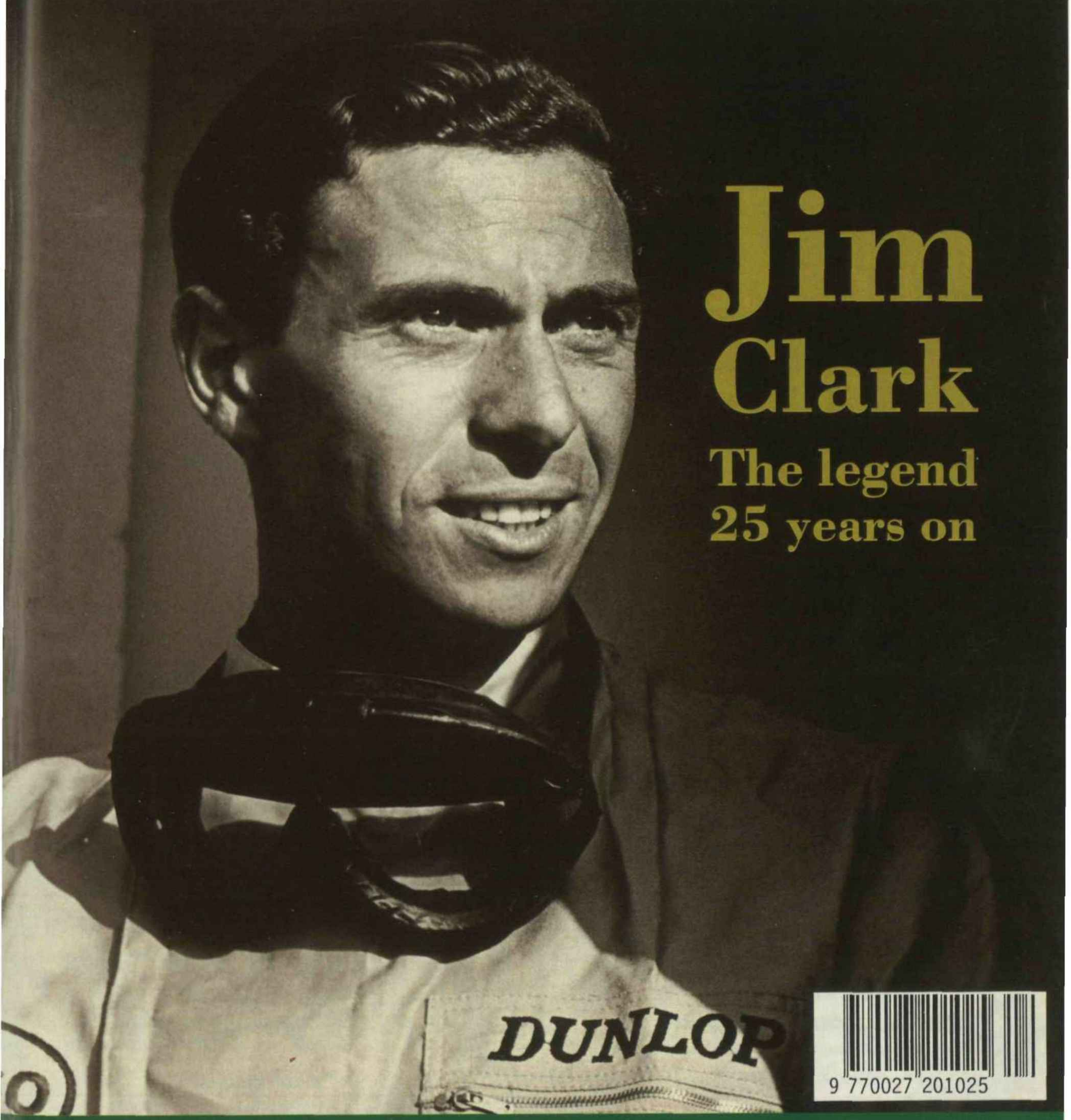
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Jim Clark

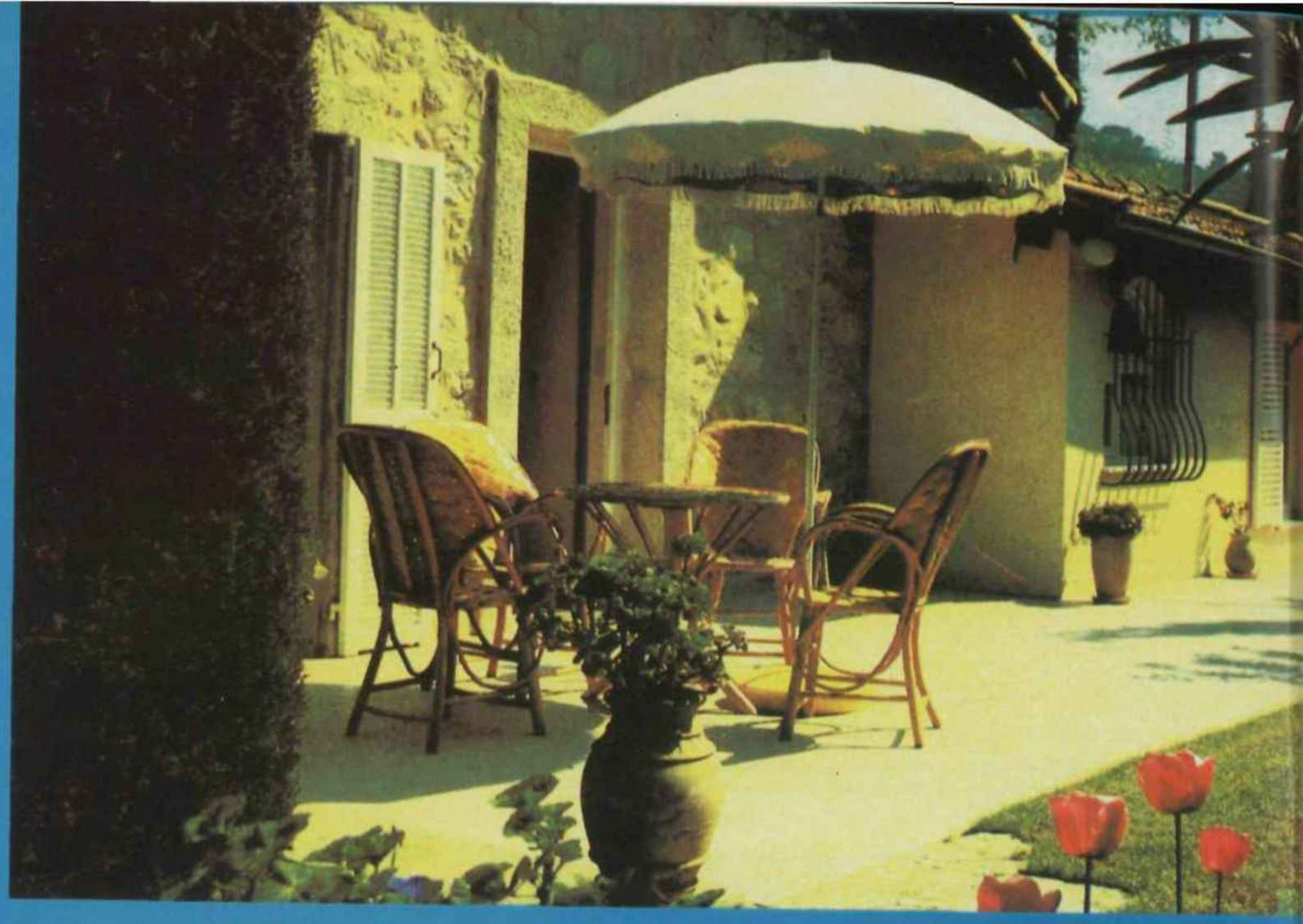
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Full South African Grand Prix Report

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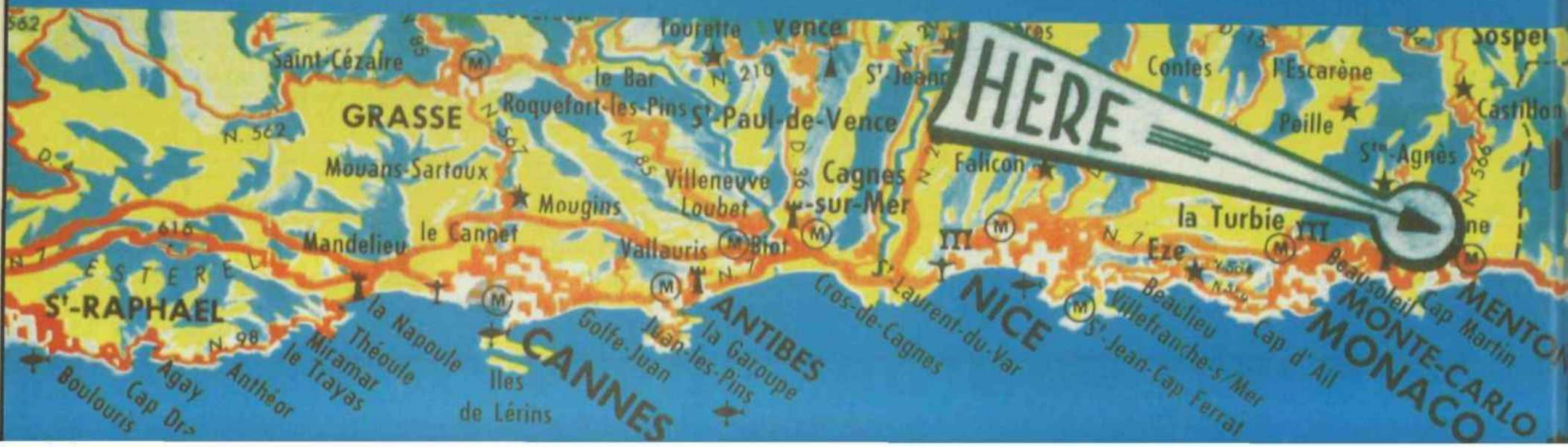
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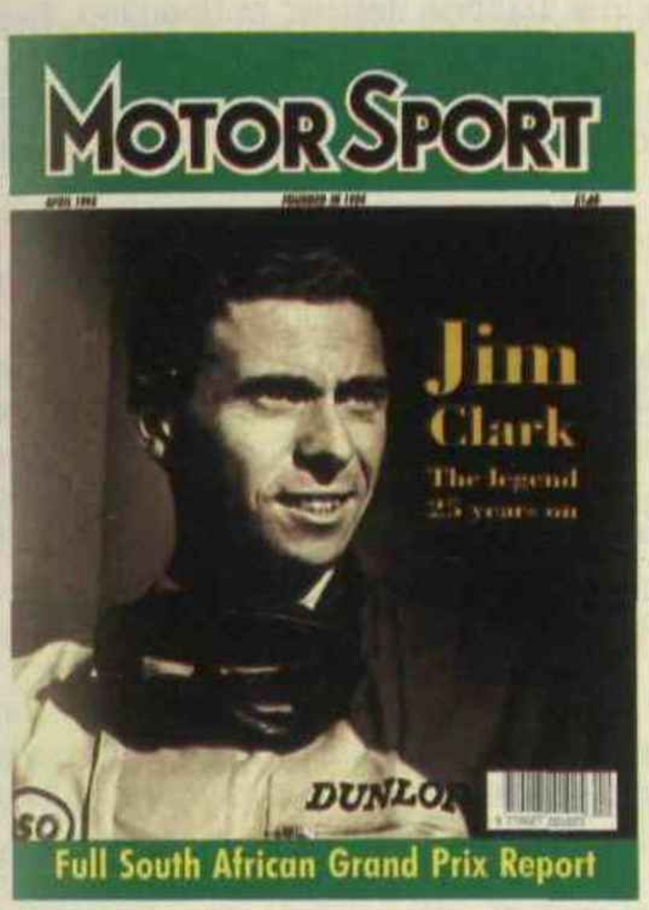
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MOTOR SPORT

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Standard House, Bonhill Street, London EC2A 4DA
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Volume LXIIX APRIL 1993 Number 4

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Founder Editor: William Boddy

Executive Editor: David Tremayne Editor: Simon Arron

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Next issue out April 23

FEBRUARY

17: With no opportunity to pursue his F1 career, Olivier Grouillard announces plans to set up his own IndyCar team. The Frenchman plans to start the season in round three, at Long Beach, driving a '92 Lola run by Sal Incandela.

18: Nigel Mansell laps Phoenix International Raceway at sub-record speeds. The previous day, 1992 Indy 500 winner Al Unser Jnr had escaped with a slightly dislocated shoulder after a high-speed accident at the venue. His Galles Lola fared rather worse.

18: A ruling by Leicestershire County Council on "noise pollution" threatens one of Donington Park's two Grands Prix. Initial speculation that the motorcycle GP will be axed is dismissed by the circuit, and the matter is eventually settled. That and the European F1 GP, on April 11, will both go ahead.

18: The competition version of the Jaguar XJ220, the XJ220C, runs for the first time at Silverstone (right). David Leslie completes 40 trouble-free laps. Works versions of the car will race at Le Mans in June, though Jaguar will not be taking along any of its trusty XJR-12s, thus rendering outright victory highly improbable.



18: Ecurie Ecosse announces plans to build a sports car to comply with the 1994 IMSA regulations.

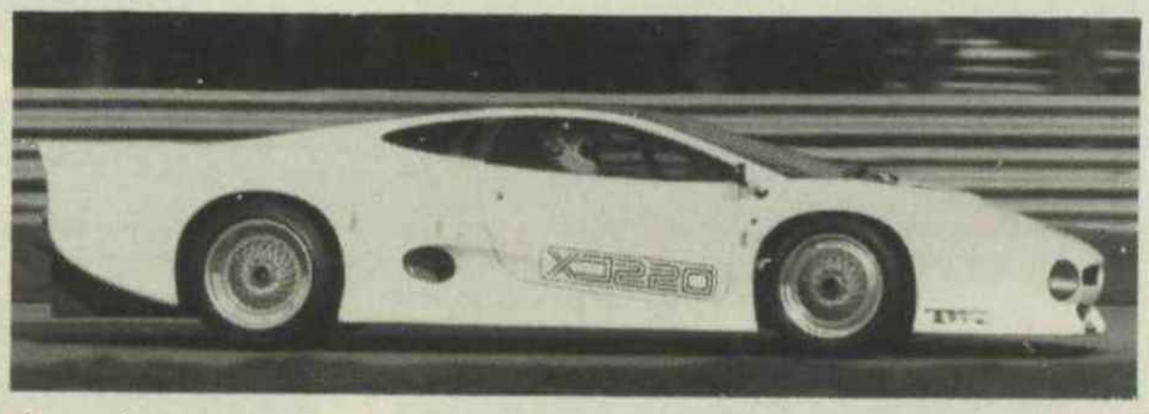
19: F1 testing concludes at Estoril, Damon Hill setting the fastest time for Williams.

19: Mika Hakkinen and Michael Andretti have made progress with the new McLaren-Ford, but thus far there has been no sign of Ayrton Senna testing it. The Brazilian has, however, had a seat fitting . . .

19: Andy Rouse unveils the new Ford Mondeo touring car contender.

20: Ferruccio Lamborghini, founder of the car company, dies aged 76.

20: Polish rally champion Marian Bublewicz succumbs to injuries sustained when his Sierra Cosworth hits a tree on the Silesian Winter Rally.



20: Ron Gammons secures his second Monte-Carlo Challenge in three years. Gammons' MGA, co-driven by Paul Easter, overhauls the similar car of John and Sharon Halfpenny, which wrong-slots on the final section. Sir David Steel, former head of the Liberal Party, won the post-1962 division in his Anglia. Although not eligible for an award in the main event, Steel's efforts would have put him fifth overall.

20: In a 'balloon debate' at Beaulieu, Tazio Nuvolari is voted as the greatest driver in the history of the sport. Nuvolari's case was eloquently put forward by Alain de Cadenet.

21: Jeff Andretti returns to the cockpit for the first time since his horrendous accident in last year's Indy 500. Driving a Spice Chevrolet in the Miami IMSA round, Andretti finds himself struggling. A broken clutch puts him out after 14 laps. Dan Gurney's Toyota-Eagles continue to dominate the series, Juan-Manuel Fangio II heading team-mate PJ Jones across the line in another 1-2.

22: Ambitious young Briton Mark Albon confirms that he will contest the European F3000 series in a year-old Reynard, suitably updated.

22: Bobby Verdon-Roe fills another gap in the BTCC field, the former Ecurie Ecosse Vauxhall driver signing as James Kaye's partner in the Park Lane Toyota team.

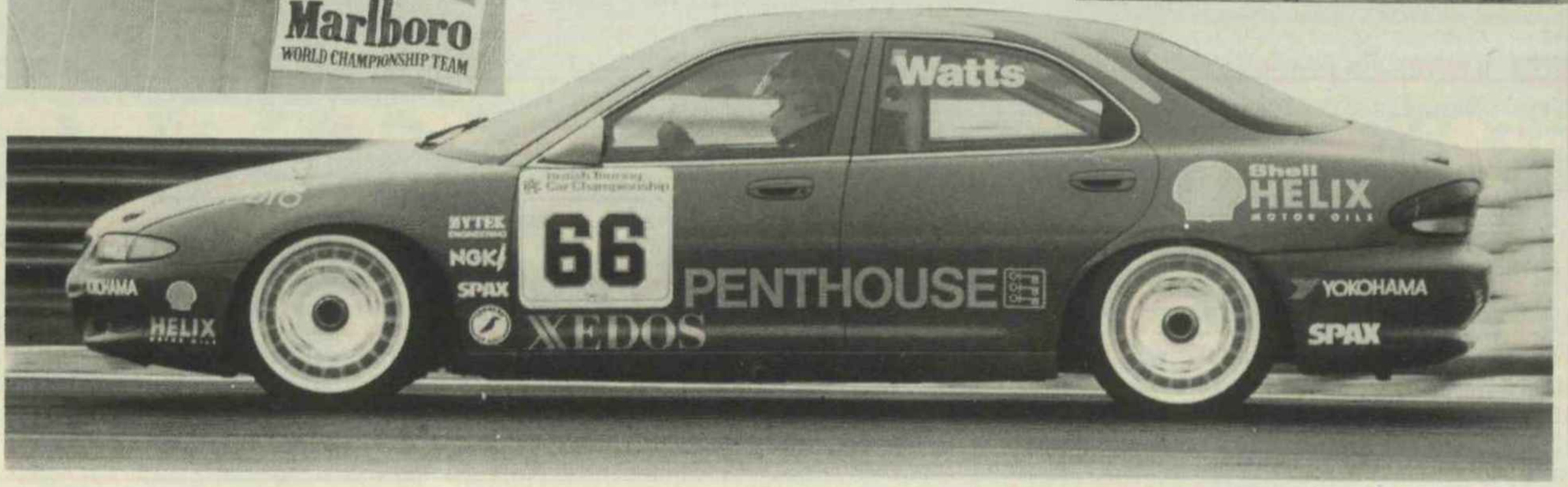
22: Lyn St James signs to drive a Simon Racing Lola in the CART/PPG World Series. She is the first woman ever to commit to a full IndyCar programme.

22: Thruxton announces that it will celebrate its 25th anniversary with a special Silver Jubilee meeting on June 26/27. The Jochen Rindt Memorial Trophy, last awarded to F3000 race winner Emanuele Pirro in 1985, is to be revived, and will be presented, appropriately, to the winner of an event for historic F2 cars.

22: Toyota Team Europe is summoned to appear before the FISA World Council on March 18, to explain the illegal servicing incident which led to Didier Auriol's exclusion from the Swedish Rally.



Bereft of an F1 seat, Olivier Grouillard (left) has taken the novel step of founding his own IndyCar team. BTCC shakedowns: the Mazda Xedos 6 (below) and Ford's Mondeo (right).



22: There are worries over the entry for the Vauxhall Rally of Wales. With a week to go before the closing date, only 25 cars have subscribed.

24: Lotus launches its 107B during a reception at London's Claridges Hotel.

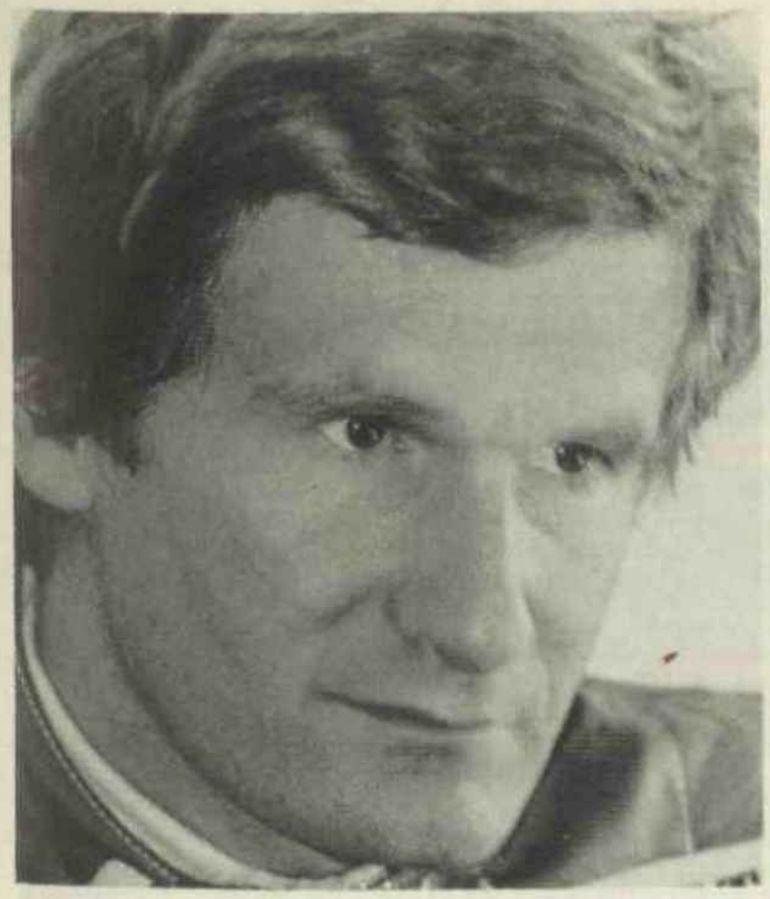
24: Despite his awkward return to racing in the IMSA event at Miami, Jeff Andretti hops into a single-seater for the first time since his 1992 Indianapolis shunt . . . and laps Texas World Speedway at 234.5 mph, an unofficial track record. Andretti is at the wheel of the King Lola he intends to race in this year's Indy 500.

24: Briton Richard Dean accepts the offer of a works-supported Reynard F3 drive in Japan.

25: At a press conference in Paris, FISA confirms that the French GP will definitely take place at Magny-Cours on July 4. The occasion also serves as a platform for FISA president Max Mosley, his predecessor Jean-Marie Balestre and vice-president Bernie Ecclestone to discuss impending F1 regulation changes with the world's media. Concluding his speech on the need to cutback on technology in F1 and increase driver responsibility, Mosley asserts: "It's not Nintendo, it's the Formula One World Championship." Ecclestone also discusses the thorny issue of TV coverage in the World Rally Championship. The governing body's filming policy may have to be changed, due to lack of response from terrestrial TV companies.

25: Goodwood House announces that it is to re-open its hillclimb course, 57 years after it was last used (see page 318 for full story).

26: Mazda shows off its new Xedos 6 racing saloon, which Patrick Watts will drive in this year's BTCC. The Xedos, finished in a distinctive two-tone mauve and yellow colour scheme, replaces the 323F, a project which the factory has passed on to Asquith Autosport, who will run the car for BTCC debutant Ian Cantwell.



MATTERS OF MOMENT

The patient is recovering . . .

The South African Grand Prix at Kyalami re-introduced something that hasn't been seen in Formula One for a while. The battle between Ayrton Senna, Alain Prost and Michael Schumacher might not have lasted the distance, but it was at least a sign that the potential for exciting, close racing exists in modern Grands Prix. This is as encouraging for purists as it is for the bean-counters who tally the TV ratings.

However, one swallow does not a summer make, and there is still work to be done if F1's credibility is to be restored fully.

The continual rule fluctuations spring immediately to mind. A new qualifying schedule is introduced. The teams decide they don't like it. Five minutes later it has been voted out in favour of the old, albeit with certain limitations imposed.

Was there nobody in F1 with the foresight to realise that you either have to increase efficiency to squeeze 90 minutes' experimentation into one hour or accept that you'll have to make do with a compromise, wherein at least the rules are the same for everybody?

We only hope that the new arrangement works during the build-up to the Brazilian Grand Prix, which was due to take place shortly after this issue of MOTOR SPORT had been printed. As much as FISA has tried to use force and diplomacy in equal measure (the Americans have long since mastered blending the two) while pushing through recent regulation changes, Formula One clearly still needs to tidy up a few frayed edges.

For all that, we remain encouraged by events on the track at Kyalami. In addition to the aforementioned battle for the lead in the early stages of the race, there were several other causes for optimism. The battle for pole position between Senna and Prost was breathtaking. Six constructors scored points in the first race, using four different engines. There were definite signs that an underdog can still wag his tail; witness Christian Fittipaldi's joyous reaction as he brought his Minardi home fourth, well clear of the sole surviving Ferrari (it was recently worked out that Minardi's total running budget is appreciably less than Gerhard Berger's salary . . .).

It was proof that there is still scope in F1 for an element of surprise. For that, anyone who has grown tired of F1's recent predictability will share our sense of gratitude. **S A**

26: Peugeot signs Thierry Boutsen for its Le Mans programme. Although the Belgian is looking for a drive in CART, the Sarthe endurance classic is his only confirmed drive of the year at this point.

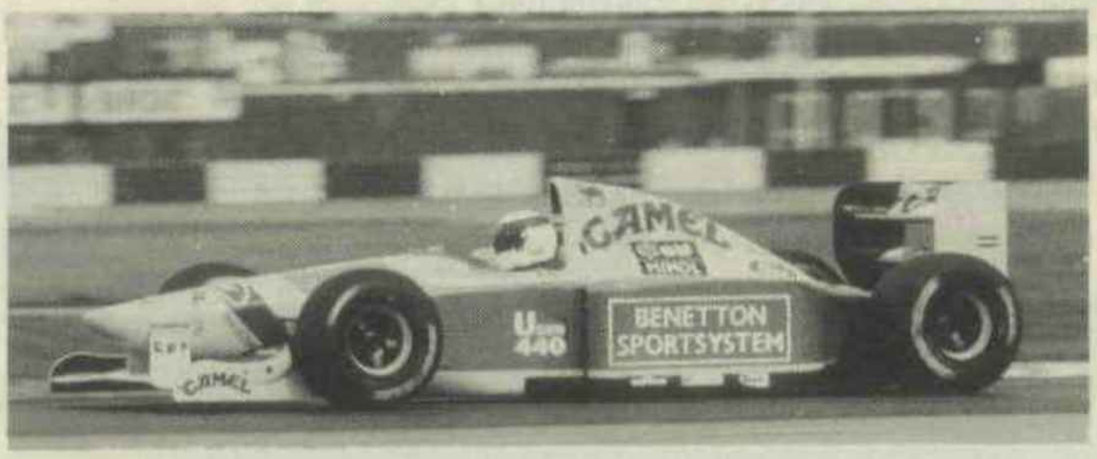
26: Formula Renault graduate Christian Horner signs for P1 Lotus, to contest class B of the British F3 series.

27: Bette Hill presents Scott Lakin with the Graham Hill Trophy, awarded to the most promising young British driver competing with limited resources. Lakin is expected to race in F3 this year.

28: Unfazed by his huge accident in the Daytona 500, Rusty Wallace bounces back to win NASCAR's Goodwrench 500 at Rockingham.

MARCH

1: Benetton officially unveils its 1993 line-up and the B193A chassis in Treviso. Joining race drivers Riccardo Patrese and Michael Schumacher will be a test team comprising Allan McNish, Andrea Montermini and Paul Belmondo. The team also confirms that is aligning with Elf rather than Mobil in 1993.



Allan McNish (right) has joined Benetton as a test driver. For Thierry Boutsen (left) there are no F1 openings, but the Belgian will race for Peugeot at Le Mans.



Rusty Wallace (left) bounced back from his Daytona shunt to take NASCAR honours at Rockingham.

1: TOCA issues a list of confirmed BTCC registrations, numbering 28. Notable by its absence is the Prodrive team, which is expected to run Mercedes-Benz 190s from mid-season.

1: European Vauxhall Lotus champion Gareth Rees signs for a season of British F3 with Fortec Motorsport. Spaniard Pedro Martinez de la Rosa is expected to join the fray too, with West Surrey Racing.



1: It is announced that the Marmon name will return to Indianapolis this year. The first Indy 500, in 1911, was won by Ray Harroun's Marmon Wasp, a sobriquet which will be applied to Eric Bachelart's Marmon-backed Coyne Lola.

2: Vortex Motorsport recruits Italian pair Paolo delle Piane and Massimiliano Papis for its European F3000 programme.

4: The BMS Lola-Ferrari team announces backing from Chesterfield cigarettes.

6: François Delecour wins the Portuguese Rally for Ford. It is the manufacturer's first WRC success for five years, and Delecour's first-ever outright rally victory.

6: Barry Webb (Mallock) is the first winner of the 1993 British motor racing season, triumphing in the Sports 1600 race at Silverstone.

7: China stages its first ever race meeting, at Zhuhai. Plans are afoot for the venue to stage a Grand Prix at some stage in the future.

8: In a short statement, McLaren casually announces that Ayrton Senna and Michael Andretti will drive MP4/8s in the South African GP. Whether or not Senna will complete the season is unclear; if he does, popular rumour hints that McLaren might run three cars at certain events. For the moment, it is conceivable that Mika Hakkinen has left a racing seat at Lotus for a testing role with the Woking team. Senna is partly swayed by the pace of the MP4/8 during Silverstone testing. The previous Friday, the Brazilian had posted the fastest lap of the winter . . .

8: Testing the new Footwork FA14 at Silverstone, Derek Warwick is pitched into a spectacular somersault following a suspected suspension breakage. Although momentarily dazed, the Englishman is otherwise unharmed.

8: His European F3000 aspirations thwarted, former British F3 regular Oswaldo Negri signs to contest the Indy Lights series with Brian Stewart Racing.

8: Following the withdrawal of Lombard, the RAC Rally picks up a new sponsor in the form of Network Q, a second-hand car retail business owned by Vauxhall.

8: The Paris-Dakar Rally is extended. Plans are announced to run the 1994 event from Paris to Dakar . . . and back again.

9: March turns up at Kyalami, but having failed to finance a supply of Ilmor engines the Bicester team is swiftly on its way home again. All the same, March expresses hope that it will make it to the Brazilian GP.

10: At a lunch in London, the BRDC's board of directors announces that a feasibility study has been conducted into the setting-up of a high-speed oval at Silverstone, using parts of the existing infrastructure. If the circuit is built, it won't necessarily be to attract IndyCars, but would serve to add diversity to the BTCC and other national series.

11: Ron Dennis confirms that McLaren would run three cars "at some Grands Prix" if the number of F1 entries dropped below 25 . . .

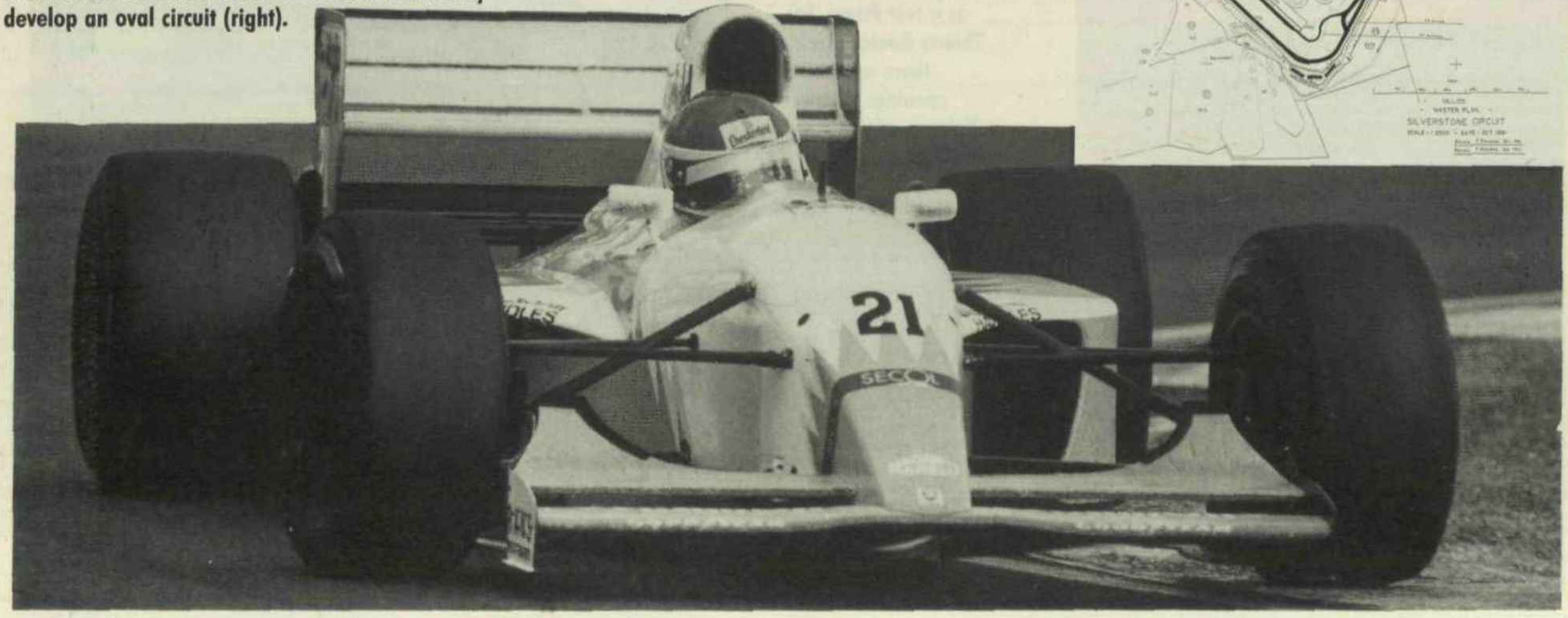
11: Alfa Romeo announces that Roberto Moreno, Philippe Gache and, when he's available, Jean Alesi will drive 155s in France's *Supertourisme* series.

13: To the irritation of other hopefuls, Williams lands team backing from computer giant Sega.

13: At his pole position press conference in Kyalami, Alain Prost says he will retire from the sport if FISA decides to suspend him in the wake of remarks he is alleged to have made to a French magazine. Prost's case was due to be heard at FISA's World Council meeting on March 18, after MOTOR SPORT had gone to press.

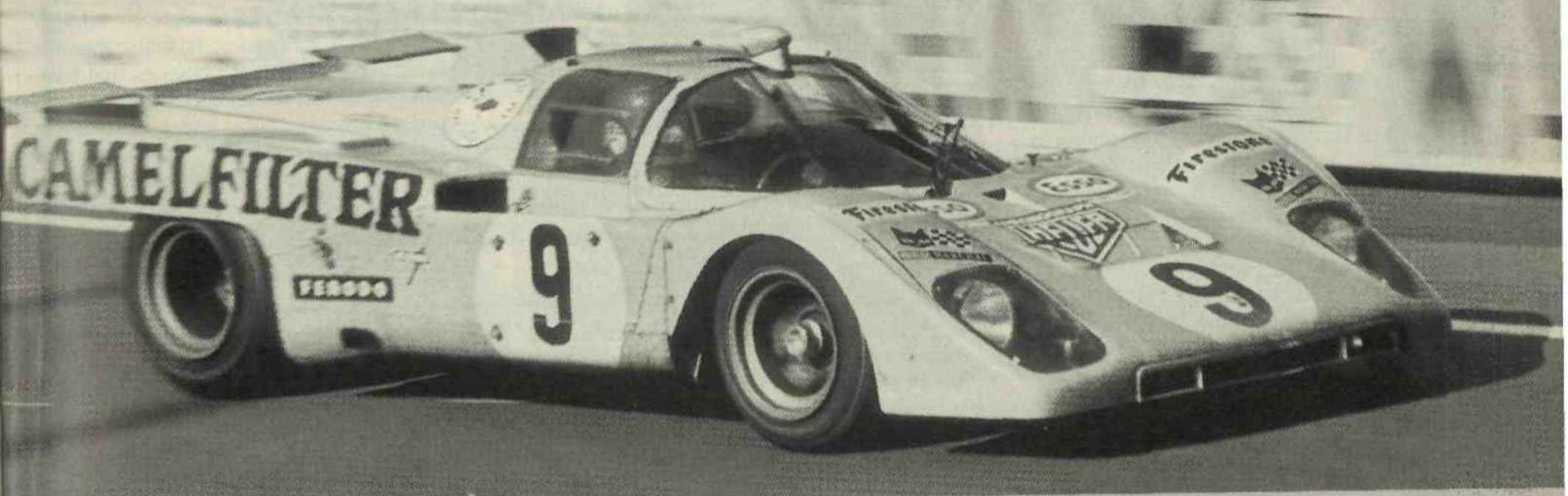


Fit for F3? Gareth Rees (above) limbers up for a season with Fortec. Below, the Scuderia Italia Lolas have attracted backing from 1970s F1 sponsor Chesterfield. Silverstone has announced that it may develop an oval circuit (right).



Les Grandes Marques à

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Brooks 1993 Monaco sale, Monte Carlo.

Monday May 17th.

This year Brooks at Monaco continue their tradition of offering many charismatic cars.



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13: F1 teams vote to change the F1 qualifying regulations, introduced at Kyalami, in time for the next race. Free practice will be stretched back from 60 minutes to 90, and qualifying from 45 to 60, but drivers will be permitted a limited number of laps. The move is designed to allow teams more time to effect necessary changes, given that spare cars are now outlawed.

14: Alain Prost scores his first GP win since Jerez 1990. After shadowing Ayrton Senna and Michael Schumacher for a while, the Frenchman sails through to take the 45th win of his GP career. Team-mate Damon Hill fares less well. Having thrust into second place at the start, Hill spins out, rejoining in the thick of a midfield battle from which he is eventually removed by a punt from Alessandro Zanardi. British joy is rekindled, however, by Mark Blundell, who finishes an excellent third for Ligier, to join Prost and Senna on the podium.

14: John Price wins the West Cork Rally, second round of the Demon Tweeks/ *Motoring News* Tarmac Rally Series.

15: British F3 champion Gil de Ferran graduates to European F3000 with Paul Stewart Racing, the team which guided the Brazilian to the F3 crown. PSR also finalises its F3 line-up. Kelvin Burt will be partnered by reigning class B champion Paul Evans, whose career was profiled in February's MOTOR SPORT.

15: Indy 500 organiser USAC announces engine regulations which differ to those recently disclosed by CART. USAC's ideas will allow engine suppliers to limit the availability of their motors until such a time as they are adjudged to be "race-proven" in accordance with new criteria. CART has previously insisted that any new engine supplier must be prepared to service a minimum number of teams from day one, to the chagrin of Honda and others.

15: Mercedes-Benz confirms that it is building a two-litre touring car, based on the W202 model. It will not, however, identify the team most likely to run a car in the BTCC.

15: It is confirmed that the Moosehead Grand Prix, a street race in Nova Scotia, Canada on July 11, will be a non-championship event for British F2 runners.

15: Toyota Team Europe recruits François Chatriot for the Tour of Corsica.

15: Ari Vatanen is tipped to be fit to resume WRC driving duties on the Acropolis Rally, at the end of May.

16: All fuel samples taken by FISA during the Portuguese Rally are declared legal.

17: Spaniard Pedro Martinez de la Rosa, British Formula Renault champion, is confirmed as a member of West Surrey Racing's crack F3 team.

OBITUARY

Ferruccio Lamborghini

From humble beginnings as a producer of tractors, Ferruccio Lamborghini emerged as a creative and eye-catching automotive engineer. In the mid 1960s, his 350GT (335 bhp, 0-60 mph in 6.8s and a top speed in excess of 150 mph) and 400GT were much admired, but it was the 180 mph Miura which engrained the Lamborghini name on public consciousness. Until the arrival, 10 years later, of the Countach, the Miura remained the most charismatic example of the marque.



Lamborghinis have never been anything other than eye-catching. This is an early Countach being put through its paces.

Lamborghini sold his business empire around 20 years ago, but the name has remained synonymous with seductive supercars that are affordable only to a few.

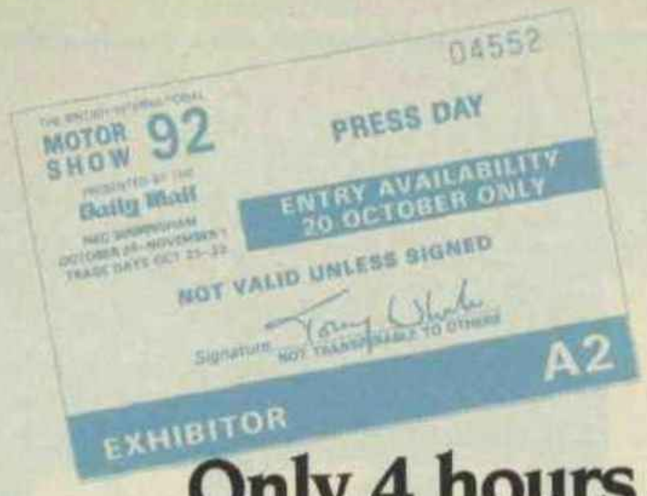
In recent years, Lamborghini, through parent company Chrysler, has also been a regular F1 fixture with V12 engines that have powered Lola, Larrousse, Lotus, Modena and Minardi chassis. The latest Larrousse-Lamborghinis showed real promise in the hands of Philippe Alliot and Erik Comas during the South African GP on March 14. Sadly, Ferruccio Lamborghini was not around to witness their progress. On February 20, not long after he had suffered a heart attack, he passed away at the age of 76.

His legacy, however, lives on. In addition to the racing cars whose engines carry his name, there is also the 200 mph Diablo, launched as successor to the mighty Countach in 1991.

APRIL FIXTURES

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

Date	Venue	Event	Type
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
Apr 3	Silverstone	VSCC	R
Apr 3/4	Brands Hatch	Trucks, VW Beetles	N
Apr 3/4	Newquay	Tour of Cornwall	N
Apr 4	Phoenix, USA	IndyCar	INT
Apr 4	Bristol, USA	NASCAR	INT
Apr 4	Thruxton	F3, Clubmans, Porsches, Ferraris	N
Apr 4	Pembrey	Monoposto, historic touring cars	R
Apr 8/13	**Nairobi**	**Safari Rally**	**INT**
Apr 8/13	Newcastle, NI	Circuit of Ireland Rally	INT
Apr 9	Cadwell Park	F/Vee, F4, F1300, kit cars	R
Apr 10/11	Salisbury	Imber Stages Rally	R
Apr 11	**Donington Park**	**European Grand Prix, BTCC**	**INT**
Apr 11	Fuji, Japan	F3000	INT
Apr 12	Oulton Park	F2, Gp N, TVR Tuscans, Caterhams	N
Apr 12	Castle Combe	VW Beetles, A/Healeys, MGs	R
Apr 12	Mallory Park	FF1600, Alfas, BMWs, Fiats	R
Apr 12	Brands Hatch	F/Forward, Thundersaloons	R
Apr 12	Mondello Park	FF1600, FVL, GTs, F/VW	R
Apr 17/18	Carlisle	Pirelli International Rally	INT
Apr 17/May 16	Various	London-Sydney Marathon	INT
Apr 18	Long Beach, USA	IndyCar	INT
Apr 18	North Wilkesboro, USA	NASCAR	INT
Apr 18	Road Atlanta, USA	IMSA GTP	INT
Apr 18	Brands Hatch	F3, Clubmans, Porsches, FF1600	N
Apr 18	Snetterton	F/Forward, F/First, FF1600, MGs	R
Apr 18	Lydden Hill	Clubmans, R5s, Westfields	R
Apr 24	Silverstone	F2, TVR Tuscans, historic saloons	N
Apr 24	Oulton Park	F/First, Thundersaloons, FF1600	R
Apr 24	Lydden Hill	F/Vee, F4, kit cars, A7s	R
Apr 24	Kirkistown	FF1600, saloons, GTs, F/VW	R
Apr 24/25	Donington	Sports GTs, Group N, Rover GTis	N
Apr 25	**Imola, Italy**	**San Marino Grand Prix**	**INT**
Apr 25	Martinsville, USA	NASCAR	INT
Apr 25	Snetterton	FF2000, MGs, classic saloons	R
Apr 25	Knockhill	2CVs, FF1600	R
Apr 25	Pembrey	Monoposto, F500, classic sports	R



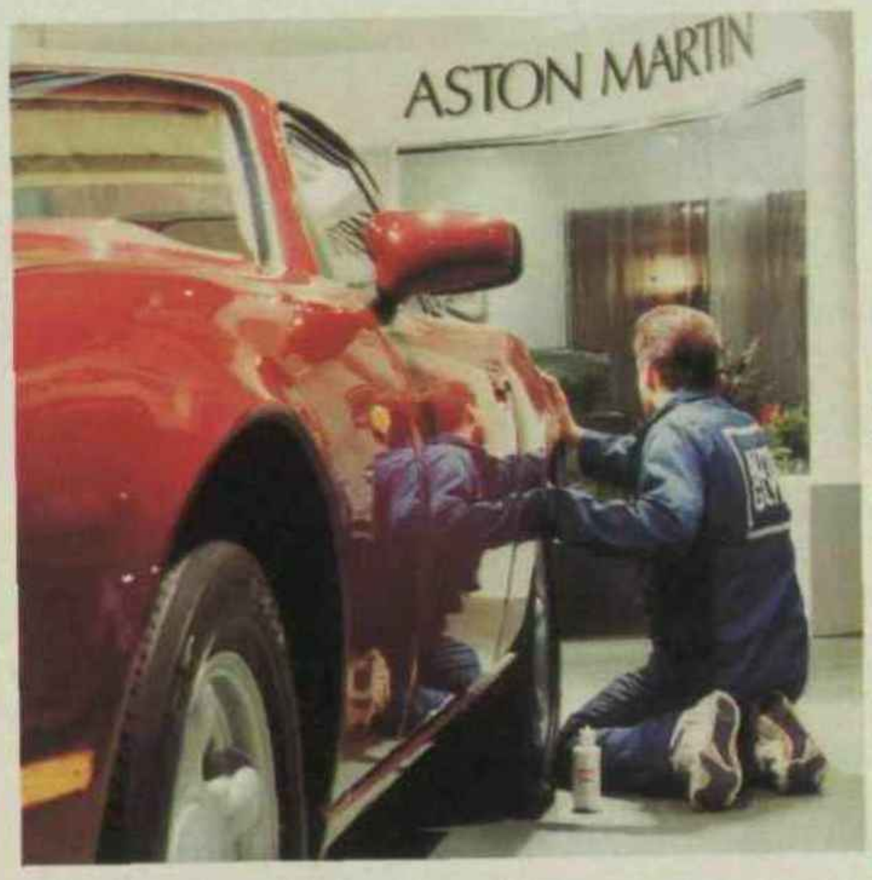
Only 4 hours to opening, nobody lost their bottle

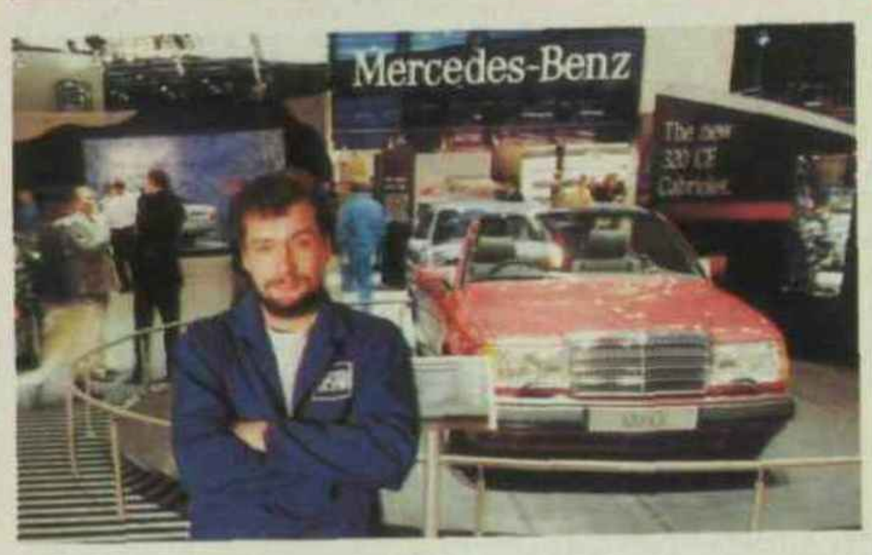












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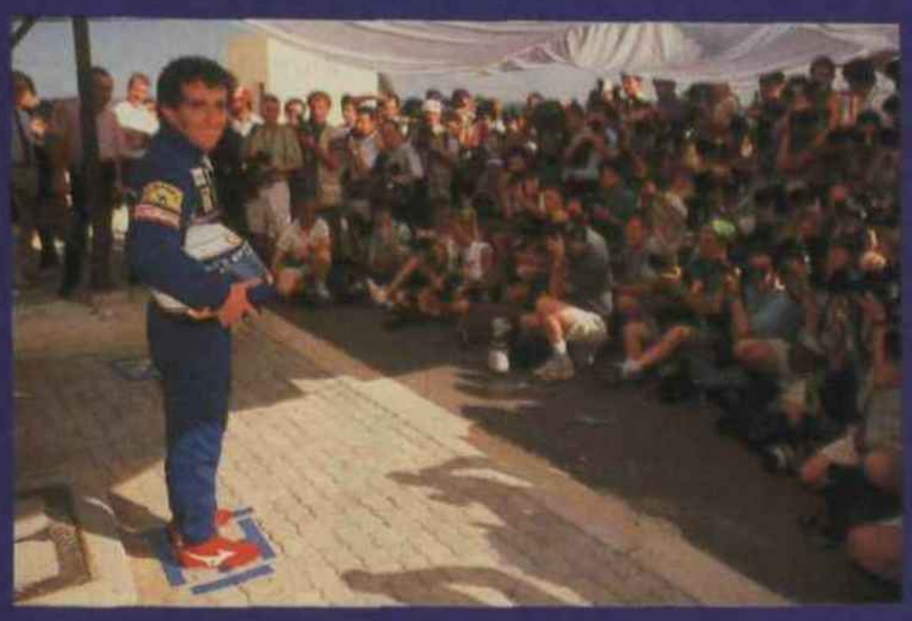
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Worth his weight (left): there was considerable media interest in F1 returnee Prost, who drove quite beautifully after shaking off Ayrton Senna on raceday (main picture).

Just

Kyalami marked Alain Prost's first F1 race since Suzuka 1991. If anybody thought a short sabbatical might take the edge of his racecraft, the Frenchman's polished performance in South Africa quickly set the record straight . . .

LAT Photographic

Williams

"I was very demotivated over the last few weeks. There were a lot of things: the big crash in Estoril, then I was sick for two or three weeks. With this FISA case hanging over my head, I really wondered why I was coming back to Formula One! But now I am hoping that everything will be OK on the 18th."

Just 24 hours after saying those words at the conference to discuss his 21st pole position, Alain Prost was savouring the fruits of his first Grand Prix victory since Spain 1990, and had pushed his outright win record a little higher still, to 45. He had just driven a perfect race, to lead the South African GP from lap 24, and to open his World Championship campaign with the best possible score.

In doing so he had also cleared a vital psychological hurdle: overtaking old nemesis Ayrton Senna.

Writing this it's almost easy to forget just how late in the day the Brazilian made his decision to compete in the 1993 series, but Prost knew long before we got to Kyalami that McLaren was going to be trouble. He had seen Senna at the wheel of the new MP4/8 during testing at Silverstone. And though he was only present on the day on which his old rival had initially been acclimatising himself to it, and not when he began to go really quickly, he had seen enough to know that Neil Oatley's car was going to be very good.

"Once I tried the car I knew it had tremendous potential," Senna said in South Africa "I don't know – and no one on the team can know yet – what is the full potential of this car. It looks like it can go really fast, around one lap. We don't know about reliability, it's too early and the mileage has not been enough, and we don't know about its consistency over a race distance. We don't know how it will perform on different types of circuit – on street circuits or very high-speed circuits with light wing settings and so on – because it is all new.





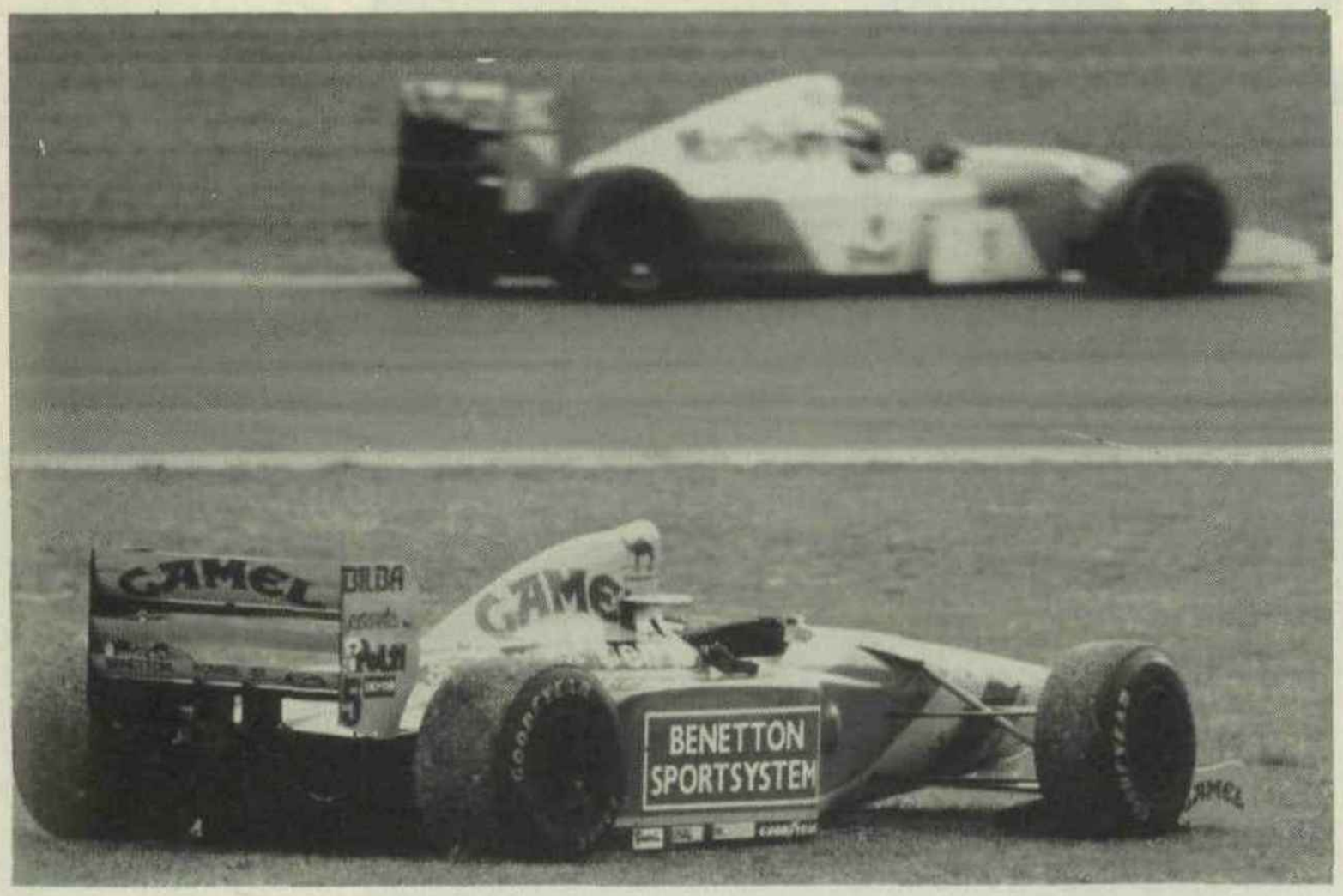


"Normally, when you drive a racing car for the first time, your instincts will tell you whether it is good. Of course, this is providing you have got some experience and some reference on which to base your judgment, but it is your instincts which tell you whether the car is good, just half-good – or real trouble. Now I may be proved wrong – I hope not – but this one feels good, just the same way I thought last year's MP4/7 was not a great car when I first tested it. On that occasion I thought I could be proved wrong and, unfortunately, I wasn't wrong. So I hope this time again the feelings are correct, because if they are, I know that the potential is there."

All this was said prior to the controversially shortened practice and qualifying sessions, but all through Senna also kept re-iterating a theme: the push to get the pneumatic valve Ford HB – and full parity with Benetton – as soon as possible.

Within the MP4/8 lies the hope for a proper World Championship this year, and from what we saw in Kyalami we will have one. Prost and Williams-Renault took the pole as expected, and duly won the race, but Senna and the McLaren-Ford signalled – especially in qualifying – that there won't be a repeat of 1992's Williams walkaway.

Watching the two in qualifying action on Saturday, when they were so far ahead of the rest to make it seem ridiculous, was to see the contrast in their styles at its sharpest. Prost had taken the overnight pole, lost it to Senna early in the final session and then regained it, when Ayrton came out for his second attempt. Then, the Brazilian had bent that McLaren to his will, squeezing out every second of its potential as it twitched and darted around to record 1m 15.784s. Then out came Prost, and he seemed merely to float around, as if the track unfolded itself to accommodate the Williams' trajectory. It was absolute economy of effort, and the result was 1m 15.696s for Alain's first pole since Paul Ricard 1989. It didn't matter which style was better, they were both breathtaking to observe.



All systems go (top left): Senna leads the Williams-Renaults — Hill ahead of Prost — Schumacher's Benetton and the Saubers of Lehto and jump-starter Wendlinger as the 1993 F1 season bursts into life. With Prost eventually taking the lead, Senna found his second place threatened by Schumacher (centre left), though this manoeuvre ended in tears . . . for the German (above). In the early stages (bottom left) the three-way lead battle between Senna, Prost and Schumacher gave F1 the tonic it has needed of late.

The start should have highlighted the differences in the two cars' semi-automatic transmissions, for where McLaren's drivers had to use their clutches the Williams pilots could let the system do all the work. Things went wrong for Prost though as he bogged down, but after team-mate Damon Hill's brief moment of glory running second to Senna had evaporated into a first-lap spin, Prost settled down to catch and pass Michael Schumacher's Benetton and to set himself up to attack.

Exiting the final corner on lap 21 Senna got a wheel in the dirt, and Prost was able to dive alongside going into the first turn, but though Alain had the inside line for the right-hander, Ayrton kept his foot down and stayed alongside, to take the inside line for the left-hander that follows immediately. Both were wise enough to know that they cannot afford another controversial clash (at least, not this early in the season), and when Prost tried the same move two laps later he was successful. Thereafter, the race was his.

By this time Senna's car was no longer fully *au point*, suffering from a glitch in its active ride software that, he said, made it "very undriveable". Nevertheless, after all the horror stories about the MP4/8's reliability in initial testing at Silverstone, McLaren must have been mightily encouraged when he brought it home a worthy second. It was a very good team effort.

Benetton left South Africa in confused state, aware that in a short space of time McLaren had overhauled it as the leading Ford-powered runner despite doing a fraction of the testing. In qualifying Schumacher was pushing as hard as ever, but the team reached a plateau around the low 1m 17s mark, discovering along the way that the heat of competition – as opposed to testing – had highlighted a shortcoming in its software. Ferrari, by contrast, found that working at a race meeting actually improved its development process, as if some members of the set-up needed the stimulus. It brought along two active systems, the old one which had been so disastrous in testing at Estoril, the other a new development based on the resultant post-mortem. Alesi

"I really wondered why I was coming back to Formula One" (Alain Prost)

had the former, qualifying an amazing fifth, while Berger was determined to develop the latter further since it is clearly the direction the team should take. Ironically, though Alesi ran quicker in the race, he would retire from fourth place when the hydraulic drive belt snapped, whereas Berger soldiered on with the system that nobody else seemed to want him to race, and picked up sixth. It didn't even matter that he stopped two laps from home when his V12 finally expired because newspapers had clogged its radiators and overheated it. A point was an unexpected bonus.

If Ferrari had something to cheer, though, Benetton very definitely did not. Schumacher was faster in the race than the hampered Senna, but not fast enough for the latter to feel inclined to let him get after Prost. They finally clashed on lap 40 as the German attempted to slide down the inside going into a corner, and though Senna carried on Michael spun into retirement. Clearly, this was an afternoon when, having run with the lions, he learned a great deal, not the least of which is just how tough to pass the Brazilian can be. When only laps later a lacklustre Patrese spun under pressure from Mark Blundell in the Ligier,

the Enstone team's aspirations to repeat its 1992 performance of finishing every race were dashed first time out.

Lotus, the fifth-best team of '92, came to South Africa with tremendous optimism, only to find it crushed in qualifying. What transpired to be a fuel mix problem was initially diagnosed as an engine mapping fault on Friday, and compromises to offset this wrong-footed the team from the start. By Sunday Zanardi's car was running an awful lot better, but on a circuit where overtaking is well-nigh impossible grid positions were everything. The Italian tried very hard, passing the recovered Hill on four occasions only to be out-accelerated, and their fight for 11th place ended in tears on lap 17 when they tangled. Herbert's car never ran as well, and expired with auxiliary drive belt failure when he was challenging Christian Fittipaldi's very well driven Minardi-Ford for sixth place.

For newly-owned Ligier, however, there was no disillusionment. The JS39s looked good all through, and Blundell ran strongly in sixth place virtually from the start. He chased energetically after Alesi, then had the judgment to consolidate third place after pushing Patrese into his error. For a man who hadn't been in an F1 race since Adelaide '91, and who had only raced at Le Mans – where he won – last year, it was an impressive return that eclipsed team-mate Brundle, who spun twice.

Fifth place on a team's F1 debut is nothing to be ashamed of, but Peter Sauber could be forgiven for feeling a trifle disappointed with JJ Lehto's result. At Kyalami the C12s proved that their testing pace had been kosher when Lehto qualified an excellent sixth and Karl Wendlinger 10th. They ran fourth and fifth early on, too, in the sort of performance most well established teams can only dream of. Lehto lost time when his gearbox's electronic control malfunctioned and selected third gear only, but he fought back tremendously from 22nd at one stage to grab fifth from Derek Warwick's Footwork in the closing stages, when a late downpour rendered the track surface as slippery as a skating rink. This was car and

Welcome back . . .



Germany calling: Bernd Rosemeyer's Auto-Union (left) vanquished the Mercedes-Benzes at Donington in 1937. The latter marque will be represented by Peter Sauber's promising C12s when the Grand Prix circus returns to the venue on April 11. This is Karl Wendlinger in action at Kyalami (below).

While Britain may not have Italy's happy knack of staging two Grands Prix every year, this country has certainly fared better than other European nations in recent times when it has come to organising secondary World Championship events. Even so, it is eight seasons since the UK hosted the last European Grand Prix.

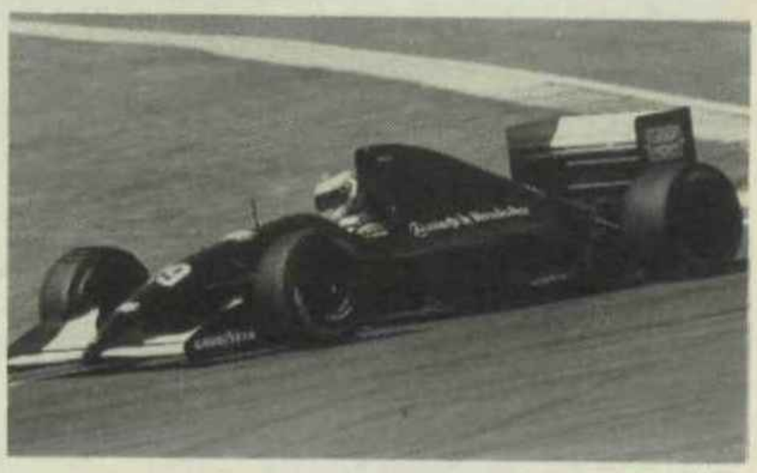
Quite a bit has happened since then. The man who won that race, at Brands Hatch on October 6 1985, is the reigning world champion, Nigel Mansell. It was his first ever F1 victory.

The European GP is to be revived at Easter, when Donington Park stages its first F1 race since its re-opening in 1977. For circuit owner (since 1971) Tom Wheatcroft, it marks the fulfilment of a long-cherished ambition.

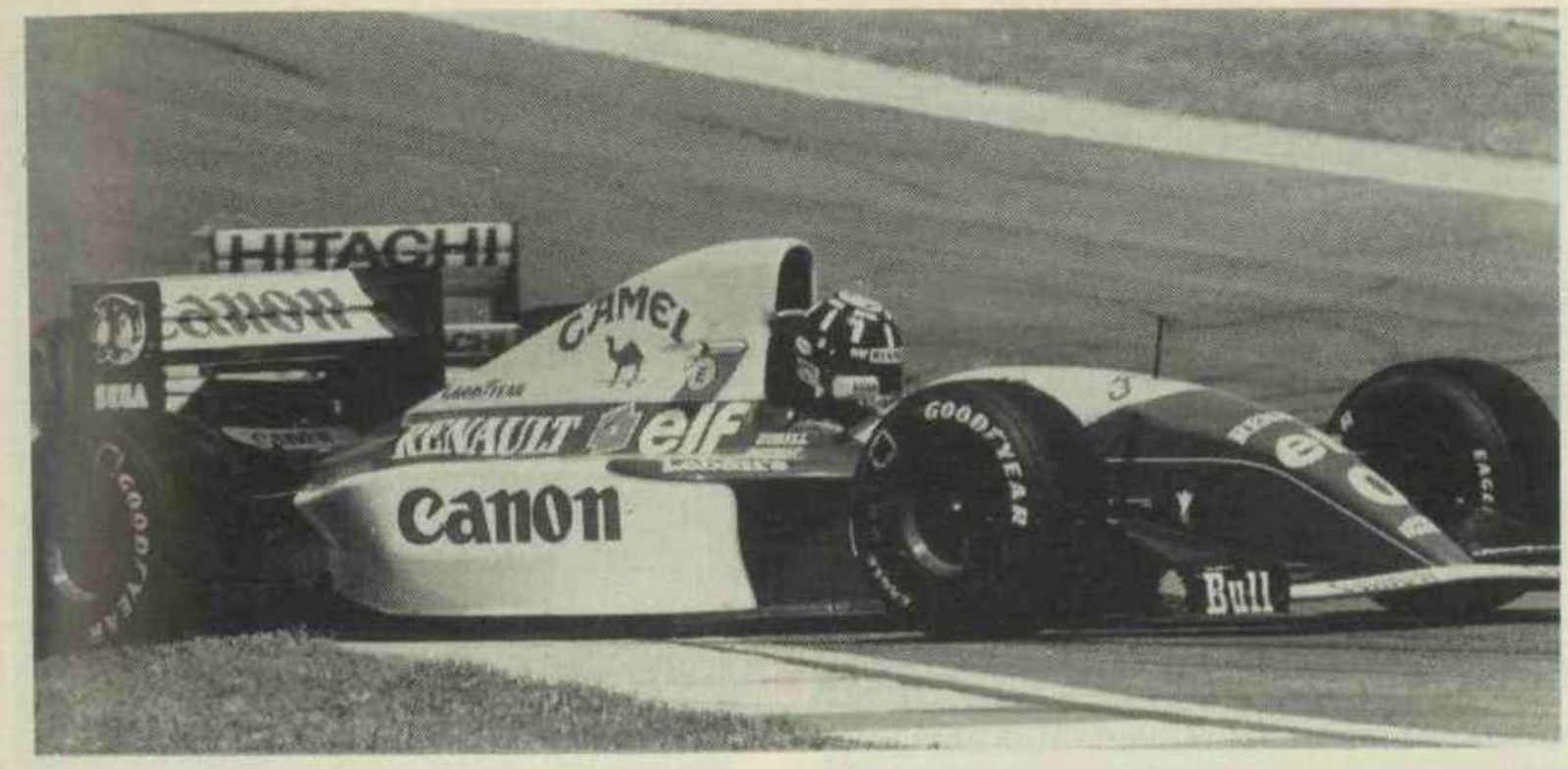
Of course, the circuit has held Grands Prix before . . . on two occasions, the last of them in 1938, when Tazio Nuvolari won for Auto-Union. Auto-Union had triumphed in 1937's inaugural Donington GP too, courtesy of Bernd Rosemeyer. A third race should have taken place on September 30 1939, but the Second World War put paid to that. Thus it was that the VSCC meeting on August 12 1939 would be the circuit's last for almost 40 years.

Even in these post-Mansell days (as MOTOR SPORT closed for press, the F1 entry was believed to be the same as that for the South African Grand Prix – see accompanying race report and the full preview published in March's issue), a large crowd is expected at the Leicestershire venue during the Easter weekend.

In addition to the main feature, over 76 laps at 14.00 on Sunday, the programme



includes a brace of Vauxhall Lotus Euroseries events (16.30 Saturday and 11.55 Sunday), a round of the British Open Formula Ford series (10.30 Sunday) and, finally, a round of the increasingly high profile British Touring Car Championship (scheduled to conclude the meeting at 16.30). The circuit opens at 6.00 on Friday and Saturday, 5.00 on Sunday. Action starts at



Crunch time for Damon Hill, as Alessandro Zanardi's partially obscured Lotus nudges them both into retirement. Hill qualified fourth and made a superb start, only to spin out of second place moments later.

9.30 each day, with F1 free practice and warm-up respectively.

Admission will be cheapest on Friday, adult entry set at £20, accompanied children (under 15) free. Grandstand rover tickets will cost an extra £10 per adult. On Saturday, adult admission is £25, grandstand rover £20. Again, accompanied children will be admitted free of charge. Finally, raceday tickets are £60 adults, £15 children. Reserved grandstand seats are £120 adults, £60 children (note that these prices *include* the cost of admission to trackside enclosures). Advance bookings can be made until April 1, either via official agencies or direct from the circuit. Contact Donington on 0332 810048 for details.

There will be an adjacent campsite with drinking water, toilets, refreshments and bar facilities. Cost is £4 per head per night. There are alternative, private camping amenities at Park Farm, near the circuit's Wilson Lodge entrance. Call 0332-882409 for information.

Public transport connections are available to the nearest mainline BR stations – Derby (0332-292200 for details), Nottingham and Loughborough (0602-240000 for both). Several approved taxi services operate in the area. Contact 0332-31331 (Western Cars), 47044 (Abbey Cars), 40837 (Eagle Cars), 812009 (East Midlands Airport Taxis) or 0602-734774 (Long Eaton Taxis).

Finally, there will be a special stand at Coppice for the disabled, with toilet facilities close by. Applicants should provide proof of entitlement when applying for tickets. Extra details will be available on-site, from the information point at the main entrance (open from 12.00-20.00 Wednesday, 9.00-21.00 Thursday, 7.00-21.00 Friday, 6.00-22.00 Saturday, 5.00-20.00 Sunday and 9.00-12.00 Monday.

Full coverage of the event will appear in May's MOTOR SPORT.

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If 1992 was a nightmare for Ivan Capelli, 1993 hardly got off to a better start. The Italian wrecked his Jordan-Hart on lap three . . .

driver in perfect harmony, and though Wendlinger had a 10s stop-and-go penalty for creeping at the start because of a clutch problem, and then dropped out of seventh place with electronic trouble, the team had given clear indication of the seriousness of its challenge.

Naturally, being the first race of the year, the South African GP boasted many novelties. Most people seemed to think that the shortened practice and qualifying sessions were mere cosmetic surgery that served little purpose, and a meeting on the Saturday night between teams agreed that from Brazil free practice would revert to an hour and a half and qualifying to an hour. The limitation of seven sets of tyres per driver was well received by the smaller teams – some thought it a luxury to have so many! – and the idea of giving a 'free' evaluation set to each driver worked well. So, for that matter, did the narrower Goodyears. Fears about their longevity proved unfounded, and in this respect precious little had changed since 1992 despite the revised technical regulations. The ban on the use of spare cars in qualifying, however, angered many, and Senna, Barbazza and Brundle were to become the first victims. Then there were the debutants. Hill and Michael Andretti had the highest profiles, and the latter the toughest task, but he adapted well and looked confident. Various technical problems prevented him from comparing himself wholly with Senna in qualifying, and his race was a disaster after a clutch problem left him on the line and then traffic caught him out and saw him remove a wheel after striking Warwick's Footwork. Rubens Barrichello likewise looked totally confident qualifying his Jordan Hart 14th and racing as high as seventh before its gearbox broke, while Barbazza was taken out by Suzuki and reigning F3000 champion Luca Badoer struggled throughout with a Lola T93/30 that was desperately in need of further testing and a lot more downforce. The sister car driven by Alboreto, however, surprised many by lasting until lap 56, in view of its teething problems in practice, and Michele entertained everyone in a spirited race with Warwick, who was driving his old car. Derek even finished in Michele's usual '92 seventh place, after spinning out of a possible sixth on his last lap.

As far as pointers go, it's too early to say much about the likely levels that Lotus, Ferrari, Sauber and Ligier will establish, but McLaren made it quite clear that it will challenge Williams all the way, and signalled to Benetton that the fight for the works Ford deal is going to be just as bloody. For Prost, the South African GP was a dream start to his reborn career, even if the threat of suspension by the World Council of Motorsport the following Thursday (for disparaging remarks that he allegedly made about FISA to a French magazine) hung over him like the Sword of Damocles. It was also a good start for enthusiasts across the world. Commentating on Australian television, Nigel Mansell was moved to suggest it was so boring that he felt like going back to bed, but if we have a three-way fight for the title, and have several potential 'spoilers' waiting in the wings, the 1993 World Championship is going to be an awful lot more stimulating than the current world champion's total domination rendered last year's.

D J T

STARTING GRID

2 PROST
Williams FW15C
1m 15.696s (2)
1m 16.804s (1)

5 SCHUMACHER
Benetton B193A
1m 17.261s (2)
1m 17.507s (1)

27 ALESI
Ferrari F93A
1m 18.234s (2)
1m 18.775s (1)

6 PATRESE
Benetton B193A
1m 18.676s (2)
1m 19.341s (1)

7 ANDRETTI
McLaren MP4/8
1m 18.786s (2)
1m 18.903s (1)

19 ALLIOT
Larrousse L93
1m 19.034s (2)
1m 19.350s (1)

23 FITTIPALDI
Minardi M193
1m 19.285s (2)
1m 19.825s (1)

28 BERGER
Ferrari F93A
1m 19.386s (2)
1m 20.066s (1)

12 HERBERT
Lotus 107B
1m 19.498s (2)
1m 20.009s (1)

20 COMAS
Larrousse L93
1m 20.081s (2)
1m 21.000s (1)

3 KATAYAMA
Tyrrell 020C
1m 20.401s (1)
1m 20.479s (2)

4 DE CESARIS
Tyrrell 020C
1m 20.660s (2)
1m 20.771s (1)

21 ALBORETO
Lola BMS T93/30
1m 21.893s (2)
1m 22.843s (1)

8 SENNA
McLaren MP4/8
1m 15.784s (2)
1m 17.152s (1)

0 HILL
Williams FW15C
1m 17.592s (2)
1m 17.732s (1)

30 LEHTO
Sauber C12
1m 18.664s (2)
1m 19.120s (1)

26 BLUNDELL
Ligier JS39
1m 18.687s (2)
1m 19.688s (1)

29 WENDLINGER
Sauber C12
1m 18.950s (2)
1m 20.365s (1)

25 BRUNDLE
Ligier JS39
1m 19.138s (1)
1m 19.457s (2)

14 BARRICHELLO
Jordan 193
1m 19.305s (2)
1m 20.118s (1)

11 ZANARDI
Lotus 107B
1m 19.396s (2)
1m 20.150s (1)

15 CAPELLI
Jordan 193
1m 19.759s (2)
1m 20.841s (1)

10 SUZUKI
Footwork FA13
1m 20.237s (1)
1m 21.342s (2)

9 WARWICK
Footwork FA13
1m 20.402s (2)
1m 20.821s (1)

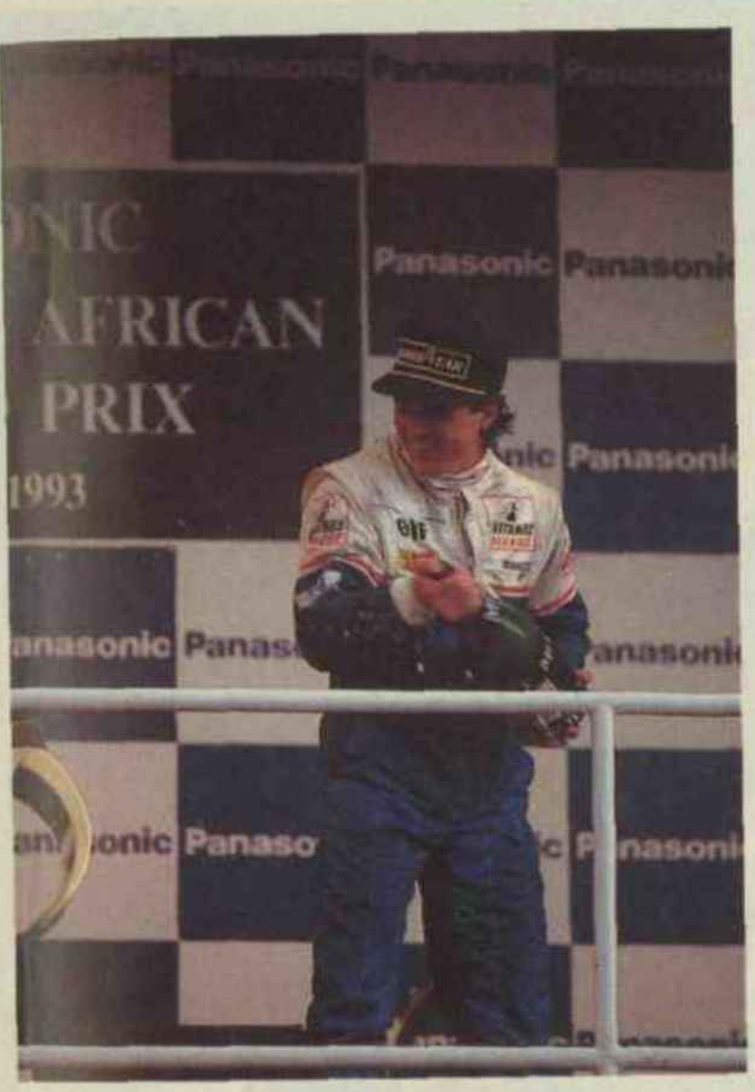
24 BARBAZZA
Minardi M193
1m 20.994s (1)
1m 21.195s (2)

22 BADOER
Lola BMS T93/30
1m 24.737s (1)
Time disallowed (2)

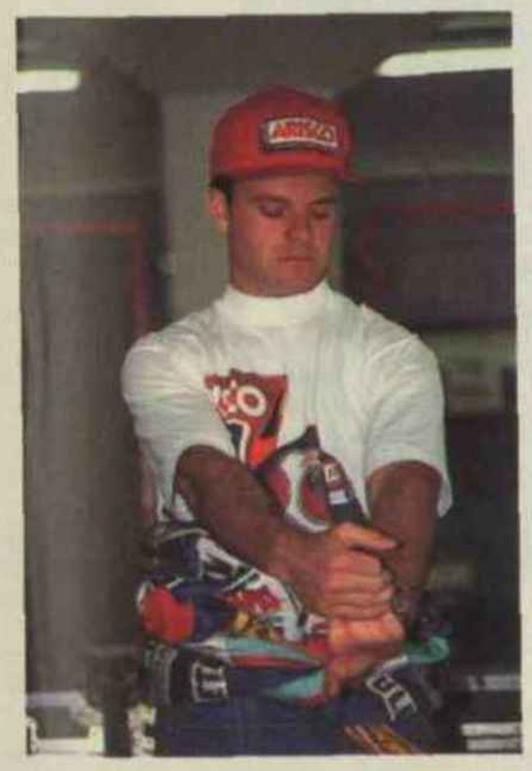
SOUTH AFRICAN GRAND PRIX, Kyalami, March 14
72 laps of 2.648-mile (4.350 km) circuit (191.910 miles; 306.766 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1st	Alain Prost	F	Williams FW15C-Renault V10	1h 38m 45.082s	1m 19.492	40
2nd	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	1h 40m 04.906s	1m 20.755s	38
3rd	Mark Blundell	GB	Ligier JS39-Renault V10	71 laps	1m 20.732s	45
4th	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	71 laps	1m 21.790s	34
5th	JJ Lehto	SF	Sauber C12-Ilmor V10	70 laps	1m 20.113s	52
6th	Gerhard Berger	A	Ferrari F93A-Ferrari V12	69 laps – not running, engine	1m 21.118s	55
7th	Derek Warwick	I	Footwork FA13-Mugen V10	69 laps – not running, spin	1m 22.742s	55
8th	Martin Brundle	GB	Ligier JS39-Renault V10	57 laps – spin	1m 20.978s	50
9th	Michele Alboreto	I	Lola BMS T93/30-Ferrari V12	55 laps – engine	1m 23.496s	40
10th	Erik Comas	F	Larrousse L93-Lamborghini V12	51 laps – engine	1m 20.897s	50
11th	Riccardo Patrese	I	Benetton B193A-Ford HB V8	46 laps – spin	1m 20.591s	46
12th	Michael Schumacher	D	Benetton B193A-Ford HB V8	39 laps – spin	1m 20.323s	35
13th	Johnny Herbert	GB	Lotus 107B-Ford HB V8	38 laps – fuel pressure	1m 21.936s	35
14th	Karl Wendlinger	A	Sauber C12-Ilmor V10	33 laps – electronics	1m 20.783s	33
15th	Rubens Barrichello	BR	Jordan 193-Hart V10	37 laps – gearbox	1m 22.292s	30
16th	Jean Alesi	F	Ferrari F93A-Ferrari V12	30 laps – hydraulic belt	1m 22.303s	17
17th	Philippe Alliot	F	Larrousse L93-Lamborghini V12	27 laps – spin	1m 22.108s	22
18th	Fabrizio Barbazza	I	Minardi M193-Ford HB V8	21 laps – accident	1m 24.594s	13
19th	Aguri Suzuki	J	Footwork FA13-Mugen V10	21 laps – accident	1m 24.474s	18
20th	Luca Badoer	I	Lola BMS T93/30-Ferrari V12	20 laps – gearbox	1m 26.074s	12
21st	Damon Hill	I	Williams FW15C-Renault V10	16 laps – accident	1m 23.715s	7
22nd	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	16 laps – accident	1m 23.314s	16
23rd	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	4 laps – accident	1m 23.807s	4
24th	Ivan Capelli	I	Jordan 193-Hart V10	2 laps – accident	1m 27.277s	2
25th	Ukyo Katayama	J	Tyrrell 020C-Yamaha V10	1 lap – gearbox	1m 43.402s	1
26th	Andrea de Cesaris	I	Tyrrell 020C-Yamaha V10	0 laps – transmission	No time	n/a

Winner's Average Speed: 115.825 mph (186.362 kmh) Conditions: dry and overcast, followed by late downpour
Fastest Lap: Alain Prost, 1m 19.492 on lap 40, 119.906 mph (119.929 kmh)







Clockwise from top left: Mark Blundell celebrates his first F1 podium; Jean Alesi was his customarily spirited self, and made the Ferrari F93A look better than some had expected it might; under interrogation from Niki Lauda, Ron Dennis puzzles how best to squeeze three contracted drivers into two cars; Derek Warwick's efforts with the old Footwork brought the Englishman within an ace of a top six finish; Rubens Barrichello – an impressive rookie.





Game,



Twenty years ago; five years ago; even one year ago, had a driver spluttered to a halt on a special stage because he was out of fuel, but was fortunate enough to stop where a spectator was able to provide a can of petrol to get him on his way, it would have been considered part of the game. The driver and co-driver would have been criticised for running out in the first place, but their stars would have been considered the luckiest in the galaxy because they happened to stop where a spare canful was at hand.

It would all have been part of the hurly-burly of rallying; one of those lucky coincidences which get a competitor going again after a mischance. No rules would have been broken, and there would certainly not have been any move to penalise the crew for some malpractice. Honest-to-goodness rallymanship was then accepted.

Tyre change points have frequently been set up within special stages – a Lancia

set and Mats





Mats Jonsson celebrates (right) his exciting victory on the Swedish Rally — his second consecutive victory in the event.

initiative when Sanremo's Passo di Teglia was dry and rocky on its ascent and snow-covered on its descent. Water, oil, fuel, even gearboxes and differentials have been donated to competitors by enthusiastic spectators and local residents, whilst on the Morocco Rally of old it was absolutely essential that service be arranged within special stages, because one of these was all of 500 miles long!

However, gradual but relentless changes of regulations have transformed the sport. Nowadays, it's less of what you *can* do and more of what you *can't*. Rule changes; vastly higher budgets; the transformation of cars from mechanical devices to electronic slaves; all have combined to transform the character of rallying. Servicing became so comprehensive and so efficient that old-fashioned reliability became less and less important. If a part lasted one special stage, it was enough; it could be changed afterwards.

The 1993 rules restricting service opportunities and limiting the number of times certain parts could be changed were designed to reduce costs, but they will no doubt have the effect of increasing reliability. Whether a manufacturer will accept that the price for this is a possible loss of performance remains to be seen, but we welcome the reduction in service opportunities. This facet of rallying had escalated beyond measure and it was about time something was done to place a limit on it. Perhaps the authorities should be made even more restrictive.

During the Swedish Rally Toyota driver Didier Auriol had a serious leak of engine oil and, on a road section where service was banned, he accepted a considerable quantity of oil from a spectator who later turned out to have been a former professional driver. The oil was put into the engine and the car was driven away. Later, the problem became more serious and, when there was no point in continuing, Auriol withdrew.

But the donation of oil by a spectator had been witnessed by a judge of fact and, even before Auriol had pulled out of the rally, notice of his exclusion for illegal servicing had been posted by the organisers.

Servicing was once defined as "planned assistance organised in advance". Had Auriol's oil pick-up been so planned? Or was it a fortuitous piece of luck that someone happed to be there with oil available? The first would have been against the rules; the second we think not. But it is extremely difficult to determine which is the case.

This year all 13 rounds of the World Rally Championship qualify for both drivers' and makes' titles. For the past several years, the Swedish Rally has been a round of the drivers' series only, and the increase in manufacturer interest brought more works teams to Sweden than in recent years.

Toyota had four Celicas for Didier Auriol/Bernard Occelli, Juha Kankkunen/Juha Piironen, Tomas Jansson/Ingemar Algerstedt and Mats Jonsson/Lars Bäckman, the latter crew running at number one as they were winners in 1992.

Subaru had originally entered two Legacys for Colin McRae/Derek Ringer and Ari Vatanen/Bruno Berglund, but as Vatanen was unfit due to a back injury his place was taken by Hannu Mikkola.

Ford decided not to send its French and Italian drivers, but nevertheless had three Escort Cosworths in the field for Malcolm Wilson/Brian Thomas, Sebastian Lindholm/Timo Hantunen and Mikael Ericsson/Tina Thörner. Respectively, the three cars had been prepared in Britain by Malcolm Wilson, Gordon Spooner and Mike Little.

Driving Mitsubishi Galant VR-4s were Stig-Olof Walfridsson/Gunnar Barth, Kenneth Bäcklund/Tord Andersson and Jarmo Kytölehto/Arto Kapanen.

Driving a new Mazda 323 GT-R, prepared in Belgium by former employees of the now defunct Mazda Rally Team, was Björn Johansson, partnered by Anders Olsson. Another new car was the 4wd Opel Calibra, entered by the Opel dealers of Sweden but built by MSD in Britain. This was driven by Stig Blomqvist/Benny Melander. In the '60s, Team Opel Sweden, run by a consortium of dealers, was really the first team to take these German cars rallying with any success and, just as









Accidents will happen. Per Eklund (above left) just missed the ditch. Sepp Haider (above right) didn't . . . Juha Kankkunen (left) had to settle for second. Hannu Mikkola (right) took over the injured Ari Vatanen's Subaru.

Marshalls of East Africa pushed Peugeot into the sport, the Swedes caused Rüsselsheim to take notice and form its own factory team.

Alister McRae/David Senior drove a Group N Ford Sierra Cosworth, and Josef 'Sepp' Haider/Klaus Wendel a new Audi Coupé S2 prepared by Konrad Schmidt in Germany. Tommi Mäkinen/Seppo Harjanne drove a Group A Lancia Delta HF integrale entered by Italy's Astra team, and Per Eklund/Johnny Johansson a Subaru Legacy. Mohammed Bin Sulayem/Ronan Morgan were in a Group N Ford Escort Cosworth.

The Swedish Rally has been a winter event since it moved from the summer some 30 years ago and ceased being called the Rally to the Midnight Sun. Although the Monte-Carlo Rally often has snow on its mountain passes, the Swedish became the only real snow rally of the World Championship. However, even in Sweden winters can be mild and this year there was precious little of the white stuff.

Not only were the special stages barely covered, but the banks formed by snowploughs were non-existent simply because there had been no ploughing. The stage surfaces were mostly of dirt and gravel, with very tricky ice patches abounding. Strangely enough, dust was a problem, sometimes snow powder but sometimes real, honest-to-goodness dust.

Conditions were certainly nothing like those of past years, when temperatures have been as low as -40degC and snow banks as high as eight feet. Snow banks can be comforting. Not only do they offer barriers which prevent cars going off the road into the trees but they provide cornering aids. Bank-bouncing was a technique perfected by Saab drivers in the past when the Trollhättan cars always had hub caps on their wheels to present flat surfaces to the snow and prevent the studs from drilling into the snow. If the latter happened, the car would probably not bounce off the bank but be dragged into it, getting stuck.

As usual, the event was based in Karlstad, with a number of stages in the familiar Värmland region around Torsby and Hagfors, but it also ventured as far to the North-East as Falun and as far to the North-West as Branas, passing quite close to the Norwegian border.

One of the features of the event was the number of times the lead changed hands – no less than eight. But it was really a struggle between four crews, any one of them capable of pulling off a win.

After a short opening stage outside Karlstad, where the surface had been liberally sprayed with water so that ice would form, the first forest stage came at Alvsbacka. It was here that Wilson posted fastest time, but he got no opportunity to continue showing his mettle. On the very next stage two closely-following crests caught him out and he went off the road, damaging his suspension too badly to continue. Johansson was slowed by a puncture and Auriol found himself in a five second lead.

In this area, a light fall of snow had covered the roads. It was certainly not enough to last, but it was enough to give the first few drivers on the road (Jonsson, McRae and Kankkunen, for instance) a distinct disadvantage.

Johansson broke a half shaft, Mikkola experienced loss of hydraulic pressure in his centre differential and Blomqvist had his turbocharger fail. The Swedish Opel driver had to do another stage before the turbocharger could be replaced, but even after this had been done there was little improvement in performance. Much later, the intercooler was changed and this did the trick.

Ericsson, having his first drive for about 10 months, stopped when his clutch broke up. This had the effect of jamming the starter motor, so the second of the three Escorts was out.

Jansson, the nominated Toyota driver who found himself hastily included in FISA's list of A-seeded drivers to make him amenable to the fuel and component change rules which apply to such drivers, had been experiencing a bad misfire. Eventually, the engine stopped altogether due to some electronic fault and he was out.

Lindholm went off and damaged his track control arm. He carried a spare in the car, but not the correct spanners with which to fit it, so he resorted to the use of a tie-belt and continued. However, he lost much time and dropped to 23rd place.

Alister McRae also had TCA trouble. A bolt snapped, causing a wheel to drop out of line and sending the car off the road. They managed to get to the end of the stage, but later, when McRae and Senior were themselves changing the TCA, a judge of fact heard instructions being given to them by a mechanic and saw the mechanic's vehicle in a no-service area. The result was exclusion for the Sierra driver.

Bin Sulayem, another Group N Sierra driver, was having his first experience of snow, although there was precious little of it. He didn't have much time to savour it because he also stopped in this first part of the rally, his gearbox broken.

Colin McRae was putting up a stirring performance despite having to hold the lever in place each time he chose fourth

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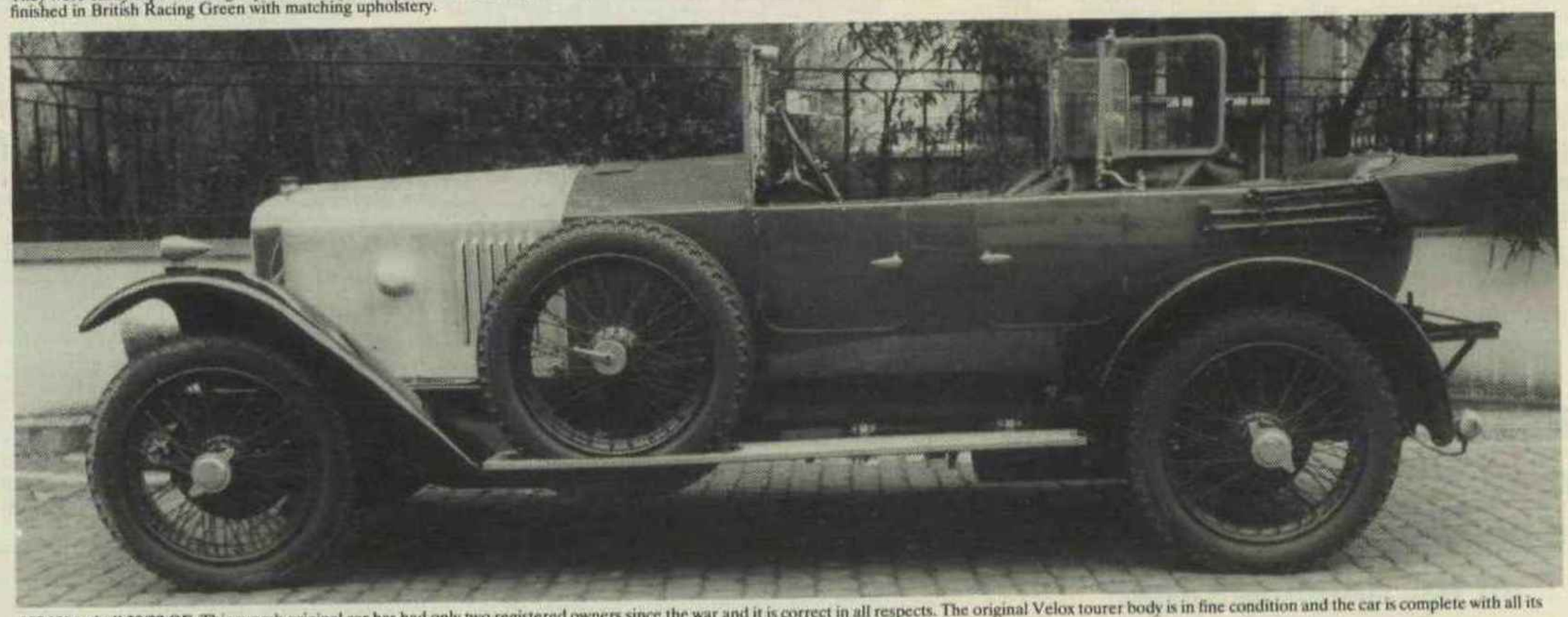
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gear. Mikkola lost some time due to an electronics-induced misfire and later had to disconnect his heater because leaking anti-freeze was dripping on to the electronic engine control box. He endured spartan conditions for a while.

On the ninth stage of the the rally, the first after a 45-minute regrouping stop, Auriol had a wheel come off, sending his Toyota off the road. Spectators were convinced he had no hope and were not inclined to help him, but he finally persuaded them and he got to the end of the stage on three wheels. He lost a few minutes and dropped to fourth place.

At the end of the leg it was McRae who was leading, 17s ahead of Kankkunen. Jonsson followed after another 51s and Auriol after another 43. Another minute behind was Mäkinen in his Astra Team Lancia.

The first stage of the second day brought quite a shock, especially to McRae. Auriol was fastest, but the Scot suddenly found that his lead had jumped from 17s to 1m 42s. It was hardly credible, but the reason was simple. Kankkunen, Jonsson and Mäkinen all had punctures. Blomqvist also punctured on the somewhat rocky stage.

McRae's lead was short-lived, alas. On the next stage he broke a front half-shaft which in turn damaged his brakes and made them ineffective. He lost two minutes, whilst Kankkunen also lost time being held up in McRae's snow dust. The effect was to elevate Auriol to the lead.



Colin McRae impressed again, but a variety of problems restricted the one-time leader to third overall.

"McRae, now without any fourth gear at all, coped famously with the handicap and set best time on the opening stage"

The fourth stage of the day was the rally's longest, more than 26 miles of it. McRae was fastest here, but Auriol was only 4s behind him. Mikkola did much of the stage with just rear-wheel drive after a small clip broke in the gearbox, allowing a half-shaft to become disconnected.

Later, misfortunes continued when Auriol collected a puncture and McRae was slowed by a mysterious electronic failure later traced to a broken sensor wire. At the end of the leg, it was Kankkunen who held the lead, 5s ahead of Jansson. McRae followed, another 15s behind and only 8s ahead of Auriol. These four were very close indeed, and Mäkinen was 1m 55s behind Auriol.

Meanwhile, Lindholm, driving the last of the three Escort Cosworths of the nominated team, had stopped when his engine blew up. Eklund had a water hose burst but contained the overheating by dropping the temperature of fuel being injected into the engine.

At Karlstad after the second day, much servicing was done, both preventive and essential. The Toyotas of Kankkunen and Jonsson had their cylinder head gaskets replaced. Blomqvist also arrived with a blown gasket (he said he had smelt it before its effects became apparent), and did not restart the next day.

Auriol's trouble on the third day began at the moment he started the engine. An oil pump gasket failed and the result was a serious leak. He managed to get through the first stage but was in trouble on the following road section when the pressure became dangerously low. He had no spare oil and service was not allowed in that section. This is when he was given cans of oil and was spotted by a judge of fact, leading to the incidents we recounted in the opening paragraphs.

McRae, now without any fourth gear at all, coped famously with the handicap and set best time on the opening stage, but on the next he hit something hard in a small snowbank and broke a front wheel.

When Mikkola had arrived at service the previous evening, an unusual noise was detected in the engine and it was felt that this came from the valve mechanism. Nothing could be done about this at the time, and it was with crossed fingers that he restarted. However, on the second stage of the day his engine packed up altogether.

With Auriol out of the way, there was no thought of a last minute dash to victory *à la* Monte-Carlo, but things were nevertheless close between Kankkunen, Jonsson and McRae. It was another light fall of snow which may have settled the issue. Running first on the road, Kankkunen had the disadvantage and Jansson got ahead of him.

On the last stage of the rally, McRae, still without fourth gear, made his final push but went off the road and damaged his inter-cooler. He had to be content with third place, but his performance was nonetheless creditable. It can't be long before this young Scot begins heading for the top of the World Championship table.

Jonsson won for the second year in succession, doing so by just 13s from his team-mate Kankkunen. McRae finished only another 15s behind. It was a very close finish indeed, resulting from a well-matched contest that lasted for the entire event.

Rules for the World Championship now declare that, for points to be awarded to any make, its official team must have nominated its drivers well in advance of each event it intends to enter. Thus if a Ford wins a rally and its driver has not been nominated, no points are awarded to Ford. We feel this is wrong. If a private driver does well enough to get his car into a points-scoring position, surely the maker of the car should also get credit?

It is for this reason that, despite the fact that Mäkinen got his Lancia into fourth place, no points are awared to the marque in the Championship. Similarly, Mazda, Audi and Opel get nothing. **G P**

Swedish Rally – 12–14 February, 1993

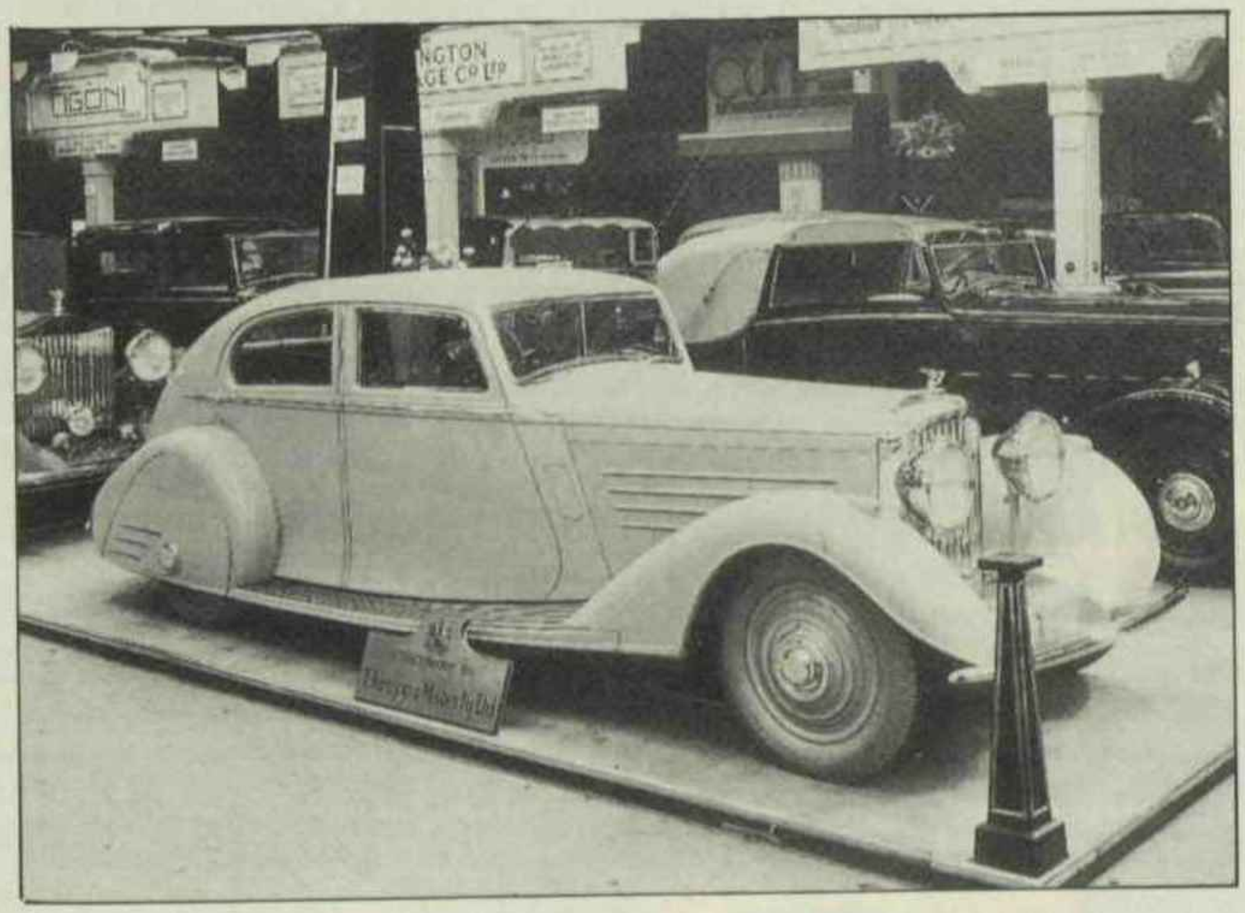
Results

1.	Mats Jonsson (S) / Lars Bäckman (S)	Toyota Celica Turbo 4wd, Gp A	4h 49m 05s.
2.	Juha Kankkunen (SF) / Juha Piironen (SF)	Toyota Celica Turbo 4wd, Gp A	4h 49m 18s.
3.	Colin McRae (GB) / Derek Ringer (GB)	Subaru Legacy RS, Gp A	4h 49m 33s.
4.	Tommi Mäkinen (SF) / Seppo Harjanne (SF)	Lancia Delta HF Integrale, Gp A	4h 52m 51s.
5.	Björn Johansson (S) / Anders Olsson (S)	Mazda 323 GT-R, Gp A	4h 57m 35s.
6.	Per Eklund (S) / Johnny Johansson (S)	Subaru Legacy RS, Gp A	4h 58m 35s.
7.	Josef Haider (A) / Klaus Wendel (D)	Audi Quattro Coupé S2, Gp A	5h 05m 46s.
8.	Kenneth Bäcklund (S) / Tord Andersson (S)	Mitsubishi Galant VR-4, Gp N	5h 07m 30s.
9.	Jarmo Kytölehto (SF) / Arto Kapanen (SF)	Mitsubishi Galant VR-4, Gp N	5h 08m 24s.
10.	Per Svan (S) / Johan Olsson (S)	Opel Astra GSi, Gp A	5h 12m 05s.

109 starters; 52 finishers.







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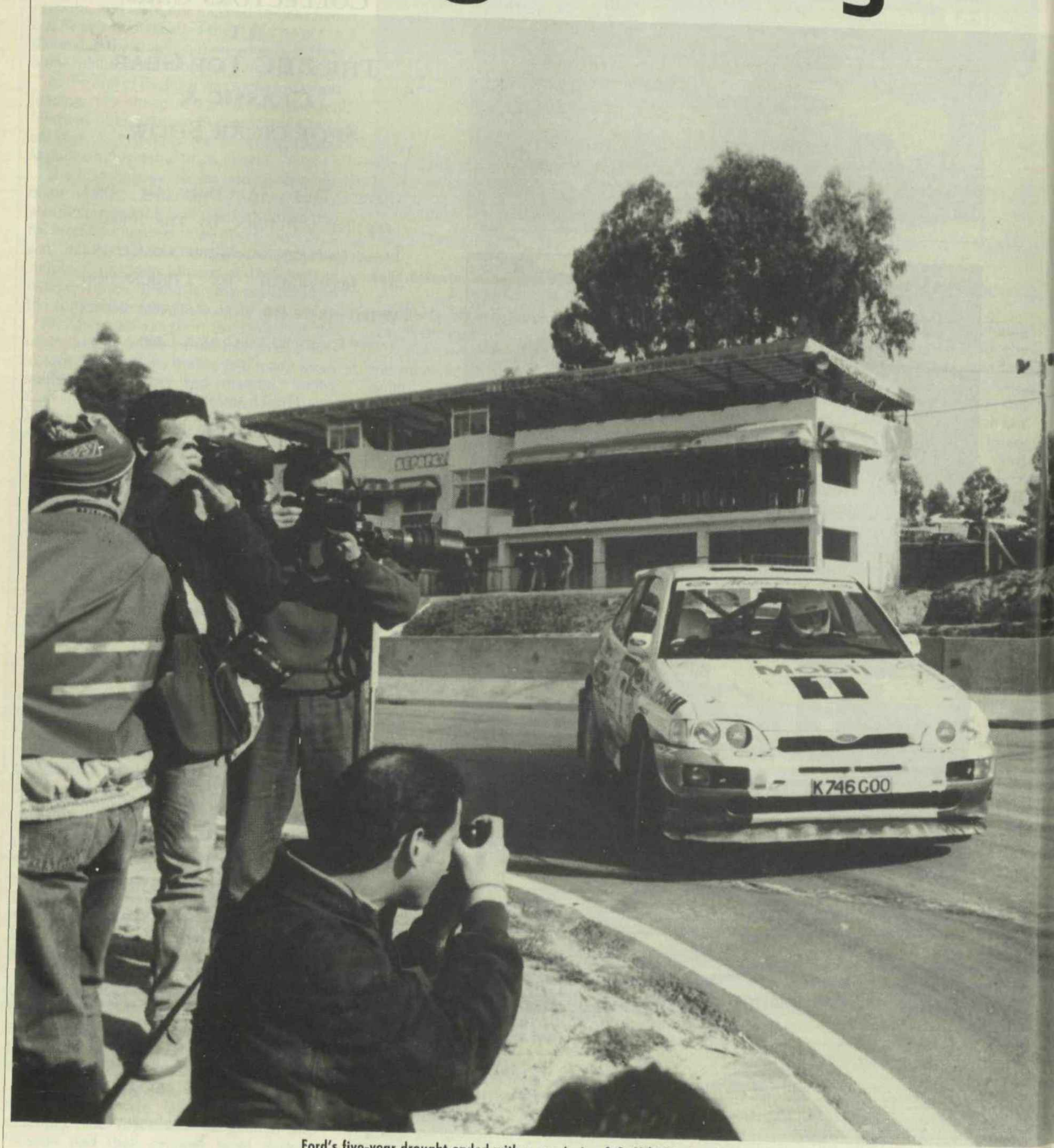
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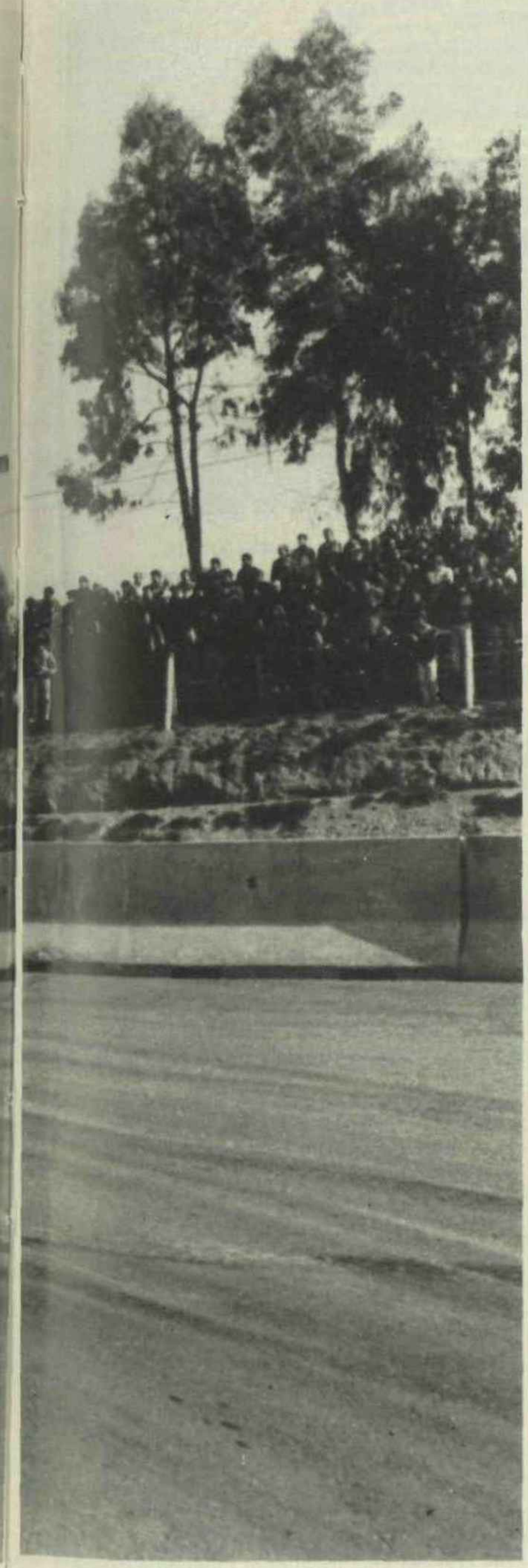


Ford's five-year drought ended with a convincing 1-2. Miki Biasion (main picture) was unable to keep pace with his stylish, and aggressive, team-mate François Delecour (portrait, above, and in action, right).

s the First







It is a common belief that the Ford Escort came after the Ford Cortina, but this is a misconception. There was a Ford Escort made in the '50s, a kind of estate car, sister to the Squire and based on the Prefect of the time. It was never rallied by the factory, at least, not that I recall, but it did make many appearances in club events.

But it is the later Escort, the one which at first had rectangular headlights, which is the best known. In its halcyon days as the car used by the Ford works team, when differentials were entirely mechanical devices, electronics were gadgets which made radios work and chips were things eaten from bags wrapped in newspaper, it fought many memorable battles; those between Ford and Fiat, for instance. The car enjoyed success after success at every level and in all manner of events, even on the World Cup Rally from London to Mexico.

For the past five years, Ford's presence in rallying has been little more than a token. True that the Sierra has been used with aplomb, but it was no more than a stop-gap whilst much work went on behind the scenes to develop the four-wheel-drive Escort Cosworth as Ford's car for the World Rally Championship and other series.

On its first appearance in Monte-Carlo this year it performed magnificently, leading for most of the way in François Delecour's hands and only being pipped at the post by a startling final sprint by Toyota's Didier Auriol. In Sweden it barely had chance to shine at all, but in the Portuguese Rally it scored its first World Championship victory. Indeed, it was Ford's first such win for five years, and the post-rally celebrations certainly reflected that.

What is more, it was Delecour's first ever outright win on a rally of *any* kind. Hitherto, he had not even won a club rally in his native France.

The Portuguese Rally dates back to 1964 when it began as a competition for employees of the country's airline. It soon became international and, like the Monte-Carlo Rally, had starting points in various European cities, including London. There was no roadbook in those days and the only navigation data supplied by the organisers was based on the numbers displayed on roadside kilometre stones. For privateers who had not practised, finding the way was a nightmare.

It's vastly different nowadays, of course, and the event fits the standard FISA pattern for the world series. Spectator interest continues to be at a huge level and although the



Andrea Aghini eventually ran the Fords closest, the young Italian finishing a worthy third.

There was less joy for Lancia's Carlos Sainz (below), the Spaniard retiring after his third massive accident in a Delta.

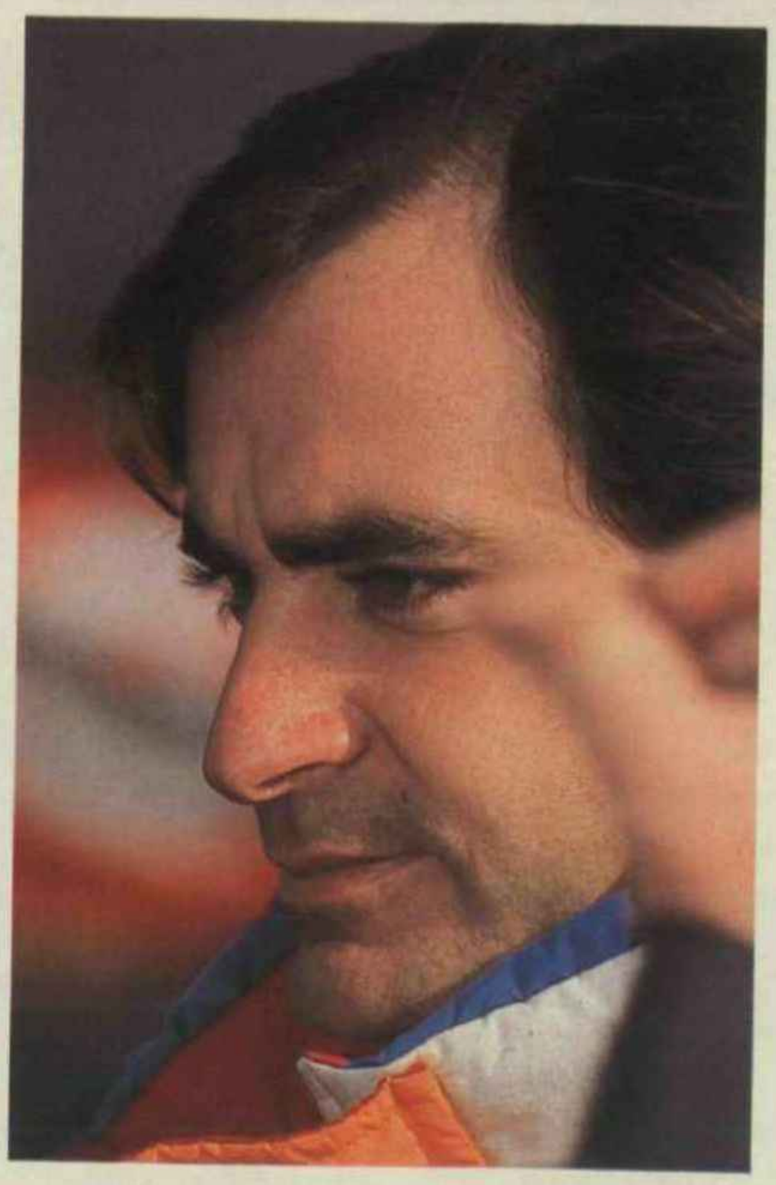
watchers no longer throng the stage roads themselves, they still get very close indeed. Even after the disaster of 1986, when works crews withdrew on the first day after a car left the road and ploughed into the crowd, killing several people, crowds are still so big that competitors are acutely conscious of the potential hazards. A spectator was knocked down this year when a car overshot a corner, but fortunately there was no serious injury.

Starting and finishing near Cascais, the route, containing 38 special stages, was divided into four legs by two night stops at Póvoa de Varzim, on the coast just north of Porto, and one at Viseu. But there was nevertheless plenty of night running.

The event retains its mix of stages on both tarmac and dirt, which means that competing teams – professionals at least – have to bring suspensions, transmissions, tyres and various other commodities to suit both surfaces, all adding to the expense. Costs are further increased by a special stage layout which does not really lend itself to economical service planning.

Notwithstanding restrictions on service opportunities, it takes an extensive fleet of service vehicles to cover the route properly, even without taking 'undercover' operations into account. No doubt the latter will continue to take place, regardless of the rules, as they have since unmarked cars, some with folding bicycles in their boots, used to prowl the no-go areas of past RAC rallies.

One way to reduce servicing costs dramatically would be to forbid the carriage by helicopter of engineers, spare parts, tools, fuel etc. I am very much in favour of helicopter usage, but on rallies the use of these machines should be restricted to (perhaps) team supervision and (certainly)



emergency medical assistance.

Having entered four cars in Sweden and then opted for the opposite extreme by sending its team to Kenya, Toyota decided to give the Portuguese Rally a miss. Nevertheless there was plenty of competition in Portugal, no less than four teams each nominating two crews for the championship.

Ford's two Escort Cosworths were driven by François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero, whilst the two Prodrive-prepared Subaru Legacys were in the hands of Colin McRae/Derek Ringer and Markku Alén/Ilkka Kivimäki. Prodrive's boss is former co-driver David Richards.

Another Japanese make to run most of its rallying operations through a British company is Mitsubishi, under the name Ralliart, and this too has a former competitor at its head – ex-driver Andrew Cowan. Two Lancer Evolutions were entered, for Armin Schwarz/Nicky Grist and Kenneth Eriksson/Staffan Parmander. Finally, two works Lancia integrales were entered by the Jolly Club for Carlos Sainz/Luis Moya and Andrea Aghini/Sauro Farnocchia.

A team not nominated for World Championship points was that of Skoda, which entered two Favorit 136Ls for Pavel Sibera/Petr Gross and Emil Triner/Jiri Klima. Another was Opel Team Belgium which had an Astra GSI (built at Britain's MSD) for Bruno Thiry/Stéphane Prevot.

The Italian Astra team had two Lancia Delta integrales for Alessandro Fiorio/Vittorio Brambilla and Jorge Recalde/Martin Christie, whilst local crew Jorge Bica/Joaquim Capelo drove a similar car. French ladies Christine Driano and Christine Lallement drove a Citroën AX Sport, not the AX GTI originally entered.

The name de Mevius did not appear among the Group N contingent, but the group was well contested nevertheless. Winners of the category were Alessandro Fassina/Luigi Pirollo in their Mazda Familia GT-R. Mohammed Bin Sulayem stopped when a track control arm pin snapped on his Escort Cosworth; Carlos Menem when the turbocharger of his Top Run Delta gave up; Hiroshi Nishiyama when he crashed his Nissan Sunny GTi-R.

Subaru's dramas began the day before the start when a local pilot neglected to set his car's handbrake at Cascais airfield. It then rolled slowly down a slight slope and crashed into the team's helicopter. For-

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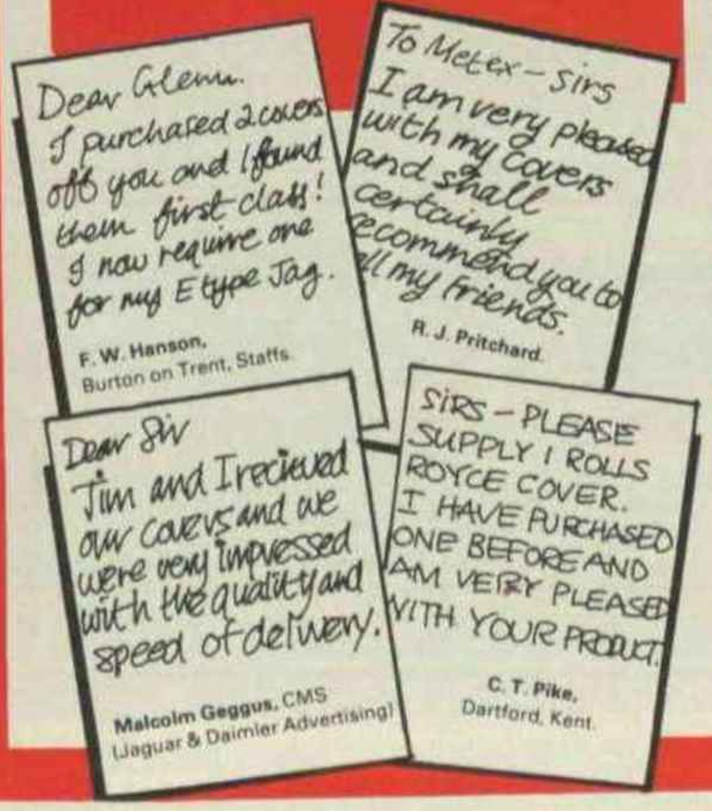
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tunately, the damage was just cosmetic.

The first leg began at 7.30 am on the Wednesday and Alén broke a rear halfshaft on the very first stage, just after leaving the line. Recalde stopped on the next when his engine blew up, whilst Schwarz came to the end on three wheels, having lost his left rear. Despite intercom failure and a broken alternator belt, Delecour set best times on the first three stages. McRae broke a rear halfshaft as he was leaving a service point, practising stage-start techniques, and had to put up with fwd only for a while as there was no time for repair.

Delecour lost his lead to Biasion (by 3s) when he punctured on stage four, but regained it for the same reason on the next. McRae had the misfortune to have both his front tyres burst, dropping to 13th place. Punctures were as prevalent as sausage flies during the Kenyan rains. Sainz did about 10 miles on a flat, and the most common items of take-home litter in Portugal that week were shredded tyres and broken wheels.

The servicing restrictions meant that crews could not get new tyres in some places where they needed them, so a common sight was a car stopping and its crew getting out to swap tyres front to back. Perhaps tyre companies should now start thinking about old-fashioned reliability, not just about short-term performance. Shades of SP44 Weathermasters and the like!

Before a two-hour stop at Arganil, Biasion collected another puncture whilst Alén had a front brake disc crack. After the stop, McRae spent nearly half a minute in a ditch, but the biggest disruption of this leg came after the first stage following the rest stop.

The FISA technical delegate had set up a check-point for taking fuel samples from the works cars at the start of the leg's second stage. This is a recognised procedure, for which tap-off valves must be fitted to the cars, but the places where the samples are taken are not disclosed in advance.

When fuel was taken from Delecour's car, for some reason the valve could not be closed properly afterwards. The result was a boot awash with petrol and a considerable quantity on the ground. Almost overcome by fumes and with the back of his car soaked in fuel, the Frenchman was understandably reluctant to start the stage, and he made this very clear. Gabriele Cadringher, FISA's technical man, instructed Delecour to summon mechanics to fix the problem, but as it it was a 'no service' area, this could not be done very quickly.

Some half an hour passed, during which tempers began to fray, among competitors, team managers and spectators. Eventually, a Ford service car arrived (remember that this was a place where they were not allowed) and the leak was stopped. But several competitors objected to having to start the stage after degrading their tyres by driving through a pool of petrol. They were quite right, although it's difficult to resolve the on-the-spot blame apportionment which went on. Some people blamed FISA for setting up the test in a no-service area; others, the Jolly Club (Lancia) team manager in particular, blamed Ford for not ensuring that its fuel take-off valve was foolproof (my word, not theirs!).

The stage was eventually tackled as a road section, a subsequent stewards' meeting deciding that, rather than halted cars being given the times of the slowest car, the entire stage should be scrubbed, and the times of the three cars to complete it ignored. The decision was not to everyone's liking (Lancia in particular), but I cannot think of any fairer outcome of a spontaneous FISA check which went wrong in its early stages.

No matter who may be blamed or attempted to be blamed, it is a well established principle of law that a perpetrator (instigator) should be held responsible for the consequences of his own acts, and in this case it was most certainly FISA, not Ford, who lit the fuse, although FISA seemed to try to wriggle off the hook, helped by comments from the Jolly Club team manager who felt that Ford should have have made better facilities for FISA's petrol sampling.

Among spectators, tempers were even more frayed. Stones, pieces of wood, bottles and cans were all thrown on to the road and at cars, and the situation became decidedly delicate. Rubble of all kinds was strewn over the road, but cars struggled through and the rally eventually resumed its tempo, albeit somewhat delayed.

On the last stage of the leg another hiccough took place. Sainz was lined up for the start when he saw a course car enter the stage, only a minute ahead of his own due start time. Naturally, he objected to starting so close behind a course car. The first action was a radio instruction to the course car to stop and pull over, but very soon afterwards, presumably when someone had thought of the possible consequences of running an unchecked stage, its driver was instructed to continue.

Another delay ensued, and the first car did not arrive at Póvoa de Varzim until 1.40 am. Delecour was then leading by 38s from Aghini, with Sainz just another two seconds behind and Biasion another three. Fiorio followed, another 1m 41s behind.

Soon after the morning restart, Mitsubishi lost one of its cars when Schwarz crashed head-on into the wall of a house. It happened on the way to the first stage, the result of some component failure, it seems. Happily, neither driver nor co-driver was hurt, but the car could not continue.

On the second stage of the day, Biasion landed very heavily after a jump and broke his radiator. He also injured his back, causing him pain and discomfort for the remainder of the rally. McRae spun on this stage but then made a succession of best times despite losing his power steering towards the end of the leg. Eriksson, after hearing a disturbing noise in his gearbox, found it difficult to select gears. Before the end of the leg he lost fifth gear altogether.

A spin by Sainz allowed Biasion to move up to third place. The latter was still experiencing a water leak after his radiator change, and this persisted even after a long, probing service stop to tighten an inaccessible hose joint. Even at the end of the leg, after the loop which started and finished at Póvoa, his engine was still running hot and his back was still causing pain, but he had nevertheless got up to second place, 43s behind team-mate Delecour. Sainz was another 27s behind, whilst Aghini was just one more second back. Fiorio followed in fifth place, leading the surviving Mitsubishi, which was given a new gearbox at Póvoa, and the two Subarus.

Two stages into the third leg Lancia lost one of its cars when Sainz landed on his nose after a jump and rolled end over end. The car was destroyed, but the two Spaniards were miraculously unhurt. This



Markku Alén (right) scored his first points of the year, the Finn bringing his Subaru home fourth. After Armin Schwarz had crashed out, Kenneth Eriksson (above) took the surviving Mitsubishi to fifth, despite gearbox trouble.

put the Jolly Club on the defensive. To allow Aghini to attack would be to risk losing all Lancia's championship points, so the instruction was that he should finish.

McRae bent a rear strut against a rock and later damaged a front one when he ran over a tree stump, whilst Biasion continued to lose water and was topping up at every opportunity. Nevertheless, the Italian was driving at 100 per cent, explaining afterwards that his object had not been to catch his team-mate but to increase his lead over Aghini. After the last stage of the leg, a misfire in Delecour's car was put right by changing a spark plug.

The leg ended at Viseu, where Delecour led his team-mate by 36s and Aghini followed after another 1m 17s. Alén had got ahead of Fiorio into fourth place, but only by 32s.

There was talk that evening that Ford might have given orders to its two leading drivers. Team manager Dobinson said that he had told both to "drive safely" and we can safely assume that this meant that they should hold station and not fight each other.

The final leg began at 4.30 am. At every opportunity, Ford mechanics were checking Biasion's overheating engine and the team doctor his painful back. The radiator was being topped up regularly and the fan system was modified so that it would run at maximum efficiency all the time.

Delecour had a worrying stage when his low charge warning light came on, but this was soon rectified and the Frenchman continued at unabated pace. Aghini, having been told to drive to finish, nevertheless repassed Alén into third place, whilst the fight between Eriksson and Fiorio was resolved when the former finished 40s ahead of the latter.

Subaru's dramas continued when McRae rolled and lost some seven minutes before his car could be pushed back to the road. He lost more time on the road but still managed to finish seventh.

To say that the Ford team was jubilant would be to make a severe understatement. Boreham was back with a winning car and with men who could drive it properly and men who could fettle it. Delecour jumped to the lead of the World Championship, eight points ahead of Biasion, whilst Ford moved up to second place, just three points behind Toyota. Among the two-wheel-drive cars, the Opel Astra of Bruno Thiry was best placed, finishing 10, nearly six minutes ahead of Pavel Sibera's Skoda.

Next round of the World Championship is the Safari Rally over the Easter weekend, but Ford is not planning to send its team there. **G P**

Rally of Portugal – 3–6 March, 1993

Results

1.	François Delecour (F) / Daniel Grataloup (F)	Ford Escort RS Cosworth, Gp A	6h 20m 37s.
2.	Massimo Biasion (I) / Tiziano Siviero (I)	Ford Escort RS Cosworth, Gp A	6h 21m 32s.
3.	Andrea Aghini (I) / Sauro Farnocchia (I)	Lancia Delta HF Integrale, Gp A	6h 23m 17s.
4.	Markku Alén (SF) / Ilkka Kivimäki (SF)	Subaru Legacy 4wd, Gp A	6h 24m 23s.
5.	Kenneth Eriksson (S) / Staffan Parmander (S)	Mitsubishi Lancer Evolution, Gp A	6h 25m 28s.
6.	Alessandro Fiorio (I) / Vittorio Brambilla (I)	Lancia Delta HF Integrale, Gp A	6h 26m 18s.
7.	Colin McRae (GB) / Derek Ringer (GB)	Subaru Legacy 4wd, Gp A	6h 37m 25s.
8.	Jorge Bica (P) / Joaquim Capelo (P)	Lancia Delta HF Integrale, Gp A	6h 51m 42s.
9.	Alessandro Fassina (I) / Luigi Pirollo	Mazda Familia GT-R 4wd, Gp A	7h 11m 46s.
10.	Bruno Thiry (B) / Stephane Prevot (B)	Opel Astra GSi, Gp A	7h 12m 18s.

84 starters; 32 finishers.

1993 World Rally Championship Situation (after 3 of 13 rounds)

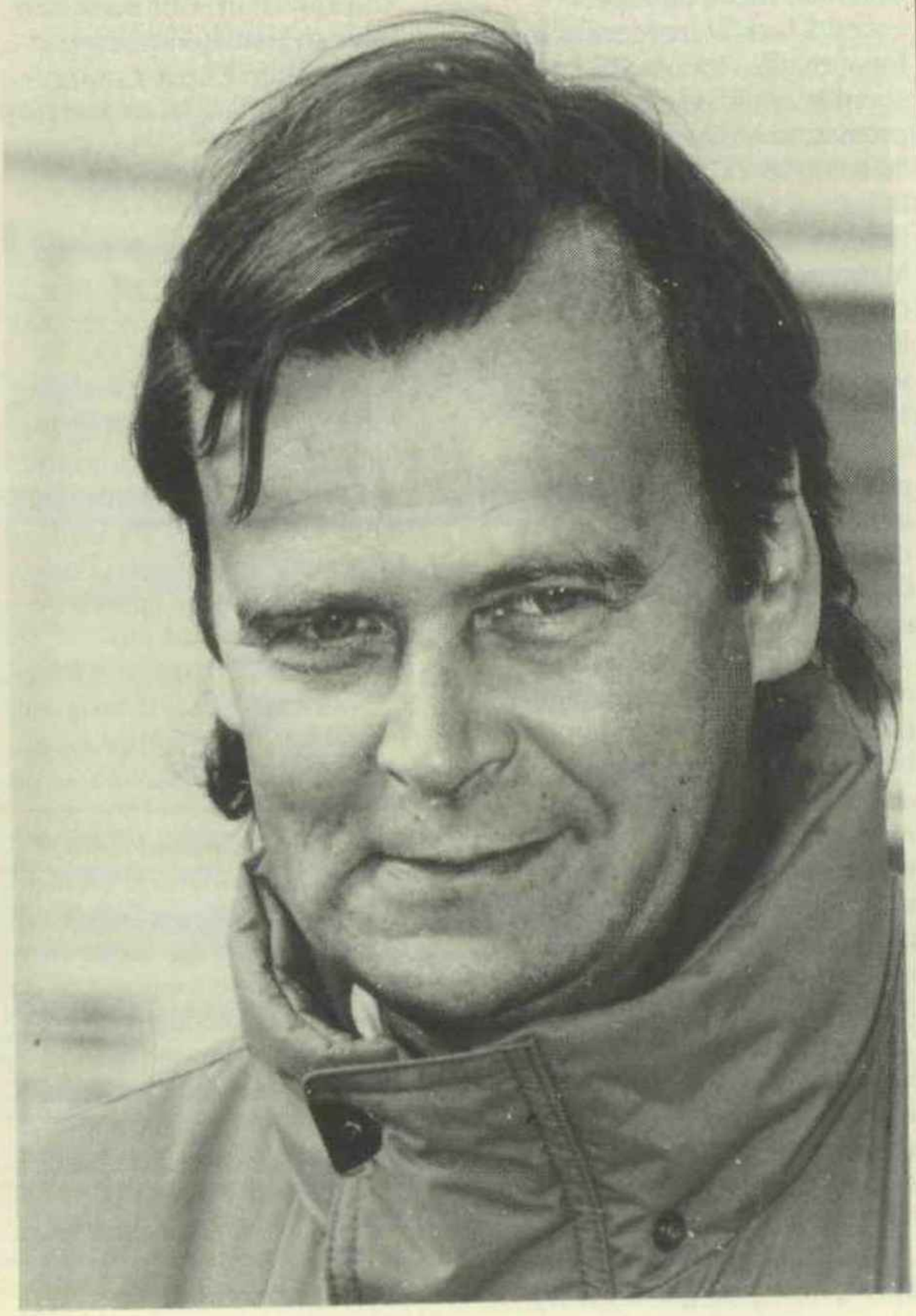
Drivers

François Delecour (F)	35 pts.	Kenneth Eriksson (S)	18 pts.
Massimo Biasion (I)	27 pts.	Colin McRae (GB)	16 pts.
Juha Kankkunen (SF)	23 pts.	Andrea Aghini (I)	12 pts.
Didier Auriol (F)	20 pts.	Tommi Mäkinen (SF)	10 pts.
Mats Jonsson (S)	20 pts.	Markku Alén (SF)	10 pts.

Makes

Toyota	40 pts.
Ford	37 pts.
Mitsubishi	33 pts.
Subaru	26 pts.
Lancia	14 pts.

Toyota's points total may be affected by a FISA decision concerning an alleged illegal servicing incident during the Swedish Rally. This decision is expected to have been made on 18 March.



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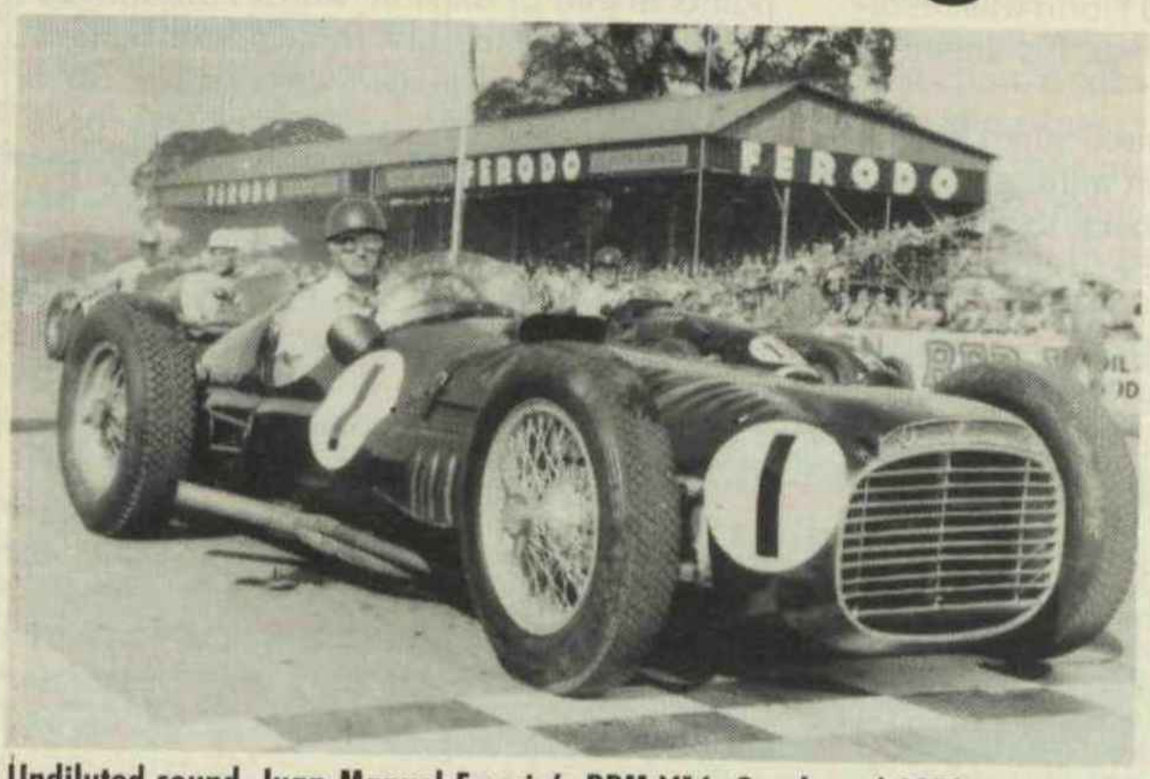
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Is the end nigh?



Undiluted sound. Juan-Manuel Fangio's BRM V16, Goodwood 1953.

Dear reader,

I was hoping to be at the first Grand Prix in the year 2000, which is only seven years away, but it is beginning to look rather unlikely. Recent rule changes for Formula One cars, and for Grand Prix races, seem to be aimed at a watering-down process to stifle technical progress and to stultify the performance factor of new Grand Prix cars, but that is nothing new. Since 1948 I have watched the evolution of the F1 car change in various directions, invariably to the accompaniment of cries of "too fast" or "too powerful", while for the last 30 years another cry has been "too costly". Such gripes have seldom come from the participants. They are usually from journalistic do-gooders who do not compete and certainly do not spend any of their own money on racing.

All this sort of thing I can live with, even if I don't approve. It seems to be a part of life to weep salt tears for the things I enjoyed that are now gone; the passing of the supercharged engine, alcohol fuels, 2.5-litre engines, movable and controllable aerofoils, engines with more than 12 cylinders, turbochargers and many minor things that were not desperately important. As I say, I can live with these sort of things, but there is a new murmur doing the rounds.

I refer to a casual remark made at a recent official FISA meeting, where the latest rule changes were discussed. The FISA president said that discussions are taking place to introduce some form of silencing in F1 for 1995.

As far as I am concerned that will be the end for me. I shall miss my target date of the year 2000 by five years, for I have no desire to listen to a muted Formula One engine. To those people who are unfortunate enough to have to get their Grand Prix racing by TV, it will be nothing new. Nor will it be for 90 per cent of the press who spend their time at race meetings in the soundproofed media centre, where all powerful press is conducted. For a handful of us who still enjoy the vibrations and noise given out by an unhampered Formula One engine, this elimination of the final link with the origins of Grand Prix racing will be the last straw.

Maybe I will be on my own by 1995, which will probably be a good thing, because then I can walk quietly away and nobody will notice. It will be pointless starting an anti-silencer campaign because experience has demonstrated all too clearly that once an idea gets into officials' brains it stays in. For a number of years now I have had to use a silencer on my hillclimb 'bike when riding at meetings, but at home I can give it an old-fashioned blast on an open pipe with a megaphone. The neighbouring cows don't complain, though the birds and the furry people in the woods look at each other and say: "Oh my goodness, he's at it again." But they all know they are quite safe. Some years ago I was a keen speedway follower, but enthusiasm tailed off when silencers were introduced. I watched the advent of silencers in hillclimb events with some misgiving, and to see a 3.5-litre Formula One engine in the back of a Pilbeam with two enormous silencers on the back give me little 'paddock pleasure'. It does nothing to make the adrenalin flow. And if that doesn't flow, you might as well retire to the British Museum library!

Silencers on Formula 1 cars will, as I said, be the last straw. There are plenty of people who have had the opportunity to hear a Ferrari, a Honda, or a Renault engine on full song at close quarters, and soon they never will. I feel sorry for them because they will never know what they missed. There are also a lot of people who have never known roads without speed limits, or the simple freedom of being able to use any old tyre on your car, provided it held air! Come to think of it I have never known total freedom, and cannot think of anyone who has. We've all experienced a lack of freedom in a lot of things. To ruin your personal hearing, resulting in premature deafness, due to listening to a Grand Prix Bugatti, a W125 Mercedes-Benz, a V16 BRM, a three-litre Matra or whatever else was current, was your own choice. If you did not like the noise you could always go away. In 1995 that choice will disappear, like all the other motor racing noises that have gone. The only one that doesn't seem to go away is the rabbiting on the PA system . . .

The thing that really worries me is that with less noise in the paddock and pits, the bullshit will become louder, and that is bad. At the moment the bullshit stops when a Formula One engine starts up. Perhaps if I talk nicely to Mr Mosley, and tell him how I supported his father's campaigns for a 'brave new world' in my youth, he will take pity on me and any other readers who enjoy the sounds of Grand Prix engines, and postpone his evil thoughts until the year 2000.

But enough of the future. Spring has sprung and racing has restarted. Lotus Sevens are appearing on the roads, motorcycles with wire-spoke wheels are out and about again, tweaked-up saloon cars are having numbers painted on them, racing cars in workshops are having bodywork and wheels and tyres fitted, trailers and transporters are being dusted-off and there are all the signs of a busy season ahead, with something for everyone.

This month's Memorable Moments come from Ian Suffield of Birkenhead. He has been following the sport for nearly four decades with no sign of dwindling interest:

1. In 1956, at the age of 18, I was at my first European motor race, at Reims, when Harry Schell really mixed it with the three Lancia-Ferraris driven by Fangio, Hawthorn and Collins. Harry was showing that the Vanwall was equal on speed to the Italian cars. All it needed was more reliability.

2. Again in 1956, this time at Silverstone, for the sports car race before the British Grand Prix. The D-type Jaguars of Desmond Titterington, Ron Flockhart, Ivor Bueb and Duncan Hamilton going four abreast into Copse Corner, chasing Stirling Moss and Roy Salvadori in the works Aston Martins. That sight made the adrenalin flow.

3. The 1961 British Grand Prix in the Aintree rain. Moss, in Rob Walker's Lotus 18, was chasing the powerful shark-nose Ferrari 156s of Wolfgang von Trips, Phil Hill and Richie Ginther. Stirling lost it on the wet surface and spun through a full 360 degrees. He kept the engine going, and continued at unabated speed. (A classic example of proprioception – DSJ.)

Further to the first instance, I was chatting after the race to Tony Vandervell, who was a bit steamed-up over the way the Ferrari team had deliberately run side-by-side on the straights to prevent Schell getting by with the faster Vanwall. "What are we going to do about those bloody red cars?" the old man growled. "Guvnor," I said, "if Moss had been in your car he would have got by, even if he had had to use the grass."

In 1957, Stirling led the team.

Yours, DSJ.

A famous Vanwall victory



Stirling Moss points his Vanwall towards a dominant victory in the 1957 Pescara Grand Prix

Reader JA McCaul has written to say that in 1957, when he was nine years old, his mother and father took him and his two brothers on holiday to Italy. By chance they had gone to Pescara, on the Adriatic coast, in August, the main factor being that they were able to rent a flat belonging to the family of their au pair. On Sunday August 18 mother took her youngest son to the beach, while father took the two older boys to a motor race. It was the day of the Pescara Grand Prix, a round in the 1957 World Championship, starting at "about 9.30 am" in order to get the three-hour race completed before the sun made conditions unbearable.

While mother found the beach almost deserted, father and the boys joined the happy throng heading for the 25 km-long circuit that ran inland from the edge of Pescara town up into the mountains, to Spoltore, and back down through Cappelle to join the coast road at Montesilvano and along the coast back into Pescara. The McCauls stationed themselves near the corners at the end of the main straight, and were well outnumbered by happy Italian enthusiasts eagerly awaiting a Ferrari or Maserati victory.

Enzo Ferrari was having one of his tantrums and at first said he would not send his team to Pescara, but eventually Luigi Musso persuaded him to change his mind, for the honour of Italy, and the fact that Musso was keen to win the Italian national championship. A single Lancia-Ferrari was dispatched for Musso to drive, so the Italians were happy and certain that he would win. Maserati was there in full force, and if Musso could not win a victory by Fangio in a Maserati would be the next best thing.

Tony Vandervell was there with his three-car team of Stirling Moss, Tony Brooks and Stuart Lewis-Evans, and there were two little rear-engined Cooper-Climaxes cars driven by Jack Brabham and Roy Salvadori. Like many lads at their first motor race, young McCaul did not remember whether he saw a Ferrari, Maserati, Vanwall or Cooper first of all. It was all too exciting, but he clearly remembers seeing the Vanwall win the race and afterwards was in the crowd around Moss, and saw him disappear into a saloon car to leave the circuit.

It was this day in 1957 that started Mr McCaul's interest in motor racing. When they got back home to London it was not long before he was attending races at nearby Crystal Palace. By 1961 he was a regular MOTOR SPORT reader and is still with us. He recently took his young children for a walk round the grounds of Crystal Palace and looked at what is left of the old racing circuit, in the heart of South London. Needless to say memories came flooding back to him, back to that day in 1957 when it all began for him. Reading my book *The Vanwall Story* he realised that I had been there at that Pescara Grand Prix, reporting for MOTOR SPORT and championing the cause of Vanwall.

My memories of that 1957 race are ever with me because it was the first real proof that Tony Vandervell's team had got the Italians well and truly on the run. Until 1955 it looked as though a British car would never win a Grand Prix, but that year Connaught showed that it was possible, by winning the non-championship Syracuse Grand Prix. In July 1957 the Vanwall team won the British GP at Aintree, but it was more due to failure of others than a clear-cut, dominant victory. One month later, at Pescara Stirling Moss and Vanwall were disputed victors on a real Grand Prix circuit, which caused me to use the headline in *A Real Grand Prix Victory for Vanwall*.

The race was run over 18 laps and it was Luigi Musso who led the first lap, much to joy of the populace, with Moss second, Fangio third, Brooks fourth, Behra fifth and Masten Gregory sixth. Lancia/Ferrari, Vanwall, Maserati, Vanwall, Maserati and Maserati. On lap two the sun went in for the Italians, for Moss sailed by into the lead, having closed on the Lancia/Ferrari on the climb up into the mountains. The brave Musso tried all he knew and hung on to the green Vanwall, but Moss was on brilliant form and during the third lap he began to pull away. Fangio and Behra in the works 250F Maseratis were totally outclassed, and after the Lancia/Ferrari had retired on lap 10 with a split oil tank, Moss was untouchable.

At the end of lap 12 Moss made a quick pit-stop to top-up with oil and ran out a very comfortable and confident winner in a time of 2h 59m 22.7s, with a record speed for the race, and a lap record at close on 100 mph. Domination of the most convincing sort. It wasn't dull and boring, as today's media people and TV watchers complain, it was exciting and enthralling and history was in the making, as nine year-old McCaul was to appreciate in later years. It was interesting that in practice Fangio and Behra in the works 250F Maserati were very fast, but in the race they could not match the Lancia/Ferrari or the Vanwall. When it was suggested that they had been using a nitromethane laced alcohol fuel, in place of the more normal methanol/benzol/petrol (there were no silly fuel regulations in those happy days) in order to get a good grid position, they hotly denied it. They were not infringing any rules or regulations so nobody got hot under the collar and rushed off to protest, and the media made no song-and-dance. In the Vanwall team we just smiled to ourselves, because it was a sure sign that the British cars had got the Maseratis well and truly beaten. That they had been forced to use nitromethane in order to make a showing said it all, for no racing engine in those days was going to last for three hours running on a 'brew'. The Vanwall team was well into special fuel mixes for research purposes.

Like most letters I have received from readers relating their first sight and sound of a racing car, many of which will be following in this series, Mr McCaul's holiday in Pescara brought the memories flowing back to me. **DSJ**

The hills are alive

Goodwood. It's still a name that means something to the British racing public, even though it's 27 years since a pukka race meeting was held at the West Sussex airfield circuit. Indeed, much of the circuit's infrastructure remains. It is still used for the occasional sprint event, and barely a day of the week goes by when it is not pressed into service for private testing or corporate functions.

Goodwood was founded in 1948 by The 9th Duke of Richmond & Gordon, better known to racing folk as Freddie March, under which name he'd won the 1931 Double-Twelve at Brooklands. What is less well remembered is that, 12 years before he opened the racing circuit across the road from Goodwood House, the family estate, he organised a hillclimb, quite literally in his own back garden. Perhaps unsurprisingly, he set FTD.

The 1936 Goodwood hillclimb was a one-off, though the roads have since seen competitive activities. Of a sort. Freddie March's grandson Charles, the present Earl of March, used parts of the course during his teens, amusing himself at the wheel of a 100 national kart. "I know from a couple of fairly big accidents that parts of it are very challenging," he smiles.

His enthusiasm for motor racing is both total and infectious (he has a current Formula Vauxhall Lotus chassis, which he tests for his own amusement at the nearby circuit). At his behest, the second-ever Goodwood hillclimb will take place later this year, on the same course devised by his late grandfather 57 years before.

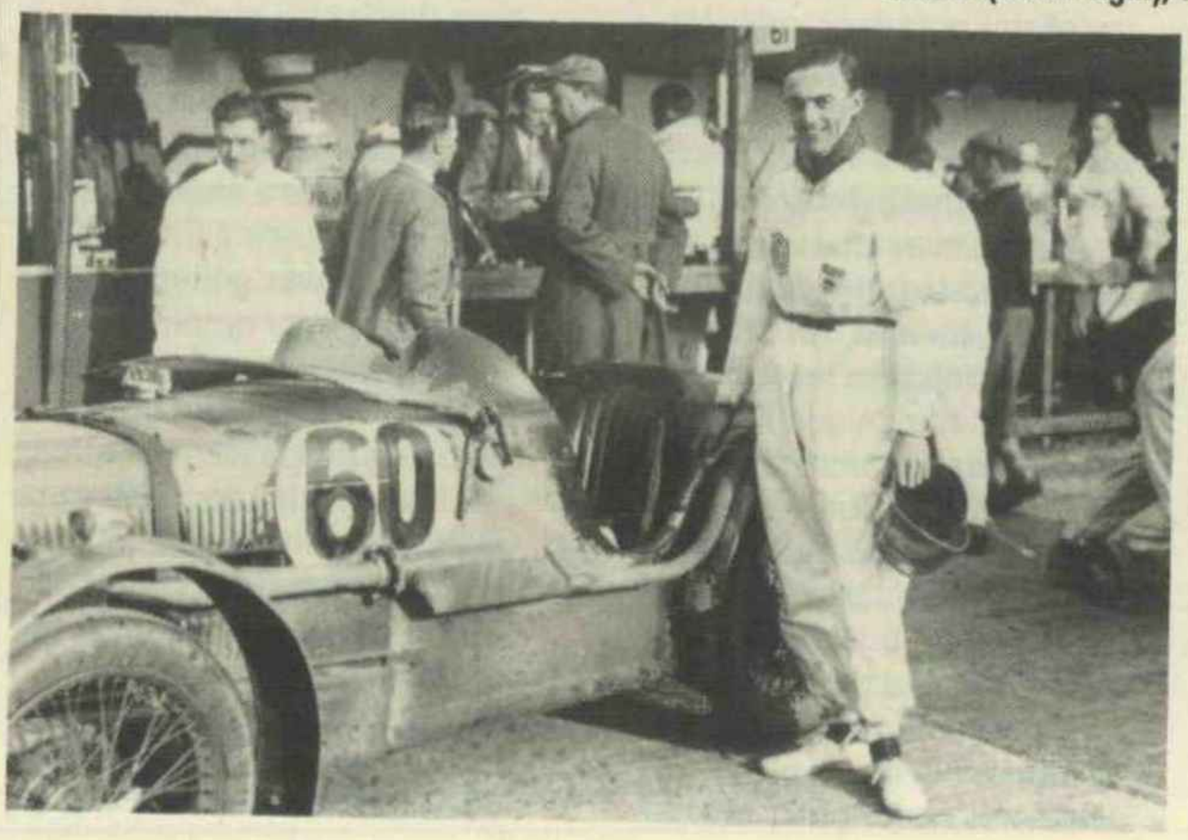
It will be the highlight of Goodwood's Festival of Speed, on June 19/20. Entry will be strictly by invitation, and only those cars built between 1948-1966 (the period of operation of Goodwood circuit) will be eligible. Thus far, all those invited have accepted, and a full complement of 70 cars and 30 'bikes is anticipated.

"We're trying to rekindle the spirit of motor racing as it used to be in the '50s and '60s," says March. "We're making the house available throughout the weekend, with dinner party for competitors on the Saturday night and so on, rather like the one that always used to accompany Easter Monday meetings at Goodwood."

Rest assured that the catering at Goodwood House marks something of a culinary leap for modern-day racing folk and, until the Roux brothers get the Oulton Park cafeteria contract, it's likely to stay that way . . .



Freddie March squirts his Lancia towards FTD in the inaugural Goodwood Hillclimb, back in 1936 (above). March was a competitor of some repute, winning the Brooklands Double-Twelve in 1931 (below left). His passion for the sport survives in grandson Charles (below right), the present Earl of March.





The event will be run with technical assistance from the BARC and HSCC, and several sponsors are already in place. One of these, Brooks, will be holding its mid-summer sale on the Saturday, one of many side attractions to the main event (others include a steam fair, numerous static displays and a promised demonstration run by the McLaren F1 road car). Although Robert Brooks is reticent to say too much about what will be under the hammer, he stresses that "The sale will have a British Racing Green theme."

Similarly, the entry list has yet to be made official, but it's taking shape. Several 1.5-litre F1 cars are promised, as are a selection of Ford GT40s, Ferrari 250 GTOs, Aston Martin DB4 GT Zagatos and a brace of BRM V16s. Purists will be pleased to note that Goodwood House is not subject to noise restrictions . . .

The experienced, and versatile, Tony Dron is scheduled to run a Ferrari 750 Monza on the day, and he was present at the event's launch, acting as chauffeur in Evert Louwman's D-type Jaguar. Also on hand, for general use, were a pair of Jaguar XK120s (one in road trim, the other racing) and Nick Mason's Carrera Panamericana C-type.

At 1.16 miles (2042 yards), this is the longest hillclimb venue in the UK. It has been inspected by the RAC MSA, and a competition licence has been granted. Only minor peripheral modifications (the removal of barbed wire fences springs to mind) are required.

Originally, March had hoped to site the startline a few yards further away from the first corner, but the MSA deemed it prudent to reduce the approach speed to two right-handers, Waterbeach and The Crossroads, which feels like they have been coated in 20/50 multigrade, even in the dry (Dron, a few inches to your right, grins impishly as he saws feverishly at the unfeasibly large steering wheel, the D-type skipping out of line). There follows a long blast down Park Straight, with the imposing Goodwood House to your left, before heavy braking is required for a tight left-hander, Molecomb. Then the course rises,





Goodwood House provides a stately backdrop to the re-opened hillclimb course (above). Tony Dron is pictured on the downward run, back towards the start. The Wall (left) is a fearsome natural obstacle, though the adjacent corner is straightforward. Right, Dron and Arron rely on the laws of gravity to get back to the start, the D-type having run out of fuel.



past The Wall, an imposing tower of flint in which the tone of the stonework is marked by a subtle change as you glide through the mild right-hand flick which greets the arrival of this somewhat fearsome natural obstacle. It looks for all the world as though someone has driven straight into it at some time in the past, necessitating a minor rebuild. March reassures that there is no known instance of anyone having come to grief there, and that a fallen tree or a simple construction failure was the more likely cause. Whatever, it is not a difficult section of the ascent, indeed it's barely a corner, so The Wall's main challenge is purely psychological. Pheasantry Rise continues to Carnes Seat, a quick right (where the D-type ran out of fuel). "A shame," shrugs Dron. "The last corner (Birdless Grove, a rapid left-hander leading onto the finishing straight) is just *fantastic* in this thing."

We did get a chance to sample the whole course, albeit at a more sedate pace, in the other cars. Although the exact situation of spectator areas has yet to be defined, there is great viewing potential for the public, who will be charged £4 admission on the day (practice will take place on Saturday, though there are no plans for spectator access at the moment).

As yet, there is no return road for competitors, so they will ascend in batches of 20, collect at the top and return in convoy to the paddock, situated close to the house, adjacent to the Park Straight. There is scope to create a return loop, however (it is presently littered with debris from various recent storms), and this will be done if, as March hopes, the Goodwood Festival of Speed becomes an annual event.

To this end, there are actually other interesting plans afoot, albeit in the longer term.

Back to Goodwood Circuit . . .

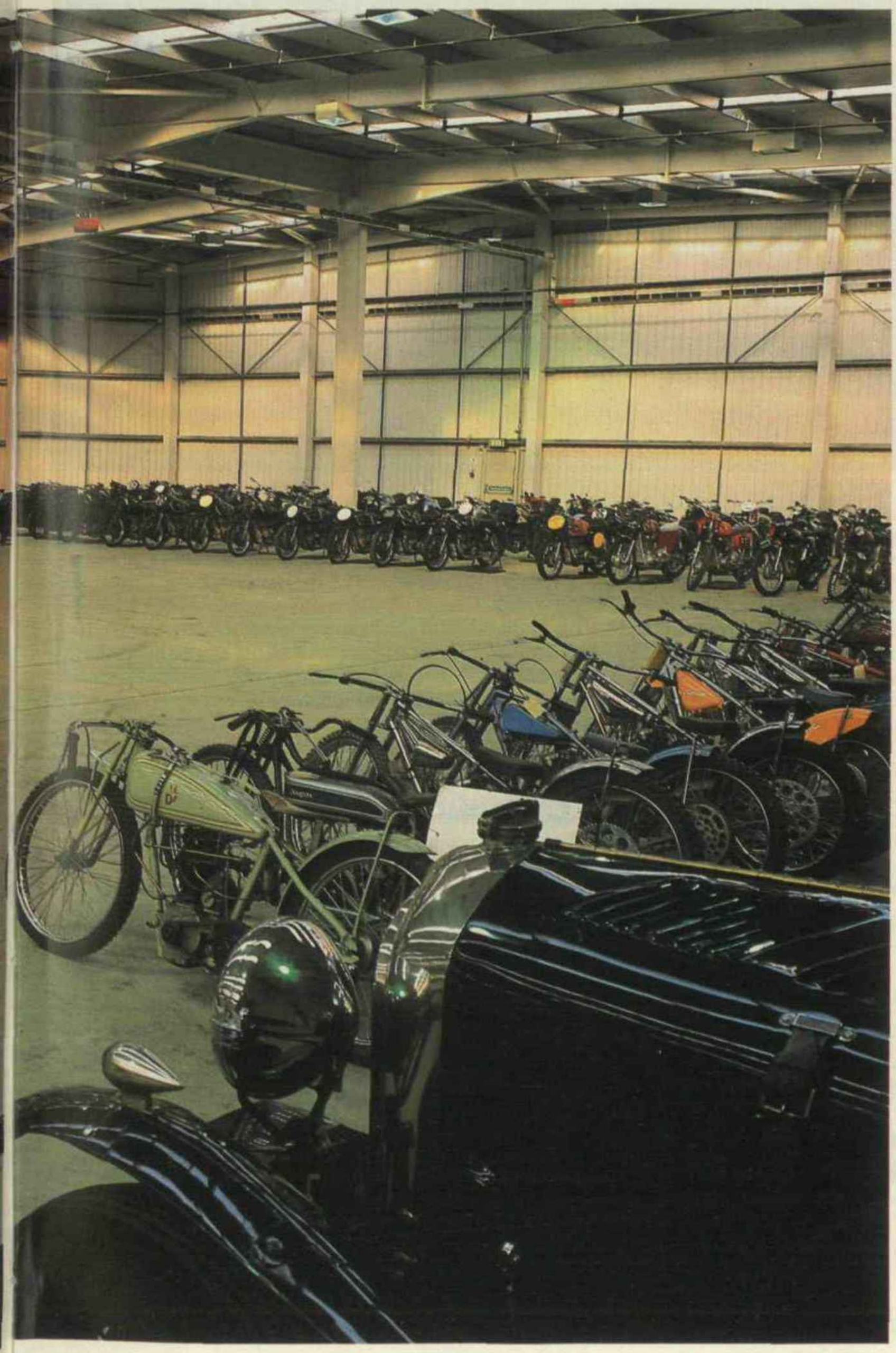
No one is about to announce its re-opening. There have been countless rumours about that in the past. This time, there have been feasibility studies. The intention is not to rebuild a circuit to Grand Prix standards. There is a more modest, but nonetheless laudable, intention to redevelop it as an occasional venue for historic events, for the same cars that graced it in its original guise. The target would be no more than a handful of meetings per annum, one of them, of course, to take place on Easter Monday. The whole concept has to be evolved in full consultation with environmental groups and local residents, a process which is presently ongoing.

As with the forthcoming hillclimb, the idea is to divert the sport away from gestapo-trained officialdom and back towards its garden-party roots. **S A**



Snake

bite



As we rumbled along Vickers Drive, away from the apparently recession-proof bustle of Brooklands Industrial Park, the passage of fresh February air across the cockpit of a 1992 AC Cobra threatened to blow away the magic.

The spell had been cast by the astonishing quality of the fabrication work witnessed at AC Cars Ltd, and the potent legend that surrounds its most famous son, the Cobra.

It's now nearly 30 years since the Cobra and its Daytona coupé sibling sped to the World GT Championship title. Today, the authenticity of even the most genuine of Cobras is diluted by the enormous number of fakes and/or replicas that abound. Even our demonstrator, fresh from the factory in a lightweight trim that would have demanded £94,842 from a UK buyer (£80,623 ex-VAT for export), was accosted by a knowledgeable motor trader who enquired: "What sort of Rover V8 runs in that?"

We winced for the current Cobra's pride, for it is every bit as enjoyable as the original (I have driven a 289 on the road and two racing examples) and rather better made . . . as well it should be, when the price for the exquisite endeavours of AC's skilful 60-strong workforce is nudging towards six figures.

Such craftsmanship is not the deceitful claim of some typically glossy brochure, but is deeply rooted in AC's employees. The enormous premises (65,000 sq ft) have been home to AC Cars and Autokraft since 1988. Autokraft proprietor Brian Angliss also acquired total ownership of AC Cars Ltd in 1992, purchasing the remaining interests of Ford Motor Co.

I was staggered.

The whole set-up cries out to be occupied by a major international trading company rather than a specialist car constructor, particularly one so firmly lodged at the expensive end of the scale.

For a start, the capacious main factory floor is packed with up to 170 historic motorcycles, many of them restored to a standard I have not seen in 30 years of enthusiasm for two wheelers. Scotts, Rudges and Velocettes stand mute alongside some super MV Augustas and Nortons. Yet even this array of polished metal and seductively painted frames and tanks (which can be viewed on public days, or by prior arrangement – see postscript) is overshadowed by the aeronautical restoration work.

There is a completed Hurricane, but the real rarity is not just one but a pair of Hawker Tempests, presently being reassembled spar by spar, panel by panel. Any car but the Cobra would be overshadowed by such neighbours.

The 16-gauge aluminium panels draped over the four-inch steel tubes of the main chassis members and the high standards of trim made this one of the most eagerly awaited test drives for a long while.

It did not disappoint.

The creation of a Cobra to meet current worldwide emissions standards sounds like a recipe for emasculation. One wonders whether it's simply a question of providing a saleable product whilst the latest version of

Snakebite



Standard of craftsmanship is awesome, all the way from bare aluminium to the finished product.





the AC Ace (which will use Ford's Cosworth-honed 24v V6) edges closer to scheduled availability? The Ace comes on stream this summer.

That idea is quickly dismissed. Your first serious depression of the long travel throttle tells you that the lightweight-spec Cobra has every right to its name. The company's own performance claims (obtained by the same electronically monitored methods as MOTOR SPORT uses for its own road tests and features) backs up that impression. Are you sitting comfortably . . ? From rest to 62 mph (100 kph), it *averaged* 4.35s over two runs. 0-100 mph? Can you spare around 10 seconds of your time, sir? (10.06, to be pedantic.)

No horsepower figure is actually quoted for J955 SPH, but the performance certainly felt on a par with the 345 bhp claimed for the fuel-injected, catalysed 'Lightweight'. The demonstrator was beautifully carburated. I use the phrase more because of the car's manners than for its impressive polished chrome decor. Only the sharp drop in rpm whilst repeatedly turning around during our photographic shoot betrayed that this was a not a fuel-injected version of the current Ford 5.0 V8 (101.6x76.2mm).

As with any original Cobra that has not been viciously modified, this one drove and rode with an easy charm that contradicts your expectations from the moment that the clutch is fully home. I used a conservative 6000 rpm in first and second. This brought home the long-legged performance potential generated via a Borg Warner five-speed gearbox (T50D, a relative of the T5 that graced the old Sierra Cosworth) and its 3.31:1 final drive. The Cobra whipped to 45 mph in first gear, 70 mph in second. In top, non-standard 15-inch wheels, shod with Pirelli P7s, aided acceleration rather than cruising, but the plumper 275/55 VR rears and the 225/65 (rather than the usual 225/60) fronts enhanced the handling. This still allowed us to lope along at 70 mph, little more than 2000 rpm in the overdriven (0.68:1) fifth.

"0-100 mph? Can you spare around 10 seconds of your time, sir?"

Many cars have been attributed with a Jekyll & Hyde character in automotive journalism's book of lazy clichés, but the Cobra is the closest thing to a motorised schizophrenic that I have ever encountered. One look at its bulbous outline tells you that its function is breezy speed. I sampled one customer Cobra with the optional hardtop, and it proved to be unpleasantly claustrophobic, and obviously neither draught- nor waterproof. Still, on a wet day that would be a better option than *not* using your Cobra.

The amiable eight-cylinder rumble up 2000 rpm (only TVRs provide a better 'rolling thunder' soundtrack), the comfortable embrace of leather seats, the outstanding ride on coil springs and Koni dampers . . . it all lulls you into thinking this is just a tame tourer. The boot is large enough to make the Cobra a suitable touring companion, although carrying around a full set of tonneau equipment *and* a full-size spare (front-wheel sizing) does rather diminish its practicality. Our advice would be to leave the hood at home. On the move, the AC is far more comfortable than a Morgan and less heated in the cockpit than a TVR Griffith.

Become a bit more ambitious with the throttle, however, and you discover that the Cobra's venomous sting is intact.

From 2000 to 6000 rpm, approximately 2500 lb of Cobra is flung forward by up to 316.5 bhp per ton. The Pirellis and Salisbury limited slip differential restrain any wild hip-shakes once the initial take-off is completed, but the Cobra still quivers with vibrant energy under full throttle. It is one of the very few cars that has the overtaking abilities of a motorcycle, an asset made all the more accessible by the broad power band.

Legend has it that an extended Cobra is very hard to handle. I can still experience total recall of a transversely leaf sprung five-litre Cobra cantering as much sideways as forwards along the dry tarmac of what was







Power comes from Ford's 5.0 V8 (above). Interior (top left) is wonderful place to be in alfresco mode. Can be claustrophobic if optional hard-top is in place.

known as Bottom Bend (nowadays Graham Hill Bend) at Brands Hatch. That experience has always tempered my approach to Cobra motoring, yet the examples I have tried since that '70s assignment have done exactly what I asked of them, and more.

The current car remained composed, even when provoked on damp tarmac. The wooden-rimmed Nardi wheel, attached to rack and pinion steering, swung more easily through the 3.6 turns from lock to lock than anticipated. One expected 225 tyres to be harder to park without power assistance than was the case, and I was rewarded with excellent feedback as well as moderate loads on the move. Under open throttle provocation in the first three gears, there is always the possibility of unsticking the 275 Pirellis at the rear, yet they would carry on relaying precise messages about loads and surfaces. At the same time, the loyalty of the front wheels was assured beyond the bounds of public road reason.

That I enjoyed driving the Cobra may be evident. Any enthusiast would be alert to such pleasures. Fan though I am of the Lotus/Caterham Seven, I have to say that I would crawl out of that four-cylinder cockpit to experience a genuine Cobra again. If the AC was parked alongside the astonishing TVR Griffith (a third of the Cobra's price when Rover powered), I might *think* about jumping ship once more, such is my regard for TVR performance and style. More likely, the traditional pull of the Cobra would keep me in its seat . . . but only just.

What is not so obvious is that I – and the people who buy these aluminium panelled artefacts – gain almost as much pleasure from simply looking over the Cobra at rest. It is not beautiful in the manner of a 1960s V12 Ferrari, but it is immaculately constructed, painted and assembled.

Old or new, the Cobra seems to attract the same price premium. It is motoring's equivalent of the biggest, roughest diamond you can find, one you should collect yourself from its creators, savour . . . and *never* sell on. **J W**

For more information regarding possible visits to AC Cars, contact Mary Jane Wilkinson, AC Cars Ltd, Vickers Drive, Brooklands Industrial Park, Weybridge, Surrey KT13 OYU (☎ 0932 336033).



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The Dieppe-based specialist Alpine has earned our respect over the years, thanks to a succession of fabulous cars created on behalf of parent company Renault. Alpine's merits are generally underrated in Britain, both on road and track, if only because the trademark cannot be used in this country.

It is sad to hear persistent rumours of the A610 Turbo's possible demise.

As it stands, the Renault-Alpine co-operation has produced a worthy adversary to both the new Lotus Esprit S4 (see page 343) and the Porsche 911. On paper it competes with both in terms of maximum speed (a fraction over 160 mph) and acceleration (from standstill to the 60 mph benchmark in just under six seconds).

This very special Renault has a relatively modest thirst (we returned 21.8 mpg overall) and, at £36,930, it's almost £10,000 cheaper than either of the aforementioned Porsche or Lotus alternatives, so it is worth investigating – especially if you covet a fast two-plus-two with comparatively low engine noise levels and a compliant chassis that delivers extra-ordinary driving pleasure with enormous margins of braking safety.

UK range

This is the only Alpine offered by Renault UK. Equipped with the effective, and original, Renault 'plip' remote control locking system, steering column controls for the powerful six-speaker hi-fi, Bosch anti-lock braking, air conditioning, theft alarm, electric windows and a multiple readout trip computer, the current price has dropped a little (from around £38,000) since we received the first example of the three A610s we needed to evaluate performance figures.

The only listed options are metallic paint, leather upholstery and a CD player. Our various different demonstrators came with either metallic paint or leather trim (or both), which share a £1128 price tag.

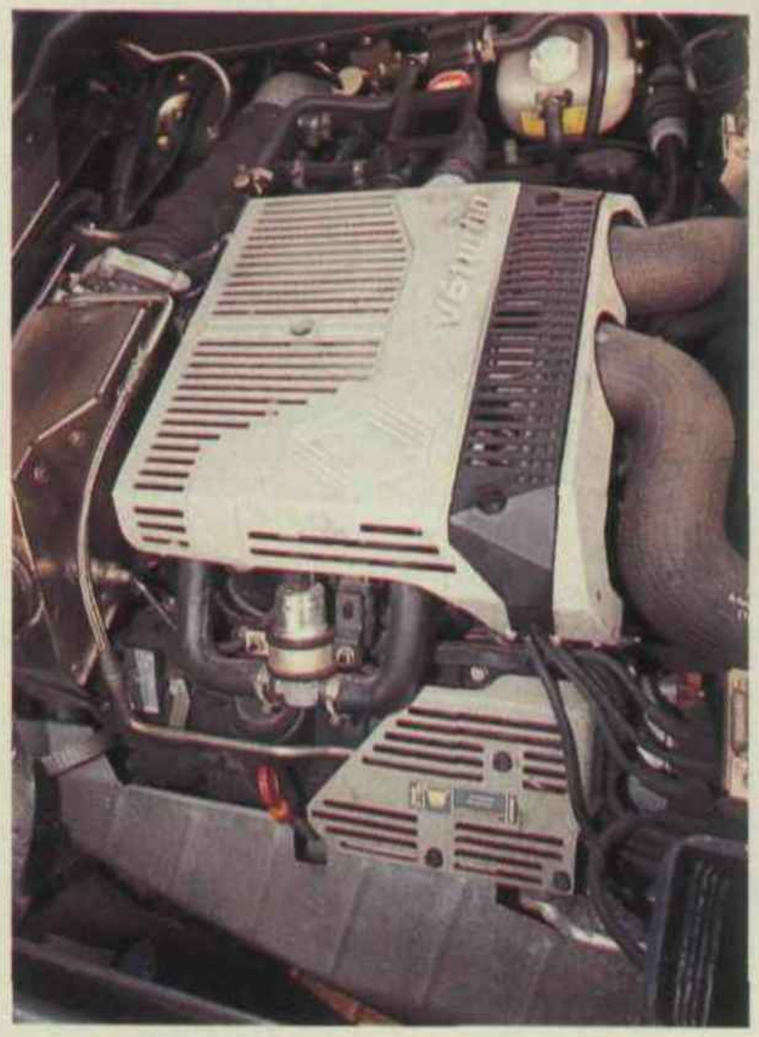
Doubtless the budget will have altered things once again by the time you read this, but it is also worth bartering with dealers. The A610 has never been a big seller, and you should be able to do a very much better deal than the list price suggests.

Technical analysis

The principles of this model were established at Geneva in 1985, when Alpine unveiled its glassfibre bodied two-plus-two with an uprated 2.5-litre 'co-operative' PRV (Peugeot-Renault-Volvo) V6 aft of the back axle line.

In the UK it was marketed as the GTA.





Latest Alpine is available only as a turbo (right). Power of the 3.0 unit is a lusty 250 bhp. Former GTA owners will be struck most by the A610's awesome flexibility.

There was an 'entry level', 160 bhp model (£19,040 at launch), or the immediate parent of the car tested here, the 2458 cc, 200 bhp turbo capable of over 150 mph, for which Renault UK asked a modest (by Porsche/Lotus standards) £23,635.

Six years on, the current model was displayed at the same venue prior to its spring 1991 launch in left-hand drive. Like Lotus, the French had found no appreciable customer demand for the normally aspirated model. Despite its greater flexibility and performance that was not far removed from its more potent sister's, it was dropped.

As seems traditional in the emissions-conscious '90s, power and weight have risen as the GTA's outline has been considerably softened. So far as we are aware, the claimed Cd (0.30) is considerably better than anything sculpted by Lotus or Porsche. This is aided by a new nose section and a considerably elongated back spoiler.

The body continues to clothe a steel backbone. Heuliez's framed girder chassis features improved torsional stiffness, but was designed as much to maximise front end safety as it was to aid dynamics. Indeed, a replacement front chassis (in pressed steel, rather than square tube) was installed, along with a steel central floor panel in place of the previous glassfibre item. The B-pillar was thickened and the standard roll hoop, body and chassis mounting points were also reinforced.

The body panels can be referred to as composites, in that three types of construction were used: common glassfibre in the RTM (Resin Transfer Moulding) process; polyurethane for the bumpers; and thermoplastic co-polymers, which offer minor impact protection and were the basis for the front wing panels.

Despite the inherent strength-to-weight advantages of glassfibre over equivalent steel, neither Lotus nor Alpine Renault is selling anything even remotely flyweight for 1993, with kerb weights of around 3000 lb for both the A610 and the Esprit S4.

"Few of its more uncomfortable rivals offer any perceptible bonus in driving pleasure or performance"

As you would expect, the bulk of the Alpine's mass is at the rear, though the extensive use of alloy (for both block and sohc heads) in the PRV V6 means that the split is only 43/57 per cent nose-to-rump (the old car's weight distribution was 40/60).

The engine was extended from 2.5 to three litres via a 10 mm stroke extension, although the 120-degree offset crankshaft was retained for smoother operation. To sweeten power delivery further, a single balancer shaft is also used on one bank further to improve power delivery, which peaks at 5750 of the 6100 available rpm (at this point, an electronic limiter intervenes).

Power does not seem to have been a major preoccupation, although it has risen in catalysed trim. It now nudges 250 bhp at 5750 of the 6100 available rpm. Compression has been lowered (to 7.6:1), but enlarged bimetallic valves, straightened inlet tracts and an uprated Garrett T3 turbo provide suitable compensation.

The old 2.5 V6 yielded 81.4 bhp per litre with the benefits of 8.6:1 compression and no catalyst. Today, the cleansed, enlarged six thumps out 84.03 bhp per litre and is notable for its super flexibility (the yawning lag of the GTA is a distant memory). There is more than 246 lb/ft of torque all the way from 2000-5200 rpm, climaxing at 258 lb/ft at just 2900.

Such pulling power would have threatened the durability of the old five-speed transaxle, with its Renault 25 origins, so the transmission has been overhauled as well. Primary changes were a stiffer light alloy housing, beefier fifth, first and reverse gears and the inclusion of synchromesh on reverse. The ratios themselves are unchanged since the GTA days, and much of this transaxle specification can be found in the Lotus Esprit.

The other major advance is in the handling department. This is credited to Renault's Berex engineering department and is due to the aforementioned weight distribution revisions, a stiffer structure, variable rate power steering, 16-inch Michelins on wider rims, increased track (front and rear) and revised mount location angles for the lower front wishbones and redesigned stub axles.

Action

The exterior is definitely eye catching, irrespective of whether or not you choose the banana yellow colour scheme (that BMW also now favours for the M3).

More surprisingly, perhaps, the 'plus two' element is definitely usable; I took four adults out for the day (one six-footer was wedged in the rear) and everyone said they had enjoyed the trip. A more general use of space will be to fold the back seats to create extra space for a couple of occupants.

The interior is a marked improvement, and leather aids acceptability. However, we still

RENAULT A610 TURBO

ENGINE

Location	longitudinally rear-mounted
Cylinders	90 deg V6
Bore × stroke	93 × 73 mm
Capacity	2975 cc
Compression ratio	7.6:1
Valve gear	sohc, two valves per cylinder
Power	250 bhp/5750 rpm
Torque	258 lb ft/2900 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

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

GEARBOX

Gear	ratio	mph/1000 rpm
First	3.364:1	6.146
Second	2.059:1	10.045
Third	1.381:1	14.976
Fourth	0.964:1	21.448
Fifth	0.756:1	27.354
Final drive	3.444:1	

SUSPENSION

Front	double wishbones, concentric coil springs, shock absorbers, anti-roll bar
Rear	wishbones, coaxial coil springs, shock absorbers, anti-roll bar
Wheels	alloy, 7J × 16 (f), 9J × 16 (r)
Tyres	Michelin MXX 205/45 (f), 245/50 (r)

BRAKES

Front/Rear ..... ventilated discs all round, ABS

STEERING

Type	rack and pinion, power assisted
Turns, lock to lock	3.2

DIMENSIONS

Wheelbase	92.1 in
Front/Rear track	59.0/57.9 in
Overall length	173.62 in
Overall width	69.29 in
Overall height	46.46 in
Kerb weight	3130 lb
Fuel tank	17.6 gallons

PERFORMANCE

0-30 mph	2.65s	0-80 mph	10.32s
0-40 mph	3.96s	0-90 mph	12.27s
0-50 mph	4.95s	0-100 mph	15.90s
0-60 mph	6.12s	0-110 mph	19.35s
0-70 mph	8.20s	0-120 mph	22.35s

50-70 mph in third/fourth/fifth gears .. 3.15/4.63/7.00s

Maximum speed ..... 161.28 mph

FUEL CONSUMPTION

Average for test	21.8 mpg
Government figures:	
Urban	19.2
56 mph	38.7
75 mph	30.7

LIST PRICE £36,930



Most rough edges of the GTA's cabin have been eradicated, but the A610 still has some idiosyncrasies, such as unclear dials, offside handbrake and offset pedals.

found the instrumentation a bit unclear. Idiosyncrasies such as the offset pedals and door sill handbrake will easily be mastered by those familiar with an Esprit cabin. At least the pedals themselves are bigger than those Lotus provides, and they are safely separated.

The engine starts with an undramatic note which is maintained at all speeds, although the sheer impetus of the turbocharger's boost (it kicks off at a lowly 1200 rpm) has a unique exhilaration that does not require a noisy fanfare.

Contrary to expectations, and greatly to Renault's credit, the three-litre A610 regularly exceeded 20 mpg and only descended to a thirsty 15.8 in test track use.

On the basis of price, performance and outstanding handling, I was deeply impressed by the A610, even though initial encounters were not too encouraging. Like the Esprit, and totally unlike Japan's user-friendly performers in the Mazda RX-7/Honda NSX mode, the Alpine takes a bit of acclimatisation before you appreciate its virtues. Items such as the aforementioned pedals and handbrake, the engine fan which runs for up to 20 minutes *after* you have switched off and the minuscule switches which dapple the control pad of the aurally impressive Pioneer sound system are notably peculiar to those of a conventional persuasion.

Our first two test attempts (with the same car) were frustrated when the gearbox started jumping out of second and later failed to select ratios without grinding. On neither occasion did the car even make it as far as the proving ground at Millbrook.

Nor did a fresher, metallic plum Alpine escape our jinx. It was lightly crunched the week before its scheduled delivery to MOTOR SPORT. When it did all come together, the car survived the rigours of Millbrook . . . and the test gear packed up as we exited the standing start strip.

Away from the track, the A610 was consistently impressive. The ride and handling balance is the best I have ever encountered in a sports coupé, the enormous brakes are efficient, and well modulated to resist undue ABS interference.

Aside from its test track performance, the modestly boosted V6 has strong appeal. The co-operative turbocharger makes for prompt overtaking responses without the constant need to fish for a lower gear which blighted the GTA. This, the serenity of the muscular motor and the remarkable chassis allow rapid progress that is much less tiring than it would be in the fabled Porsche 911.

The broad torque band *can* overcome the considerable traction of broad Michelins on damp roads, but more typical cornering and traction traits are impeccable manners and a decent helping of driver satisfaction.

Thanks to the redeveloped suspension and power steering, piloting the A610 is a joy comparable to that of taking the helm of a 911. The only missing ingredients are the fabulous flat-six soundtrack and the sheer quality of Teutonic assembly.

Verdict

When everything was on song, which it most definitely was with the third A610 we tried, there are few more inviting recipes than this. It is tempting to brand it as better tourer than sports car, so good are its road manners, but few of its more uncomfortable rivals offer any perceptible bonus in driving pleasure or performance.

The car's lack of customer appeal continues to puzzle us. We have a photographic colleague who has owned two GTA Turbos, and who continues to enjoy reliable 150 mph motoring at a bargain price.

A few more people should take heed. **J W**



Your toes are frozen, yet your legs are cozily warm and dry. Your hands are so cold that it's hard work keeping the numb thumb of your right hand depressed on the throttle; conversely, your upper body is quite snug. Also, your eyes and cheeks sting a little. Well, quite a lot actually.

Despite this, and the pretty well complete absence of sensation within your chilly extremities, your face, as far as you can make out, sports a size 10 grin.

Welcome to the paradoxical world of personal watercraft, to give them their correct generic title. (Most folk refer to them as Jet Skis, a Kawasaki trademark and therefore an appellation which applies only to the Japanese giant's products.) "We usually call it a waterbike, which is pretty much what it is," explains Tim Shaw, general manager of the marine division of EP Barrus, which markets Polaris watercraft in the UK. *Unlike* a motorbike, however, the best results are obtained by transferring your body weight away from the direction of travel during turning manoeuvres. By leaning right as you turn left, and vice versa, you reduce the amount of friction between the hull and the water, and the Polaris will skim through the turn a fraction more quickly. It is probably thus easier for a non-biker, who has no preconceptions about such things, to work out the best technique from scratch.

Polaris, an American company, is tackling the Japanese head-on in this growing leisure industry (the States, predictably, is the biggest market, but there is healthy interest in Britain, where between 3000-4000 machines are sold per annum), and its two watercraft – the SL650, tested here, and the 78 bhp SL750 – have thus far been well-received. There is even talk of a one-make racing series for the SL650 this year, which will be a first in this sport. To this end, negotiations are presently underway with the Personal Watercraft Association, which governs watercraft racing in much the same way as our own RAC MSA looks after motor sports.

Racing in the UK has been a fairly serious business for the past five years or so. By and large, it's very much a privateer's sport. The manufacturers feel it's unwise to poke their noses in to what, at present, is a reasonably affordable hobby. As such, it's a fairly egalitarian pastime, for which a full season with new equipment could cost between £5000-£6000 all in. By keeping an eye on the second-hand columns in the specialist press, more avaricious participants can get by for a couple of thousand pounds. As a guide, list price for the SL650 is £4500. Its bigger brother retails at £5800, a price which includes manually adjustable power trim (which allows you to vary the angle of the jet), speedometer and fuel gauge, all of which are absent from the entry-level model.

In layman's terms, there are two types of watercraft: those you stand on, and those you sit on. The latter type are becoming more and more popular, and are certainly more manageable for the uninitiated and/or the incompetent. As one who has previously spent the best part of a day involuntarily imbibing the



Spot the guy who's done this before . . . Scott Cohoon (main picture) demonstrates the SL650's versatility. To the right, SA tempers enthusiasm with caution.

Photography: Keith Perry

Square deal surf

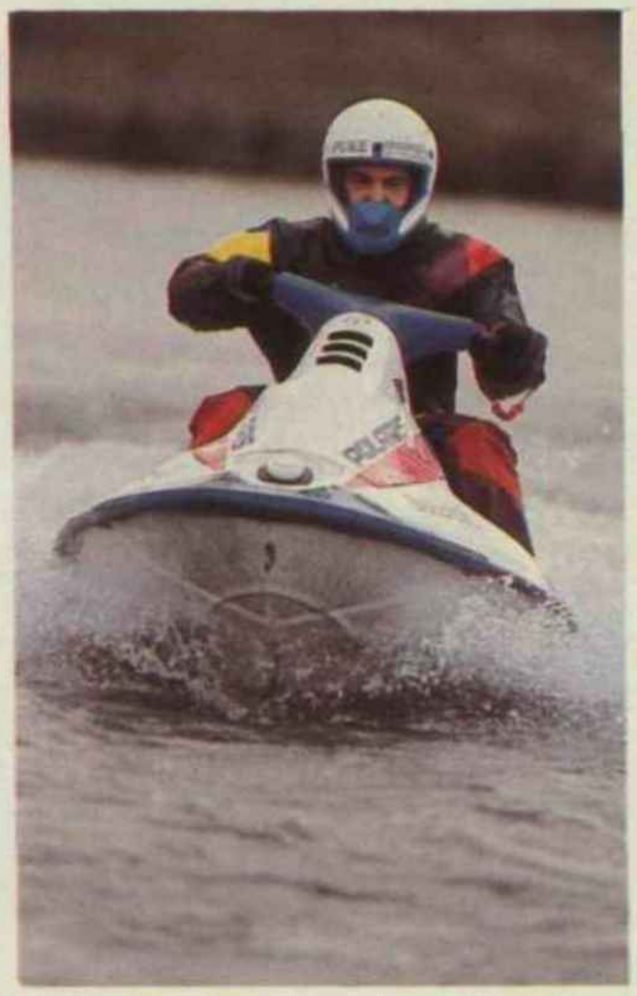
contents of a Cotswolds lake in a largely futile bid to stand up on one of the former, I can vouch for the extra user-friendliness of the seated variety.

On the SL650, you straddle a long bench seat with room enough for a pillion. The controls are straightforward: a pair of innocuous, bicycle-style handlebars with thumb-actuated throttle on the right, a start button, a choke and a little red knob marked 'stop', to which your left wrist is attached by means of a lanyard. This is a simple safety device. Should you become parted from your machine, the lanyard is ripped away from its socket and the engine cuts. It means you won't have far to swim. If you happen to turn the thing over, which is entirely possible, it is imperative to rotate it anti-clockwise through the water, to prevent the engine ingesting unwanted liquid, tadpoles, carp and so on. There is a sticker advising you of as much, but this is displayed above the water line, and would thus be out of sight should you ever visit the amazing underwater world of Jacques Cousteau. It's a point you should have engraved in your memory, though, if you wish to avoid potentially expensive rebuilds.

Rather than somersaulting into the briny, it's far more likely that the SL650 will simply turf you off, as one of our party discovered after being thrown off line by the choppy wake of something rather more esoteric from within the Barrus portfolio (they deal in everything from outrageous powerboats to quad 'bikes). Once you've overstepped the laws of physics, the SL650 will rotate in much the same manner as an over-excited Formula First. If you are travelling at speed, the chances are that the watercraft will stop moving several seconds before you do. This is quickly followed by a loud 'splash' . . .

What to wear? The sales brochures are awash with pictures of sickeningly healthy looking youngsters sporting tomorrow's haircuts, sun-tanned, musclebound torsos, skin-tight wet-suits in a lurid, graduated pink-to-purple tint and colour co-ordinated life-jackets. In the real world, at a private lake near Fairford, Gloucestershire, on a bitingly cold February afternoon, the recommended apparel is a dry-suit, under which you are advised to wear workaday sweatshirt and jeans. The protective clothing, which has rubber seals around neck, wrists and ankles, is super-efficient. Unless you should be unlucky enough to rip a seal (easily done, apparently), you will step off the Polaris with clothes undrenched – even if you fall in. The dry-suit also boasts a reasonable buoyancy factor, thanks to the air within. As our involuntary guinea pig (see previous paragraph) discovered, when you hit the surface you simply float. Thanks to a grab rail and an extended lip to the rear, remounting is the work of a moment.

Toes and fingers are tucked into protective boots and gloves, which you soon find out are rather more absorbent than the rest of the garb. Crash helmets are advisable, and the preference is for a full-face, motocross-style lid with wide aperture. Few people bother with visors, though goggles are certainly recommended in racing conditions. On the relative surface calm of a midweek test session, facefuls of water are not uncommon, and are more than a mild distraction. At the top end of the market, the fashion-conscious opt for a light, comfortable Kevlar-based helmet. It's advisable to have a peak, too. Even in frozen February, sporadic rays of sunshine can cause blinding reflections which obliterate the marker buoys indicating the entry to the tight left-hander at the tip of the circuit.



Step down to the Polaris and the immediate sensation is one of cold, wet feet as boots meet water-laden footwell. Operation is simplicity itself. With the engine already primed, there is no need to bother with the choke. Simply slip your wrist into the safety lanyard, push the starter, squeeze the throttle and go.

The Polaris has the only three-cylinder engine on the market, and its 650 cc generate 68 bhp. Weighing in at around 400 lbs, that equates to a power to weight ratio in excess of 380 bhp per ton . . . If you want an automotive comparison, a Ferrari 348 has around 213.

Being thrust-propelled, the Polaris can only be steered under power. If you're heading for the bank, it is imperative to keep the throttle open if you want to steer your way out of trouble. Either that or jump off and wait for the repair bill. If you do hit something solid, Barrus is confident that structural damage to the Polaris will be minimal. The hull features composite construction SMC (Sheet Moulding Compound), which is reckoned to be considerably more durable than traditional glassfibre. Scott Cohoon, sales manager of Polaris UK, and a dab hand at the helm of most things aquatic, tells a couple of tales. "First time Tim got on one of these," he grins, pointing at colleague Shaw, "he forgot about not being able to steer without power. Straight into the bank! We were playing with a couple of 'bikes here last weekend, too, and he hit a buoy pretty hard. It only needed a fresh protective strip at the front though. They're actually fairly robust."

Last year, during a race, a Polaris T-boned a glassfibre rival which had spun in front of it. While the former emerged from

the impact with no more than a few scratches, the target vehicle shattered.

The term 'water-Volvo' springs to mind.

Despite the impressive figures on paper, the SL650 doesn't *feel* all that quick in a straight line, although it takes off with impressive panache. Top speed is reckoned to be around 45 mph when freshly serviced. The demo machine at our disposal was probably a couple of mph shy of the optimum, thanks to continuous excessive use by ham-fisted tyros. The nice thing is that it's fairly simple to use, albeit at novice level. While it may take months of practice to learn every trick in the book, Joe Public can step off the street and ride a Polaris competently with no more than a couple of minutes' instruction. Leastways, they can on a tranquil, under-populated lake on a Friday afternoon.

The SL650 is manoeuvrable, too. In some ways, its sharp responses are reminiscent of those of a kart.

The wider the throttle aperture, the more eagerly it tucks in. Accelerate suddenly with a reasonable degree of steering input and you can feel the rear end beginning to break away. Applying opposite lock via a pair of handlebars is a long-lost sensation, last experienced at rather more sedate speeds while locking up the rear brake on a push-bike around a cinder track . . . about 20 years previously.

The ride becomes more interesting, and less predictable, when you turn into a tightish bend, previously taken flat out without qualms, that has been battered by the wash from a recently departed power-boat. Suddenly, the Polaris starts to buck rather uncertainly through the surf. Stinging spray peppers your cheeks. You can't see where you're heading. You know there's a small island looming up on the left and the shoreline's somewhere on your right. Trouble is, your senses of direction and distance have temporarily been impaired, and you can traverse a fair bit of narrow lake at 40-plus mph . . .

On a day such as this, there's an easy option. Release the throttle, allow the tempest to wash away and gradually you regain some perspective.

Vision returns, and you're miles from anything, floating somewhat feebly in the middle of the channel. Remedy: depress the throttle and get on with it.

In the heat of a race, of course, there are no such facile escape routes, and you can't very well back off to survey the horizon when you are one of as many as 60 machines in the field.

It must be a bit like racing in a watery version of the Dolomites, if not the Himalayas. You see, performance kits are available to racers. For around £300, you might be able to find another 20-25 bhp via different air filters, carburettors and so on.

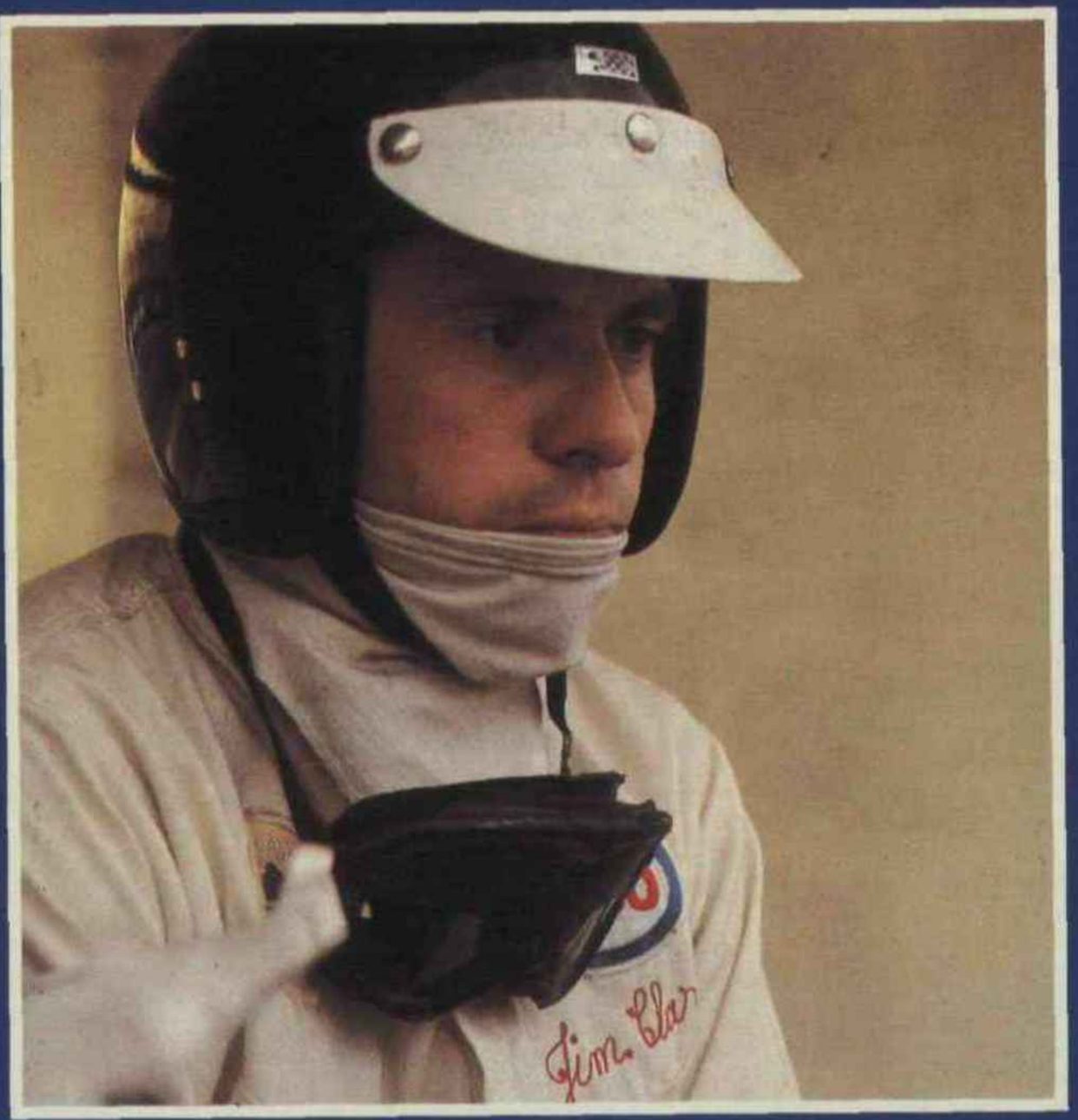
"We don't really know how much power some of these guys are getting," says Shaw. "I would say, though, that the machine is going to be barely controllable at anything over 60 mph."

That's almost half as fast again as I'd been going at full chat. Funny how one's sense of modest achievement can be deflated in the space of a few words. **S A**





Show-off (top): Cohoon throws the SL650 around as most people would a tennis-ball. Yours for £4500 (centre): there should be a one-make racing series for the Polaris this year. Engine (bottom) is the only three-cylinder on the market. It generates 68 bhp, but regular racers crave more . . .



JIM CLARK

1968 IN MEMORIAM 1993

MARCH 4 1936 TO APRIL 7 1968

The hamlets of Chirnside and Duns nestle into the mellow countryside of Scotland's Border region, mere miles from the northernmost boundary of England. The homesteads have names such as Mill Farm, West Fouldron, New Mains. Or Jim Clark's Edington Mains.

This was the haven from which the reluctant racer sallied forth on his forays to the far reaches of the motorsport world – to Zandvoort, Warwick Farm, Surfers Paradise, Mexico City, Indianapolis, Milwaukee. It was the anchor which kept his feet so firmly on the ground. The region that he loved, wherein lived the people he loved most. The area from which his calling tore him as he indulged his love for the sport at which he was such a consummate master.

Early this month the townsfolk of Duns and Chirnside paid their tribute to their greatest son, in ceremonies to mark the 25th anniversary of his passing at Hockenheim on April 7 1968.

Once again the conversations turned, as they so often do here, to the brilliance of his star, and the comparisons with Jim Clark and those who went before and who have come since were as inevitable as they were enjoyable. Through it all he stands as he did in life, as a Colossus of the sport whose name will forever be remembered with fondness, not just for what he did, but for what he was. Indeed, the more the sport 'progresses' the more Clark's example continues to shine. To many he remains the greatest racing driver of all time, not just because of his strike rate of 25 Grand Prix victories in only 72 attempts, nor even his Indianapolis 500 success, but because he remained an unspoiled gentleman throughout, the true sporting hero.

Peter Windsor first met Clark in Australia during the Tasman series, as he helped out Geoff Sykes running Warwick Farm. Since then his artistry with a pen or typewriter brought acclaim as a journalist on the international Grand Prix circuit, before he moved into the management side with Williams and, currently, in CART racing. For Windsor Jim Clark was everything. Without question the greatest of all time. The ultimate hero.

"Even now," he says, "I can't imagine just how good Jimmy was." And suddenly you conjure up mental images of what he might have done with a Lotus 72 in 1970. Or 1972 or '73 . . . Of how many more races he might have won.

"When I was a kid at school," says Peter, "Jimmy Clark was my life. I addressed envelopes, that sort of thing, for Geoff. Jimmy came out for the 1965 Tasman series and through Geoff I found out what flight he was on from South Africa and I rang Qantas and got the list of passengers – Mr J Clark, Mr P Rodriguez, Mr J Stewart! – and went to meet them at the airport.

"In 1968, after Longford, where Piers Courage won, Jimmy was due to fly back to London and I went to see him off. The 'plane taxied off and then stopped. Everyone else left, but I hung around to see it take off, and it didn't. I forget what was wrong but they came back in, and there I was, alone with Jim Clark! We had coffee together and talked for half an hour. About all sorts of things, although funnily enough I felt like I already knew so much about him I nearly had nothing to say.

"I asked him all sorts of minutiae, like why did he use a dark blue peak on his helmet in Mexico in 1966, instead of the usual white one, and he told me he'd broken the white one the race before and Buco only made dark blue peaks. After a while he had to go, and that was the last time I saw him. Four months later he was killed."

Windsor looked after a bank account Clark had opened in Sydney, another indication of the trust Jimmy would place in people he liked. Later, the journalist would acquire Ian Scott-Watson's old Lotus Elan when he finally came to England, and he became a regular visitor at Duns.

Today he will talk for hours about his hero, as convinced as ever of his place in history. "Jimmy was my whole life," says an arch-enthusiast. "I was physically ill when he was killed. It took me a long, long time to get over it."

But what made Jim Clark so special? Talk to any of the myriad motorsport people who were closely associated with him, and the same fact emerges. Yes, he won 25 times in his 72 GP starts, started from pole position a record 33 times and set fastest lap in 28 races. The records he set have only recently been beaten. Yes, he scored that Indianapolis 500 victory in 1965, and should have won it in 1963, '64 and '66 too. Yet it was not simply that he possessed an innate skill behind the wheel that elevated him to at least an equal standing with the greatest racing drivers of history. Far beyond that he exuded charm and manners that reflected his upbringing. Many thought him shy, but reserved was a better adjective. It was only when he felt relaxed with people that he felt comfortable, when he would really open up. Fundamentally his enormous talent bemused him, and although he unquestionably liked to show off in a car, he never stooped to posturing or boastfulness. Though he won races around the globe, came to meet the glittering and the famous, his feet remained firmly on the ground, his heart in the farmland of the Border region.

Graham Gauld, Clark's biographer, knew him better than most. "I remember Walter Hayes telling me, the day after he won Indianapolis, Jimmy was invited to Ford in Detroit and was taken up to the top floor, the directors' dining room, and Walter said here was this little guy and he walked in there with some of the most powerful men in America. Henry Ford II, all these people. And in 10 minutes he had them all eating out of his hand. Just by being ordinary! He had no airs and graces about who he talked to.



"J McNeil Brown, a mad character who in the 1956 rally season had me off the road six times as passenger, left Glasgow and went to America as a stockbroker. And at an American GP he was walking through the paddock and a hand slapped him and a voice said, 'Hello Neil, what the hell are you doing here?' He said 'You could have knocked me over with a feather, because here was Jim Clark, the now great Jim Clark, and I wouldn't have gone to interrupt him, and yet he comes up and claps me on the shoulder.'"

Clark never lost touch with his friends who had been there in the beginning. He drew strength from those who had been there long before fame overtook him. Gauld concurs with that view.

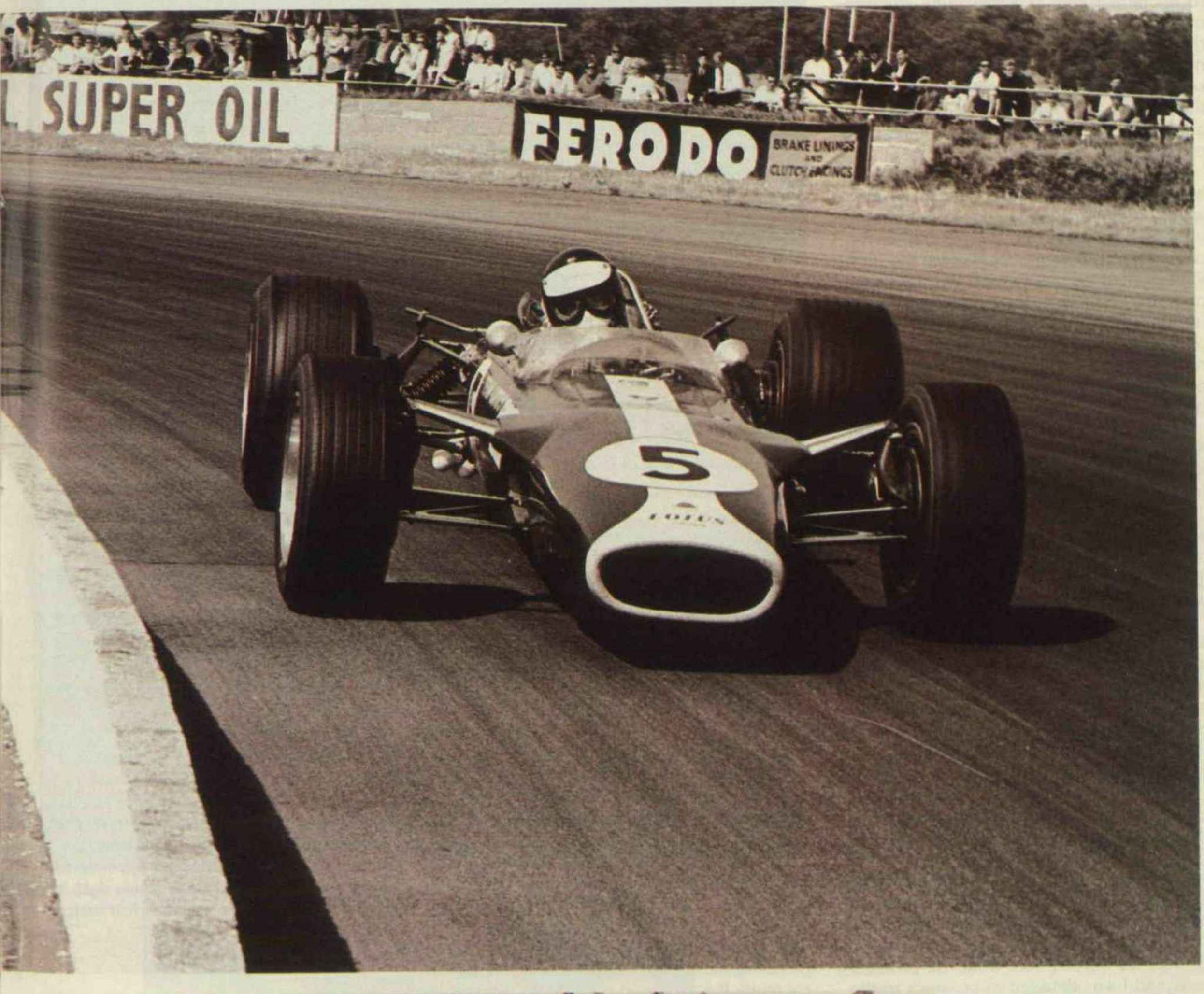
"Take the first book we did. I should never have written that! He 'phoned me just after the Mexican Grand Prix and said, 'I've got to write a book. Will you write it for me?' I said, 'Don't be silly. I'm only seeing you about twice a year now. Get so and so to write it, he goes to all the Grands Prix.' And he'd say, 'Oh, I don't trust him. You do it.' And that was it.

"One of the biggest regrets of my life was that we never wrote the third book. That would have been one of the greatest motor racing books. Originally it was to be done in 1967, but it was the usual cannae make my mind up thing with Jimmy. Leave it just now and I'll come back to you. And then it was definitely going to be done in 1968. The only thing we had was the title: The First Ten Years Are The Hardest. It was going to be from 1958 to '68. It wasn't going to talk about races – and then next we went to so and so. It was going to talk about driving technique, how he thought through things. For example, 1961 season. French Grand Prix at Reims. Trying to keep up with the BRMs. He was having to slipstream like mad, and all this sort of thing. But it was the way he used his brain."

Sally Stokes, who was Jimmy's girlfriend from his first championship year until they parted and she married racer Ed Swart in 1967, still fondly remembers his gentle nature.

"He never really sold himself like Jackie did. His character was totally different. He was just a quieter, more reserved character. He was a gentleman on the track. He cared for the safety of other people.

Clark was a past master of the art of the drift, as he so ably demonstrated in the 1967 British GP with the Lotus 49 and its cammy new Cosworth DFV (below) or five years earlier with the Essex Racing Team's Aston Martin DB4GT Zagato at Goodwood during the Tourist Trophy. He won the former but atypically crashed in the latter after spinning and taking off leader John Surtees' Ferrari GTO.





"Jimmy could cut off, he really could. There were somehow two totally different parts of his life, the driving and the rest of it. His total concentration; I suppose that went into the nail-biting. He'd bite them right down, but otherwise he didn't show much sign of nerves. When he was out of the car he wasn't visibly different to anyone else. This is just my own theory, but he went back to his indecisions as soon as he stepped out. As soon as he sat in a car again he was the total master and he never even thought of decisions. He drove with his head and the seat of his pants. Some said he wasn't all that good as a test driver because he adapted so well to any faults to get the best out of the car."

Some suggest that Clark's only weakness was that he couldn't take pressure when he wasn't leading, that he could only really cope when he was out front dictating the pace. At best, they usually point to the 1965 Race of Champions when he crashed under pressure from Dan Gurney to illustrate the former. To this day the American refuses to take any pleasure in the incident, continually playing it down. "Hell, it was the sort of mistake any of us could have made in those circumstances."

He looked pretty good in the Tasman Australian GP at Sandown Park in 1968, when he had Chris Amon's Ferrari on his tail from beginning to end . . .

Gauld: "I don't think Jimmy had *any* weaknesses. He had this amazing capacity to adjust. I think that was maybe his greatest secret. I would never say that was a weakness.

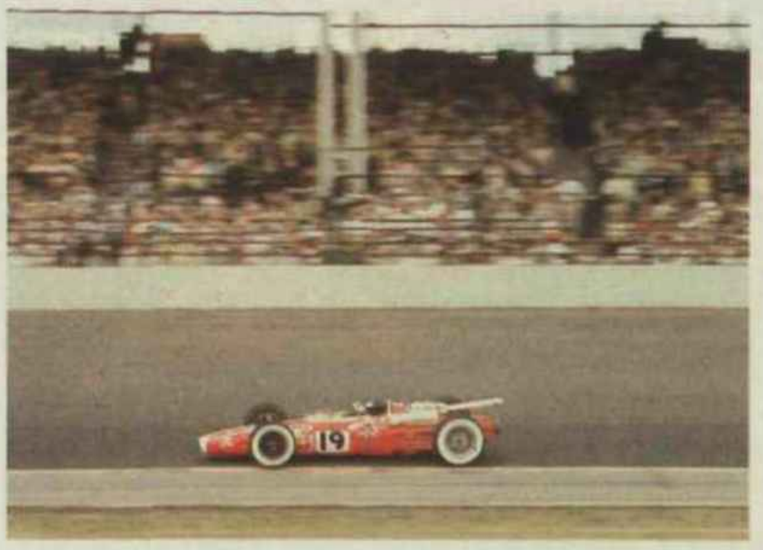
"In qualifying sessions they would often send him out and then bring him in shortly afterwards because they never knew if anything was going wrong with the car. All of a sudden a lap time would go slower, and then all of a sudden it would go faster again. Jimmy had adjusted his driving to whatever problem had arisen."

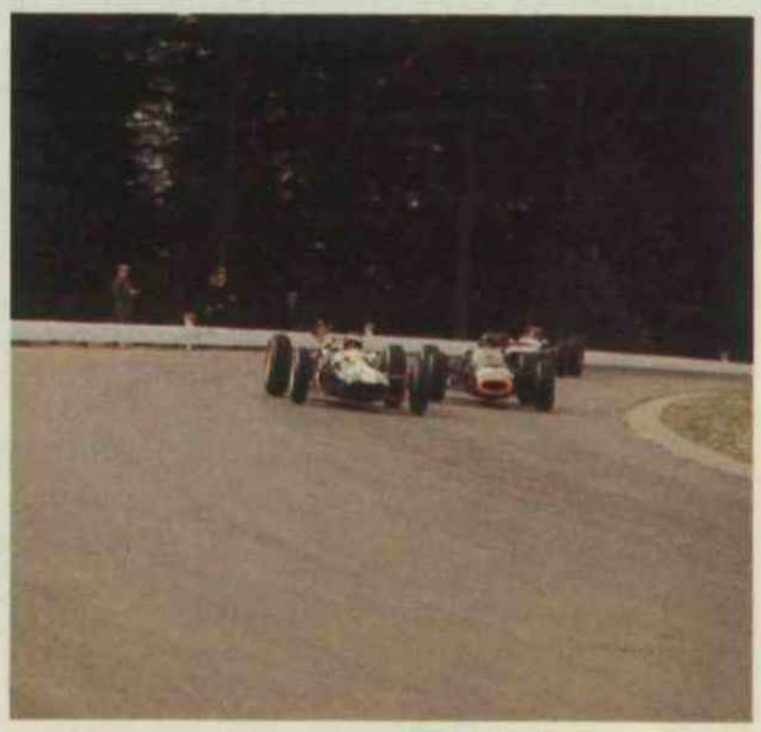
"That's absolutely right," confirms former Lotus mechanic Dick Scammell, now Racing Director at Cosworth. At Monaco in 1964 Clark clipped a straw bale on the opening lap and broke the rear anti-roll bar when he was leading. "His lap times went back up a little while he sorted it out," recalls Dick, "but then he went back to his old times. Of course, we weren't sure what the problem was, and I was detailed to go down to the hairpin to see if I could see any obvious damage. Well, the second time Jimmy came round after I'd arrived there, he'd picked me out and gave me the thumbs up! He could adjust himself not only to the changed car condition but also to that sort of change, within a lap! He carried on as if nothing had happened."

Dave 'Beaky' Sims, now an integral part of the management structure of Toyota offshoot TOM'S GB but a Lotus mechanic in the '60s, has no doubt that that adaptability was a major asset.

"It was his greatest strength. He had an ability to adjust to any situation, even when he knew the car was wrong and there was no time to put it right. It was phenomenal. Once he'd got used to it, his speed was the same! It was unique. Mario Andretti was the only other driver I've worked with who could do that, but Jimmy definitely had the edge."







Mr Adaptable. At Monaco in 1964 (top) he adjusted brilliantly to a broken rear anti-roll bar, while at Indianapolis (above left) he was quick instantly. Here in 1966, the year he thought he'd won again, he staggered the Establishment by getting away with two separate 360 degree spins in Turn Four. Though he hated Spa (above right, in 1964 with Graham Hill), he would win four straight races from 1962.

Gauld again: "There is the other great thing about Jimmy, to continue our theme about him and cars. He did not have a technical mind. Certainly, when he was helping out Ian Scott-Watson he was just polishing the cars. He didn't have a technical mind. But, he could work things out and that was why he was so good in underpowered cars. This is another mark of a real champion."

At Indy in 1965 Clark was working things out, and was sure that strongest rival AJ Foyt wouldn't last, 'because of the way he kept putting bigger fuel tanks in his Lotus. I knew the transmission was going to break on that thing . . . '

Sims also remembers his calmness, giving further insight into his make-up and development while clearly disagreeing with Gauld's opinion about his technical knowledge. "He had this ability to interpret what the car was doing. That made it so much easier for Colin Chapman to engineer the car and put it right. Jimmy might come in and say that the front end was washing out, needed more grip, and then he'd say how best to do it. His technical ability and feel for what the car was doing was phenomenal. It was uncanny. Unique. And he knew when something was wrong. He'd feel a slight vibration in the rear and we'd pull the car about and find nothing. He'd insist something was still amiss and later we'd discover a wheel bearing was going, or something like that."

"His greatest character strength first of all as a person was that he had what one can call an ethos," maintains Gauld. "That was the fact that a) he enjoyed his racing and wanted to find out as much as possible about it, and b) that he was willing to ask







Jimmy always regarded the 1962 German GP (top) as his greatest race, after tigering back to fourth place having forgotten to switch on his fuel pumps at the start. His talent easily embraced sportscars, even those as tricky as the Lotus 30 (bottom, here on its Aintree debut in 1964). At Le Mans in 1961 (below) he leads the start in the Essex Racing Stable Aston Martin DBR1/300 he shared with Ron Flockhart.

questions of people. He was never so big that he couldn't learn from something, and of course that rolls over into his attitude towards cars. And one of his great strengths was that, unlike many other drivers, he could put his hand on his heart and say 'I have done virtually every form of motorsport'. He had done driving tests, he had done sprints, he had done hillclimbs, he had done rallies, he had done autocrosses, you name it. The lot. And also, right up to the end, he still had this magical quality of seeing a car and wanting to drive it."

The NASCAR Rockingham race in 1967 was a classic example of Jim Clark's insatiable curiosity. "That was also a good example of the difference between Jackie and Jimmy," laughs Gauld. "He was in Bermuda, and had invited Jackie and Helen Stewart and Jochen and Nina Rindt to his flat. The six of them were there and the 'phone rang. It was Bill France. And Bill said to Jimmy, 'I believe you've got Jackie with you? I'd like you and Jackie to race stock cars at Rockingham.' Jimmy covered the 'phone and relayed the message to Jackie, who immediately went on the defensive. 'What kind of stock car? If I've got to race a stock car it's all got to be right, the best.' That sort of thing.

"And Jimmy told Bill that Jackie wouldn't be able to race, but said 'I've got Jochen here, I'll ask him.' And Jochen agreed and the two of them packed their bags and flew off the next morning. Jochen was there in Rockingham, although he didn't actually race in the end."

In fact, Jimmy had actually driven a NASCAR stocker before Rockingham, in 1964. AJ Foyt had suggested that he try one, and he had tested it.

Such curiosity led him to try all manner of cars. Shortly before his death he had driven the turbine-powered Lotus 56 at Indianapolis, but a year earlier he had arrived back in Europe to tell his great friend Jabby Crombac of *Sport Auto*: 'I have driven the car that is going to win at Indy,' after sampling the STP Paxton turbine in which Parnelli Jones would come so close to victory. He jumped at the chance to drive a Bugatti Type 51, and then the Hon Patrick Lindsay was highly impressed when Jimmy tried his ERA at Rouen one year. He had grabbed the offer to drive it, and astonished Lindsay by lapping very little slower than he could within a handful of laps. The Englishman always maintained that was something very special, for Clark had never driven such a car before and was totally unfamiliar with its pre-selector gearbox.

The best indices of a man are frequently most obvious when he faces adversity rather than success. In triumph Jim Clark remained a gentleman; when the cards fell the other way his equanimity was unaffected.

Sims: "I never really saw him get mad. He could get uptight with the Old Man, and say, 'Look, I told you should have done this,' then he'd go out and prove the Old Man wrong. He was a gentleman, and even when things were bad he didn't get into a flap. So no one else ever did. That way we could get the job done. He was so approachable; out of his driving suit you'd never think he was connected with racing."

At the end of 1965 he had won his second World Championship and finally triumphed at Indianapolis, yet he faced 1966 with only the cumbersome BRM H16 in immediate prospect in a stop-gap year before Ford's Cosworth DFV would be ready. And even that beast was delayed, obliging him to rely on a Coventry Climax V8 stretched to two litres. Despite the apparent indignity he

raced as hard as ever. And if his win in Watkins Glen with the H16 was a trifle fortuitous, then he had certainly made his own luck earlier in the season when he took the battle to the three-litre Brabham Repcos of Brabham and Hulme at Zandvoort with the smaller-engined 33. But for overheating he might well have thrashed them.

In 1992 such quiet determination – such love of racing – was put into further perspective when both Nigel Mansell and Ayrton Senna prepared to turn their backs on F1, the latter in particular unenthused at the prospect of driving a Ford-engined McLaren after all his seasons with Honda power behind him (though he changed his mind after trying the car just before South Africa), yet neither faced the daunting odds Clark did 26 years earlier.

"I think the element which has come into Grand Prix racing today, which was not present back in those days, is money. And money does corrupt," says Gauld. "Money didn't matter to Jimmy. Now every racing driver is faced with the decision what he thinks about it, but in those days it didn't come into it. Money wasn't an element at all, apart perhaps for Stirling and Jackie. It's reckoned that in Jimmy's last season Jackie was earning far more money. But then Jackie was prepared to be far more commercial than Jimmy was.

"I remember Jimmy sitting down near here" – our conversation took place close to the Chirnside graveyard in which the Scot now rests, and not far from the dramatically undulating field on which he once unsuccessfully tried to lure Chapman to land his 'plane – "and pondering whether he was going to lend his name to Scalextric. This was 1963 for '64, after he'd won the championship. Then he did the gloves, and he did a pair of shoes. That was about it. Other things he didn't get into at all."

Towards the end of his life there were indications that Jim Clark was becoming more cosmopolitan, and also that he was beginning to emerge from the shadow of Colin Chapman.

"Jimmy was a highly introverted man," recalls Jackie Stewart. "He ate his fingers, not just the nails but all the skin around them too. But living in Paris near the end changed his life quite a lot. He became more liberated, more worldly and rounded.

"Colin had protected Jimmy from everything. He could depend on Colin to do everything for him, to fix his racing cars, to do his travel, because Lotus did that. Jabby was his racing and Chapman link, but a guy called Michel Fanquel was another friend, a totally different animal. He opened the world to Jimmy. And suddenly Jimmy was not the border farmer depending on Colin.

"And you know, I saw it, the change. I mean, he was a different man. He was more independent, more vocal about what he wanted. And I think Colin was going to have more and more trouble with him."

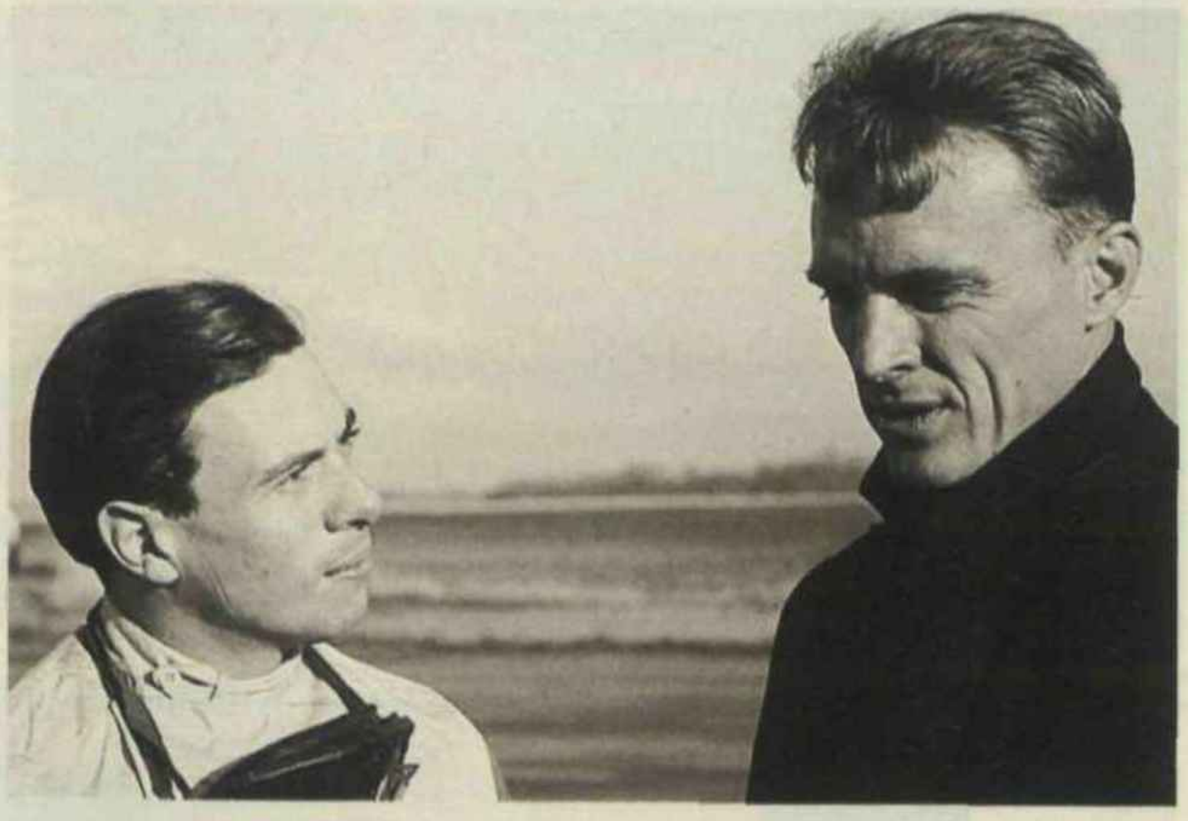
Perhaps Enzo Ferrari saw a change too, even if he did misinterpret its signals. Gauld has his own thoughts after a recent conversation with journalist and former Ferrari team manager Franco Lini. "Well, here's a thing I don't think anyone else knows. I was with Franco last year and he came up with an interesting story. At the Mexican Grand Prix in 1967 an English journalist had said to him: 'You know, Jim Clark isn't wedded totally to Lotus.' And Franco said to me, 'I went straight away and 'phoned Enzo Ferrari. And Ferrari had replied: 'Ah, I know that Jim Clark is in negotiation with Colin Chapman about his contract. Maybe he wants to use this to raise the stakes.'"

That, of course, was totally against Clark's style. It would no more have occurred to him to play one team against another than it would to have abandoned farming. He just wasn't that sort of character.

"Franco was trying to point out that that was the sort of way that Enzo Ferrari looked at it! And he said that Ferrari would never have believed him if he had told him that it was not in Jimmy's character to have behaved that way."

Another great pointer to Jim Clark's character was his decision in 1966 to do the RAC Rally, in which he shared a works Lotus Cortina with respected driver and navigator Brian Melia. "You know, the people who respected it most were the Swedes," says Gauld. "The Swedish drivers, literally, had a little laugh to themselves because they had seen people like Graham Hill try. In fact, on that RAC Rally, I went for breakfast on the first halt with Jimmy and Brian at Bathgate. Naturally one of the first things I asked was how they got on, and Jimmy said; 'Brian should have been driving the car on the first few stages, he's far quicker than me. I'm getting used to it now'. Which I thought was a nice thing to say.

"The second thing I said to him, was 'How about Graham Hill?' And he said, 'He's just



Jimmy and Dan Gurney always enjoyed a special relationship (right), while only months before his death, at Kyalami in New Year 1968, he lets his hair down with Chapman and Brabham (below, right). He and Chapman (below) developed a unique bond, their talents complementing each other's perfectly.





playing at it. What does he mean, by going on the RAC Rally, in a works Mini Cooper, and taking a bloody journalist? It's obvious, isn't it? If you're going to do a thing like this you might as well do it professionally. That's why I've got Brian with me'. He was totally dismissive of Graham's attitude towards the rally. In other words Graham was using it purely for publicity, whereas Jimmy was using it for publicity and 'I'll show these Swedish buggers.' Because British rally drivers in those days were not competitive with the Scandinavians."

In fact, Clark was highly competitive. He and Melia were rarely out of the top 10 stage times, and he was fastest on three, second fastest on seven, third on four and fourth on five. On the 40th, in Loch Achray, he went off sideways and inflicted severe damage to the driver's side of the car, then after repairs they rolled on the 45th, Glengap, and had to walk off stage when a ditch prevented further progress. "We tripped over the border," he said laconically. And so they actually had!

"I remember the winner Bengt Soderstrom afterwards saying to me, 'I never knew Jim Clark was as good as that'" recalled Gauld. "And I pointed out to him that he had been brought up on all these little link roads around here.

"If you look at the photographs of the mess he made of the Lotus Cortina, nobody would have got back into it, but he had carried on until he put it off the road again. And then, the point that is overlooked, once he did that they lent him a private car and he followed round helping the service crew. That has to make the guy a little different, because he had now been twice World Champion by that time – and an Indy winner."

The American classic, to me, was one of the best indices of his talent, for he was quick from the moment he first drove there in 1962 with the F1 Lotus 25 on the way back from the American GP at Watkins Glen. He was unimpressed with the mandatory rookie test, but did it nonetheless, staggering USAC observers by hitting the exact speeds required at each stage. "The only problem was when the car wobbled a bit exiting Turn Four one lap," says Scammell. "They tried to make a fuss but Jimmy just said calmly, 'Didn't you see that rabbit that ran across the track? I didn't want to hit it.'"

The same turn would cause him to astound officialdom again in 1966, when he twice looped through 360 degree spins there without contacting the wall, and then promptly continued as if nothing had happened! On one, indeed, Jimmy was sufficiently composed to gesture to a passing Stewart as he motored along the infield preparing to rejoin. It was outstanding presence of mind.

Clark hated all the ballyhoo of Indy, and the way complete strangers acted as if they knew him personally. "They'd say 'Hiya Jimmy, nice to know ya,'" said Sally, "but he would say, 'But they don't know me, and they probably never will!' Nevertheless, he liked the race. "Oh, he loved that, all right," said Sims. "He hated the hype but he loved racing there. And to the USAC people he was a demi-God. I worked in American racing for five years, and they still remember him fondly there." Jimmy himself was honest enough to say of the Brickyard: 'Every lap I was in the lead I could see dollar signs in front of my eyes!'

As a driver he was the rare sort who did not need his entire range of mental faculties in order to drive fast. There was always something left over for emergencies. Gauld recalls a thought process Jimmy once explained to him which illustrates the point to perfection.

"It was when Innes was still being naughty about Jimmy. The Italian Grand Prix, Monza 1964. Jimmy was in the lead, being harried by Dan Gurney in the Brabham. Really harried. They came up to lap Innes at the corner just at the end of the straight, and Jimmy did the usual, you know, stuck his nose in. And Innes wasn't having that and boomf! he just cut right across. And Jimmy pulled back. He said, 'I went round the rest of the lap thinking what I was going to do. I had Dan right behind me. The next time we came into the corner I just sat right back and watched Innes and waited until I saw him glance in his mirrors. As soon as he glanced in them I just lifted off, and of course Dan shot right past me and went for the inside, and Innes saw a nosecone coming up the inside. He thought it was me and chopped across again, but of course nobody does that to Dan Gurney. And while both of them were wobbling I went round the outside.'

"Now that, to me, that's using your head. And in that respect, no matter what people may say about him, I think that's the way Prost thinks." Indeed, of the current breed of superstar drivers, the French triple champion has always seemed to me the only absolute top-liner who drives the way Clark did, respecting his rivals, and giving them racing room. His driving, like Jimmy's is majestic, unruffled. Deceptively fast, and totally devoid of the intimidatory tactics of Senna or Mansell. Prost doesn't usually crash into his rivals, which is perhaps why the Bernie Ecclestones of the world regard him as boring, bad for television ratings. Unlike Mansell and Senna he's not a box office draw in that respect. It's sad to think that if Jimmy Clark could come back, he might be regarded the same way.

Monza, of course, was also the scene earlier of his horrible accident with championship leader Wolfgang von Trips in 1961. Indirectly, it was to influence Jimmy's thinking about the press, as well as thoroughly shaking him up.

Gauld: "How it happened was actually very simple. As you know Ferrari had five cars at that race. Phil Hill, von Trips, Richie Ginther, Giancarlo Baghetti and Ricardo Rodriguez. As usual Jimmy had got a very good start, and von Trips had got a very bad one. On the opening lap Jimmy was passed



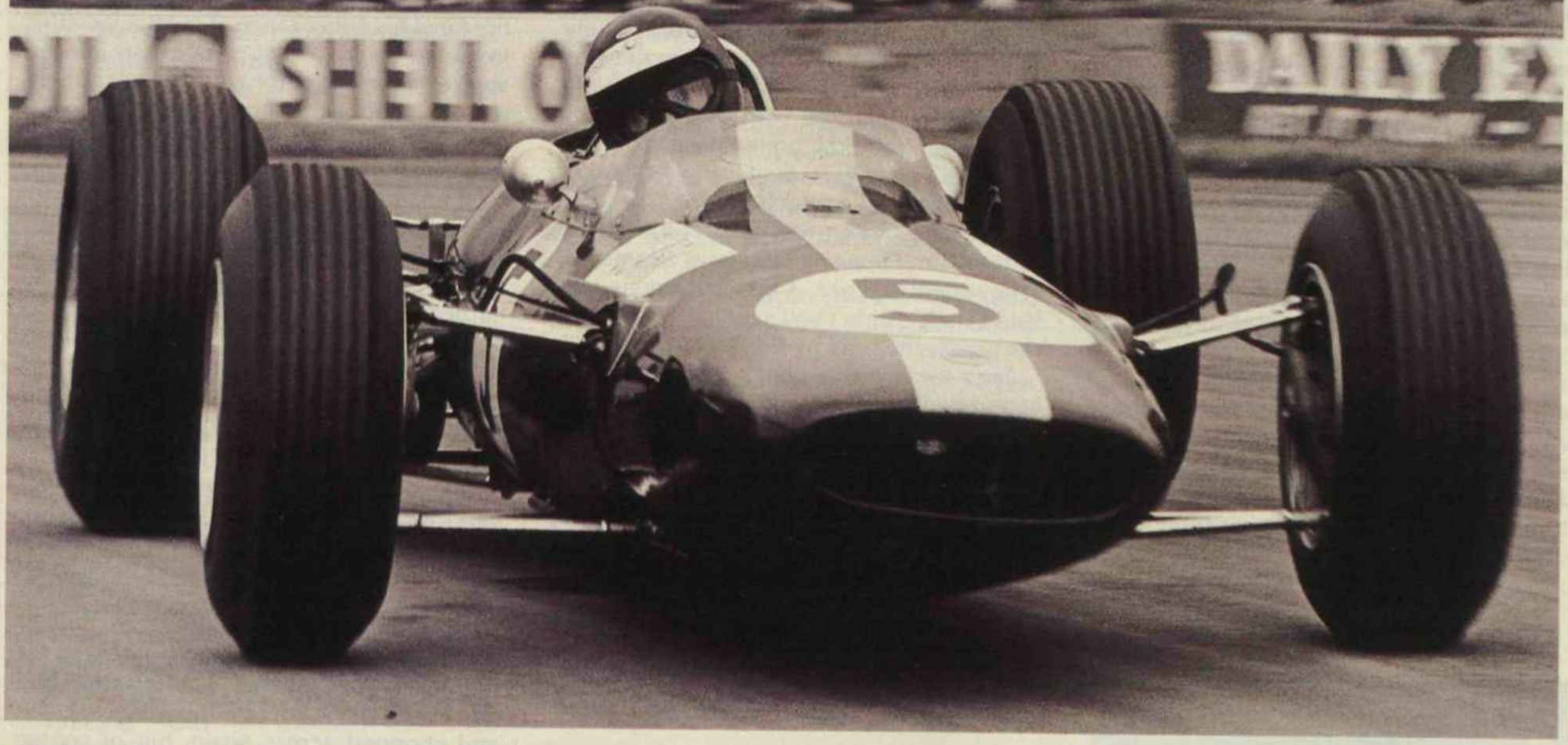
Clark detested the overfamiliarity of Indianapolis, but Al Bochroch's 1966 study captures an endearing moment of quiet satisfaction.

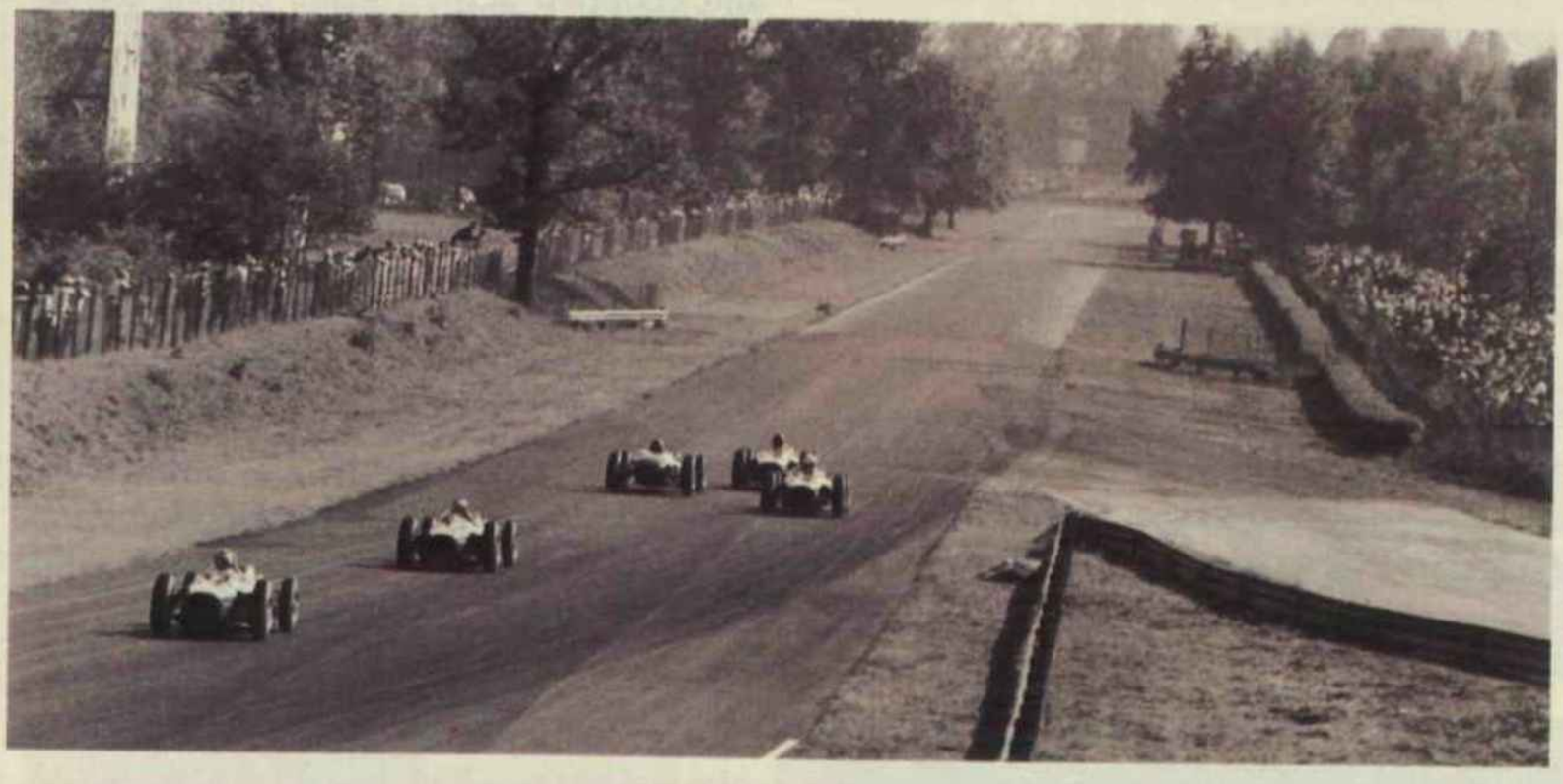
Jimmy's latent curiosity took him into a works Lotus Cortina on the 1966 RAC Rally (below). With Brian Melia he was stunning until their final off-road incident.





The names of Clark, Lotus and Chapman became synonymous through successes such as the British GP in 1965 (main photo) but when failures were as avoidable as when he ran short of fuel in the closing stages at Monza in 1967 (inset), he cut the Lotus boss down with a few well-chosen words. Monza was never a favourite venue after the 1961 drama. Here (below left) he battles with the Ferraris of Hill, Ginther, von trips and Rodriguez prior to the German's tragedy.





So close yet so far. In Mexico in 1964 (right) he had the World Championship in the bag right up until the final lap . . . Two years later Dame Fortune took pity at Watkins Glen, where he earned the BRM H16 engine its sole success (top right).

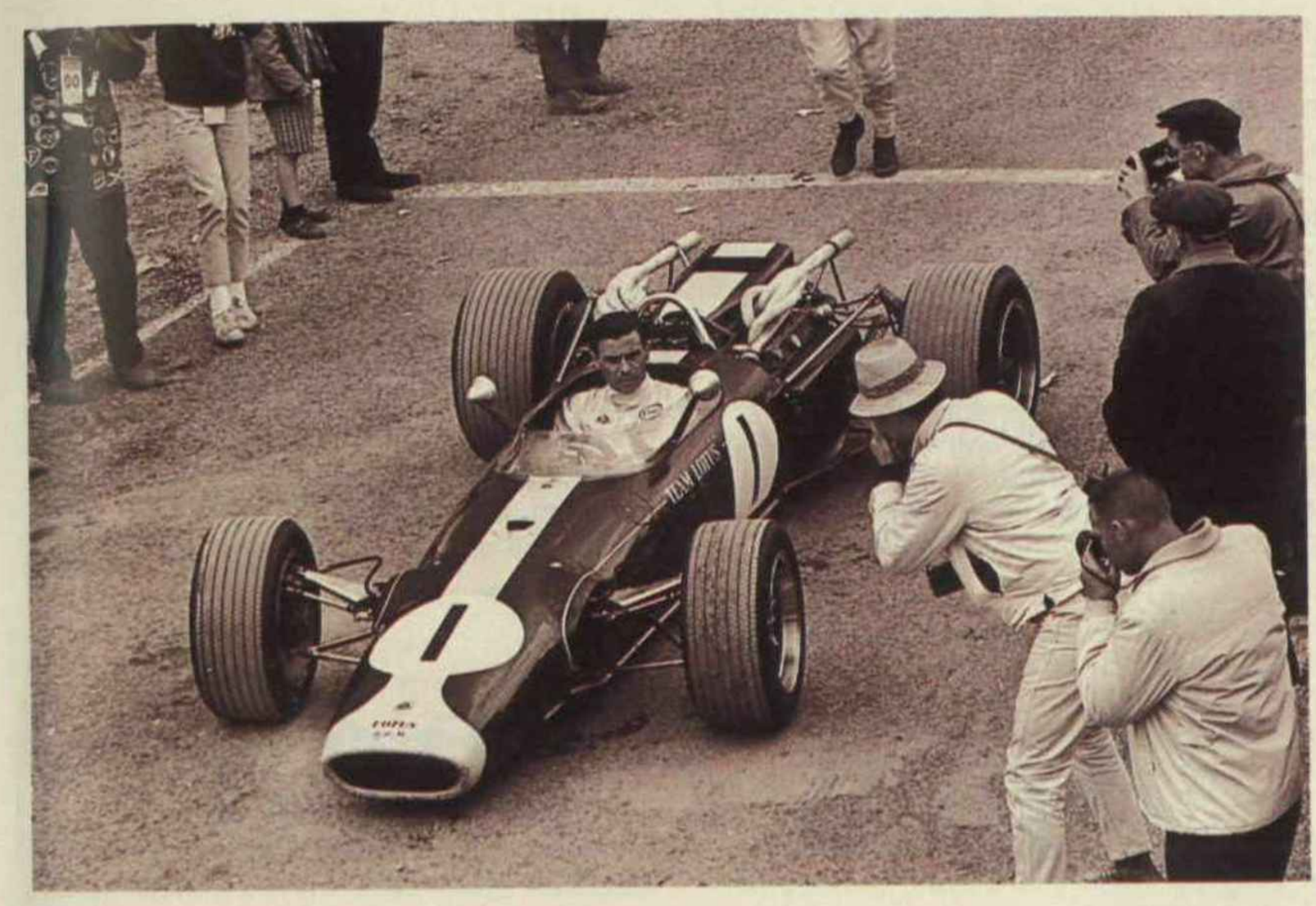
on the banking by one of the other Ferraris, and then he was the highest placed car behind them. Then, von Trips came up behind him round about the two Lesmos and he held him off down the slope and under the bridge where the old track crosses over, and up the hill to the Vialone, which was a flat-out left at that time. As they came out of the Vialone von Trips passed him. Jimmy said, 'As soon as he went past I pulled in right behind him, right on his tail, but I could see that von Trips was thinking, "I've got a bad start. That's Clark done, now the next one I want is Rodriguez". And we went down to Parabolica I was right on him and as we got to the end I just pulled out and went forward. My front wheel was right alongside his back wheel, and I suddenly realised he hadn't looked in his mirror. He didn't know I was there and all of a sudden he pulled over to get his line. I almost stopped and said "Watch it, watch it!" Then all of a sudden our wheels touched and boomf!"

When they touched von Trips' Ferrari went tail-first up the bank and into the spectators, while Jimmy's Lotus just spun. Eleven spectators died, along with von Trips whose body was hurled on to the track. Clark knew instantly that the German count was dead.

"What worried him were the legal implications, because the police immediately impounded the car and he was really worried about all that. And then when he flew home he had this thing. He was very, very low about it and there was this carry-on with a *Daily Express* reporter and photographer who were at the farm when he got back. He was so anti the *Daily Express*, and that was why. And that was partly why Jimmy Clark did a column in the *Daily Mirror*, which was written by Pat Mennem.

"In 1963 when he became World Champion he won the *Daily Express* Trophy, and he stuck in on the mantelpiece, above the arger. As a result, within about three months it was covered in grease and muck and all that, and he said, 'Och, leave it there!' And he did!"

Clark's relationship with the media was





generally cordial, however. He was an avid reader of all that was written about him, and a stickler for accuracy. During 1963, in the interest of the latter, he also initiated post-race conferences of the type we all now take for granted.

Mennem and Clark got on well together, and Pat remembers getting a call from Jimmy while the latter was passing through Heathrow, bound for Indy. "He asked me to come along for a drink. He'd had a few noggins, actually. He would occasionally, but it was very rare. What I couldn't get into his head was that I couldn't get through to his side of the airport lounge without a ticket, and he couldn't come through to where I was because that would have counted as another trip to Britain!

"He was very highly strung. A Border farmer transformed into this glamorous world of motor racing. He was still a bit wary of it, and still a Border farmer at heart. I once went to market with him in Edinburgh and they were all farmers there. He'd won both his World Championships, but nobody ever mentioned motor racing at all. All they talked about was sheep. He told me that was what he wanted to go back to. He was much more interested in whether parking meters were being installed in Duns Mains, things like that, when he was living in France."

Team-mate Trevor Taylor provides further insights into Clark the driver and Clark the man.

"We were very, very good friends. I mean very, *very* good. Even when we were racing, didn't come into it. He shared information on the car, he was a good lad. Often we were sat down, sharing a bedroom, and we just chatted away.

"I think he used to get bothered a lot. People used to pester him. He hated people being over-familiar. He hated people he'd only known for a couple of hours coming up and putting their arms round him. But he was a gentleman, a real gentleman."

Not surprisingly, Taylor remembers Clark with fondness after their time together at Lotus. It doesn't rankle at all that many remember him as 'Jim Clark's team-mate'. "Me and Jimmy shared the Junior championship in 1960 and when Jimmy moved to Formula One I won the Junior championship again in 1961. At the end of '61 we want out to South Africa with the Formula One cars and Jimmy won the Johannesburg and I won the Durban races. Jimmy won the championship and I won at Cape Town. Fair and square. But there was no sort of bitchiness between me and Jimmy. Like I said, we used to share the same bedroom, and I used to go up and stay with him. If you knew Jimmy Clark he was never a bighead, he'd never speak loud to anybody. He was brilliant, but he needed company."

Taylor in particular remembers the key to Clark's relationships. "He and Sally Stokes were very close. She was a great girl. Personally, I thought he would have married her but he wouldn't commit himself while he was racing. We talked a lot about Sally. I said, 'Look, the girl's there, she helps you in every way.' But he just said, 'What happens if something happens to me?'"

Sally Swart spoke on the 'phone with Jimmy shortly before the accident. "He was probably talking about retiring and I can't remember what I was saying, but then he said, 'Well, what if I died? What if I got killed on the track?' And I was so surprised and so jolted, because he'd never even mentioned it before in all the years. And I was wondering if he actually thought about it and was considering retiring at the time."

Taylor: "I mean, Jimmy at Oulton Park one particular time when we went testing . . . He had a radius arm break on the F1 car. They were only single shear and he was getting a little bit twitchy, a little bit nervous. We spoke that night in the hotel and he said, 'Trevor, I never know what the hell's going to break next.' And that wasn't Jimmy. He wasn't that type of chap. He'd get in a car and off he'd go."

Gauld avers that Clark was always very conscious of car fragility. "With Chapman in particular he always remembered that famous test day at Brands Hatch when he first drove the F2 car and went very well. And Chapman said to Ian Scott-Watson, 'That chap goes very well, doesn't he? How come we've never heard of him before?' And Ian said, 'Yes, not bad considering he's never driven round Brands Hatch before!' And Colin had him in double quick, and within four more laps with Graham Hill driving a wheel fell off.

"Well, as soon as Jimmy had signed up with Colin he said, 'If I'm driving the car and I don't think it feels right, I'm not going to push it, I'm just going to drive it.' You could say that was a sensible thing, but also that was an element that did not fit in with the 'racer' image, you know, drive it until the wheels fall off. He was terribly concerned about safety."

"I can't really compare him with today's drivers because I don't know a lot about Formula One," says Taylor, "but to me he was the best driver. He didn't have to talk loud or behave like that, because he was such a natural driver. He didn't have to work like I did. Everything I did, I had to work at. Either you're born with it, or you have to work at it. I couldn't compete with him at all.

"I followed him at Oulton Park once in the Formula Junior. He started to turn in and he'd got the back out – that was unusual because he didn't usually drive like that – and I thought he'd had it. He'd lost it. But his control was fantastic. I'd teeter up to a corner and look round it, and he'd have disappeared!"

Countering his recollection of Clark's caution, Gauld also remembers the 1963 Belgian GP at Spa. "On the other hand you could say, this is the man who in the wet at Spa was getting concerned because the car was jumping out of gear. And was nevertheless going through the Masta kink with one hand holding it in gear . . . " Not only that, but maintaining the faith with Chapman by keeping the fact to himself.

Spa was another of the great indices of Clark. He detested the place but he won there four times, and he never drove with



In the Lotus Cortinas Clark thrilled the crowds everywhere. This is Snetterton '64 where he bubbled after his dice with Brabham's Galaxie.

less than 100 per cent commitment there, either. He was a considerate driver, too. When Stewart first drove at the track in 1965 Clark was all too aware of what his compatriot faced, after his own troubled debut there in 1960. In the wet race they ran first and second, and as Clark was leading comfortably he backed off to preserve his equipment and to take his time lapping backmarkers. Little by little Stewart reduced the gap, until Clark could just spot the BRM's orange nose in his mirrors. He told Gauld: 'I could just see this speck in my mirrors on the long straight and I suddenly thought it's pouring with rain, it's Spa, it's an awful place. Now, if Jackie can see me, he'll maybe think he can catch me.' With typical thought he then put in a couple of quick laps to stretch the gap again, worried that the less experienced Scot might risk himself overdriving in pursuit.

Clark himself loved to drive saloons, such as the Ford Galaxie or the Lotus Cortina. Gauld had an arrangement with Jimmy, Stewart and Ireland that if he needed a ride back to the pits at the end of a race, after going into the countryside taking photographs, he would signal to them on the last lap and they'd stop on their slowing down tour. "At Snetterton in 1964 it was pouring, and at the end of the saloon car race, which turned into a huge battle between Jack Brabham in a Galaxie and Jimmy in the Lotus Cortina, I signalled to Jimmy. It was one of those real ding-dongs. He pulled in and stopped, and I hopped in. He was just bubbling. He kept saying: 'Did you see that? Wasn't that great? Wasn't that *great* ?' And by this time we'd arrived at the Esses and he said, 'Watch this!' And he just went flick and the Cortina went sideways one way and then the other. And the enthusiasm! It was just his sheer enthusiasm for it all."

That was the real Jim Clark. Quite simply, he loved racing.

In the cockpit he was a giant. Outside of it the odd character shortcomings were sometimes evident.

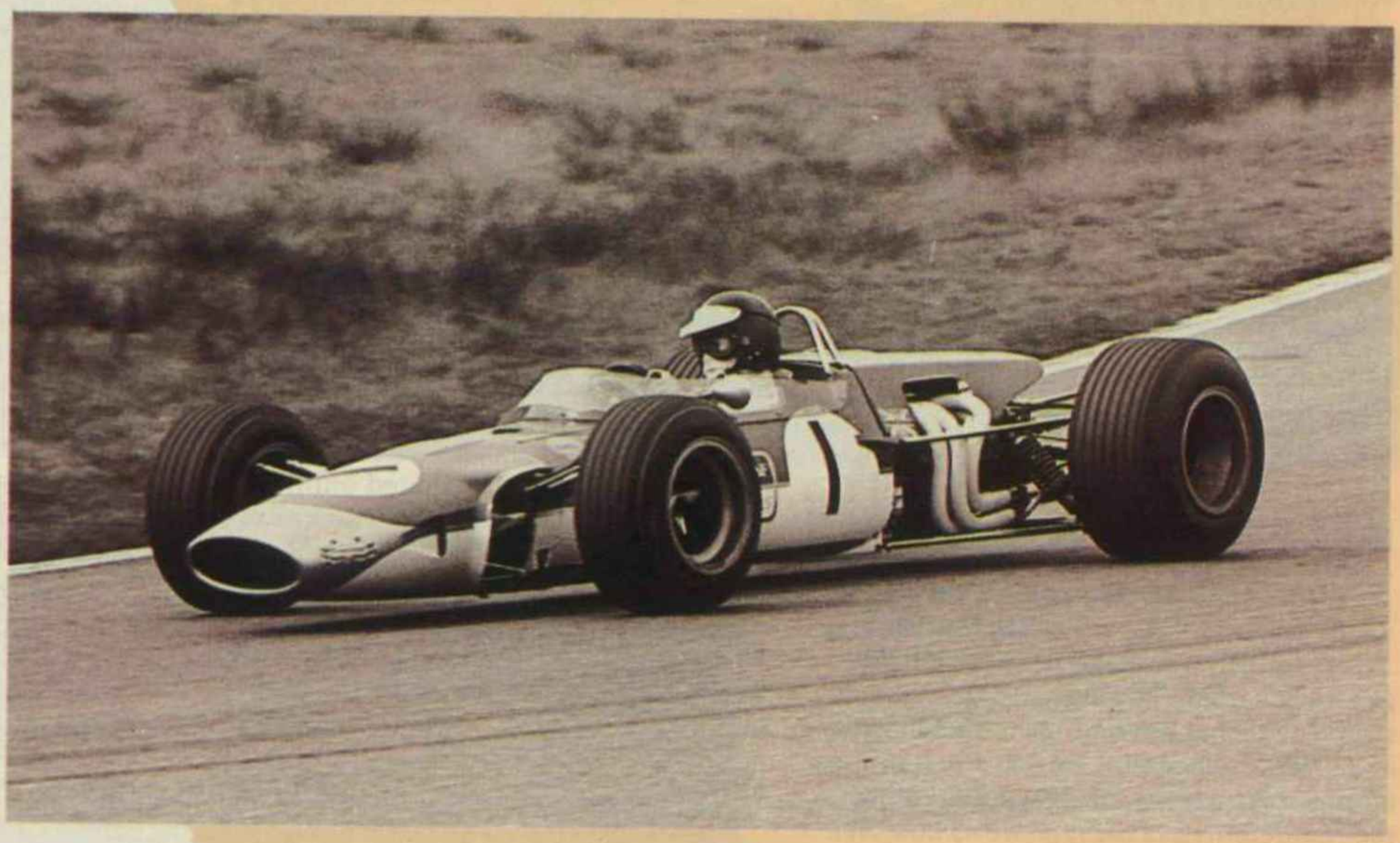
"There's absolutely no doubt he had them!" chuckles Gauld. "Outside the racing car he was terribly indecisive. And this is the stupid and childish thing, that I've never said to anyone before, but it's a very good example. When we were doing the first book, I went to the farm and he had a little room which he used as a kind of office and hanging on the back of the door he must have had 25 jackets. Rally jackets, that sort of thing. A lot of them were American, that he'd got in the States. We were all young and enthusiastic, and I said to him that I'd love one of them. And he wouldn't let me have one! 'Oh well, I need them in case I've got to do a programme or anything . . . '

"And yet there was another thing with the watches. He kept winning watches, so he had a drawer and every time he won a watch he would put it in the drawer. And he wanted to build it up to seven so that he had one for each of his nephews . . . "

"There is no doubt about it that he was very vague. He was terrible outside the car at making decisions."

Sally: "He was very safe on the road, but yes, I know that story of him crashing a couple of times at the Y-junction near his farm. Making up his mind was his big problem, all the time. I'd say 'Where shall we go and eat?' and he'd say 'I don't mind.

April 7 1968



Jim Clark detested Hockenheim. That same weekend in April 1968, the European Formula Two Championship race in Germany coincided with the second BOAC 500km at Brands Hatch for Group 6 sports cars. There, Ford's sleek F3L was due to make its début, and the Brentwood company was obviously keen that Jimmy should be one of its drivers. He felt that his commitment to Colin Chapman took precedence, however, and as Bruce McLaren and Mike Spence prepared to drive the sole Len Bailey car in Britain, so Clark lined up in Germany with Graham Hill. Thus did Fate place him in the wrong place at the wrong time.

"Jimmy didn't like the circuit at all. He complained how dangerous it was"

Dave 'Beaky' Sims was Jimmy's mechanic. "Right up to the point of the accident, it was already a seriously bad weekend. We just kept breaking metering unit drive belts in the cold on the FVA, and we couldn't get the gear ratios right. The tyres were awful. The Dunlop runners, like the Matras and Ahrens, were at such an advantage. Next to us on the grid we had Amon in the Dino Ferrari, and Graham was well back too, that's how bad the Firestones were there."

Already the team was under considerable pressure, although team was hardly the right word for Lotus's F2 offering. In Barcelona the previous week Sims and Mike Gregory had been in sole charge of the two cars for Clark and Graham Hill. Jimmy had qualified his newer 48 second there, only a tenth off Stewart's Matra,

Where do you want to go?' And it would go on like that. It was terrible! I said 'However do you make up your mind to turn a corner?' And he said, 'I don't have to make it up, that's automatic. That's natural.' And I knew then that he became a different person when he entered the cockpit."

Jim Clark wasn't a saint in his private life, and as Gauld is quick to confirm, "if you listen to him talking on tape, he used the same amount of four-letter words as you or I." Indeed, a friend once played me a colourful tape and it took me a while to register who it was speaking. I was surprised!

"He'd come in and tick us off now and

but he was rammed from behind on the first lap when Jacky Ickx got his braking late for the hairpin. Clark was an instant retirement with wheel and rear suspension damage, and was very unhappy about it.

Sims: "I'll say! Was he ever angry! What had happened was that Ickx told his mechanics to put in new brake pads on the grid, and of course they weren't bedded in. The Ferrari just went straight into the back of Jimmy. Graham blew an engine, so the two of us headed straight for Hockenheim that night. While Mike put a new engine in Graham's car, I put a new rear end on Jimmy's.

"In practice at Hockenheim we just couldn't get the gear ratios right because the drivers were struggling so much with the tyres. It was probably the worst weekend of my life.

"Jimmy didn't like the circuit at all. He complained how dangerous it was. He and Graham were talking over dinner one night and he said, 'Anyone who goes off into the trees hasn't got a chance . . .' He reckoned it was mad, absolutely hideous."

Clark qualified only seventh, behind the Matras of eventual victor Jean-Pierre Beltoise and Henri Pescarolo, the Brabhams of local hero Kurt Ahrens, Piers Courage and Derek Bell, and Chris Amon's Ferrari. It rained on race day, and though the weather improved slightly the track was still damp when the first of two heats got underway. As Pescarolo lost time going up the escape road after arriving side by side with Beltoise into the stadium at the end of the first lap, Clark struggled. After four laps he lay eighth, having waved British privateer Chris Lambert by in his Brabham. Lambert, later to lose his life that year in an incident at Zandvoort with Clay Regazzoni, thought that there was a problem with the Lotus's Cosworth engine as he went by.

Going out down the long curving back straight on lap five, Clark had accelerated to 160mph, flat-out even in the greasy conditions, when the accident occurred. The sole witness was a German marshal, who described how Clark had been wrestling for control as the Lotus

then," recalls Beaky. "In 1967 we were at Reims for the joint sportscar and F2 race meeting. Us mechanics had the night off before the F2 race, and we became attached to some young ladies. Jimmy came across us and said, 'Come on lads, how old do you think these girls are? That's naughty; it's not gentlemanly. Don't let the Old Man see you.' That was Jimmy. He had some fantastic sides to him."

Such stories merely add depth to his character, take nothing away from it. No matter how much more you find out about him, Jim Clark stands tall as a true motor racing hero.

When he was killed, the sport cried genuine tears. At Jimmy's funeral his father told arch-rival Dan Gurney that he had been the only driver Jimmy truly feared. Gurney never forgot that remark, but typically kept it to himself for many years. Nobody ever paid another driver a higher compliment.

"It destroyed me, really, in terms of my self control," says Dan. "I was drowned in

snaked and slithered from lock to lock before plunging broadside into the unforgiving trees. It struck an eight foot sapling just by his left shoulder, ripping off the spaceframe that contained the engine and gearbox. Jim Clark had no chance. He died instantly.

Beaky: "It was definitely a puncture. An instant deflation. It took a long time to sort it all out, though. It went to several different tyre companies, and Peter Jowitt at Farnborough.

"Douggie Bridge from the F1 team had flown out on raceday morning to join us," he recalls, "but the Old Man was on holiday skiing in the Alps. The course car, a Porsche, came into our pit and the guy at the wheel told me: 'Come with me'. I told him I couldn't, that Jimmy was missing, and he said, 'Yes, I know. Come with me'. So this Porsche took me round to where the accident had occurred, just beyond where the second chicane now is, and of course the race was still going on. We got there and I started looking for the car. I said: 'Where is it?' and the guy pointed into the woods. There was just the monocoque tub lying there. I was fairly young then, around 25, and it was horrific. Like a bad dream. I said: 'Who's taken the engine and gearbox off? Where are they?' And then I saw them, lying yards away. I kept saying 'Where's the driver? Where's Jim Clark?' And that was when the guy said, 'I'm sorry to tell you, but he's dead.' I couldn't believe it.

"Nobody knew what to do. I radioed back to the pits to tell them to bring Graham in, and then he took over. It was



tears. To hear that from someone whose son had been killed and wasn't there any more, it was more than I could cope with. For a long time I didn't say anything about it because I felt it was a private thing and I didn't want to utilise it to sort of glorify my driving ability or reputation, but it was certainly the biggest compliment I ever received."

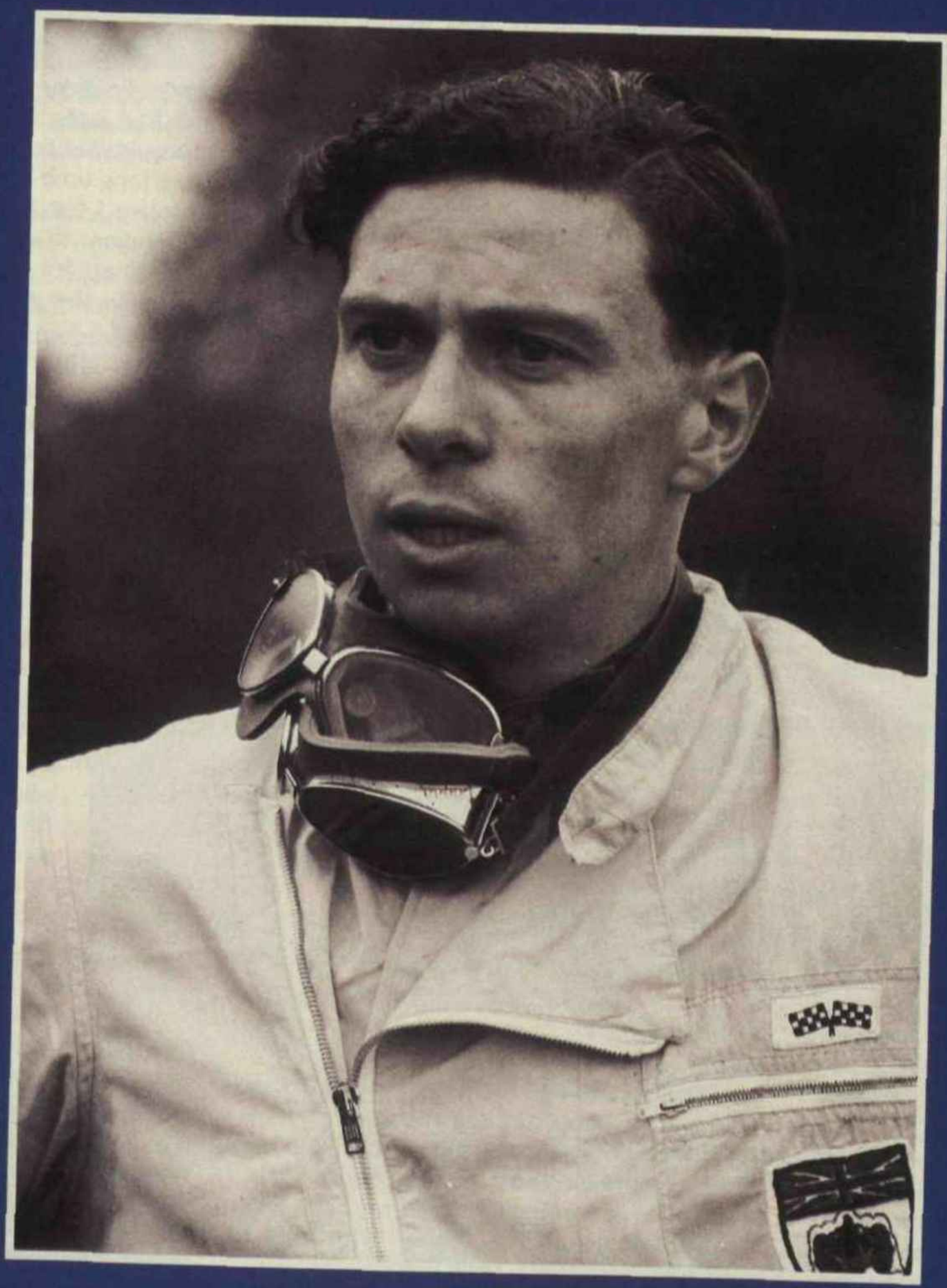
In the aftermath of Jim Clark's death all other drivers asked themselves one question: if it can happen to Jimmy, what chance have I got? Somebody asked team-mate Graham Hill, who would so bravely carry the torch for Gold Leaf Team Lotus in the dark months that followed, what he would miss most about Jim Clark. "I was quite touched by Graham's answer," said Sally Swart. "He said, 'I'll miss his smile.' I thought that was awfully nice. Jimmy had a very little-boy smile, a kind of three-cornered big grin, and I thought that was very nice of a team-mate to say that. 'I'll miss his smile . . . '" **DJT**

Graham who called Chapman. Dealt with all that awful stuff . . .

"You know, it's funny. You're one of the few people who's ever bothered to talk to me about it. In some ways maybe I was selfish on it, but I never harboured on it. It wasn't embarrassment, but maybe I wanted to protect the family. Perhaps it was out of respect.

"I got a lot of the blame in the national press, you know. 'Mechanic leaves wheel nut loose,' that sort of accusation. The German press really blamed me . . ."

The official verdicts agreed that the cause of Jim Clark's accident was a sudden tyre deflation. The tyre lost pressure due to a slow puncture, and though centrifugal force kept it tall at speed in a straight line, side force in the gentle curve caused the beading to pop from its normal position on the rim and to drop into the well. Clark would have expected the Lotus to be twitchy on the greasy surface, but even his awesome skill could not prevent the inevitable. Given the lack of guardrail at the circuit at that time, his fate was sealed the moment the tyre lost its shape.



MARCH 4 1936 TO APRIL 7 1968

Steer crazy



At press time, uncertainty marked the future ownership of Lotus Cars, Lotus North America Inc and Lotus Engineering. A management buyout from GM ownership is a distinct possibility. This would be the brainchild of current MD Adrian Palmer. This could be good news for the Lotus customer, for the carrot of a cheaper Elan is being dangled as a possible production returnee. On the other hand, it could be disastrous as most customers will adopt a 'wait and see' policy before buying from Hethel.

Any such postponement would be a shame, as the revised Esprit S4 is an extremely fine motor car. Lotus Engineering has a profitable clientele and the future of Lotus, in commercial connection with descendants of its famed Olympic racing cycle, needs immediate capitalisation.

The Lotus Esprit has been part of our lives since we went to Hethel in winter 1975. Then, it was a rough motor car around its 160 bhp edges, more a Giugiaro dream than a debugged production item. Today's S4 remains a recognisable descendant of the original but, like the Porsche 911, a rounded body and replacement powertrain have transformed the feeling at the wheel. This is particularly true of the S4, the first Esprit blessed with power steering.

The galvanised steel chassis was originally revitalised for 1980's 210 bhp Essex Turbo model, and was subsequently shared with the normally aspirated S3. This was always 50 bhp behind the turbocharged cousins which have since become the sole bearers of the Esprit name.

The S4 maintains Lotus's tradition of pricing the model squarely in 911 territory; it costs £46,995, to the 3.6-litre Carrera 2 Coupé's £46,378.

Lotus has added GM Saginaw power assistance components to its rack and pinion steering with special emphasis on valving characteristics according to Roger Becker, associate director of vehicle engineering. He adds that the S4 also marks the first big change for the 'Eagle' chassis of the late '80s, best known in its SE application. At that time, dealership feedback suggested that softer characteristics and plenty of understeer were required to complement mainly urban demonstration runs.

The S4 is a considerably harder proposition. Every major front suspension component seems to have been altered. The spring rates are up more than 20 per cent at the front, and three degrees of caster enhance considerably the feedback to your palms. A measure of body dive was encouraged on the previous model, but has been eliminated on the S4 to accompany a marginally lighter anti-roll bar.

There are less complex, though no less radical, changes at the rear, with spring rates upped by 35 per cent. No rear anti-roll bar has ever been specified for the production Esprit, but the Goodyear Eagles have grown an inch (215/40 front, 245/45 rear) in diameter to suit Speedline's five-spoke alloy wheels.

Output of the 2174 cc, 16-valve four-cylinder is still 264 bhp (with 280 sporadically available on overboost), but the cosmetics of owning an S4 are considerably altered. At *last* the old Leyland door handles have gone. GM switchgear adds a clickstop precision to the steering column controls and one-key central locking actuates an alarm and immobiliser. Internally, wood trim (apparently too staid in this day and age) has gone in favour of a glossy composite finish, and there is no longer a boost gauge amid the VDO instrumentation.

Impressions of the S4 Esprit are dominated by the power steering. Increased sensitivity heightens driver satisfaction, and improved low-speed manoeuvrability (always difficult, given the car's outline) is a real boon.

No improvement in aerodynamic drag is claimed (the back wing is now inboard) and weight continues to climb. There is approximately 80 lb more, most of it at the front end, raising kerb weight to 3058 lb. The marque's late founder would probably have been happier with such a figure on a four-door saloon . . .

The overall driving experience is improved. Thanks to the precision of the reworked Renault five-speed transaxle and the revised suspension, there is less understeer and a general feeling of enhanced handling balance, most noticeable in slower corners. However, the suspension can be faulted for the extra 'bump-thump' that permeates the revised cabin, along with minor creaks and rattles. Still, the gains in cornering capability and driving pleasure, along with the improvement in road stability at speed, are worthwhile.

It won't be too long before we drive our next Esprit, the limited production Sport 300 that will serve as the basis for Chamberlain Engineering's assault on the 1993 International GT Championship with Group Lotus backing.

We have seen the first production Sport 300. Let us hope that the factory's renewed interest in racing (Team Lotus, the F1 arm, is a separate entity) marks the dawn of a more prosperous era for Hethel and all who sail with her.

J W



Esprit (top) continues as Lotus's sole automotive offering. Interior has been tastefully modernised (left), and power steering is a real boon.

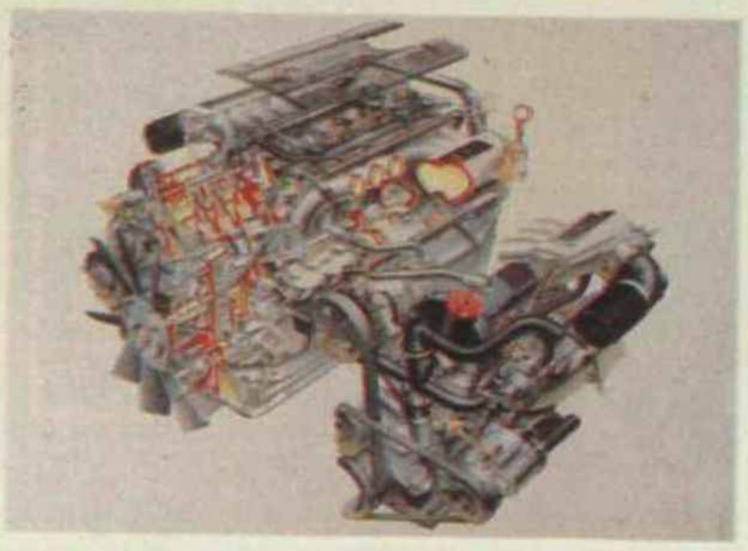
Glorious Twelve



Enhanced power, performance, economy and refinement: these are the primary aims Jaguar set itself when it implemented the long overdue programme of changes to its V12 saloon models. And after trying the Coventry marque's latest offering we have no hesitation in applauding success that we expect to manifest itself further in broadening sales appeal while clawing back ground lost to such rivals as the old Series III cars were allowed to wind down to the point where their performance had become disappointing.

The heart of the latest models is that evergreen V12, a majestic piece of engineering now stretched by Trevor Crisp and his team from the original 5340cc by enlarging the stroke from 70 to 78.5mm to yield a capacity of 5994cc. Other internal changes include revised cylinder heads, a new Lucas Marelli management system and low-loss catalyst set-up. The official power output is a quoted 318bhp at 5400rpm, with maximum torque up by a similar 23 per cent margin to 342lb ft at 3750. "The figures are homologation levels," admits Crisp when taxed about conservatism. "You have to file the papers early and we just kept on developing the unit." Talk of 325bhp plus and you probably wouldn't be too far wrong.

Originally Jaguar had no plan to build a 12-cylinder version when the XJ40 was first conceived, fearing that such engines might have had their day. Nor, initially, was there even going to be a Jaguar version once the project did get the green light. It was to be a luxurious Daimler only, suitable for wafting businessmen about. Then director of communication and public affairs David Boole, and manager, product affairs, Joe Greenwell persuaded the company to do a pukka Jaguar version. It was a very prescient move.



Jaguar has reworked the engine bay for the 1993 model year, and with a special crossmember the V12 *just* slips into a common bodyshell.

Neither model lacks anything. The Daimler Double Six is naturally the softer-sprung as befits its role as the perfect vehicle for the chauffeur-driven. Jaguar, though, needed to tackle BMW and the like at the sporting Grand Tourer market level, and the V12 does this very competitively. If BMW's 750 is a McLaren, the Jaguar is a Williams, similar, but redefining the parameters once again.

The V12 has always been smooth, but in six-litre guise it is better than ever. Better still, power outputs unit to unit are now more homogenous, something achieved by former chairman Bill Hayden before he handed over to Nick Scheele. Sadly, little of Jaguar's racing experience with larger versions of the engine went into this one (six litres is, of course, small beer compared to TWR's 8.1 or Forward Engineering's even larger offerings), but part of its heritage are the 6.4 versions that were operational at the factory from the original V12's birth. The engine has long needed a really modern transmission, and now that GM's 4L80-E four-speeder replaces the same company's 400 three-speed unit performance has been enhanced all round. Our only complaint was a slight jerkiness on part-throttle upchanges that was detectable on the first car we sampled during a recent test in Biarritz. The second was better.

Some shortcomings betray the true age of the XJ40 concept: the confined footwells, and the limited side glass area and relatively high waistline, but the V12 is still a grand car, and a very quick one. Aficionados will be delighted to know that all of the lost performance is back, yet delivered with such smoothness that it is easy to travel faster than you think. The V12 remains totally unruffled right up to its 6000rpm redline and that translates to a genuine 155mph. Unlike BMW's 750i, the V12's most immediate and highly enjoyable rival, maximum speed is not governed. Tales abound of well-loosened models that have touched 160mph. Add acceleration to 60mph in around 6.8s and to 100 under 17s and it is immediately apparent that this 4376 lb sporting saloon is very quick. Such performance places it right into Mercedes 600SEL territory, marginally quicker than the BMW, and significantly faster than the Lexus LS400, judging from *Autocar & Motor* figures quoted by Jaguar. Mid-range the story is the same, and we look forward to confirming them in a full road test.

As an XJ fan of long standing I have always preferred the sports suspension models, and though Jaguar has not gone to extremes on the V12, it has achieved an excellent compromise between stiffness and absorbency. The XJ12 is still a large, heavy car, as it reminds you when you initiate fast direction changes on twisty roads, but it turns in superbly and tackles all surfaces with admirable equanimity. It soaked up all the surface irregularities that we encountered without ever evoking memories of the underdamped floatiness of, for example, the standard Series I or III models. Where the Daimler relies on 7x15in cast alloy wheels shod with Pirelli's P4000 225/65 ZR15 tyres, the Jaguar's wheels are an inch larger in diameter and an inch wider, and are covered with Dunlop's SP2000 225/55 ZR16s. The XJ12 has stiffer spring/anti-rollbar rates than the Sports Pack XJ6 (88N/mm front versus 84, 89N/mm rear versus 78), and this goes a long way towards creating the perfect ride. What is most outstanding about it, apart from the finely-limited roll and pitch, is just how well damped it all is. At no time did our car lose its poise, despite being reasonably hustled on some tight French roads. Jaguar has clearly done an excellent job further enhancing what has always been a very forgiving chassis.

It's easy to see why company representatives are so bullish about its new models. All the old character is back, with a lot of enviable new facets, and a strong demand has already begun to build up in the showrooms. "Certainly our three-year, 60,000 mile warranty is adding a great deal to our sales at present," says marketing director Roger Puttnam, who is equally excited about prospects in the vital US market. In the past the V12 has tended to be a little too technical for buyers weaned on pushrod V8s, but 40 per cent of V12 saloon production of 3,000 units in 1993 is headed west, with 600 scheduled for Germany, 450 the UK and 300 Japan. "We believe those figures may also be undercalled," says Boole quietly.

In the UK the XJ6 3.2 has always been an outstanding story, priced at £26,200, but the new XJ12 looks set to rock its rivals in similar fashion at £46,600 (the Double Six is £51,700). That places it above the Lexus (£38,657) but well below the 750i (£53,250), Mercedes 500 SE (£61,800), Bentley Brooklands (£87,549), Mercedes 600 SEL (£88,600) and Rolls-Royce Silver Spirit (£95,986).

DJT

Smaller is beautiful

Few new car launches have much sense of excitement today, but that for Aston Martin's Project X, which we now know will enter production as the DB7, was a satisfying exception. The two-plus-two is destined to retail for "below £80,000".

The superbly evocative design is the creation of former Ford and Ghia designer Ian Callum, and is scheduled to sell from the beginning of 1994. Dealers are now accepting orders . . . accompanied by £10,000 deposits. We believe deliveries will begin in April 1994 from the JaguarSport XJ220 factory at Bloxham, but only 270 such supercharged Astons will be made next year. The company hopes that output will thereafter settle at between six and seven hundred units per annum.

Dimensionally, the DB7 is just 8mm longer than the revered DB6, a substantial 144mm wider and an equally significant 104mm lower. The newcomer is also 224 lb heavier, most of which can be attributed to modern necessities such as Teves anti-lock brakes, central locking, power steering (a nifty 2.54 turns, lock-to-lock) and side impact beams. Aerodynamics are respectable, though not exceptional, with a Cd of 0.31.

Aston has eschewed using aluminium, the DB7's underframe and most panels being crafted in steel. The composite exceptions are the bonnet, front wings, side sills and bootlid. The sunroof is a single-piece Targa panel, which can be stowed in the boot.

The show car was a very convincing rendition of what will come, and a stunning testimony to the intelligence of designer Callum. "I did study the early Astons, but I think its appearance owes just as much to those childhood influences that you absorb without really being aware that, for example, the nose draws deeply on the racing DBR," he says.

My only disappointment was with uninspired black and white instrumentation. Discreet inquiries revealed that Ford design heavyweights rejected the original concept, which specified a turned metal panel as the instrument backdrop. The same Ford men also failed to identify many of the Aston styling cues (front grille, the front wing oval air exit). Some insiders who saw Jaguar F-type studies felt its influence was too strong, particularly in the rear side glass and cowled, quadruple lamps.

The show car was one of six constructed thus far (variants have tested in Arizona and Sweden), but the in-line six-cylinder on display in Geneva was a non-running demonstrator used to illustrate the format of the previously unreleased Jaguar 3.2-litre alloy block. The final 3228 cc specification will include a single Eaton supercharger, blowing a maximum 1 bar boost in conjunction with Zytek electronic engine management. Current test results suggest an eventual 335 bhp at 5600 rpm and 360-368 lb/ft of torque by 3000. Pulling power will not be a problem, even at the predicted 1650 kg kerb weight, for the unit retains 90 per cent of its peak torque capability all the way from 2200-5500rpm according to Aston Martin literature.

Predicted performance claims embrace 0-62mph in 5.7s and a 165 mph maximum. Aston recalls that the old DB6, with its 10 fewer bhp, sprinted from rest to 60 mph in 6.5s and pushed on to an eventual 148.

According to Tom Walkinshaw, the former saloon car racer who is at the heart of co-operative companies that work in association with Ford satellites Aston Martin (Aston Martin Oxford Ltd) and Jaguar (JaguarSport), the DB7's supercharged format "has nothing to do with the twin Eaton layout on the new Vantage. We went our own way. The single supercharger will give us exactly the performance expected of a new Aston, whilst conforming with worldwide emissions regulations on emissions."

The double wishbone independent suspension system has completed many test miles in the hands of recent Aston Martin board nominee Jackie Stewart.

Externally, the car is a jewel. Past Aston influences are brought together with rare cohesion, and are suitably interpreted for the benefit of present-day customers.

Within, there is the piped leather, Wilton carpet and wood trim which current Aston Martin Lagonda chairman Walter Hayes knows that his clientele expects, even at half the list price of certain other Aston Martin Lagonda products.

The existing 310 bhp Virage coupé, new Volante and 540 bhp twin supercharged Vantage will be made at the traditional Newport Pagnell site, where the premises are rather more primitive than the Bloxham facility which will spawn the DB7. Bloxham felt more like a Formula 1 factory when we visited it recently, at which point it had turned out 55 of the planned 350 Jaguar XJ220 production run.

We would feel happier if the new Aston was entering production as this appears in print, for it is all too easy to be carried away with launch euphoria for a British product that is nearly a year from becoming showroom reality. Yet the newcomer is so well executed that we can only anticipate that will be as big a commercial success as it was a hit with all those hardened critics who applauded its static debut.

J W



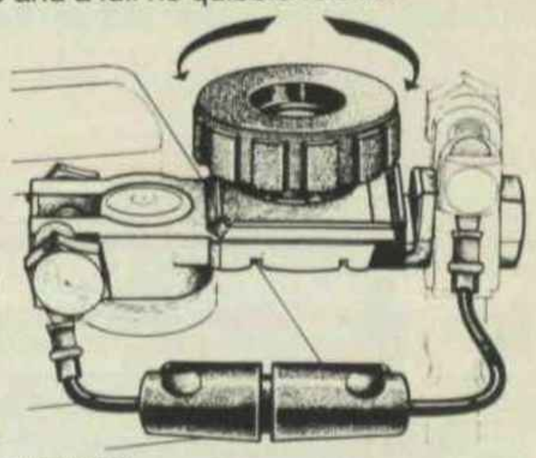
Eagerly awaited DB7 is scheduled to go on sale next year, for "below £80,000".

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VISA

Jeep trick

The message is clear. Jeep (or Chrysler Jeep, to be politically correct) has entered the UK market with a mission. A major advertising campaign is hardly likely to have escaped the notice of anyone who has opened up a quality daily's weekend colour supplement in recent weeks, though the focus of media attention has been the Cherokee, offered as a cut-price carrot to potential Range Rover customers (MOTOR SPORT intends to test one later in the year).

There is a more rudimentary alternative within the range, however – the Jeep Wrangler. Redolent of the original Jeep that spawned the off-road movement over 50 years ago, it starts the range rolling at £12,495, for the 2.5-litre four-cylinder tested here, though two more potent four-litre 4.0 in-line sixes will be available shortly. The most expensive of these, the Wrangler Limited, will retail at £14,395, including leather seats and alloy wheels.

Bovine trim is fine for those who will never tackle anything steeper than the kerb outside the local wine bar; if you're going to tap the Wrangler's full potential, however, the easy-wipe plastic perches of the base model are just fine. They are surprisingly accommodating on long motorway journeys, too, where the biggest threat to comfort comes from wind noise.

Of the many adjectives applicable to a Jeep (rugged, utilitarian, adaptable and corking good fun spring to mind), aerodynamic is not one of them. The Wrangler has more or less the same Cd as Wembley Stadium. Ease the throttle on a motorway and the effect is similar to applying the brake. It will cruise along quite happily at an indicated 80-85 mph (Jeep claims that 94 is attainable), but at those speeds you can not hold a conversation without raising your voice, nor does the stereo system (in this case an extractable Panasonic radio/cassette) make a great deal of sense. It's simply one of those compromises that you have to accept with a vehicle of this nature. It climbs trees *and* it keeps pace with motorway traffic. It doesn't pretend that it will do so with the panache of a Range Rover.

One of the penalties of having to force its way through such combative air molecules can be gauged from the fuel consumption: over a mixture of urban and motorway routes (mainly the latter), the Wrangler returned a fraction under 17 mpg. The fact that it runs on cheaper, 95 RON unleaded is small consolation.

Viewed as a road vehicle, it is reasonably well equipped, with comprehensive instrumentation (although a clock would be welcome).

To the left of the gear lever nestles a shorter, stubby selection knob, which switches the Wrangler from rear- to four-wheel drive via a transfer case. This can be done on the move, if required. In anything but the most gruesome road conditions, two-wheel drive is perfectly adequate. For grappling with muddy, log-strewn one-in-fours, there is a third set of ratios, offering real bite. A Trac-Loc rear differential, with 60 per cent lockability, is fitted as standard, and will allow you to proceed even if a rear wheel is whirring vainly in thin air. From brief experience of scrambling up and down steep, uneven grassy banks, the Wrangler's off-road poise is commendable. It passed this particular test almost scornfully.

While the featherlight steering is fine for such terrestrial gyrobatics, it is the least satisfactory element of the Jeep's road manners. When heading in a dead straight line, you can adjust the wheel by a couple of centimetres in either direction without the Jeep altering its course. On first acquaintance, the tendency is thus to exaggerate steering input. In fact, once the message finally percolates to the front wheels, it all becomes quite predictable. It just takes a little getting used to.

The test Jeep's hard-top is removable, though this is not the work of a moment. A soft-top is available as an option. Either way, the standard roll-cage looks reassuring; hewn in similar fashion to the Forth Road Bridge, it's the sort of thing usually found only in racing saloons.

Verdict? The Jeep Wrangler is an efficient and versatile companion, at a realistic price. Those who choose it hoping to score street credibility points may not appreciate the occasional cacophony within, but that's just part and parcel of life with something that serves far greater purpose than a mere fashion item. **S A**





Jeep Wrangler is as practical as it is versatile (far left). Utilitarian plastic seats (left) are surprisingly comfortable over long distances.

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A Morris landmark



Another great motoring landmark is about to be destroyed, along with so many others. I refer to the one-time Morris Motors production complex at Cowley, just outside Oxford. You might almost have said that the motor empire built up so industriously by William Morris, Lord Nuffield to be, would have rendered this world famous factory sacred. So it was, until last year. Then the destruction began on this historic site, bought from the former Military Training College at Temple Cowley in 1912 by the far-seeing William Morris, who put up his first factory buildings there in 1919.

Around the time when the Morris, in its various forms, was the most popular car in Britain, outstripping even the Austin's sales-figures, Cowley North, under the Nuffield Organisation, was expanded to 41 acres and new buildings were begun across the road at Cowley South. In the 1930s, the original plant was turning out 90,000 cars a year. Various vicissitudes followed, at what was one of our largest car building factory sites. But not any longer. The bulldozers have moved in. The famous North and South plants where Morris cars were built are to become an industrial and business park, under the auspices of Arlington Securities, an associate of the Rover group, which will make Honda-inspired Rover 800s on 122 acres of part of the site.

The ever-industrious Graham Robson has told the story of the remarkable Morris factories at Cowley in another place, but I think it worth making the point that one famous Morris landmark remains intact – the ex-Stewart & Ardern Morris House at Acton, to the west of London.

Stewart & Ardern Ltd had a powerful influence in getting William Morris's then-new light car on the market in 1913 and this organisation went on to become extremely well-known in Morris car and commercial-vehicle circles; indeed, it became the largest distributor of Morris products in Great Britain.

It began when William Morris, having decided to become a manufacturer of light cars after running his successful garage, bicycle-building and car-hire business in Oxford, was delayed in this new ambition because supplies of White & Poppe engines for his four-cylinder 1018cc Morris Oxford were not immediately available. Undeterred, Morris took blueprints of the intended small car to the 1912 London Motor Show and laid them before Gordon Stewart.

So impressed was Mr Stewart with what Morris was proposing to manufacture that he placed an order for 400 of these cars without waiting to see one or try one out on the road. Morris appointed him sole London distributor and in the following year Stewart was able to go himself to Oxford to collect the first example, although his journey came to several halts due to the universal-joint breaking up, as it had been made from a material not in accordance with the specification. However, that did not deter Stewart from advertising the new light car for £175 fully-equipped, before the first one took to the road in March 1913. His confidence was to lead to perhaps the greatest motor sales company in this country. But in those early days it was hard going, and Stewart was driving Morris cars in reliability trials before the war as a way of combining pleasure with publicity.

The first premises occupied by Stewart and his partner Ardern were capable of accommodating just two cars, with a basement containing a stock of spare parts and a repair shop. The location was Woodstock Street in London's West End. However, expansion was rapid when the post-war car boom came about, with pleasure-starved ex-service personnel and others seeking the open road, for which the Morris Cowley and Morris Oxford cars were well suited, outstripping the brief cyclecar phase. William Morris ensured that sales were well maintained, even through the post-Armistice financial crisis, by drastically slashing his prices when other car makers were raising theirs and many companies were going bankrupt.

This reflected well on Stewart & Ardern, who in 1923 moved to larger premises in London's fashionable Bond Street. At that time they also opened a service station and spare-parts stores in Gatliff Road, off Ebury Bridge Road, not far from Victoria Station. However, even these facilities proved quite inadequate for the vast demand which was taking place for Morris cars and the new Morris commercial vehicles, the latter embracing the popular Morris One-Ton trucks and vans. All this was of material benefit to Stewart & Ardern. This ambitious company, keeping pace with the success being enjoyed by Morris Motors itself, took the sensational step of building a great new depot in Acton. It was to become the largest service station and showroom in Britain.

The site was The Vale, Acton, and the building that took shape there was described, at the time of its opening in 1926, as an architectural amenity to that district of the metropolis. This was achieved by avoiding elaborate ornament in favour of bold details, resulting in a building of quiet dignity, well proportioned and grouped. Yet within, it was splendidly suited to showing off Morris cars and it provided the most up-to-date facilities for servicing and repairing them and getting new cars out onto the road.

This smart new depot flanked two appropriately named thoroughfares – Cowley Road and Oxford Road, these branching off in

L-formation from the Uxbridge Road, opposite the then offices of the Ministry of Pensions. On the ground floor, the spacious showrooms could accommodate up to 30 cars, with plenty of viewing space around each. This had been achieved because the architect had devised a pillarless construction, using beams 80 feet long to support the roof. The flooring was of parquet. Open-plan offices were situated behind the showroom. The total floorspace given over to the cars was approximately 8300 square feet.

Further back, behind the aforesaid offices, was a huge area used for parking Stewart & Ardern's stock, from which they would draw for customer sales. These would top 100 or more cars at peak periods of prosperity, replenished frequently. A system had been devised whereby the cars coming into this store were divested of all loose equipment, this being put into a waterproof bag, each one pertaining to a particular car, which was then sealed and deposited in the kit-store until such time as that vehicle had been sold and was due to leave the building.

The Acton premises also incorporated a car wash which could stand comparison with those at the best general garages in the country. All these facilities were situated in the building on the left-hand side of the Cowley Road, namely that devoted to administrating new vehicle sales. That on the right-hand side of the road dealt equally efficiently with the servicing, repair and tuning up of used Morrises, and the supply to their owners of spare parts. The building in which these operations were conducted was two stories high, devoted to what had become the well-known Stewart & Ardern 'Service after Purchase' care of Morris cars.

The parts store was one of the biggest in operation at the time. Some 7000 bins held the smaller parts and a large bay at the southern end of this building ended in counters for the store-keepers, who could serve from them retail and trade customers, who had ready access from the roadway. From these counters the mechanics working on damaged cars, or those in for service, drew the spares they required. Cars needing such attention entered from the Uxbridge Road and left at the opposite end of the shop. After the owner had discussed what he required to be undertaken, in the reception bay, his tool-kit and other loose equipment would be removed, for storage in a personal waterproof bag, in the same way as equipment for new cars was received from Oxford. It was stored safely until the car was ready.

In this large repair shop, the workbenches ran down the centre and cars being worked on were parked at an angle to these benches, thus saving floor space and rendering them more accessible to the mechanics.

As soon as the new Acton depot had been opened in 1926 it was coping with about 750 repairs of all kinds every week. On the first floor of the building, which was sometimes called the 'casualty ward', more serious repairs and rebuilds were undertaken, such as to vehicles which had been involved in accidents. Even in 1926, soon after the official opening of this remarkable depot, further buildings were being added, eventually making it the largest service station of its kind in Europe, if not in the world.

Incidentally, under a dust sheet in the despatch bay, after the war, you would have found that first Morris Oxford which Mr Stewart had driven from Oxford to London in 1913 (actually car number six), which was the start of this great organisation.

Stewart & Ardern had already opened a 'commercial vehicles only' depot in London's Euston Road a year earlier, and in 1924 had been offering their own sports-bodied Morris Cowley in mahogany or aluminium panelling. They already had the London and Home Counties distributorship for all Morris products, including 'Morris Owner' home garages and so on. Indeed, so successful was the Stewart & Ardern business that, apart from the breathtaking Acton depot, where all Morris models were tastefully displayed against a background of oak tables laden with bowls of hydrangeas, that by 1934 another Morris House was opened, in Berkeley Square, by Lord Nuffield. He spoke of the £21 million turnover achieved between S & A and Morris Motors. On the site of the former home of the Marquis of Landsdowne, with its famous gardens, which had been demolished, the 40,000 square feet, four-storey Morris showrooms were built in its place. Between the war years, Stewart & Ardern had depots at Croydon, Tottenham, Golders Green, Staines, Ilford, Catford, Sutton, Harrow and Southend. After the Second World War they added the Dalston branch. In 1958 and 1959 Morris Commercial House, by the North Circular Road in London, devoted entirely to the sales and servicing of Morris Commercial vehicles and open seven days a week, was opened by Major-General EM Cayton, managing director of BMC Services Limited. S & A also had their own separate body-building establishment, which at one time made coachwork in the name of 'Essanay' at Talbot Road, West Ealing, London, W13.

"Most of the weapons of war came to Morris House for attention"

Gordon Stewart was now the governing director and George M Upjohn the director and although most of the S & A depots were named Morris House, that at Acton remained the most important and most impressive. The head office of S & A Ltd was situated at 103 New Bond Street, the spares depot had an off-shoot at 58 Great Portland Street and the aforesaid commercial vehicles depot was located at 371-372 Euston Road, London NW1, for those who like to search out the sites of historic motoring buildings.

When war broke out in 1939, Morris House, Acton Vale, took over the repair of army vehicles and from these army auxiliary workshops many thousands of military vehicles were repaired and returned to active service. In addition, many RAF and civil defence units were similarly dealt with. Perhaps even more important to the British war effort was the resuscitation of very badly damaged machine-tools, from the bombed Woolwich Arsenal. This difficult but vital work extended over four years. In the once spotless showrooms, American lorries destined for the services were uncrated and assembled, together with reconditioning of searchlight generators, so essential to rescue teams during the London blitz, and the overhauling of limbers, compressors and pontoons – in fact most of the weapons of war came to Morris House for attention.

Later, overload fuel tanks for aeroplanes and some 5000 coolant header tanks for Rolls-Royce Merlin and Griffon aero-engines were made there, and it was estimated that over 2.7 million machining operations were undertaken when making components for Lancaster, Sunderland, Mosquito, Seafire and Hawker Typhoon aircraft. Not only that, but by 1943, 2500 men had passed through the training school for army fitters. Eventually the Ministry of Aircraft Production requisitioned the Acton premises, where, incidentally, S & A had made their own lathes and other machine-tools for the work they had been asked to carry out. The company then moved to their later Earl's Court building and carried on. The Berkeley Square showrooms had been taken over in 1939 by the Auxiliary Fire Service and then by the shipping section of the Ministry of War Transport. They were partially damaged by enemy action, and hit by a flying bomb in 1944 and were not de-requisitioned until 1949.

Morris House, Acton, escaped during the war with only roof and window damage but the operatives, including refugees from many countries, were severely hampered by the disruption of London transport. It was not until the end of hostilities that normal working was again possible and it took two years to reconvert the place to peace-time occupation when the Earl's Court premises were vacated.

As for Mr Gordon Stewart, who lived at Send Manor, Ripley, near Woking and died in 1952, he had held 2625 ordinary shares in Morris Motors Limited in 1941. In 1919 Stewart & Ardern Limited had six staff and a turnover of £32,000. By 1923 there were 300 employees and the turnover was quoted as £1,000,000. Mr Stewart helped found the Royal Society for the Prevention of Accidents, pioneered a new method of chicken-farming on his land at Ripley, where in the 1930s he ran kennels, and his interest in the theatre caused him to buy the Strand Theatre for £150,000, in 1946.

I am indebted to Harry Edwards, the highly-knowledgeable historian of the Morris Register, for help with this article. Morris House, Acton, is today the impressive London Headquarters of Follett-Nissan Limited and thus another important motoring landmark is safe from developers.

W B

Did it really happen?

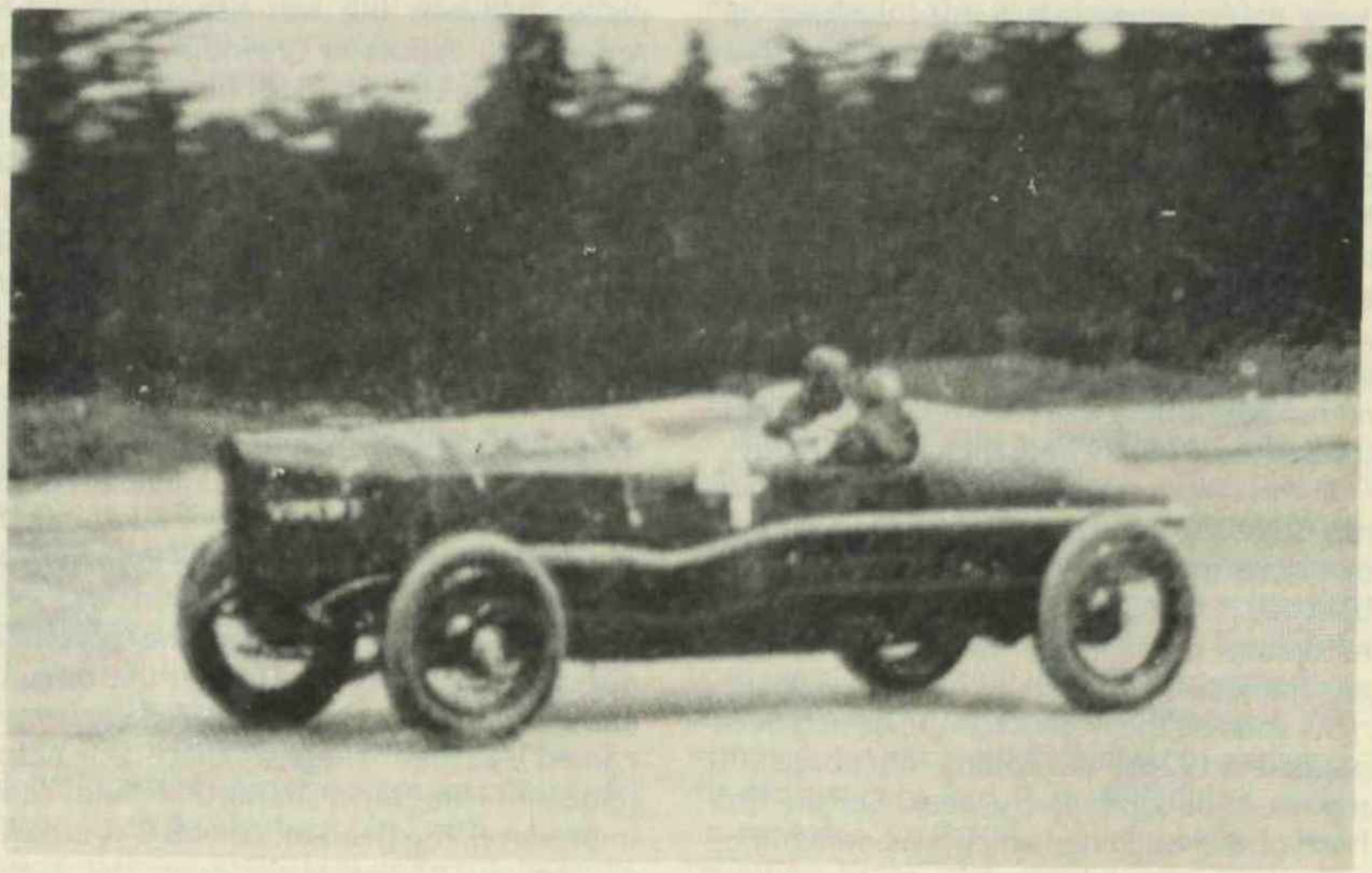


In *Aero-Engined Racing Cars* (reviewed last month), I refer to the uncorroborated story of Alastair Miller, HRH The Prince of Wales, a royal shooting-brake and the racing Wolseley Viper. I also quote another story Sir Alastair Miller told me, of an aeroplane winning a race one Saturday, after which it was flown to Brooklands and its Viper engine removed and installed in his hybrid giant racing car which then won *its* race on the Bank Holiday Monday. This latter story was told also by Miller to racing-driver WB ('Bummer') Scott, and he told it to Rollo Martin, who was at Brooklands at the relevant time, as he has just reminded me. But did it really happen? It seems worth researching.

The episode was supposed to have involved the air races then held at Ensbury Park, Bournemouth, and that wild pilot Dudley Watt and his SE5. Watt had apparently been turned down by the RAF due to inferior eyesight, and he was determined to prove his ability, which he did by beating Service pilots in post-war air races. My investigations showed that Dudley Watt, wearing his famous yellow-and-black chequered helmet, and sponsored by Motor Macs, won two races at Ensbury on Easter Saturday 1927, in his SE5a biplane, the 20-mile Poole Hotels Handicap at 114.2 mph and the High Power Handicap at 116 mph. The aeroplane could have been flown back to Brooklands on the Sunday and its engine put into the Wolseley Viper car before the Bank Holiday Monday races. That's it, I thought! Until I remembered that the Viper's racing career had ended at the close of the 1926 season . . .

This exciting racing car was not completed until late in 1921, running in its first race on September 24. So the fact that a Viper-SE5 won the 75-mile First Waddon Handicap Race at Croydon's three-day meeting on September 17 (I was there, aged eight) seems irrelevant – a new car could hardly have been completed in less than six days, surely?

But what of 1922? Here I sense a possibility. Freddy Raynham won the 16-mile Waddon Open Handicap with his Viper-engined Sopwith Antelope on June 3, and on Whit-Monday, three days later, the Viper car was raced, but was unplaced. But it had won at the previous Brooklands meeting, so perhaps Miller, recounting the occasion some eight years later, had a slight lapse of memory. I believe the Antelope was hangared at Brooklands, the Viper racing car was certainly stabled there, and at the aerodrome suitable lifting



One of the great fighting stalwarts of the First World War (top), the SE5. Such craft were later used in air races. Above, a Wolseley Viper in action at Brooklands.

tackle to effect a quick engine change would presumably be available.

There were still plenty of SE5s being raced between 1922 and 1928, by pilots such as Flt Lt Longton, winner of the 1922 August Waddon Open Handicap, Flt Lt Robb, who was second in that race, Flt Lt Bamber, HH Perry, Lt Turner, with the all-white The Sweep machine, Mrs Elliott Lynn (Lady Heath), who won the Wattle Handicap at 116 mph in 1927, and Dr Reid. But by 1926 Dudley Watt had gone over to racing Sopwith Scooter and Grasshopper aeroplanes, with engines unsuited to a car. Dr Whitehead Reid had two SE5s, having crashed the first one in 1922, which he kept at Bekesbourne near Canterbury. He not only raced them but used them to visit some of his patients, landing in nearby fields. But none of the dates fits the problem we are trying to solve.

Back in 1921 two SE5s and an Avro 504K had contested a Squadron Relay Race at Kenley, but these were Service machines unlikely to have disposed of an engine to a racing car.

The SE5 was also flown by a number of motor racing personalities, including WL Handley with the ex-Will Hay machine, F/O AF Scroggs of later Trojan fame, who won the 1927 Sherburn Private Owners' Handicap at 113 mph in his, and Rivers-Oldmeadow. Dudley Watt had turned his SE5a into the faster DW1 by 1927. Other SE5s were used by the Savage Skywriting Company, G Lingham, AH Wheeler, K Hunter, H Waghorn (a future Schneider Trophy pilot) and Lt G Maddocks, killed in his at Brooklands in 1928. None of these ties in with our investigation, but it does show in what high esteem this HP Folland-designed, RAE-built aeroplane, which was had been described as the greatest single-seater fighter of WW1, was held.

So I can't confirm the dramatic story of this engine-swap. After 1926 the Viper car was used by Avon for tyre-testing. It is possible that it was then that the 300 hp Hispano Suiza engine from Watt's DW1 was put into it – but that was after both had ceased racing. There is also the matter of whether an engine used in an aeroplane could have been transferred rapidly to a racing car in which it would have to be turned round and a flange for the clutch put over the propeller-boss. However, by the 1950s Miller, who was by then Sir Alastair, had written his memoirs, hoping that the British Motor Corporation might publish them – the Wolseley connection – and he gave me, and a BMC rep, lunch at The Metropole in Brighton to discuss them. (However, he had come without his cheque book, but was allowed to sign the bill.) Is it possible that he let a little 'writer's licence' intrude into his story? Or did this engine change from aeroplane to racing car really happen?

I am still wondering. **W B**

WB at 80



W B at the helm of Louis Holland's 1903 Berliet during the 1986 London-Brighton run.

As readers will gather from items elsewhere in this issue, our Founder Editor Bill Boddy has just celebrated his 80th birthday.

Ever a champion of the old car movement, Bill has been writing about motoring and related topics since he was a teenager. Having overseen production of MOTOR SPORT throughout the Second World War, he was made Editor in 1945, retaining the post until transferring to his current position in 1991.

We are sure readers will join the staff in congratulating Bill on reaching this milestone.

We look forward to receiving his monthly contributions for many years to come.

MOTOR SPORT

Upthrust . . .

A reader has drawn our attention to *The Irish Times's* current feature *Times Past*, with especial reference to an item of motoring interest. This concerns the test, back in January 1934, of a Ford V8 saloon, the 22 hp version, which had been fitted with a patented serrated formation glued to its roof. The test consisted of first driving the Ford from Dublin to the top of Kilmacanogue Hill at Bray in normal form, and then over the same route with the roof addition in place. Petrol consumption was carefully measured from a one-gallon auxiliary tank, and the distance-recorder checked by a consulting engineer. He found that on the first run the car gave 22 mpg at an average-speed of 33 mph but that with the loads on the wheels apparently reduced by the roof-suction layer, this fell to 28.2 mpg.

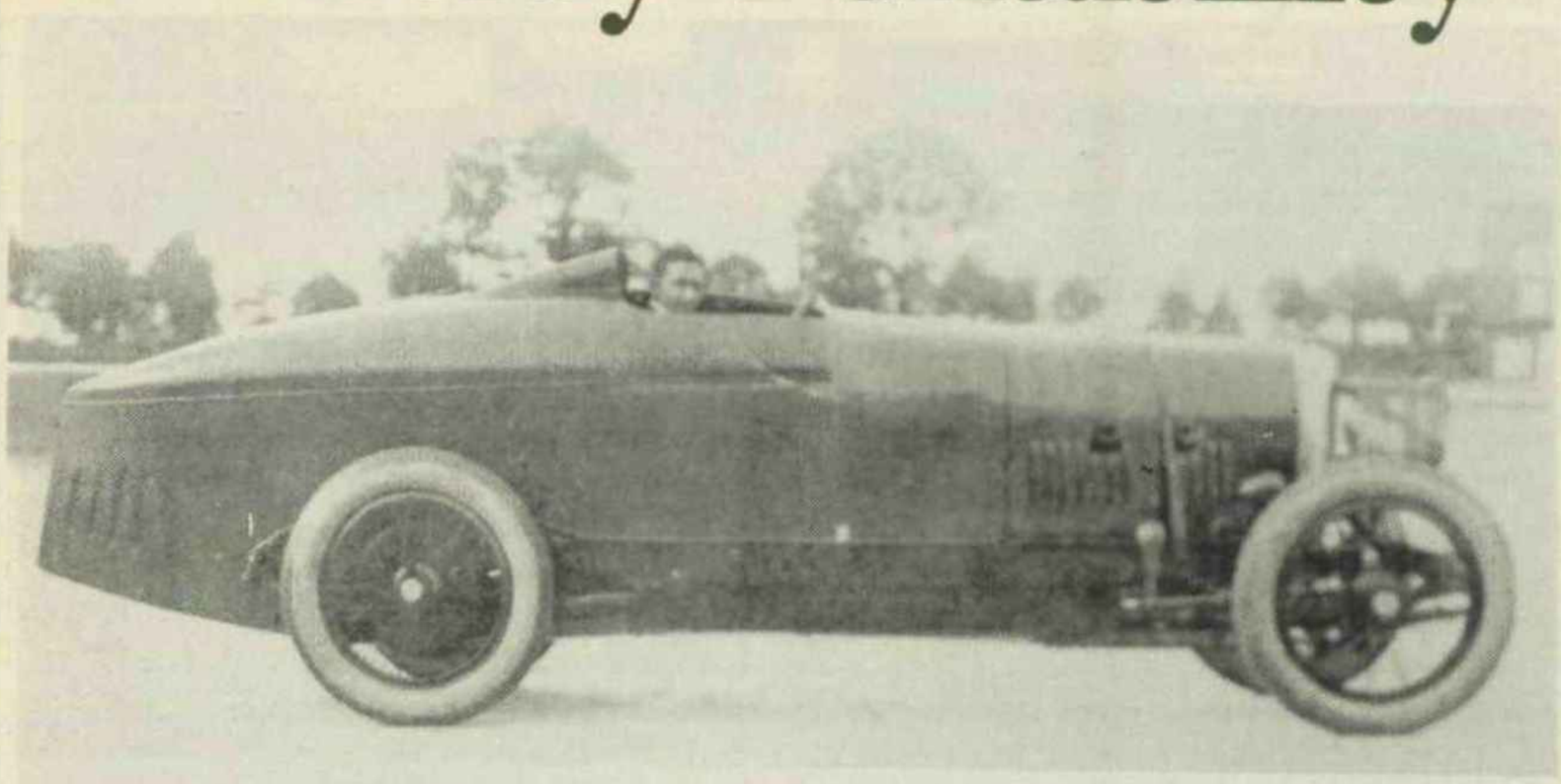
The serrated roof equipment had been patented by a Mr Peter M Staunton, who claimed that, apart from giving better economy, it also increased ride comfort and tyre life, by reason of the air-lift provided. The inventor even went so far as to say that his device would enable small engines to be put into large cars. On the test run it was found that cornering roll diminished, because as the suction lifted the car the centre of gravity was thereby reduced! They must have cornered at extraordinary speeds, surely? It was said that railway trains could benefit from the idea, which one hopes would not lift them off the rails. Racing cars use powerful ground-effects to glue them to the road, so perhaps the reverse was true of this invention. But if you believed that . . .

W B

VSCC Exmoor Trial

At the VSCC's Exmoor Trial, which took place in late January, First Class Awards were picked up by B Clarke, T Wheelock and A Harper, Second Class Awards by M Tomlinson, S Dear and D Hescroft and Third Class Awards by R Threlfall and A Bennett. Best novice was J Miller and the Merit Award went to P Stevens. **W B**

Bentley reliability



The vintage Bentley was not only a fast car, it was commendably reliable. But this blend of all that was best in pre-war motor-racing technique, with an engine based on the victorious multi-valve twin-cam Peugeots and single overhead-camshaft Mercedes, needed to be publicised, introduced as it was during the slump-period that quickly followed the 1918 Armistice. How to achieve such promotion must have lain heavily on WO Bentley's shoulders, along with the many other worries entailed in producing a new, expensive sports car.

It is good to know that he turned to racing and record-breaking to elevate his three-litre Bentley into the public eye. Rather unexpectedly, the first serious race in which a Bentley appeared was the 1922 Indianapolis 500. Unexpected, because the output from Cricklewood at the time would hardly have met any American sales that might have resulted from the cost of shipping a car across the Atlantic. To that point, only the Coatalen Sunbeam had ventured from these shores to tackle the uncertain gamble that was Indy. Perhaps the idea had originated in the mind of Douglas Hawkes, that versatile driver who got good results with anything from a 90 mph Morgan three-wheeler to the venerable 15-litre GP Lorraine Dietrich and most things in-between. It may be that he had negotiated some dollars towards the cost of driving the car at so distant a venue.

It worked out alright, the Bentley finishing the race at 74.95mph, albeit in last place. But WO's next race entry was much easier to comprehend. He put a team of three Bentleys in for the 1922 IoM TT. They could not be expected to win against pure racers such as the straight-eight twin-cam Sunbeams or Ricardo-Vauxhalls, but they *could* demonstrate speed with reliability. This they did, taking the team prize with second, fourth and fifth places. Like the Indy car, all had flat-fronted radiators. Maybe the classic design was regarded as scarce at the time, and was reserved for production chassis?

The TT was a useful exercise, but one thing I cannot fathom is an advertising panel issued by the Bentley Company after the race. It read: "The Tourist Trophy Team Prize won by the Bentley Team as follows: FC Clement second, WO Bentley fourth, WD Hawkes fifth. These results were secured with standard cars, the only modifications being high compression pistons. The standard Bentley was second by *four seconds only*. Its competitors were all special racing cars. The Bentley *was only 0.64 mph slower than the fastest lap of the whole race*." The italics are mine. After the event the results showed that Chassagne's Sunbeam had won in 5h 24m 50s, at 55.78 mph. Segrave's Sunbeam had lapped in 39m 15s (57.7 mph).

Clement's Bentley was second in 5h 28m 59.6s, WO's fourth in 5h 43m 51.2s and Hawkes's fifth in 6h 28m 41s. WO set fastest Bentley lap, in 39m 43.6s. I cannot understand this claim by Bentley; can anyone explain it?

Be that as it may, in 1923 John Duff took his own Bentley to Le Mans, with Clement as co-driver. Although hampered by having rear brakes only and losing two-and-a-half hours when a stone punctured the petrol tank, they finished fourth, tying with a Belgian Excelsior and a French Bignan. WO had regarded this as 24 hours of folly, but capitulated at the last moment and, accompanied by his sales manager, travelled to the race by train. The following year, again with his own car, but with some works help, Duff won outright, and Le Mans was to become the best demonstration of Bentley's speed with reliability. The firm's achievements were thus: 1924 – 1290 miles at 53.58 mph; 1927 – 1472 miles at 62.35 mph; 1928 – 1658 miles at 69.10 mph; 1929 – 1767 miles at 73.62 mph; 1930 – 1821 miles at 77.87 mph . . . after which the Bentley Company went into liquidation. But it had been a great record, earning valuable prestige for Great Britain.

However, we are leaping ahead of ourselves.

Duff had taken his three-litre Bentley to Brooklands in 1922 and had set a fine Double-Twelve Hour record of 89.7 mph. He drove unaided, out of his seat for just over 15 minutes on the second day. The car was in race-trim, with an extra tank for the Pratts petrol/benzole and an auxiliary tank for the Castrol oil, but it was virtually standard, with a non-streamlined four-seater body. The only trouble was a loose screw that dropped into the choke-tube in the Claudel Hobson carburettor on the first day. Five Pirelli tyres were replaced as a precaution, and one burst. Wolseley's record was handsomely beaten . . .





The only three-litre Bentley ever to capture a 24-hour record (top), driven solo by John Duff. In the same car, Duff is pictured at Monthléry in his fruitless pursuit of Renault records (centre). Nine litres versus three (bottom): the Renault 45 that beat Duff.

By 1925, his records having been broken, Duff went to Montlhéry with the 1925 three-litre Bentley he had driven at Le Mans that year, to which had been fitted a Weymann leather-covered body with panels beside the cockpit which, raised, faired it in. The compression ratio was raised as was the axle ratio and different carburation adopted. With Dr JD Benjafield as his partner, Duff set out to attack the Renault 45's 24-hour record. They encountered heavy rain and were delayed when number three exhaust pipe broke, two stops being needed to secure it, but Renault's 1000-mile record was broken, at 97.7 mph, before the bottom bevel of the timing gear broke and the run came to an end. Repairs were put in hand and, with Woolf Barnato as his second driver, Duff was off again, 11 days later. This time the Bentley was successful, the 24-hour figure raised to 95.02 mph for the 2281 miles. This time fog was the hazard, yet lap times varied by less than one-fifth of a second over several circuits of the banked Paris track. Dunlop tyres were used, some already worn, and only four were changed. Pit stops were made every three hours and the first tyre swap wasn't made until the ninth hour.

In 1926 WO thought that to take the world's 24-hour record at over 100 mph would do Bentley Motors a power of good. A plywood and fabric-bodied long-tailed single-seater on a 9 ft three-litre chassis was prepared and Clement, Barnato, Kensington-Moir and Dr Benjafield were appointed to drive it at Montlhéry for three-hour spells, attended by the works mechanics, with the object of wiping-out the Renault records. On the first attempt, with WO watching, the plugs gave out after three hours. After 16h 21m a valve spring broke and caused a valve to break. However, 13 Class D records had been secured, including a new 12-hour figure at 100.96 mph.

Another engine was installed and Clement, Duller and Barnato tried again later in the year, a Morris Cowley Chummy (as slave-car) and WO's 6½-litre Bentley going to Paris with them. Heavy rain was experienced and after 16½ hours the car ran off the track while mechanic Walter Hassan was driving it in the absence of the regulars, after Duller had spun the Bentley and hurt himself. Bentley never *did* do 100 mph for 24 hours, but after this Le Mans offered adequate proof of their pace and durability. However, one should not overlook the Hon Mrs Victor Bruce's 24-hour record with a Le Mans-type four-seater 4½-litre Bentley, accomplished solo at 86.57 mph in 1929. Equally, there was the 24-hour Class C record, established at 91.05 mph in 1930 with a similar Bentley driven by Dudley Frey and Field, and later improved to 93.42 by Froy and Raphael in 1931.

In those later times the Le Mans victories were sufficient, however, to proclaim the Bentley's toughness and justify the company's five-year guarantee, surpassed only, I think, by the six-year warranty of the present-day Proton. **W B**

The VSCC in Herefordshire



Seymour Price, W B and Austin 7 prepare for the off (left). Fellow Third Class Award winner E Goldsmith fettles his Lea-Francis (below).

Early in March, the VSCC trialists assembled at that most useful venue The Verzons, near Ledbury, for the Herefordshire Trial. Entries were down this year, from 105 in 1992 to a nonetheless respectable 87, and were divided into two classes: short and longer wheelbase.

As an additional post-birthday treat I was allowed to ride as 'navigator' to Seymour Price in his son's Austin 7 Ulster. As Seymour proved to be an adept map-reader, and had an electric pump to adjust tyre pressures after each section, I had an easy afternoon. I had plenty of time to enjoy some of the more remote parts of still-rural England almost as though ensconced in a comfortable, though nippy, bath chair.

The trial's organisation was excellent. Spare a few thanks for all the marshals required to run it. On this particular day, there wasn't much for them to do, as they had the disappointment of a succession of cars clearing each section. Many of these were ascents of grass hillsides which would have been difficult had it rained before the trial. As it was, only one of the 14 hills stopped our A7, although the driver did find that the driving technique differs from that he uses in his regular A7 Chummy. The red Ulster had a 5.625 axle, 4.00 × 19 Avon tyres, a three-speed gearbox with gate change, a standard cylinder head and a semi-downdraught SU carburettor. On the steepest gradients, it was perhaps a trifle too high-geared, but our only failure was at Zag's Gnash, where a deep, muddy hollow stranded us at marker seven. This became the decisive hill, where the irrepressible Low reached marker 18 (only two from the end) in his 1929 Taylor-bodied A7, and Blakeney-Edwards' Frazer Nash all the way to 16, others to 15, but P Stringer (1926/33 A7) got right to the top. However, he lost 11 points at Ginger Wood and Low dropped only the aforementioned two.

To liven up the dry sections, there were trees to circle at Moffatt's Meander, where Lister's FN-BMW unwisely followed Goding's noisy Morris, which had taken a wrong route and was not allowed the requested second try.

At Bearwood One, long-wheelbase cars had difficulty rounding another tree, although Ben Collings reached marker 17 in the fully-crewed 4½-litre Bentley, and grabbing front brakes appeared to be responsible for Lister straying off-course. But these were three good sections up long, wooded tracks, with a fearsome final corner. There was a stop/start hazard on mud at Orge's Corner, whereas Frith Wood was short and sharp and Ward Hill ended in a steep rise. The same was true of Herbert's Hump, which we just managed, as did Tony Jones's 30/98. Zieder Way was rough-surfaced, long and grassy, and cars continued on a grassy track into the woods at Ginger Wine.

Most got back to The Verzons, although Hickling had changed a head gasket and rewired his Dodge, while S Hirst was sorting out gearbox problems with his Riley Special. All in all, a good show by organisers Rodney Felton and Hamish Moffatt (who used their



Bugattis) and all the other patient officials.

Ron Low's 278 points naturally earned him the Hereford Trophy, for best overall performance. In Class 1, First Class Awards were presented to Low, P Blakeney-Edwards (Frazer Nash), J Diffey (A7) and P Evans (A7), Second Class Awards to B Clarke (GN-A7), T Pipkin (A7) and T Wheelock (A7) and Third Class Awards to M Joseland (Frazer Nash), H Stringer (A7), S Price (A7), P Bullett (A7) and R Odell (Riley). In Class 2, First Class Awards went to B Collings (Bentley) and D Hescroft (AC), Second Class Awards to M Hirst (Alvis) and A Goding (Morris) and Third Class Awards to W Urry (Riley), T Jones (30/98), D Bond (Morris) and E Goldsmith (Lea-Francis). There were eight non-starters and two retirements, Miss P Thorpe (A7) and S Hirst (Riley). **W B**

STD at Sedgebrook



The Sunbeam-Talbot-Darracq Register held its AGM on February 20/21. It took over the Sedgebrook Hall Conference Centre at Church Brampton, just outside Northampton, where Bassett Lowke once made wonderful scale models. Close by, we saw Sywall aerodrome, once part of the Brooklands Aviation set-up. After everyone had enjoyed the Hall's many leisure activities, the annual dinner took place. It is to the credit of the STD Register that more than 100 members attended.

Outside, 13 of their cars mingled with more modern tin-wear, although others had already departed. Among those I admired were John Kearley's 1927 Sunbeam Sixteen, which has been known to the Register for some 13 years, and three cars each with trunks (rather like elephants in reverse), one of which was Colin Weare's Sunbeam Sixteen tourer and another Stuart Upperman's 1929 Sunbeam Twenty Weymann saloon. During the weekend, interesting material from the Register's archives was on display in the conference room, including many photographs of Sunbeam racing cars and production models, the photograph albums belonging to Mr Wilding, aero-engine data and a large model of the famous 1927 200mph twin-engined Sunbeam, backed up by a little model of the Silver Bullet and other tiny Sunbeams. Pride of place was taken by Harold Smith's 1916 Indianapolis Sunbeam, with scrutineers' labels from recent VSCC events in which it has done so well since its restoration. It was a good start to the active season ahead. The Register secretary is J Kearley, Higher Binneford Farm, Yeoford, Crediton, Devon, EX17 5EZ. **W B**





Photographic highlights from the healthy turnout at the STD Register's recent AGM, including a trio of betrunked Sunbeams (bottom right). Over 100 members attended the event.

BMW wins Pom

That long-established contest to which the VSCC admits modern cars (devised by the late Laurence Pomeroy to define, by a series of tests and a high-speed trial, which is the best all-round fast touring car) was enacted again at Silverstone on February 20, in bright, but cold, weather. Despite the varied nature of the competing motor cars and the drivers' tests, no incidents occurred. The entry of 67 was decimated by 11 non-starters. The cars that braved a Pomeroy scrutiny ranged from Trevor Tarring's ex-Ron Barker 1908 Napier to WJ Mahany's 1992 supercharged Reliant Scimitar. In fact, 21 pre-war cars had to grapple with the rest.

In the end it was Richard Wills' 1938 328 Frazer Nash-BMW which took the coveted Pomeroy Trophy, a fine model of a 1914 GP Vauxhall if my memory is not deserting me. However, vintage honour was upheld by Spencer Flack's 1924 4½-litre Bentley, which was second overall, only 7.37 marks in arrears, to take the Densham Trophy. The only Edwardian competing was the Napier; it completed the required tests and so gained the Pomeroy Edwardian Trophy, placing 45th.

First Class Awards were won by Andy Bell (1935 Aston Martin LM), Dr C Pearson (1954 Triumph TR2) and Steven Roberts (1953 Frazer Nash). Those who took Second Class Awards were Paul Stafford (1970 Datsun 240Z), Tom Threlfall (1953 Targa Florio Frazer Nash), Charles Barter (1971 Datsun 240Z), Rod King (1936 Talbot 105), Tim Blackburn (1976 Ferrari 308) and Sir Aubrey Brocklebank (1986 Alfasud). Those qualifying for Third Class Awards were Robert Britcher (1930 Alvis Silver Eagle), John Harper (1958 D-type Jaguar), John Savage (1955 Lancia Aurelia), Mark Scottie (1932 Frazer Nash) and Weston Mitchell (1974 Reliant Scimitar GTE).

But now, for the rest of 1993, the VSCC will concentrate mainly on pre-war machinery.

W B

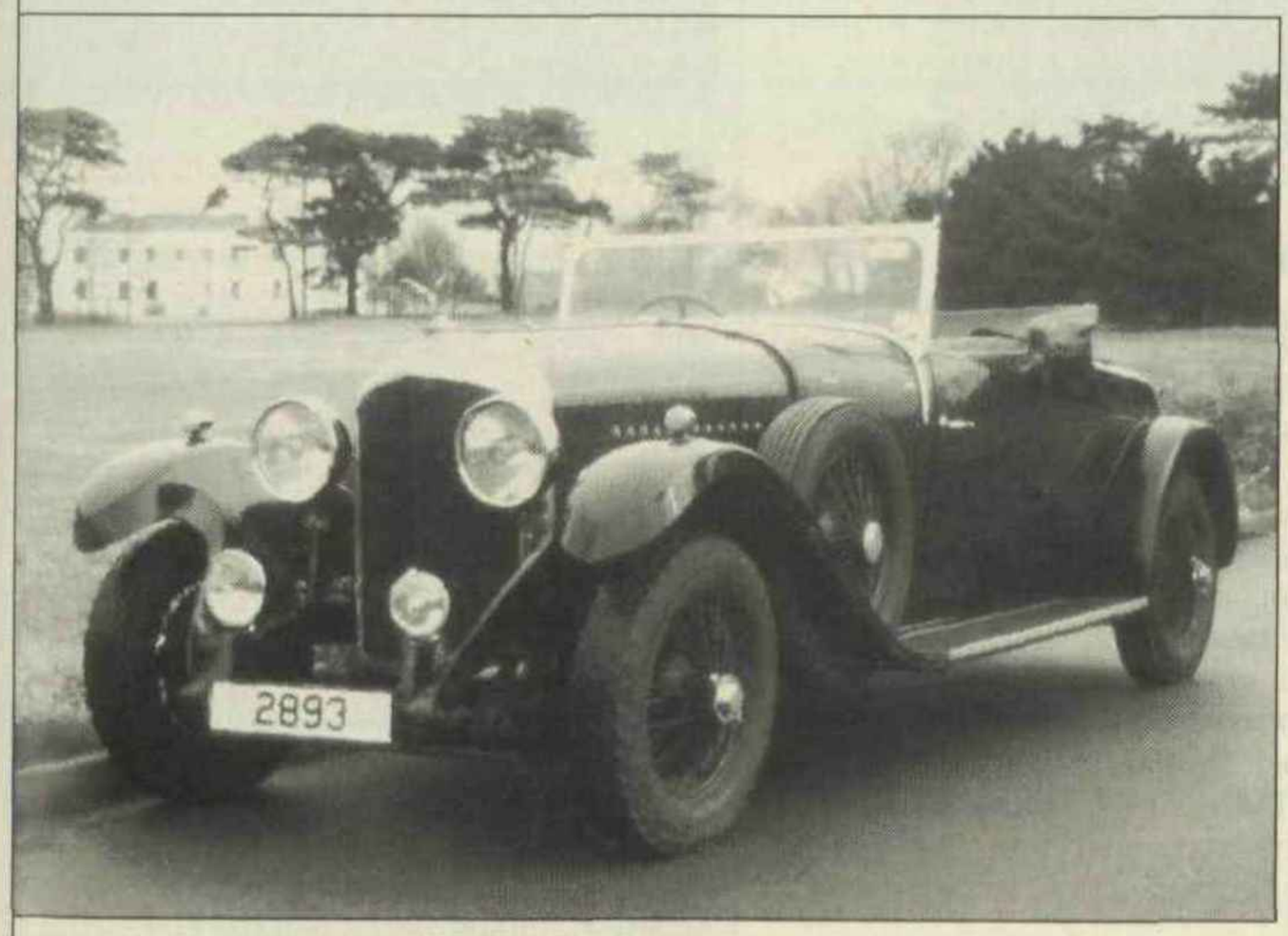
GN days

Barry Clarke of the VSCC had a very interesting article published recently, about why the shaft-drive two-cylinder and four-cylinder GNs, which succeeded the famous chain-drive models, were not a successful commercial proposition.

This reminds me that the great racing motorcyclist, Noel Pope, used one of these later GNs in the 1930s for transporting his machines to Brooklands and other speed venues. He paid £2 for it, whereas the combined price of his road-racing Velocette and the long-wheelbase track Zenith he was then racing totalled £20. The GN had a roomy dickey-seat, which would more or less take a motorcycle, but its weight caused the back tyres of the solid-axle GN to shed themselves on corners. So Pope built a crude trailer.

The GN, which had been good for 50mph on its own, would pull this at 25 to 30mph. But eventually the vee-twin air-cooled engine of the GN gave out and when it refused to do more than 30 mph without the trailer on tow, Noel exchanged it for a small hand-drill, worth a couple of pounds . . . **W B**

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Cars in books



Le Mans Bentleys are prominent in Molly Castle's book. This is Dunfee and Davis in 1930, but on whom were some of Ms Castle's fictional characters based?

To help this column along, JE Dussek of Plaxted has kindly contributed a most interesting chapter from *Round the World with an Appetite* by Molly Castle (Hodder & Stoughton, 1963). The authoress seems to have been a pioneer of the now popular cookery books and TV recipes programmes. But the chapter under review describes her visit to Le Mans in 1929. She clearly made this journey and the book is not fiction. But the names of the personalities involved have been changed, creating a nice exercise in identity for Bentley DC and other historians.

After the run from London to Le Mans, they saw the race won convincingly by the Bentley team – a 6½-litre and three 4½-litre cars. The winning Speed Six was driven by Barnato and Birkin, at an average 73.62mph.

Molly Castle describes the fifth car of the Bentley team as a supercharged 4½-litre, which "although it was considered an inferior motor car by people in the know, would do 110mph on the road." It had been "acquired recently" by Lois's boyfriend Bill, one of at least four oily and indifferent young men whose horizons were bounded by Bentleys in the east, Berkeley Hotel in the west."

The blower-4½-litre Bentleys could not be prepared in time for this 1929 Le Mans race, so three unblown 4½-litres had to be substituted in haste. Presumably the fifth of these blower 4½ Bentleys had been sold to 'Bill'.

So who was Bill?

Molly's friend was Mac, partner to Bill in a motor business with offices in Sackville Street. It was a business run apparently more to enable them to buy their own cars at a discount, rather than for profit, and the offices were used frequently for cocktail parties. The car is described as painted in British green, with "the number 10 still daubed on a black disc, relic of the Double-Twelve, or whatever Brooklands race it had competed in unsuccessfully." So there's a clue . . . except that in the only JCC Double-Twelve race then run, the number 10 Bentley was WB Scott's, which *did* retire. But 'Bummer' Scott was partnered by his wife and, although she did remarry later, would he have departed for Le Mans the following month with another girl?

Possibly, but we are spared any aspersions about 'Bummer' because his was a non-supercharged Bentley.

I find myself wondering: who were 'Bill' and 'Mac'? The story of that Le Mans visit is delightfully told. The girls shared the bedroom of the men, but only for strictly moral catnaps. But the statement that 'Bill' drove better when he was drunk would not do today!

On the way out there had been a night at the Ritz in Paris, plus a visit to the *Folies Bergères*. Then it was on to Le Mans, their Bentley getting a fine reception from the French as they drove about – had not these British cars won there in 1924, 1927 and 1928?

During the race the girls were lent a bedroom occupied by "Robin and Toby, race-driver friends of Bill's", for a wash and a rest. 'Robin' Molly describes as more of a racing driver than her boyfriend Mac, and also more fun. The son of a millionaire peer, he had his own aeroplane, in which he had flown to Le Mans.

Could he have been the Hon Brian Lewis?

Was 'Toby' Rose-Richards?

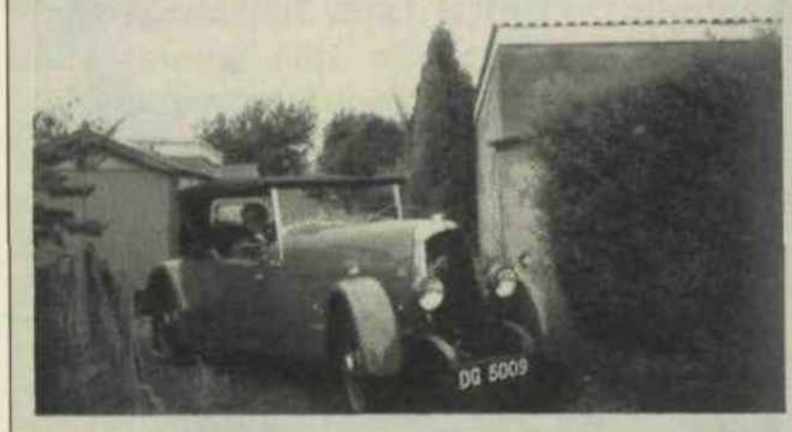
They had shared a Lagonda, which retired.

Molly went in a taxi to the airfield to see 'Robin' off, then drove in the Bentley to Chartres for dinner, later stopping for the night at Dinard. The following evening they were back in London, having left on the Friday before and covered 1500 enjoyable miles in between.

It's a delightful period piece, with those anonymous personalities and cars to sort out. The account rings entirely true, except where Molly Castle mentions "Nuvolari going well". He wasn't in the race, but she was recalling the happenings seven years later . . . **W B**

V to C miscellany

Another Ludlow Festival Vintage Vehicle Display, and short town-run between 14.00-15.00, takes place on May 9, for the Watsons Motor Works Cup and other prizes. The event is confined to pre-1959 cars. Details from: P Reckless, Rochdale, 6 Station Road, Ludlow, Shropshire SY8 2LR.



That rare car, the straight-eight Hampton (above), is now fully restored and we hear that a replica Leyland 8, to be built around an original engine, is contemplated by an enthusiast in Kent.

For its annual rally at Beaulieu, the 750MC is introducing an additional class, for Ulster Replicas, for the President's Trophy.

The 'Hyde Park Race' to introduce the Bugatti EB110 (two of them) to London was well supported by the Bugatti OC, with a fine display of pre-war Bugattis. The event continued later within Grovesnor House. The Metropolitan Police were less enthusiastic about the parade around Hyde Park and down Park Lane than their Parisian or Milanese counterparts might have been, but it all ended happily enough, with no arrests as we understand, though there was a complaint about a camera-car being overloaded. With ever-rising crime rates, we wonder how they find the manpower to supervise events of this ilk with such attention to detail (see also *Boddy Language*, page 355). Incidentally, unless our eyes have deceived us the EB110 does not seem to have worn any number plates during its London jaunt. Money is said to speak loudly, so maybe if you can afford a £292,000 supercar you are exempt from taxing it. Or is it that after spending so much, there is nothing left to buy the car a licence disc? It was possible to commemorate the occasion by buying a Bugatti scarf (£1200) or Bugatti fountain-pen (£1000) . . .

The VSCC's Silverstone meeting on April 3 will include the usual races for pre-war and historic racing cars, one for 1950s sports/racing cars, another for pre-war sports cars and an event for front-engined, post-war racing cars. The Itala and Lanchester Trophies contest will adjust the balance, in a programme of 10 races and the traditional high-speed trial. There's not long between our publication date and the event, so try not to miss it. First race is at 13.00; adult admission is £8.50, paddock transfer £3.



The new £8M Heritage Motor Centre, situated a three minutes run from Junction 12 of the M40, on the B4100, is due to open on May 1, with a collection of over 300 historic British cars on display. Admission will cost £5 for each adult, £3 each for OAPs and children aged 5-16.

The Jowett CC (above) is hoping to attract even more entries than have so far been received for its 70th Anniversary Rally at the Ramside Hull Hotel, Durham, over the weekend of May 28/30. Apply to Mike Smailes, 2 Talgarth Road, Norton, Stockton-on-Tees, Cleveland TS20 1LF.

The Yorkshire Vintage Motorcyclists organisation was formed to cater for pre-1931 machines, rather than "any old motorcycle". It prefers informal runs to frantic competition. Anyone interested is invited to write to Keith Bastow, 395 Soothill Lane, Batley, W Yorkshire WF17 6ES.

The latest issue of the *Surrey County Magazine* carries a large reproduction of 1932's Brooklands 1000 Miles race poster on its cover. Within, there is a long article on the old track by Peter Boston, who rightly praises the Brooklands Museum but has apparently never heard of the good work done by the Brooklands Society in its efforts to save the surviving parts of the circuit. He claims that it became known as the 'Bumby Bowl', which is news to me, and he attributes the ladies' lap record to Doreen Evans, rather than the actual holder Gwenda Stewart.

In last month's report of the VSCC Brooklands meeting the following results were omitted. In class three, First Class Awards went to P Bullett (A7) and D Downes (MG), Second Class Awards to D Robinson (Riley) and T Gosling (A7) and Third Class Awards to B Harding (Frazer Nash) and T Foster (A7).

An exceedingly rare 1914 Model-25 Hereshoff tourer has surfaced in Carmarthen. It is thought to be the very last one made, assembled from parts remaining at the Detroit factory just before the manufacturer went bankrupt after having built these cars since 1909. **W B**

Sotheby's Forthcoming Motor Vehicle Sales

SPRING ~ SUMMER 1993

All sales are held at the Royal Air Force Museum, Hendon
unless indicated otherwise.

SUNDAY 25TH APRIL
Early & Classic Motorcycles & Related Items
International Classic Bike Show, Stafford

MONDAY 3RD MAY
The Lamanva Military Collection, Militaria, & Associated Items
Near Falmouth, Cornwall

SATURDAY 22ND MAY
Important Early, Historic & Classic Motor Vehicles & Automobilia

SATURDAY 12TH JUNE
Rolls-Royce & Bentley Motor Cars & Related Material
The Rolls-Royce Enthusiasts Club Annual Rally at Althrop

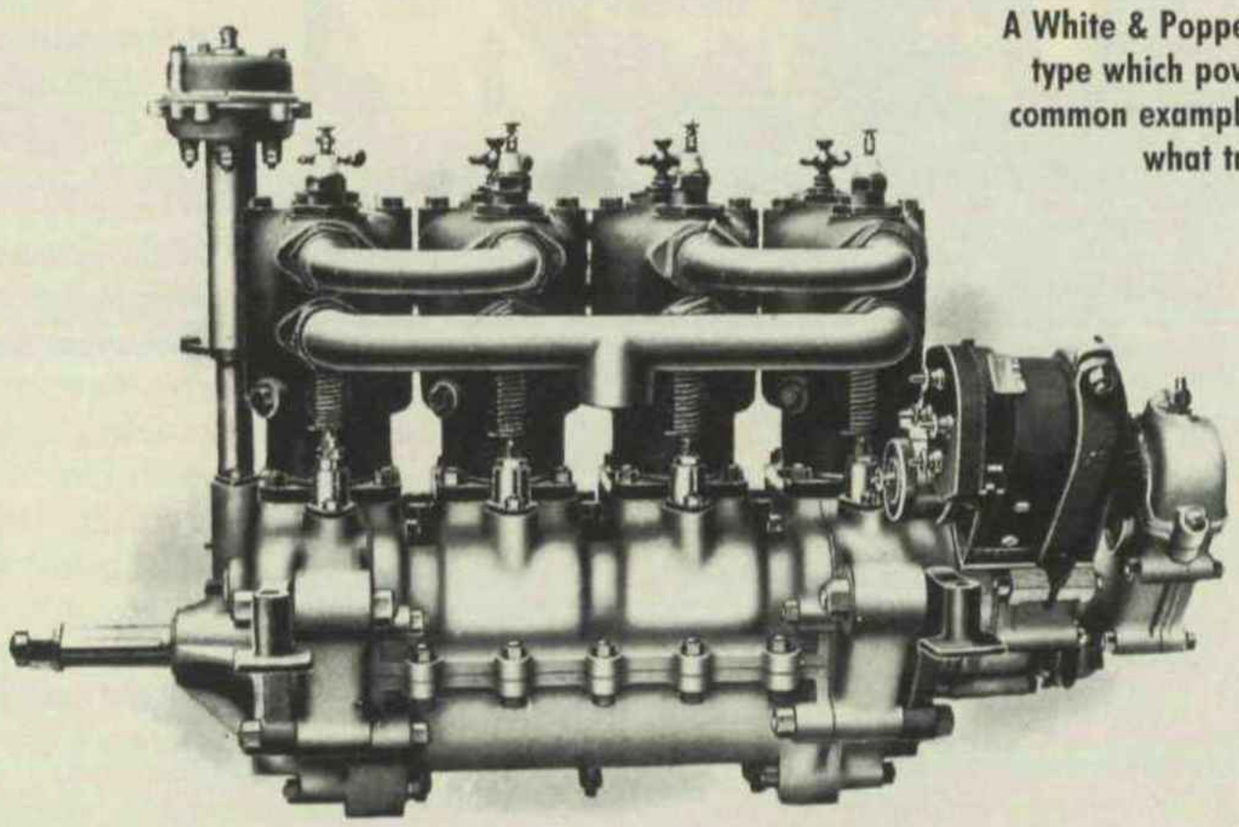
Selected entries are now being accepted for these sales.
Catalogues will be available. To order please call (0234) 841043.

For further information please contact Malcolm Barber, Stewart Skilbeck, Peter Blond,
Toby Wilson on (071) 408 5268 or Mike Worthington-Williams on (0559) 370 928.

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The Globe



A White & Poppe engine of the type which powered the most common example of the somewhat transient Globe.

Some years ago I was walking round a field, near Kew Bridge, if memory serves, where a fair was in full swing. I was admiring the FWD trucks and maybe a steam showman's engine or two, when I discovered an old axle lying in the grass. The name on a hub cap revealed that it had belonged to a Globe cyclecar.

Returning home, I did some research and found that the Globe must have been a rather jolly little affair, for it had a large single-cylinder engine, water-cooled in fact, in quite a sizeable car, the wheelbase of which measured 7ft 3in (the later Austin 7 was happy with 6ft 3in).

Its 'single-lunger' engine must have cracked along very well, if its dimensions of 105 x 120mm (1039cc) are anything to go by. Moreover, the chassis had half-elliptic springing front and back and there would have been a handsome radiator for the thermo-syphon cooling system and substantial running-boards able to hold a toolbox and the acetylene generator on the passenger's side, along with the button-upholstery of the period when such a Globe would have emerged from Turk and Bell's Carlton Engineering Works in High Road, Tottenham, North London.

Alas, no one in the fairground knew what had become of the rest of the car. It was then sometime in the late 1930s and this cyclecar, that you could have bought new in 1915 for £170 with lamps, horn, tools and a tyre-pump, had gone the way of cyclecars everywhere. Nevertheless, since that encounter with a rare axle forlorn in the grass, I have retained fond imaginings about what it must have been like to drive one's Globe.

Further research has revealed that although its makers, who, incidentally, were sanitary engineers, had endowed it with a single-pot power-plant of over a litre, they had been content to use single-belt transmission to a countershaft incorporating an epicyclic gear, with chain-drive to the back axle. The engine was an Aster and a coupé-bodied Globe cost £190. Can you imagine the racket within . . ?

However, it is not this rather delightful cyclecar with which I want to deal, and so, ignoring yet another car of this name made in Ohio, here goes . . .

The Globe with which we are now concerned was the product of Alfred Hitchon's Gear and Automobile Company Limited, of Accrington, Lancashire, which went public in April 1904. This was after John Weller, who was later to achieve fame as the designer of the AC Six overhead-camshaft engine, had left Hitchon and production of the Hitchon Weller cars which had been made in the same factory at Moscow Hill, Accrington, with their pioneer easy-change gearboxes had ceased; an interesting story, to which we will perhaps return another time.

At this stage Hitchon decided to re-name his cars Globes, probably because that was the name of the factory of Howard and Bullough, of which Mr Hitchon was vice-chairman, a company founded in 1853 to make cotton-spinning and weaving machinery. It was here that Hitchon, with the approval of his fellow directors, had taken over part of Moscow Hill, an old cotton mill, and there built the Hitchon-Weller cars, from 1903, until they were renamed a year later.

Alfred Hitchon remained very much the man in charge of the Globe project. His fellow directors were his sons, JR and E Hitchon, and his daughter, ME Hitchon. Of these, only the first-named showed an active interest in car manufacture, becoming company secretary and sales manager. The capital raised was £10,000.

The first year of production was devoted to manufacturing single-cylinder cars, but for 1905 they added a 12 hp four-cylinder chassis, using the Hitchon patent free-wheel four-speed gearbox. The 'one-lunger' Globes also had this foolproof gearbox, in three-speed form. For their first half-dozen four-cylinder cars, the company bought-in 80 x 90mm engines from the Foreman Motor Company Limited of Coventry, which Foreman had used in its own cars. After this there was a change to the well-liked White & Poppe T-head engine, of the same bore and stroke.

Apparently Mr Hitchon had to pay £103 7s for each of these W&P engines, which gave some 18bhp, and he was able to offer the 12/14hp Globe as a chassis for £285 and with a touring body for £330. Reports say that these cars were made very conscientiously, every nut locked by spring-washer or split-pin. One user praised the springing, the easy gearchange, the neat appearance and the roomy, well-upholstered body, but found the White & Poppe engine, with its separate cylinders, to be somewhat noisy.

Things were presumably going well, because the next development was the introduction of a four-cylinder 22/25hp Globe, powered by a 108 x 114mm Alpha engine. This engine was used in the better-known 20/24 hp Horbick car, and also by Calthorpe, at this time, and was supplied by Johnson, Hurley and Martin of Coventry. For this bigger Globe a Longuemare carburettor was used and the final drive was by bevel gears instead of the worm-and-wheel back-axles used on the lower-powered models.

It seems that these Globe cars were quite well received but that output was limited by the company's production facilities.

However, thinking that the cotton-spinning industry might be in for a decline, Mr Hitchon purchased a large plot of land, where he had built a new factory, known as Charter Works. But the opposite happened. The cotton trade enjoyed a boom and Howard and Bullough was inundated with orders for its machines. Sir George Bullough needed factory expansion and pressed Alfred Hitchon to sell him the new Charter Works. As vice-chairman of this other company, Hitchon had little option. An arrangement was entered into whereby, in taking over the assets of the Hitchon Gear and Automobile Company, Howard and Bullough would find employment for all the latter's 50 or so workforce and that for the next three years they would undertake to supply spare parts for Globe cars.

So the Globe venture lasted only until 1908. In those four years of activity the company made 27 single-cylinder cars, of nine horsepower, with the Weller-designed engine, about half-a-dozen 12/14hp Forman-powered cars, some 40 12/14s with the White & Poppe power, and perhaps six or more 22/25hp cars with the Alpha engines. Alfred Hitchon went back to making cotton-spinning apparatus and succeeded Sir George Bullough as chairman of Howard and Bullough Limited.

And that ends these notes, inspired by a visit to a fairground. **W B**

Happy birthday



VSCC line-up at Hereford Cathedral. From the left: Ronald Barker, president elect Barry Clarke, Nigel Arnold-Forster, WB, Tom Threlfall, Kenneth Neve, Roger Collings and president Bruce Spollon.

If I were of the present generation I'd probably remark: "Really good!" or "Brilliant". I am not, but to say I was overwhelmed is an understatement.

I refer to my recent 80th birthday, and the fantastic number of greetings I received, so many from MOTOR SPORT readers and VSCC members. They simply flooded in, not only from this country – let's call it *Great* Britain, shall we? – but from Europe, America, Africa, Hong Kong, Nicaragua and elsewhere. These cards are definite proof, as if you didn't know, that so many people derive avid enjoyment from motoring as a sport, that I hope you will forgive me for making this page a means of thanking very sincerely all those who so kindly sent them.

All this helped to take the sting out of having joined the octogenarians (should I now buy an MG?), although I am convinced that I do not deserve such attention, for others have done far more for vintage motoring than I have, as competitors, officials, marshals and reporters etc. This should not imply that I am ungrateful for all this attention. Many of you asked me not to give up writing. Well, that is in the hands of God and other deities, but I shall do my best.

The number of greetings I received exceeded 700. The volume was such that, on the day I changed into this octo-thing, the Post Office sent our smartly-uniformed postman in a spick-and-span Bedford PO van to deliver them. With him came a sort of kissogram girl, in fact a 'non-kiss' uniformed PO-girl, and a local photographer to record the happening, if not for posterity, for the regional papers. As the bag of greetings cards was so heavy I could hardly carry it, I felt it would be churlish not to comply with this Post Office publicity. If it comes your way, you get a Royal Mail book containing collectors' stamps and a Post Office 'Penny Black' tie . . .

Back to these birthday cards – thank you all so very much! I shall derive endless enjoyment from them and the messages, reminiscences of long-ago happenings that I still remember and references to old friends and acquaintances etc.

Even my comments about Rolleiflex cameras, minuscule car cubby-holes and my Boxing Night 'Exeters' are recalled! I have been reminded too that many of you discovered MOTOR SPORT around 1945-50, although one reader has read it since 1929 and another from 1930. Several first saw it at school, one at the age of 10.

The cards depict not only cars of all kinds, but railway and aviation subjects, with ordinary cards sprinkled around as a change from wheels and propellers. One contrived to have a picture of me on the cover of a February 1993 MOTOR SPORT – very clever printing, this! Others show me riding in cars from years past, such as with John Eason-Gibson in his Frazer Nash-BMW at a Brooklands' event and at Silverstone in 'Babs' when driven by Roger Collings. Alas, space is insufficient for me to list them all. Even those from the Motor Clubs, many with a multitude of signatures, and from other organisations (the suppliers of MOTOR SPORT's paper, to name but one) would fill a page. But I am most touched, and very grateful to you all . . .

I shall keep these cards and look at them again every year, to ward off depression. The used stamps will go to charity.

Nor was that all! After shaking hands with the non-kissogram girl, my wife and I went off in the still-reliable (after 34,850 miles) Ford Sierra to Hereford, where the past-presidents of that wonderful club, the VSCC, had arranged a lunch for us at the Green Dragon hotel. Again, I was overwhelmed. It was such a jolly party, with president Bruce Spollon and his wife June (who had laid on everything so splendidly: the cake, the candles – not quite 80! – the room, the champagne), Roger and Judy Collings (who had nudged it into reality), Kenneth Neve OBE and his daughter Judy Portway, Ronald 'Steady' Barker, Nigel and Pam Arnold-Forster, Tom and Di Threlfall, Peter and Jennifer Hull and VSCC president-elect, Barry Clarke. It had meant long journeys for many of them. As I said, what a wonderful club.

I am conscious that all this may seem too personal. My excuse it that it is a further reminder of how deep-rooted motoring sport is, in all its forms. No stupid restrictions must impede the pleasure it provides for so many people. Let us remember the efforts the Federation of British Historic Vehicle Clubs is making, to ensure that such harmless enjoyment is not ruined by the rule-makers in Brussels.

So zealous

I am in full agreement with the suppression of pornography in public places, and I have never craved a personalised number plate. However, in this age of violent crime, was it really necessary for a police superintendent to issue a summons to a former motorcycling star and modern-day truck racing champion, after the Lincolnshire force had stopped his Mercedes-Benz 500SL because the figures on its number plate, PEN 15, were alleged to be spaced too closely. The MoT trades in such numbers and this one, which the police could clearly read, had raised no previous objections in five years. We are told the '5' had not been altered in any way, but if the cops have dirty minds . . .

The 'culprit' hadn't been speeding, so what does 'wasting police time' truly mean?

Oh Clive!

As one who is aware of the clangers he makes, journalistic and otherwise, I was nevertheless sorry to find, after his description of the enormous research done for the BBC TV programme *Fame in the 20th Century*, that in the follow up BBC book of that title by Clive James, Segrave is printed as 'Seagrave'. It is a common error, which I noticed years ago on the plaque on the 'Golden Arrow' when Castrol had presented this famous LSR car to the NMM. But no doubt that has long since been corrected? Of all the famous people whom Clive James puts in their places in his book, the only racing drivers he mentions are Segrave and Campbell.

Cobblers

Writing in the *Mature Times* of the high speeds of which modern production cars are capable, Tony Watts asks if any of his readers remembers the world record-breaking speed achieved by John Cobb in the Napier Railton in 1938? He then quotes this record as 250.2mph, "almost exactly the top speed of the forthcoming Jaguar supercar, retailing at a cool £400,000".

He recalls that Cobb "had the luxury of putting his foot down well away from other drivers and pedestrians" and queries how much use the Jaguar driver will get out of his top speed.

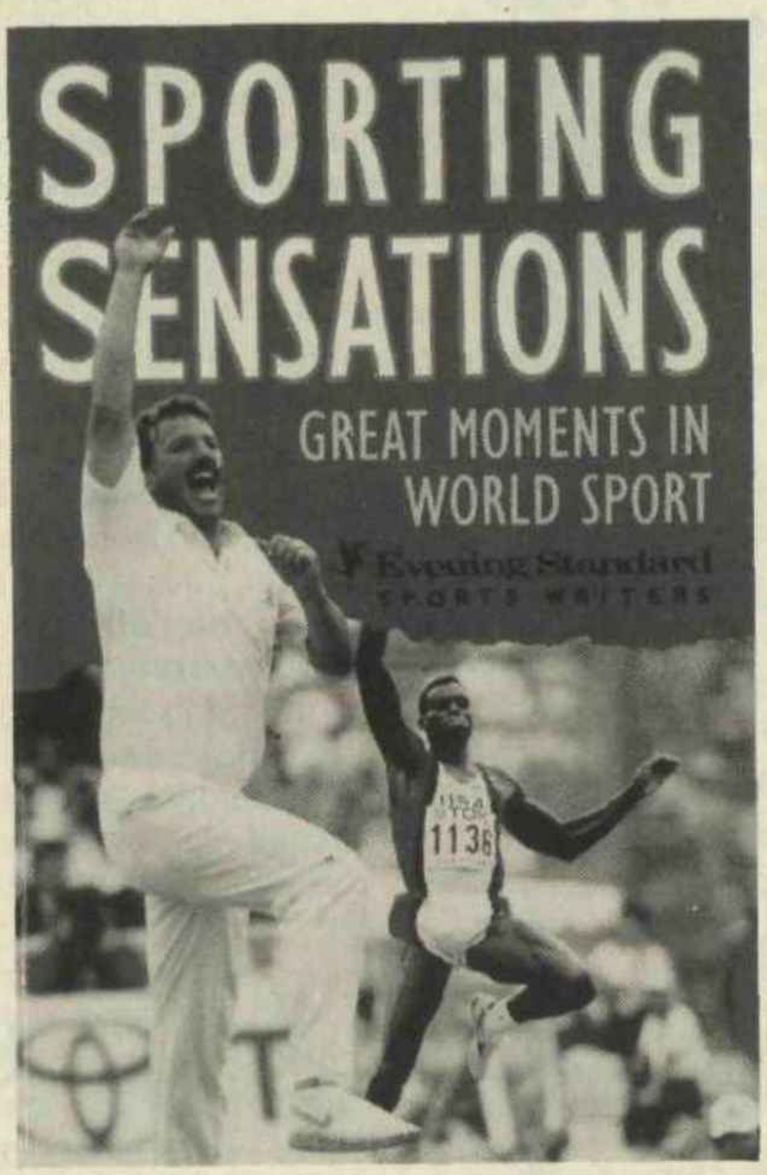
Poor Cobb! He has again been underrated. His 1938 LSR was a mean speed of 350.20 mph. And Eyston, who is referred to as "thrashing" Cobb the next day "by over 100mph" actually did 357.5 . . . **W B**

Sporting Sensations, by the *Evening Standard* sports writers. Ward Lock Publishing, £4.99.

For a fiver, this is pretty good value, even though it barely dips a toe into any of its myriad subjects.

In short, it is an anthology of some of the most memorable moments in ths history of sport – predominantly athletics, boxing, cricket, golf, horse racing, the Olympics, rugby union, soccer and motor racing. In the latter chapter, David Smith chronicles Mike Hawthorn's victory at Reims in '53, Moss at Monaco in '61, Jim Clark's 1965 Indy, Mansell's tyre failure in Adelaide and the fleeting moment during the 1991 Spanish GP when Mansell and Senna were a fag paper apart at 200 mph down the main straight. Curiously, he also chooses Le Mans 1955, which might have been memorable for all the wrong reasons, but it hardly constitutes a 'great moment', as advertised on the front cover. The same could be said for cricket's D'Oliveira affair.

Use of pictures is somewhat sparse, but it's rich in memories, however briefly the respective writers may deal with them. **S A**



Lap of the Gods (Vols 1 & 2), by Terrific Stuff Videos. £14.99 each.

Since launching Terrific Stuff, Chris Nixon and Jock Simpson have hit the target with each successive release. These are no exception, even though they differ markedly to the archive film material that has formed the backbone of the series to date.

Lap of the Gods is an A-Z of the world's racing circuits, viewed from over the shoulders of the world's leading F1 exponents of the late '70s and early-to-mid '80s. Volume 1 covers Adelaide to Monaco, volume 2 Montreal to Zolder.

The moment you switch on, something smacks you in the chops. This is *not* the on-board camera view we are fed today. These cameras are mounted centrally, over the drivers' heads. You can see the driver hard at work, watch him changing gear (remember gear levers?), see him applying opposite lock (remember when there was no traction control?) . . .

It raises an interesting point, one which puzzles commentator Murray Walker. Why on earth isn't this angle, pioneered in these films by French cameraman Alain Boisnard, used today? Modern-day cameras are scarcely bigger than the average audio-cassette, so it must be possible to house them aloft, where the TV viewer can gain a greater perspective of what's really going on?

Until such time as that happens, we recommend you buy these and enjoy the trip, which includes some of Grand Prix racing's mosat majestic, though nowadays obsolete, venues: Watkins Glen, Brands Hatch and the Osterreichring spring to mind. **S A**

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Backwards means forwards . . .



Happy memories: Peterson harries Ickx at Monaco in '71.

Sir,
So FISA has finally decided to junk some of the expensive hi-tech gadgetry that has reduced the pinnacle of our sport from entertaining combat to a frequently uninspiring series of high-speed processions. Good on them.

Leafing idly through a few old annuals the other day, I was reminded of Jochen Rindt and Ronnie Peterson scything their way through the field at *Monaco* of all places. That was *racing*, pure and simple. When was the last truly exciting Monaco GP? Last year's final few laps might have looked dramatic, but the frenzy of the TV commentators was hardly justified. There was *no way* Mansell could have usurped Senna without resorting to unreasonable force of a kind that has all-too-often blighted F1 in recent seasons. Where's the competitive element in that?

Maybe I'm being misguidedly optimistic in hoping to see a return to fever-pitch excitement in claustrophobic Monte-Carlo, but the possibilities seem brighter elsewhere.

I am looking forward to the start of the 1994 season rather more than I was to the one just under way.

Stuart Wigg,
Shrewsbury.

French connection

Sir,
Although the French now appear to have sorted out their differences with the anti-smoking lobby, leastways as far as motor racing is concerned, might I make a suggestion?

Next time there's a Franco-Tobacco squabble, I can think of a marvellous circuit, quite close to France, which would make a suitable staging post for the French GP, and the return of Grand Prix racing to Brands Hatch is long overdue.

Carl Harris,
Dartford,
Kent.

TR perspective

Sir,
MOTOR SPORT being an important historical reference source, JW's ill-informed assertion that "Nobody, particularly in the parochial world of the TR Register, gave much thought to the winning potential of the TR7 in V8 guise" (*Track Test*, February 1993) should not pass uncorrected.

In 1977, for the inaugural TR Register Sprint, at Goodwood, members had already shoehorned 2.5-litre Daimler, three-litre Triumph and 3.5-litre Rover V8s into various TRs, so *many* of us were well aware of V8 potential.

In 1978 Tony Pond's rallying success in the TR7 V8 merited a full-page feature in the club's newsletter.

In 1979, the TR7 V8 and TR8 featured at Donington's TR International weekend, with factory support. TR Register members in general took at least a passing interest in the V8's rallying prowess, and Bob Tullius's racing successes in the United States.

In 1980, the TR Register came to the aid of ADA and Janspeed, reviving the TR7 V8 project as co-entrant for the Le Mans 24 Hours. The sole British production-based entry failed to qualify, but not through lack of effort or potential, just a shortage of finance.

In 1981, Tony Johnstone's TR8 became the fastest sprinting TR in the TR Register standard category.

In 1982, Mark Spencer became the Register's fastest sprint/hillclimb competitor in his TR7 V8.

All of this occurred before the TR race championship had even started!

Since then, V8-powered TR7s and TR8s have achieved numerous successes in TR Register race and sprint/hillclimb championships alike.

All praise is due to Mick Richards for his splendid race championship victories but, as a modest and sporting champion, he would be the last man to claim undue credit. Mick is far from being the first Register competitor to appreciate or exploit the potential of the TR7 V8/TR8, and the inherent chassis and suspension shortcomings of the TR7/8 in standard form have been well-known for the past 15 years. As championship technical regulations evolve, so do the permissible solutions to such long-standing deficiencies!

As for 'parochial' . . . The successes of competitors such as Mike Hughes, Darryl Uprichard and Reg Woodcock (to name but three) over the years, in numerous championships, disprove such a fatuous remark.

Perhaps, by using the adjective parochial, JW refers to the TR Register's traditional absence of cheating, lying, protesting, knocking each other off or employing lawyers in order to 'win', concepts which might be difficult for many some competitors and journalists to comprehend, but to which TR owners are rather attached.

It's called motor*sport*.

Alec J Pringle,
Mere,
Wiltshire.

Hawk eyed

Sir,
With reference to Keith Taylor's letter in February's edition, I enclose a photograph of White Hawk, taken in 1953 prior to its shipment to the United States. The shot was taken in London's Royal Victoria Dock.

I have often wondered about the significance of the number five and the adjacent symbol on the hull.

AC Juniper,
Bathwick,
Avon.

The infinity symbol and the number five indicated that White Hawk was the fifth British unlimited craft (K1 and K2 were the Miss Englands II and III, K3 and K4 Sir Malcolm Campbell's Bluebird hydroplanes. Cobb's crusader was K6).

For others who have written in about the craft, initially it was powered by a Whittle jet, which was subsequently replaced by a Rolls-Royce Derwent. The craft suffered from cavitation of the foils over 70mph, when it would come off the plane rather suddenly, not to mention inconveniently . . . The Hanning-Lees shipped it to Miami in 1953, but after a financial problem nothing further has ever been heard of it. Or them. Can anyone shed further light on the whereabouts of Frank and Stella Hanning-Lee, or their son Vaughn? – DJT



The editor is not bound to agree with correspondents' opinions

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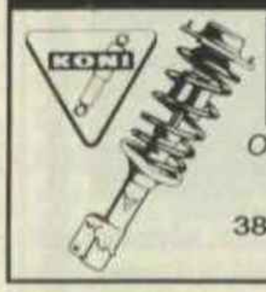
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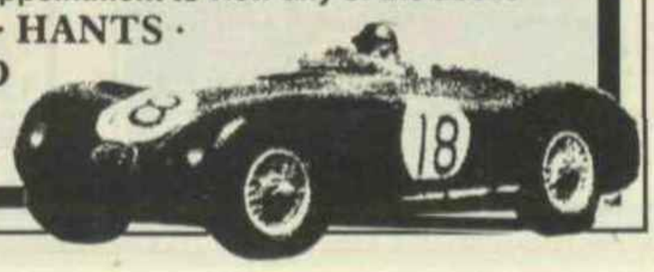
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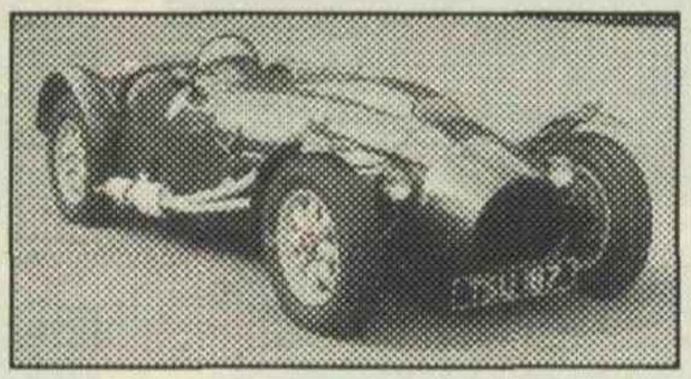
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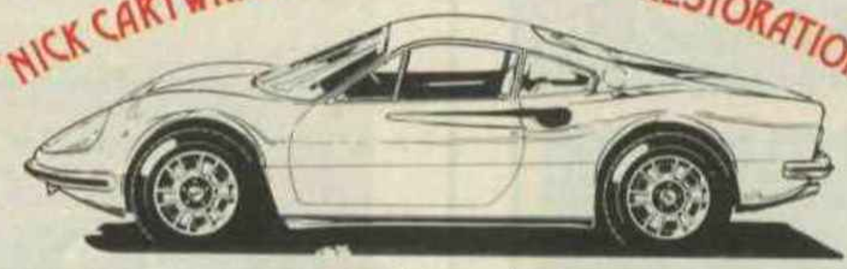
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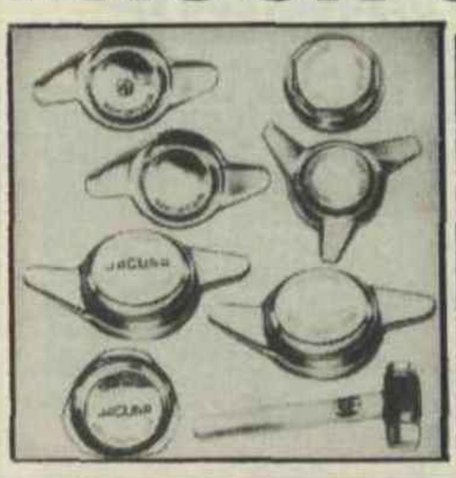
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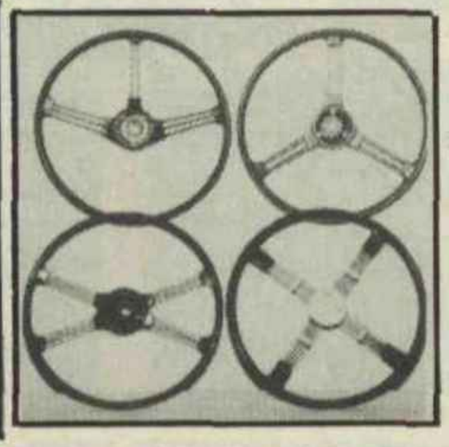
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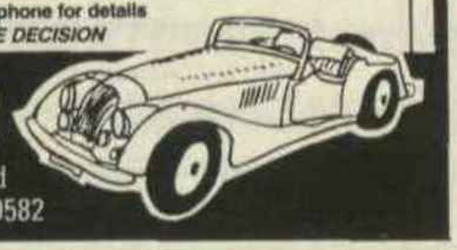
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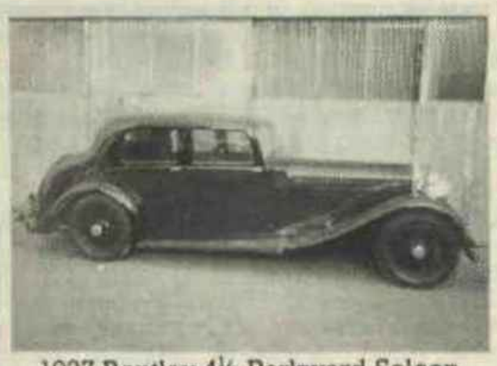
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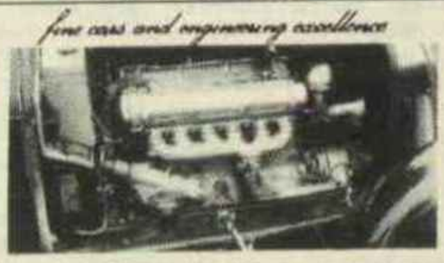
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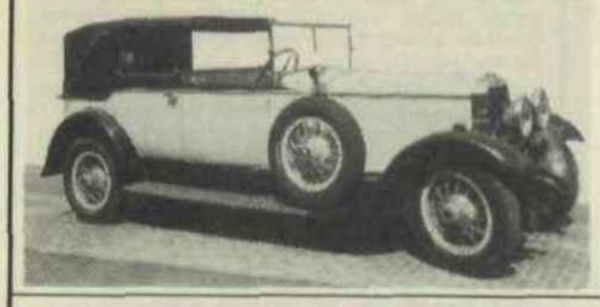
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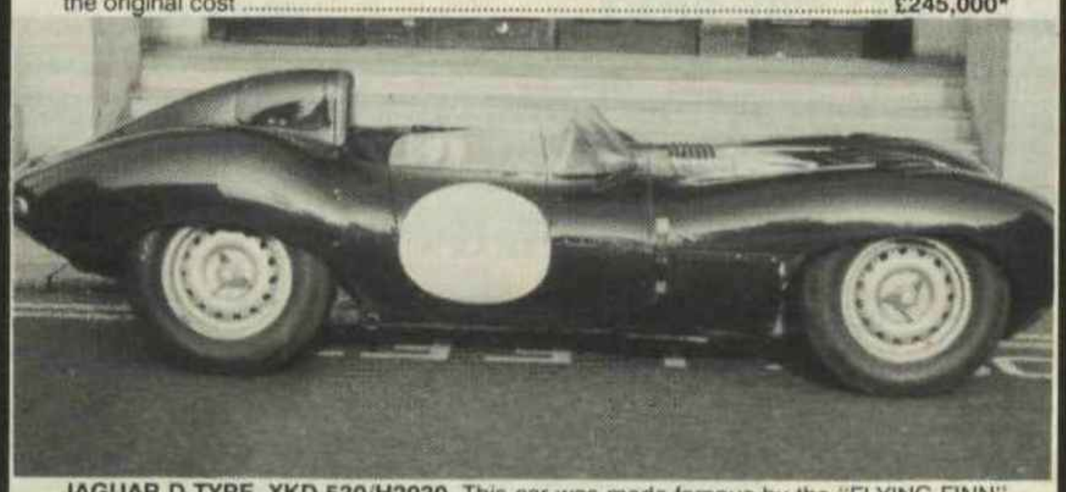
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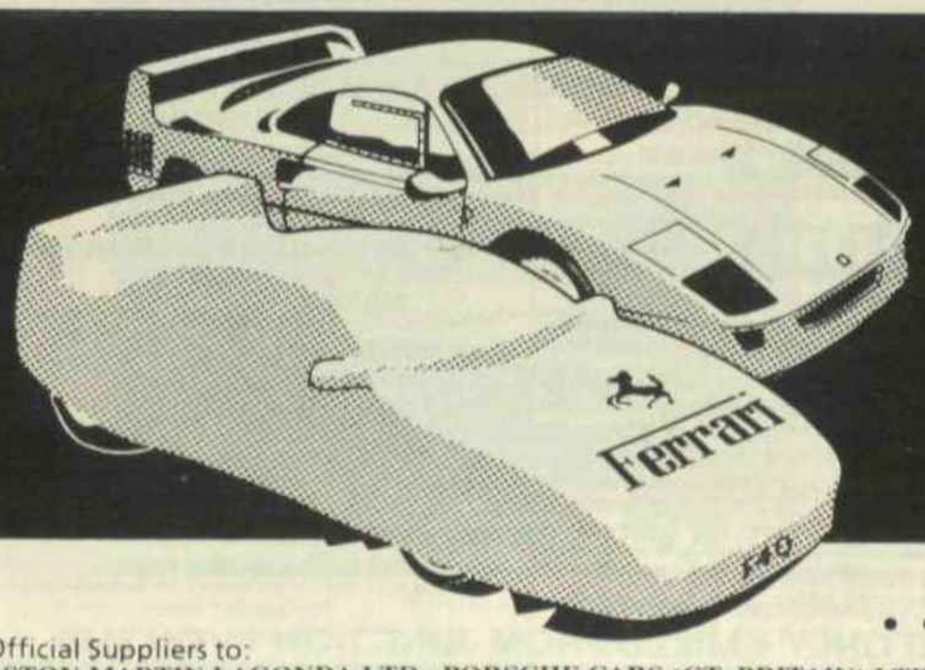
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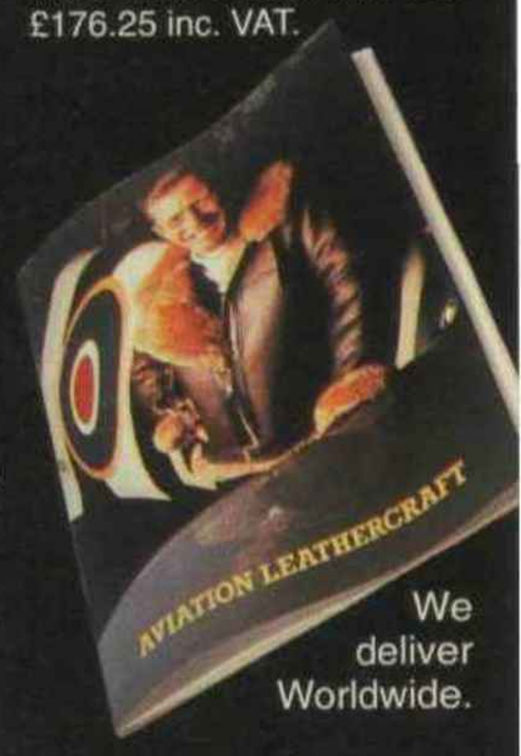
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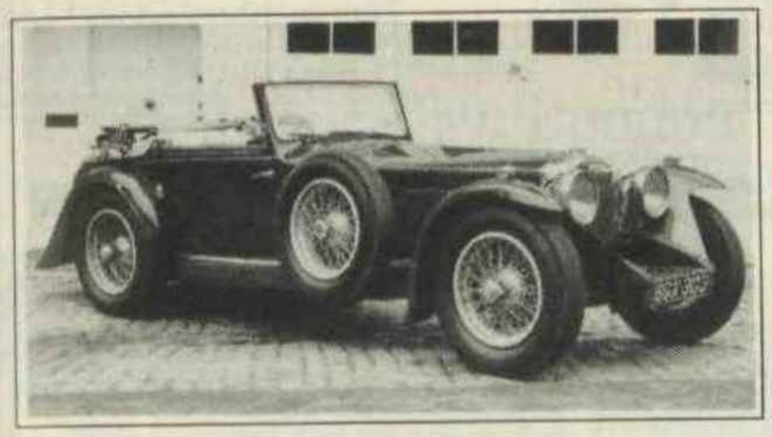
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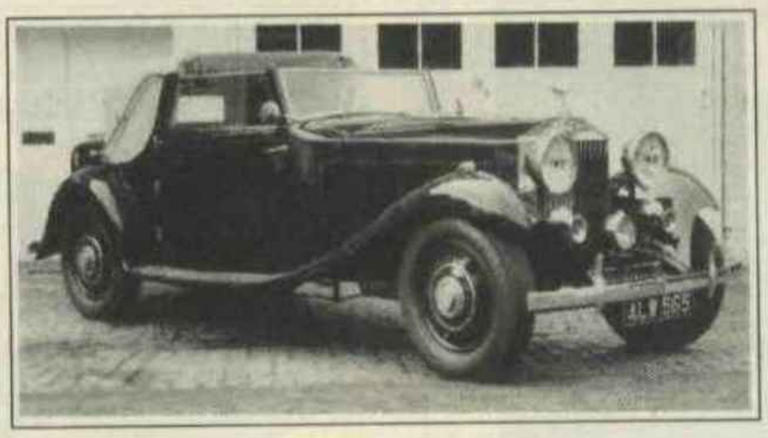
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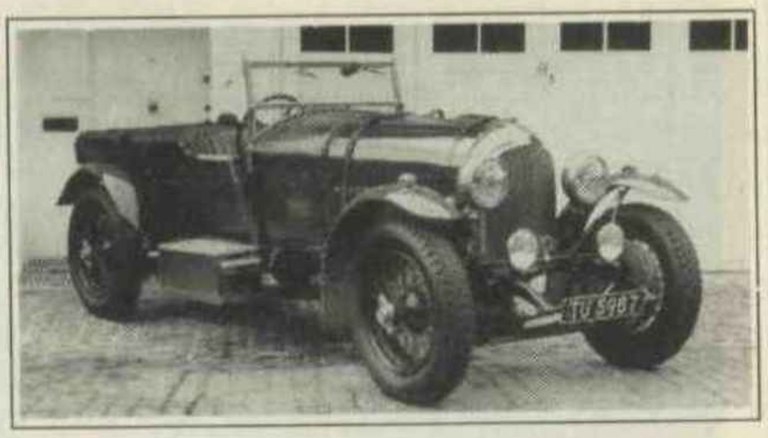
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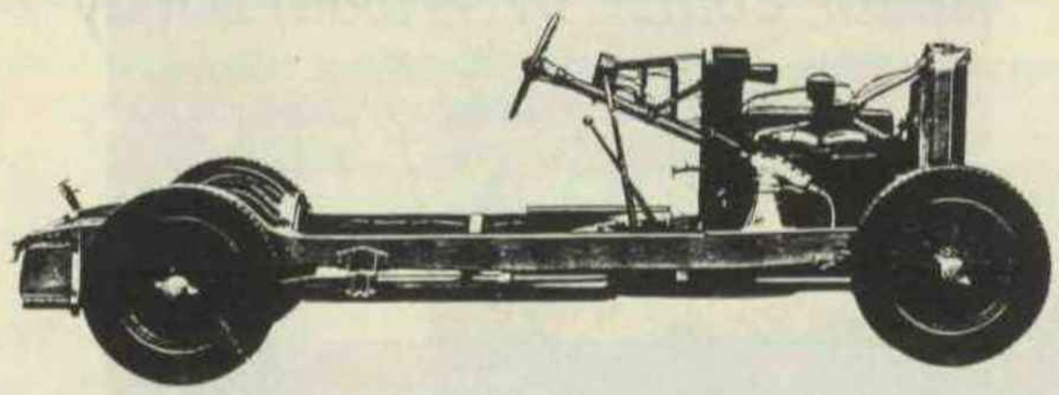
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Wheels	Detachable wire (balanced).	Overall length	14' 1"
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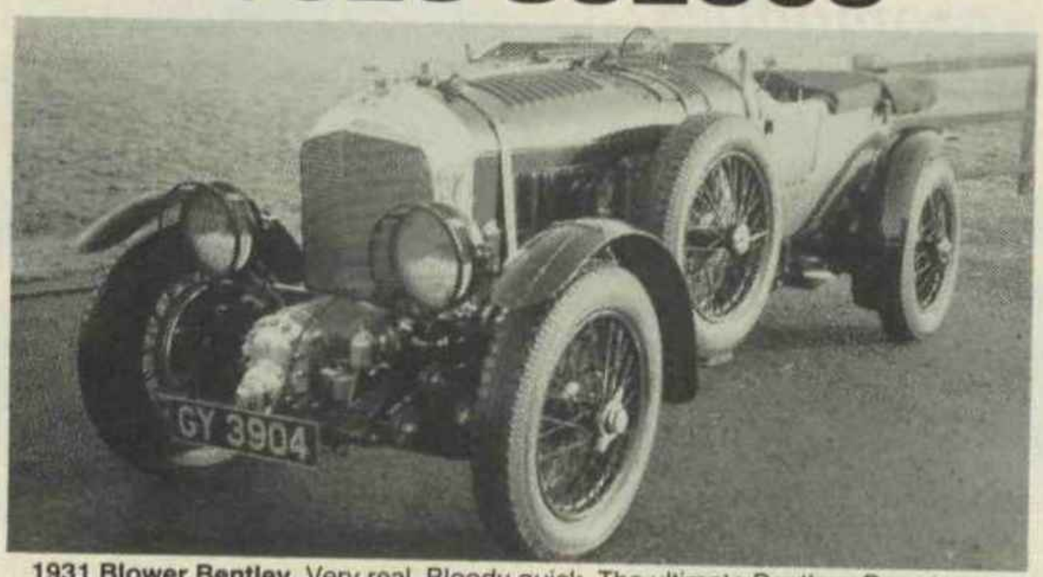
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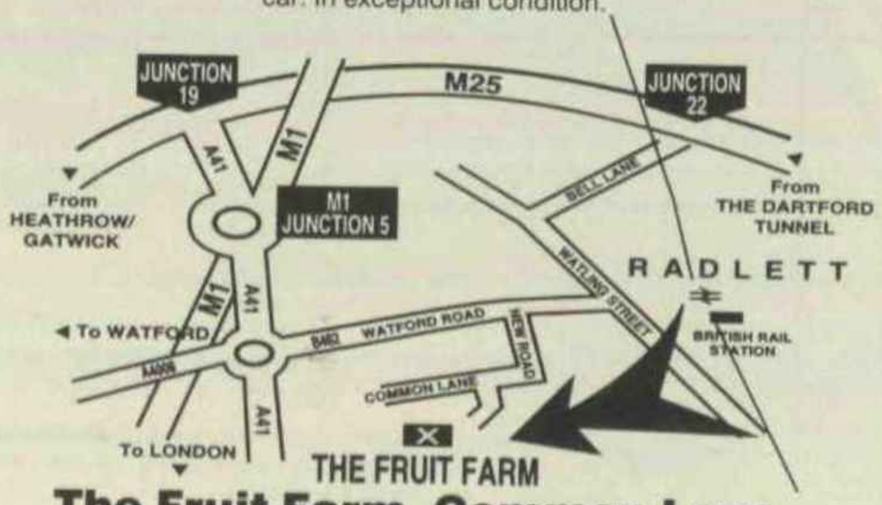
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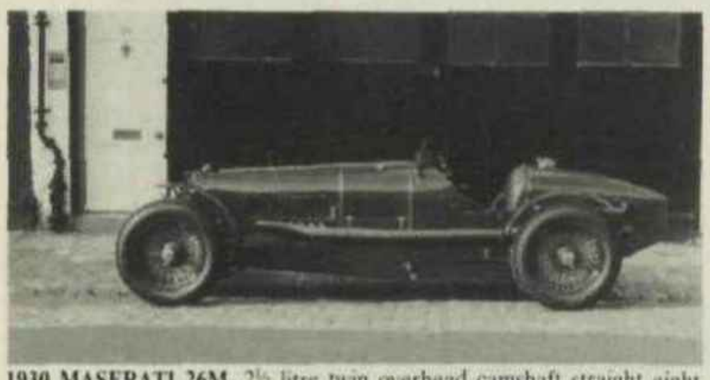
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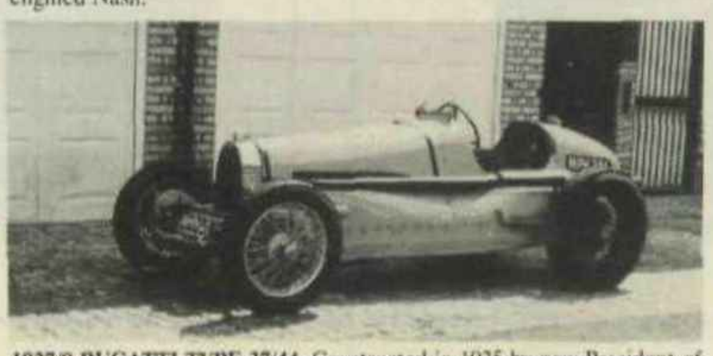
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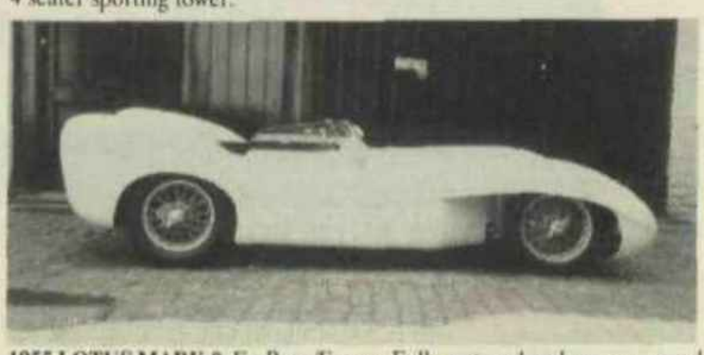
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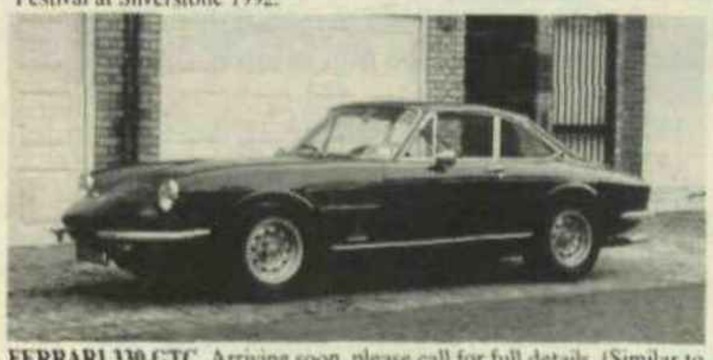
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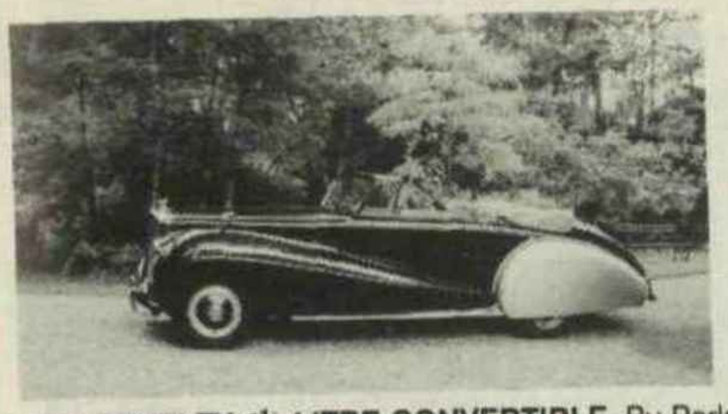
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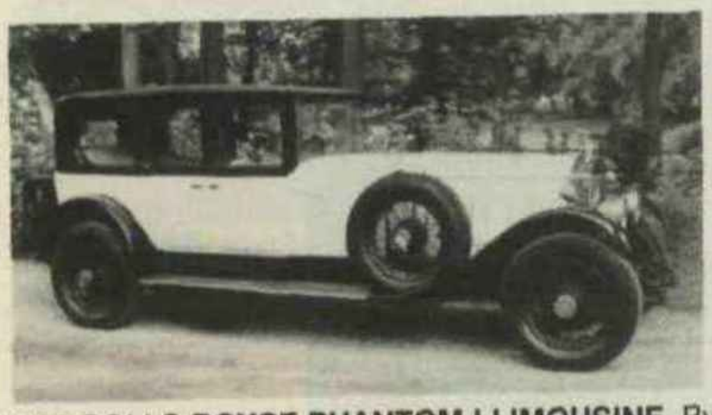
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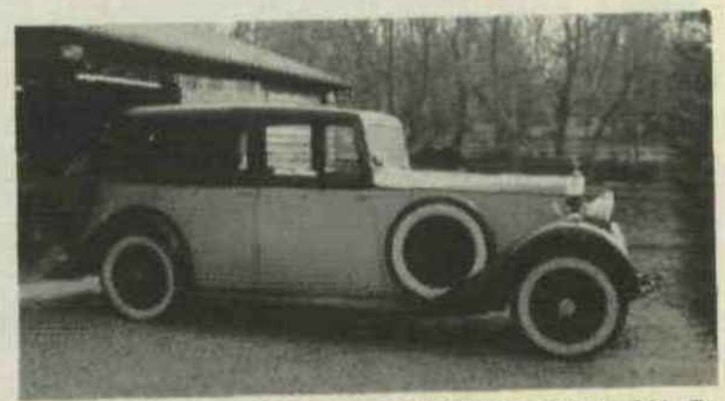
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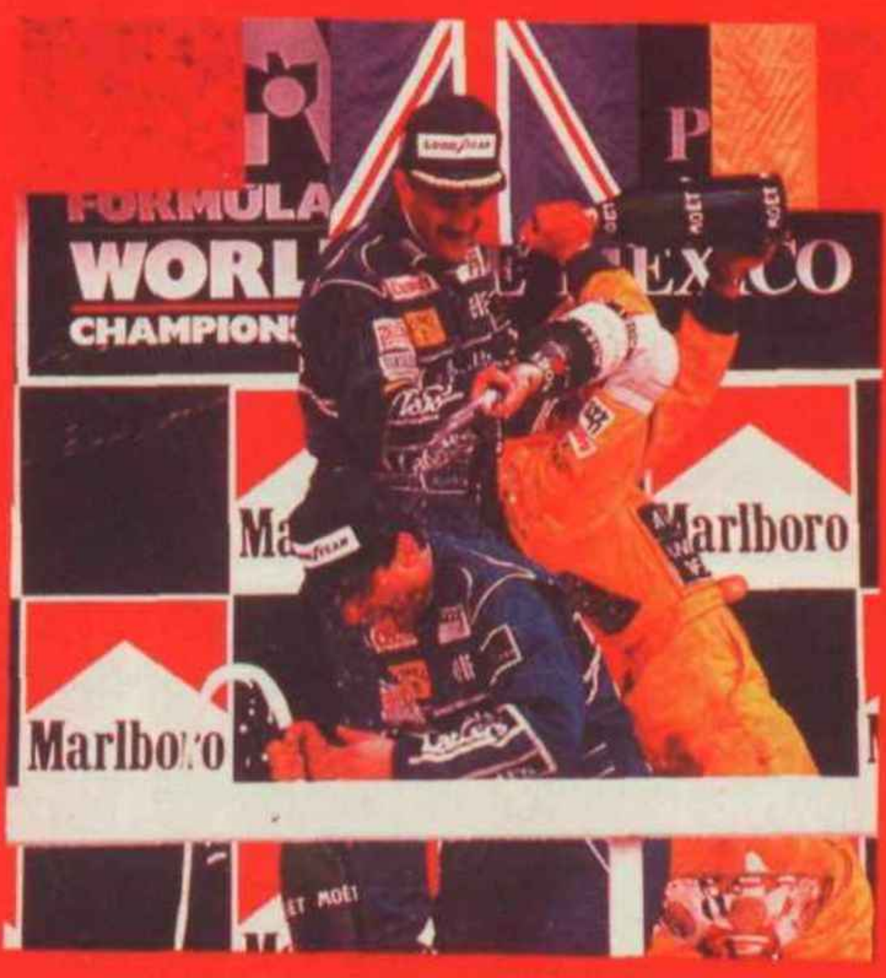
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