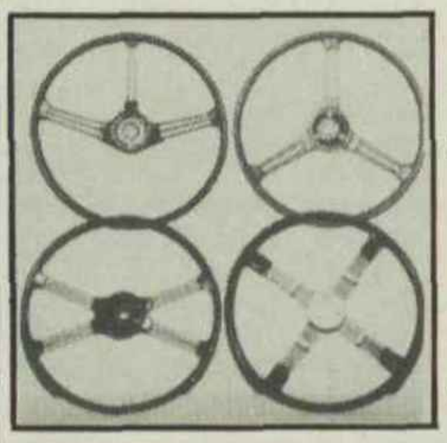


ALD 542 L2 Magna during the '34 Abingdon to Abingdon Trial. **BELOW**: A recent photo



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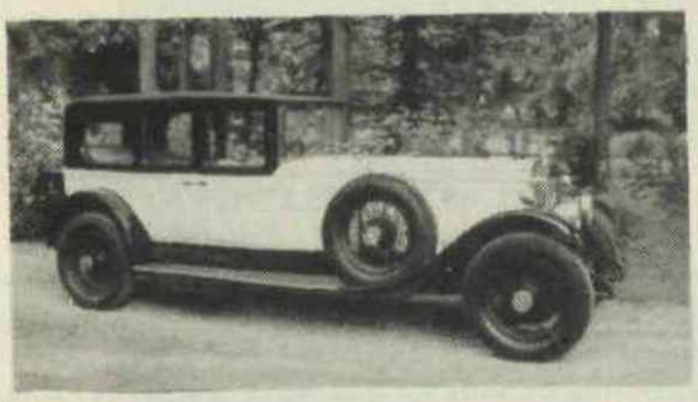
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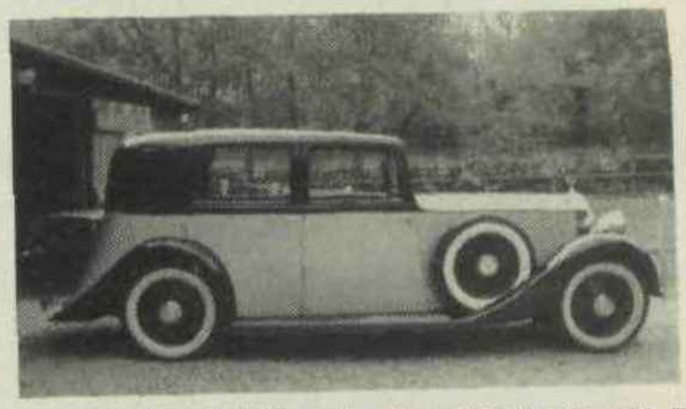
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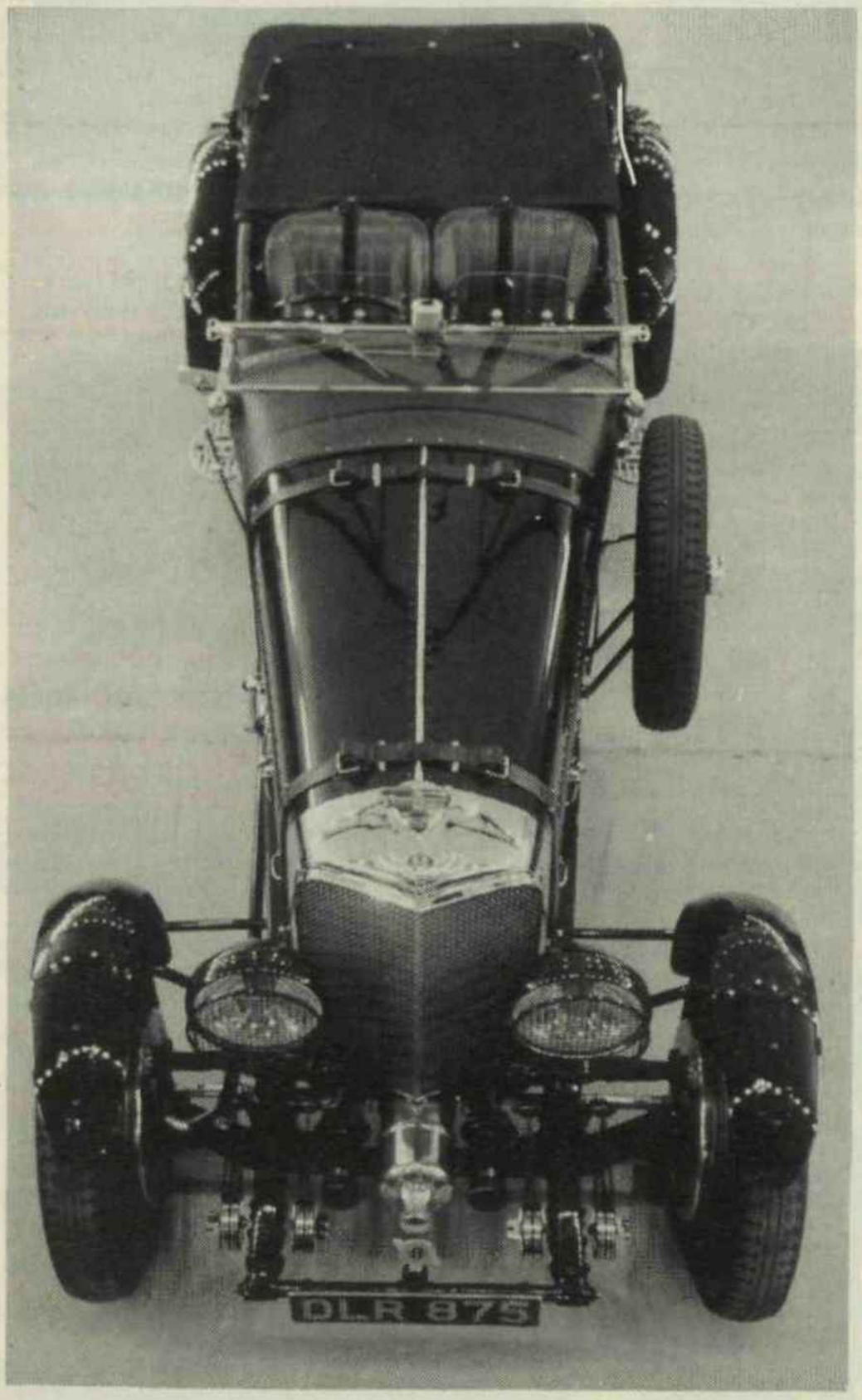
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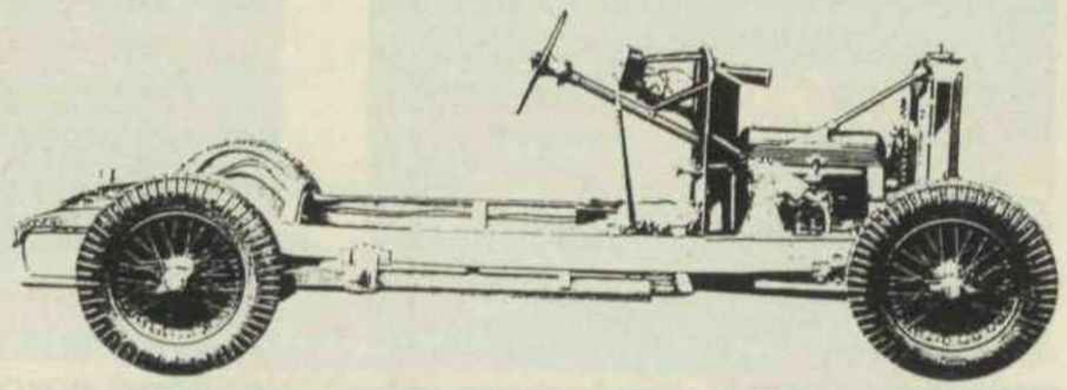
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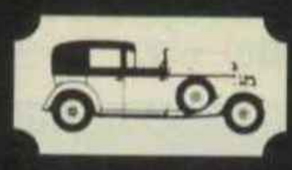
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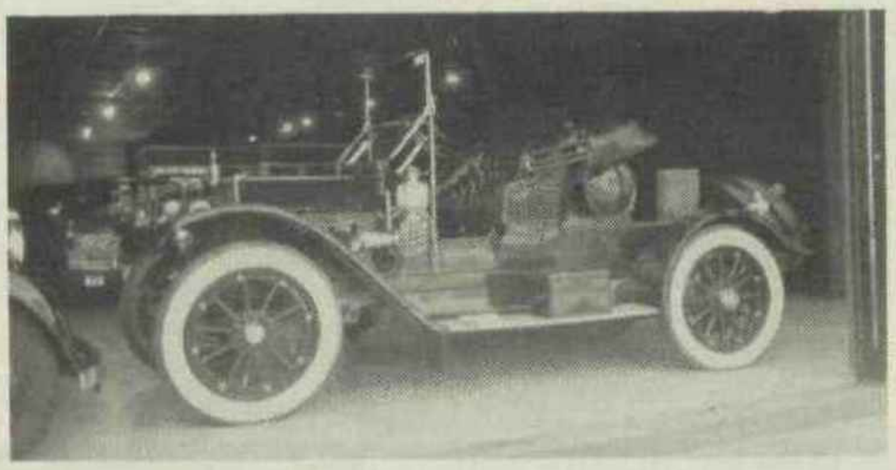
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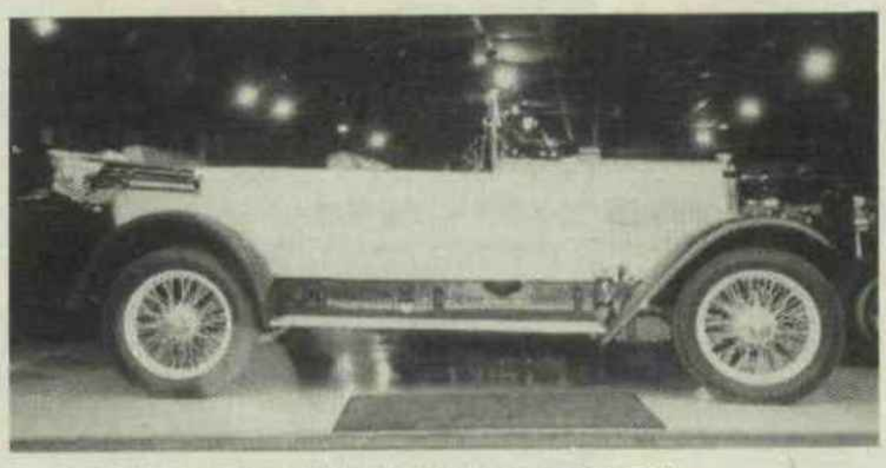
1961 BENTLEY CONTINENTAL. Two door coachwork by MPW.



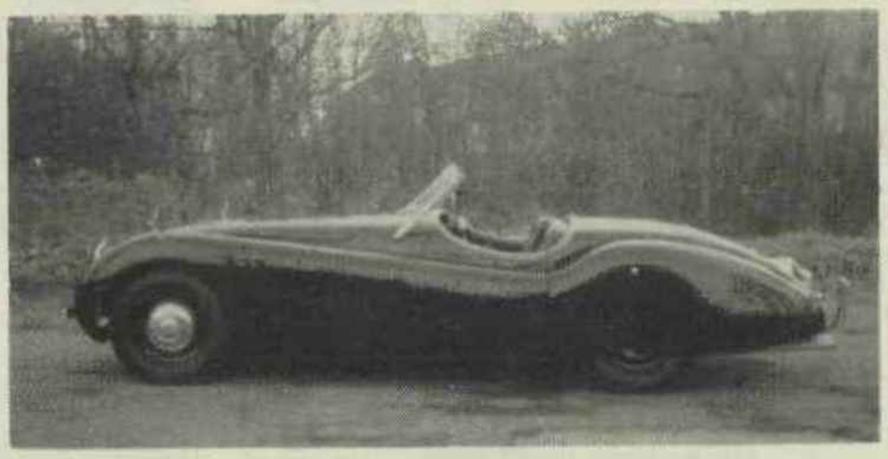
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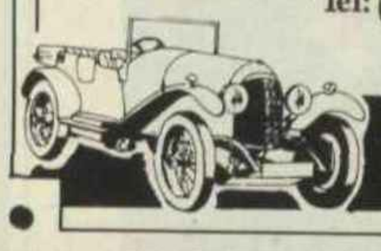
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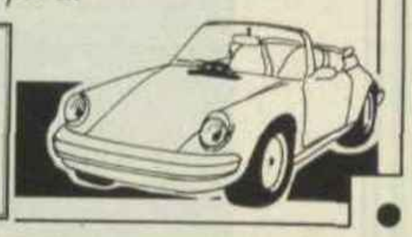
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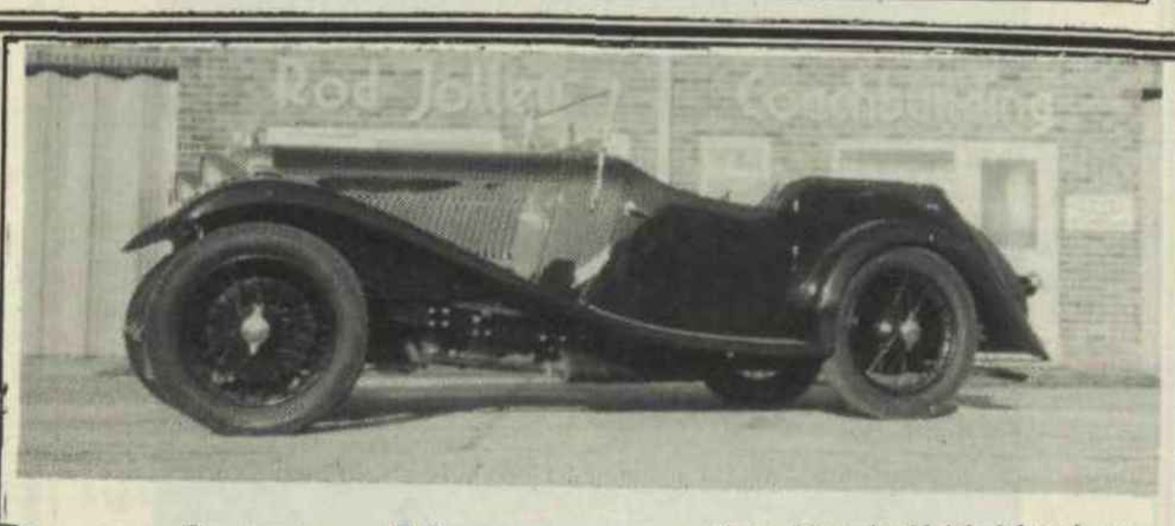
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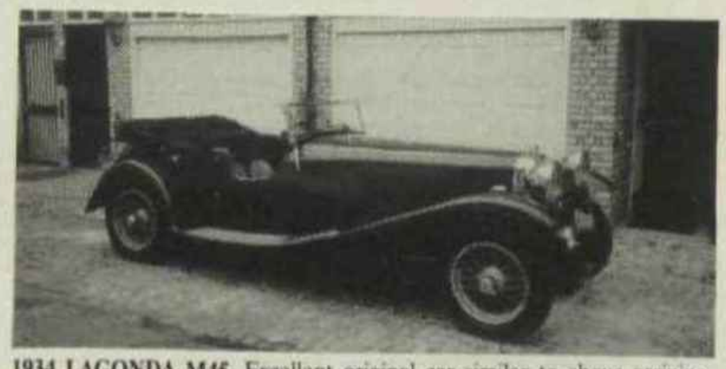
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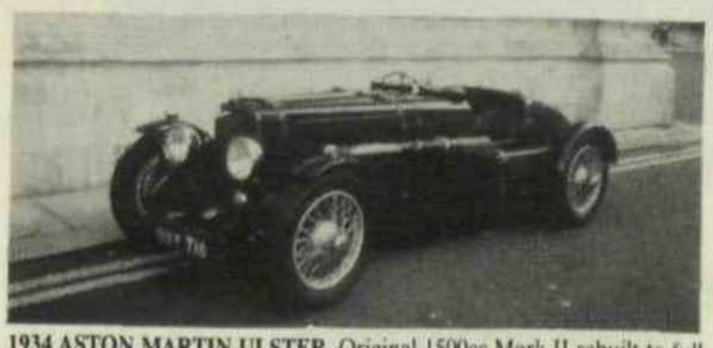
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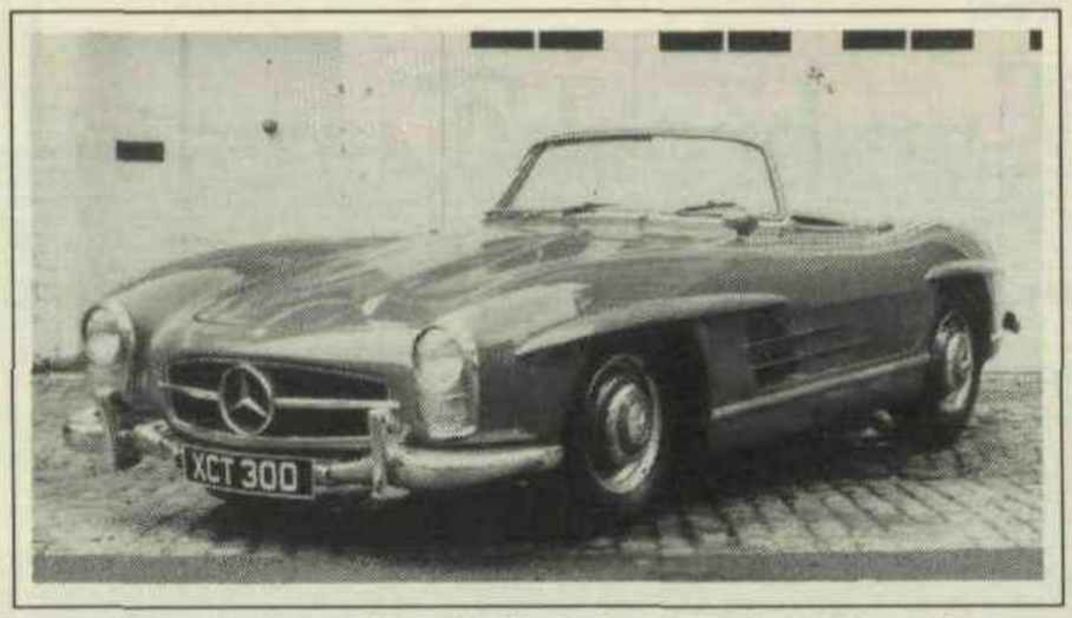
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