

MOTORSPORT

Catch us if you can

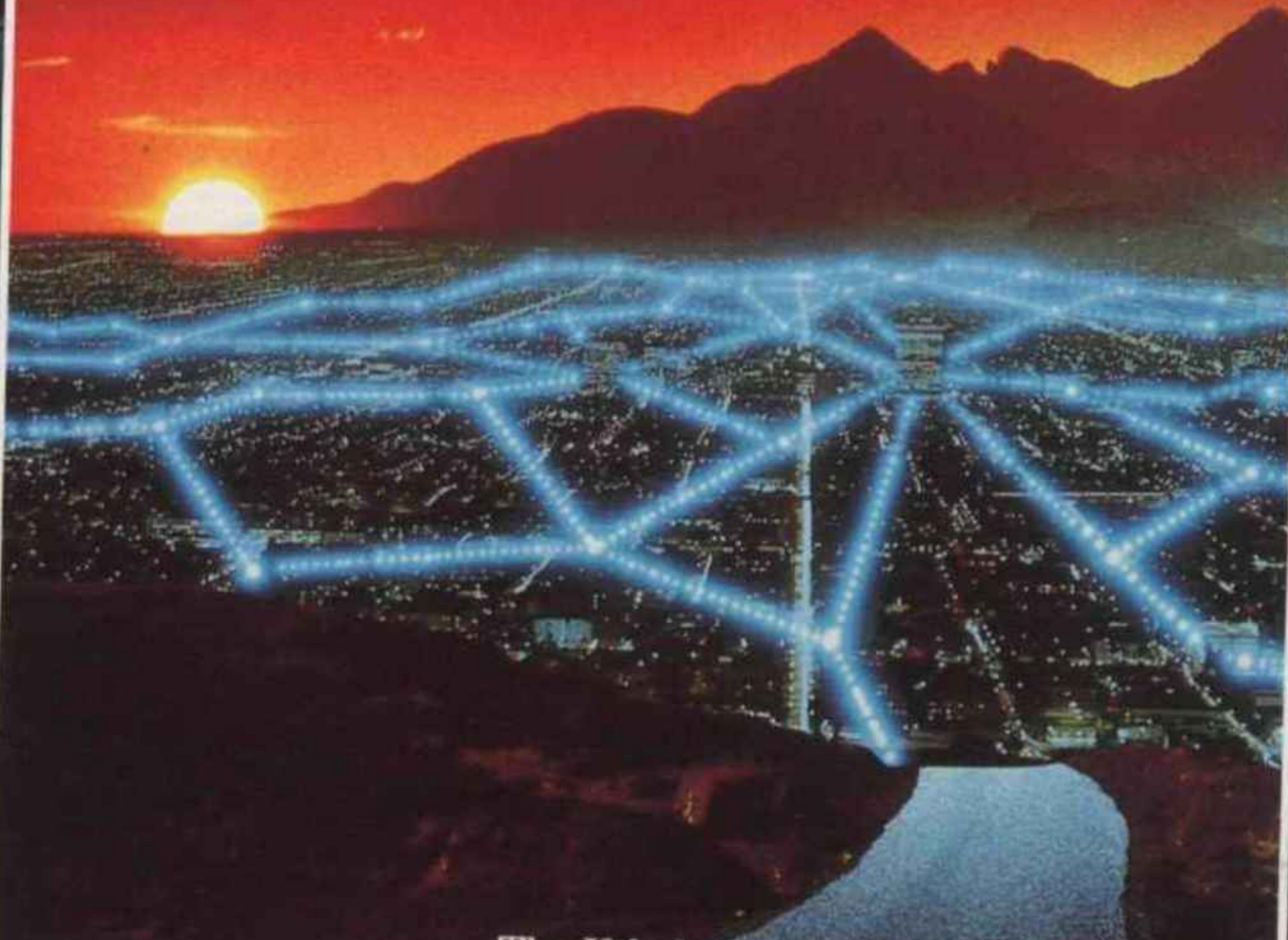
— dream start for Williams



Plus: François Delecour interview — Sebring's 40th anniversary



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— dream start for Williams



Plus: François Delecour interview — Sebring's 40th anniversary



Front cover: Williams' glorious start to the F1 season continues: three races have brought the team three 1-2 finishes.

CONTENTS

418 DIARY

The month at a glance.

422 DELIRIUM TREMENS

When is a superlicence not a superlicence?



426 MEXICAN GRAND PRIX

Nigel Mansell makes it two out of two...

432 BRAZILIAN GRAND PRIX

... and three out of three.

438 INTERVIEW

French rally ace François Delecour opens his heart.

440 RALLY REVIEW

Carlos Sainz puts Toyota back in a winning mood on the Safari.

445 LETTER TO READERS

Does the absence of Prost and Piquet devalue a top six finish in F1?

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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Founder Editor: William Boddy

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Next issue out May 22nd

446 PREVIEW

After a long break, the European F3000 Championship emerges from its winter hibernation.

448 ARRONT NONSENSE

An aerial view of rush-hour London.

454 HAPPY BIRTHDAY

Sebring at 40: drivers' recollections of the circuit are mixed.

458 ROAD TEST

The latest evolution of the Lancia Delta, the HF integrale.



450 COTTON ON

Sportscar racing lives. Just.



452 TRACK TEST

The Rover 216 GTi forms the basis for one of the most competitive one-make series.

463 NEW CARS

Peugeot's 106 XSi; Ford's new XR3i.

465 BODDY LANGUAGE

Deceit as an art form.

466 PAST AND PRESENT

Tyres through the ages.

468 VETERAN TO CLASSIC

480 REVIEWS

Books, videos and posters.

482 READERS' LETTERS

483 CLASSIFIEDS

The month in MOTOR SPORT

Mar 16: The Lola T92/50 F3000 car proves quick in testing. DAMS confirms a two-car order on the strength of Jean-Marc Gounon's lap times at Le Mans, the first time the chassis has run in the dry.

Mar 18: Mark Kent, one of America's leading saloon car racers, loses his life in a testing accident at Sebring.

Mar 18: Guy Edwards, motor racing's most successful sponsor finder, joins Team Lotus as marketing director.

Mar 18: Nissan unveils its new 3.5-litre V12, destined for its sports car programmes in Japan and America. There are apparently no plans – as yet – to use it in F1.

Mar 18: Vauxhall announces that this year's Formula Vauxhall Lotus champion will win an F3 engine deal for 1993.

Mar 18: Cancellation of the York National Rally offers further evidence that this particular branch of the sport is in something of a slump at present. The organisers cite a shortage of entries.

Mar 19: Italian Giuseppe Bugatti signs to contest the European F3000 Championship with Vortex Motorsport, as team-mate to Phil Andrews. The two will drive Reynard-Mugens.

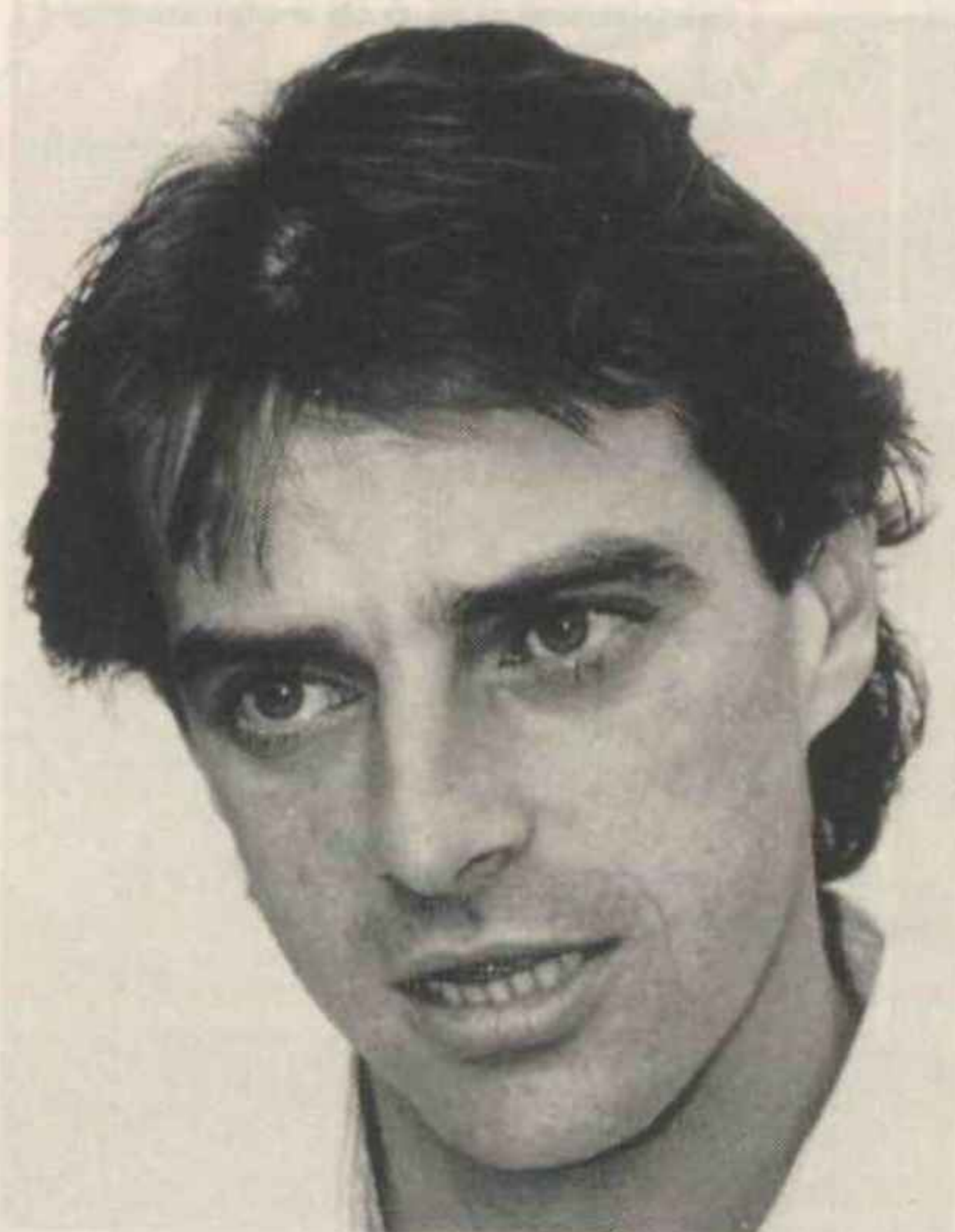
Mar 20: The fledgling Andrea Moda team's troubled F1 baptism continues. Two new S921 tubs arrive in Mexico, but there is insufficient time to build them up before the meeting gets under way. For the second race running, pre-qualifying is axed.

Mar 20: Ayrton Senna crashes heavily during the first timed qualifying session for the Mexican GP. The world champion is trapped in his McLaren for several minutes, but subsequent diagnosis reveals that he has escaped with severe bruising. Only 27th fastest as a result, he returns to the cockpit the following day and qualifies a gutsy sixth.

Mar 20: The BMW E36 coupé gets its first public airing in BTCC trim at Silverstone.

Mar 21: Motor racing's rumour-mill goes prematurely into overdrive. Pundits contemplate Alain Prost's options . . . for 1993. Will he replace Mansell at Williams? Or might he rejoin McLaren, with Senna leaving Ron Dennis in favour of Renault power?

Mar 21: Oulton Park hosts its first race meeting of the year. The Cheshire circuit now features a tight right-left chicane at Knickerbrook, designed to slow cars down in the wake of the fatal accidents which befell Andrew Colson and Paul Warwick last summer.



Alessandro Nannini: welcome back!

Mar 21: Alessandro Nannini returns to motor racing in the opening round of the Italian Touring Car Championship at Monza. The former F1 star qualifies his Alfa Romeo 155 GTA on the front row, but is inadvertently forced off the road when team-mate Nicola Larini spins in front of him! Nannini recovers to finish sixth, recording fastest lap. In the second heat, the following day, his chances are ruined by a jump start.

Mar 22: Williams's domination of F1 continues in Mexico, Nigel Mansell leading team-mate Riccardo Patrese home in a second consecutive 1-2 for the Didcot team. Michael Schumacher is third, the first podium finish of his short F1 career.

Mar 22: Marcel Albers (Ralt RT36) wins the opening round of the British F3 Championship at Donington Park. Kelvin Burt gives Fortec a successful start in the formula by finishing second. On the same day, Italy's F3 series kicks off at Misano. Max Angelelli wins in his Dallara-Opel.

Mar 22: It's a good day for the McRae family. Colin takes his Subaru to outright victory on the Vauxhall Sport Rally. Brother Alister finishes fourth overall in his Sierra Cosworth, and takes Group N honours.

Mar 22: Penske scores a 1-2 in the first Indycar race of the year at Surfer's Paradise, Emerson Fittipaldi leading home team-mate Rick Mears.

Mar 22: Andy Wallace and Juan-Manuel Fangio II win the Sebring 12 Hours, third round of the IMSA GTP series, for Toyota. In the final race of his career, 38 year-old Derek Daly shares the second-placed Nissan with Arie Luyendyk and the Brabham brothers, Geoff and Gary.

Mar 24: Lola's presence in the European F3000 Championship increases as Apomatox confirms an order for two cars.

Mar 25: Laurent Aiello sets the pace in the latest round of European F3000 testing at Nogaro, hotly pursued by David Coulthard.

Mar 25: Brands Hatch hosts an official test session for British F2 Championship contenders. Mark Albon laps fastest in his East Essex Racing Reynard.

Mar 26: The future of sportscar racing is further debated behind closed doors at a Heathrow hotel. Several recommendations are made. These include the gradual phasing in of a new grand touring class alongside existing Group C machinery. A final decision on whether or not there will be a World Championship this year is deferred for four days. Whatever happens, the Le Mans 24 Hours is declared to be safe, and Max Mosley opens the way for Jaguar to enter if it so wishes.

Mar 26: Further European F3000 deals fall into place. Coloni F1 refugee Pedro Chaves signs for GJ Motorsport, while British F3 graduate Steve Robertson's place at Superpower Engineering is confirmed.

Mar 27: An intriguing rumour links Nelson Piquet with the possible purchase of Brabham. The team denies it.

Mar 27: Nissan presents its BTCC line-up. Kieth (sic) O'dor and Andy Middlehurst are nominated to pilot a brace of Primera 2.0e GTs.

Mar 27: Three photographers following the Safari Rally are beaten up and robbed between Nairobi and Mombasa.

Mar 28: Martin Donnelly makes a successful return to competition, taking Vauxhall's guest car to second place in the Vauxhall Nova Rallycross Challenge encounter at Nutts Corner.

Mar 28: Mazda shakes down its TWR-built MXR-01 Group C challenger at Silverstone. David Brabham christens the Jaguar XJR-14 lookalike, which is powered by the MV10 engine developed in conjunction with John Judd.

Mar 28: Nelson Piquet impresses observers by lapping Indianapolis at over 223 mph at the wheel of his Menard Racing Lola-Buick.

Mar 29: Anthony Reid maintains his unbeaten record in the Japanese F3 Championship, taking his Ralt to victory at Tsukuba.



NASCAR: happy hunting ground for Bill Elliott.

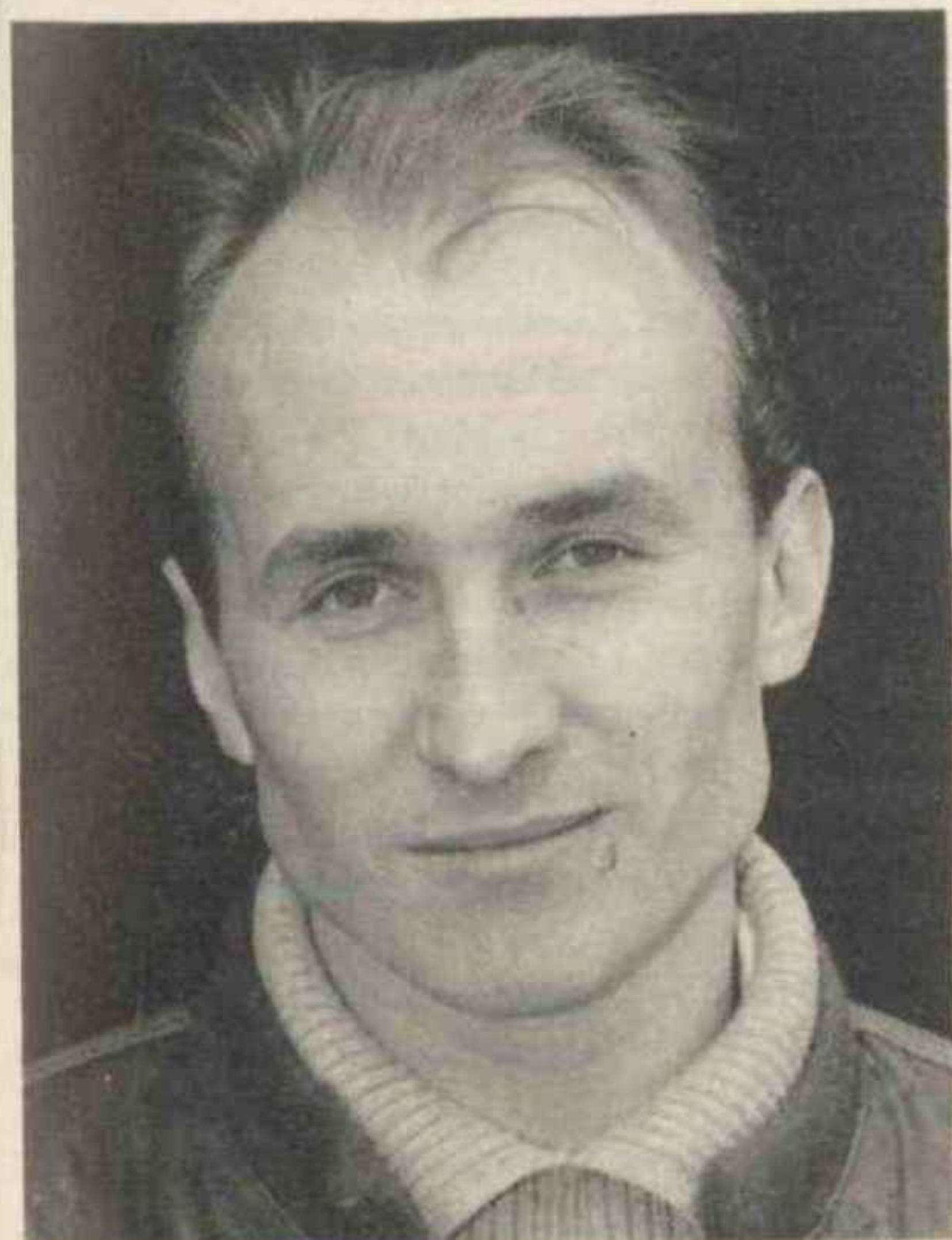
Mar 29: Bill Elliott secures his fourth straight NASCAR victory in the Transouth 500 at Darlington.

Mar 29: Jerry Larsson/Robert Jakobsson (Porsche 911) win the Charringtons RAC Historic Rally. Roger Clark (Lotus Cortina) is best of the home entrants, in third place.

Mar 29: Mia Bardolet gives the Ford Escort RS Cosworth its second rally success in two starts, on the Rally Race Mijas in southern Spain.

Mar 29: Patrick Snijers wins the Circuit des Ardennes. Of greater interest to the rallying fraternity is Bruno Thiry's fifth place. The Belgian confirms that he'll enter his Vauxhall Calibra on the Tour of Corsica (May 2-7), thus giving the car its world championship debut.

Mar 30: More sportscar discussions, more procrastination. Word leaks out that the SWC will go ahead. FISA refuses to admit anything.



McCarthy: Andrea Moda nominee.

Mar 30: Andrea Moda Formula faxes its Brazilian GP line-up to FISA. Messrs Caffi and Bertaglia are replaced by Roberto Moreno and Perry McCarthy, whose presence increases the number of Britons in F1 to four.

Apr 1: Carlos Sainz gives Toyota its first World Rally Championship success of the year on the Safari Rally, beating Juha Kankkunen's Lancia Delta into second place. The result leaves the

MATTERS OF MOMENT

Terminate to accumulate

There is no doubt that British rallying is currently in the throes of a depression. The cancellation, earlier in the year, of the De Lacy International, York National and Pan-around Stages was proof enough that the recession has knocked rallying for six. The loss of an event of the Welsh Rally's status – thanks to a shortage of entries that is becoming a familiar tale all over Europe – means that now is the time for the sport to take positive steps to safeguard its future.

You don't need a PhD in Economics to appreciate that increased Forestry Commission charges lead to higher entry fees. That puts off potential competitors, with the result that the cost of running the event has to be spread over fewer and fewer drivers... and so the cost of competing escalates further.

True, the rallying world must face up to the present economic climate like everybody else. There are things that *can* be done, however,

to improve the situation.

At present, there are too many events and there is no central co-ordination of the rally calendar. As a consequence, rallies may take place within 100 miles or so of each other on the same weekend. Two events which might otherwise have attracted healthy fields thus find themselves competing to attract the same pool of drivers. In Ireland, the RIAC has the situation under control. Such clashes of interest simply do not occur.

It is ironic, at a time when Colin McRae is giving British rallying such a boost on the international stage, that the sport should be in such turmoil at grass roots level.

The demise of hardy annuals may be difficult for local motor clubs to stomach, but an urgent programme of rationalisation is required if British rallying is to tackle the future with confidence.

S A

two drivers tied in the lead of the drivers' championship.

Apr 1: After a couple of days' lethargy, FISA at last confirms the news that the Sportscar World Championship will go ahead as planned, commencing on April 26 at Monza.

Apr 2: Perry McCarthy's F1 ambitions are put on hold. Having arrived in Brazil and been subjected to standard FISA procedures – a weight check and cockpit exit test – he is dismayed to learn that his superlicence has been revoked, following a bureaucratic procedural error by the governing body.

Apr 2: FISA and FOCA get together to discuss changes to F1's Concorde Agreement. The subject of qualifying tyres – and whether or not they should be reintroduced – rears its head again.

Apr 2: Sportscar racing stumbles into a fresh crisis. Concern over Le Mans' fuel regulations – which will prove punitive to potential entrants such as Jaguar and Porsche – leads the ACO to threaten that it will withdraw the event from the SWC calendar.

Apr 3: The presence of Andrea Moda Formula in Brazil necessitates pre-qualifying for the first time this year. Roberto Moreno manages only one timed lap in the Andrea Moda S291, but hints that the car has potential.

BRM: back on the track.



Apr 3: The BRM P351 Group C car runs for the first time at British Aerospace's private test facility near Preston. Newly signed test driver Eugene O'Brien joins Harri Toivonen and Wayne Taylor at the wheel.

Apr 3: The German Touring Car Championship race scheduled for Donington Park on June 6/7 is cancelled.

Apr 4: Highly-rated Italian Andrea Montermini signs for crack Italian F3000 team Il Barone Rampante.

Apr 4: AJ Foyt breaks a shoulder when he crashes during qualifying for the Valvoline 200, second round of this year's Indycar series.

Apr 4: Colin McRae (Subaru Legacy) scores a crushing victory on the Pirelli International Rally, the second round of the Mobil 1/Top Gear British Rally Championship. Brother Alister, third overall, wins Group N.

Apr 5: For the first time this year, Nigel Mansell is headed during a Grand Prix. Riccardo Patrese holds the upper hand in the Brazilian GP until the scheduled tyre stops, after which Mansell emerges in front to take his third consecutive GP victory. It is the 24th of his career, and brings his score level with Fangio's. Patrese finishes second to give Williams yet another 1-2.

Apr 5: The British Touring Car Championship kicks off at Silverstone. John Cleland wins for Vauxhall, despite pressure from the Toyotas of Andy Rouse and Will Hoy. Rouse finishes second, while reigning champion Hoy drops to fourth, behind Jeff Allam's Cavalier, after a half-spin. The Nissan Primera shows promise, Kieth O'dor qualifying fifth and finishing sixth. Tim Sugden takes the pretty new BMW Coupé to fifth place.

Apr 5: Gil de Ferran wins the second round of the British F3 series, at Silverstone.

Apr 5: Bobby Rahal wins the Valvoline 200 at Phoenix to take a one-point series lead in the Indycar series. Eddie Cheever scores his best result in this discipline to date, finishing second.

Apr 5: Russell Spence maintains his 100 per cent record in the Toyota Atlantic series, winning at Phoenix.

Apr 5: Franck Lagorce (Dallara-Opel) wins the opening round of the French F3 Championship at Lédénon.



Russell Spence: winning start in the States.

Apr 5: The German national racing season kicks off . . . in Belgium. Kurt Thiim (Mercedes 190E) wins both heats of the GTCC opener,

with Steve Soper picking up one fourth place and one retirement. The F3 heats are snapped up by Ralt-Opel team-mates Marco Werner and Michael Krumm.

Apr 5: Mexican Adrian Fernandez wins the opening round of the Indy Lights series at Phoenix.

Apr 5: Bill Elliott's run of NASCAR success comes to an end at Bristol. Alan Kulwicki wins.

Apr 5: Bernard Béguin wins the Rallye Grasse-Alpin, pipping the similar Ford Sierra Cosworth 4x4 of works driver François Delecour.

Apr 5: Martin Schanche wins the opening round of the European Rallycross Championship at Lydden Hill.

Apr 6: Determination unbowed, Perry McCarthy announces that he is doing everything he can to obtain an FI superlicence in time for the Spanish GP on May 3.



Benetton's new challenger — the B192.

Apr 7: Martin Brundle shakes down the new Benetton B192 at Silverstone.

Apr 8: British F2 teams descend upon Oulton Park. Frenchman Yvan Muller is quickest in testing, but only 0.1s covers the first four.

Apr 8: A meeting between the ACO and FISA in Paris fails to agree on the thorny topic of fuel allocation for the Le Mans 24 Hours. Concerned about a potentially thin entry, given that Jaguar and the Porsche teams will be dissuaded by crippling fuel consumption regulations, the ACO proposes a class for 'European National Championship' cars, such as those which appear in the primarily Teutonic Interserie, Peugeot's 905 Spyder Cup and Britain's new ProSport 3000 initiative.

Apr 8: Nelson Piquet tries his own team's Ralt RT24 F3000 chassis at Spain's new Albacete circuit . . . and damages it. The former world champion runs over a kerb and obliterates the bottom of the tub. Olivier Beretta, the car's nominated driver, is thus unable to test.

Apr 11: Contrary to an announcement made in March, which insisted that the Welsh Rally would go ahead, the organisers of the international event confirm that a dearth of entries has enforced the event's cancellation.

Apr 11: Following in the wheeltracks of previous Granite City Rally winners Jimmy McRae and Colin McRae, Alister of that ilk completes the family hat-trick.

MAY FIXTURES

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

Date	Venue	Event	Type
April 25	Kirkistown	Saloons, FF1600	N
April 25	Oulton Park	Renault 5s, MGs	R
April 25/26	Donington Park	F2, F/First, Fiestas	N
April 26	Monza, Italy	Sportscar World Championship	INT
April 26	Road Atlanta, USA	IMSA GTP	N
April 26	Martinsville, USA	NASCAR	N
April 26	Brands Hatch	F3, F/Renault, FF2000	N
April 26	Ingliston	FF1600, GTs, 2CVs	R
April 26	Lydden Hill	F/Vee, 750 Formula	R
May 2/7	Ajaccio, Corsica	Tour de Corse	INT
May 3	Talladega, USA	NASCAR	N
May 3	Brands Hatch	Porsches, historics	R
May 3	Cadwell Park	VW Beetles, F/Vee	R
May 3	Mallory Park	Jaguars, historics	R
May 3/4	Oulton Park	BTCC, FF1600, Ferraris	N
May 3/4	Bexhill-on-Sea	Bexhill 100	N
May 4	Castle Combe	FF1600, Sports 2000	R
May 4	Mallory Park	F/Renault, F500	R
May 4	Snetterton	F/Forward, Thundersaloons	R
May 4	Thruxton	F3, Clubmans	N
May 8/10	Silverstone	SWC, F3000, Rover 216 GTis	INT
May 10	Mine, Japan	F3000	N
May 10	Brands Hatch	FF1600, F/First, Modsaloons	R
May 10	Donington Park	FF1600, BMWs, Porsches	R
May 10	Knockhill	FF1600, GTs	R
May 10	Mondello Park	FF1600, Opel Lotus	R
May 16	Oulton Park	Monoposto, F500, historics	R
May 16	Douglas	Manx National Rally	N
May 16	Newcastle	Centurion Rally	R
May 17	Imola, Italy	San Marino GP	INT
May 17	Brands Hatch	F3, FF1600, Vauxhall Junior	N
May 17	Cadwell Park	FF1600, F/Vee	R
May 17	Mallory Park	Historics	R
May 17	Pembrey	FF2000, Clubmans	R
May 20/24	Antibes, France	Rallye d'Antibes	N
May 23	Silverstone	MGs	R
May 23/24	Snetterton	BTCC, ProSport 3000	N
May 24	Indianapolis, USA	Indianapolis 500	INT
May 24	Charlotte, USA	NASCAR	N
May 24	Suzuka, Japan	F3000	N
May 24	Pembrey	F/Vee, F500	R
May 24	Brescia, Italy	Mille Miglia retro	INT
May 25	Lime Rock, USA	IMSA GTP	N
May 25	Brands Hatch	F2, S2000, Clubmans	N
May 25	Castle Combe	FF1600, Porsche 924s	R
May 25	Donington Park	Porsches, Jaguars	R
May 25	Mallory Park	F/Forward, Caterham 7s	R
May 25	Oulton Park	FF1600, F/First	R
May 25	Silverstone	F3, FF1600, Fiestas	N
May 25	Thruxton	F/Renault, Vauxhall Lotus	R
May 30	Kirkistown	FF1600, GTs	R
May 30/31	Brands Hatch	Historics	N
May 31	Monte Carlo	Monaco GP	INT
May 31	Dover, USA	NASCAR	N
May 31	Donington Park	ProSport 3000, Caterhams	R



team-mate Al Unser Jr up an escape road whilst they were running 1-2. Russell Spence leads the supporting Toyota Atlantic race, but retires with clutch trouble. Mark Dismore – fully recovered from injuries he received at Indianapolis last year – takes the win.

Apr 12: Despite having to wear a special body support to protect muscles and ligaments he damaged in the previous weekend's NASCAR race at Bristol, Davey Allison wins the First Union 400 at North Wilkesboro.

Apr 12: Scott Lakin wins the opening round of the British Formula Vauxhall Lotus series at Donington Park.

Apr 12: Didier Auriol wins the Costa Smeralda Rally.

Apr 12: Roberto Colciago wins the second round of the Italian F3 series at Enna.

Apr 13: Rumours abound that a consortium of Belgian businessman is setting up a new F1 team.

Apr 13: Four days before the series starts at Oulton Park, Brands Hatch Leisure announces that the British F2 Championship is to be sponsored by Halfords.

Apr 13: Eric Bernard signs to drive for Peugeot at Le Mans.



Eric Bernard: seeking refuge in Group C.

Apr 15: The recently revived Racing for Britain announces that it will be supporting Kelvin Burt and Warren Hughes in the British F3 Championship.

Kelvin Burt: Racing for Britain's choice.



Alister McRae: keeping it in the family.

Apr 12: Reynard maintains its winning habit in the Japanese F3000 series. Fuji pole-sitter Ross Cheever is knocked off at the first corner, but Paulo Carcasci comes through to save the day for the Bicester manufacturer. Lola's new T92/50 makes its race debut, and fills the remaining top six positions.

Apr 12: The new Galmer Indycar chassis takes its first win at Long Beach. Danny Sullivan collects the spoils... but only after tipping

OBITUARIES

Bob Brain

A road accident in late March robbed British motorsport of one of its foremost engineers. Bob Brain's preparation skills had earned him respect throughout the sport, particularly in rallying.

Bob Brain Developments, the company he founded with brother John in the late '70s, had recently turned its hand to the field of historic rallying, Paul Howcroft winning the FIA European Historic Championship in a BBD Elan.

To his family and many friends throughout the sport, we extend our sincere condolences.

Terry Stone

We were sorry to learn that Sheffield club racer Terry Stone recently succumbed to head injuries sustained in an accident at his garage.

Terry, 52, was a well-known saloon competitor. Most recently, his Toyota Corolla GT had been a front-runner in

the Falken Tyres Modified Production series, though he had frequently proved his mastery of more powerful machinery in a career which commenced in the 1960s.

MOTOR SPORT offers its deepest sympathies to his family, friends and many acquaintances within the sport.

● Just as we closed for press, we learned of the deaths of Geoff Sykes, one of the father figures of Australian motorsport, and arch-enthusiast Count Rudi van der Straten, whose Team VDS was familiar to European racegoers before he switched his attention to the United States. Full appreciations of both men will appear in June's MOTOR SPORT.

● There will be a memorial service for the late Ken Wells at Salvation Army Hall, Jersey Gardens, Wickford, Essex at 15.00 on Friday, May 1. Friends of the late author are welcome, and are asked to contact his brother, Norman, to confirm their attendance. Norman Wells can be reached on 0268-764298.

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MOTOR SPORT

Give and take

FISA gave Perry McCarthy a superlicence in Brazil – and then it took it away...

Sentiment is a rare enough commodity in real life; in the insular environs of Formula One it is as rare as an accurate election opinion poll.

That was an unpalatable fact of life which Perry McCarthy was obliged to consider when he tried to make his F1 debut in Brazil.

The rules of the game (Appendix L Article 3.6 of the International Sporting Code) say, on the subject of the superlicences that every F1 driver must possess before he or she can drive a car in company with their rivals:

'A driver's name can only be placed on the Super-A licence list on the sole decision of the Formula One Commission and on condition that:

1) He must be the holder of an A licence, and

2) – either: he must have effectively participated in a season of the FIA International Championship for F3000.

– or: he must be the current champion of the principal National F3 Championship of one of the following countries: Great Britain, France, West Germany, Italy, Japan, South America.

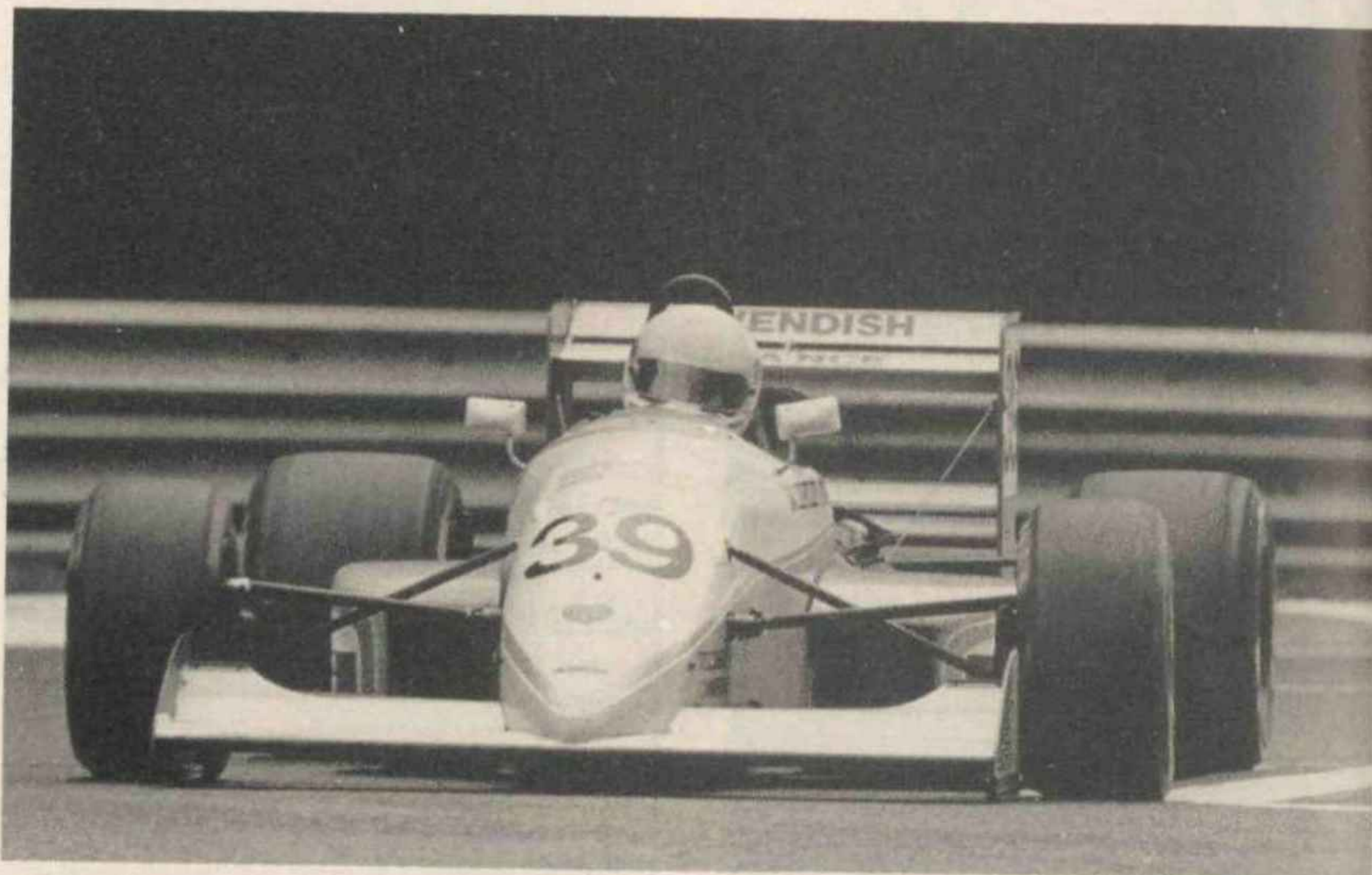
– or: he has started in at least 5 events counting for the F1 World Championship for Drivers the previous year.

'Exceptionally, the F1 superlicence may also be issued to other drivers whose record of results is judged sufficient by the Formula One Commission.' (Our italics).

'The driver's name will remain on the list for two years; if at the end of this period he no longer fulfils the above criteria, his case may be reviewed by the F1 Commission.'

It is the penultimate paragraph that is important in McCarthy's case. Under no circumstances does he comply with the requirements of the others. He would dearly love to have completed a season of F3000, to back up his two years with Madgwick Motorsport in the British F3 Championship in 1986 and 1987. During those halcyon seasons he at one stage or another beat all of the other 'ratpack' hotshoes who have since gone on to better things: Johnny Herbert, Martin Donnelly, Bertrand Gachot, Damon Hill, Thomas Danielsson, Gary Brabham, Mark Blundell. . . The graduation to F3000 was stymied for a very simple reason: lack of finance.

We have heard many times how Nigel Mansell lived on the breadline during the early stages of his career. Compared to what McCarthy has sacrificed, the Williams driver lived in luxury. That's not to decry Mansell, but an indication of the relentless determination that McCarthy has brought to his racing. Since his last F3 season he has parlayed the house he and Karen bought in Billericay into a ticket for continued, albeit spasmodic, racing. At no time has he ever given up in his quest, and though his house is shortly to be repossessed, he has



At Spa in 1989 McCarthy impressed with Roger Cowman's Lola, taking seventh place.

still pressed forward. In an age where young drivers tend to give it their best shot for a couple of years before fading away if success initially proves elusive, that sort of commitment is outstanding.

When it is allied, as it is in his case, to an obvious talent for the job of driving racing cars fast, it made it doubly hard to accept the situation in Brazil wherein, having received his superlicence, it was then taken away. What went wrong?

The Saturday before the Brazilian GP, and the day after he received the invitation to join Roberto Moreno in the Andrea Moda Formula team, McCarthy approached Bernie Ecclestone to discuss his chances. Bernie was blunt; he didn't rate them too highly. After further conversation, he advised McCarthy to approach the RAC MSA with his blessing, and the following Monday (March 30), Peter Todd (Race & Speed Executive of the MSA's Sporting Services Department) approached FISA on his behalf. He received a favourable response. FISA's Roland Bruynseraede faxed the following message to Pierre de Coninck, Secretary General of FISA later that day: 'After having received all the information about driver McCarthy and having contacted the RAC MSA, who confirmed to me that Mr McCarthy had been issued with international "A" licence number 19293, I have no objection to his being furnished with a Super Licence'.

On March 31 the RAC MSA received from Ian Brown, the man responsible for security and safety at FISA, the following fax: 'Further to your request dated 13-03-92, we confirm that Perry McCarthy is eligible to apply for the Super Licence "A".'

That same day Andrea Sasseti received

confirmation from Gerald Richard of FISA that Andrea Moda Formula's nominations of Roberto Moreno and Perry McCarthy as respective replacements for Alex Caffi and Enrico Bertaggia had been accepted.

McCarthy duly travelled to Brazil and went through the mandatory driver weigh in. He was then handed his superlicence on the morning of Thursday, April 2. FISA subsequently said it was merely an agreement to supply one, but that is not the case. It was the licence. That much was confirmed in front of witnesses by FISA's press representative, Francesco Longanesi. At four thirty that afternoon Bruynseraede then warned McCarthy that there might be a problem with the licence, and at six returned to the Moda pit to take it back. It had been rescinded. By then, McCarthy had also gone through the mandatory cockpit exit test as further indication that FISA had fully accepted his application. It was suggested that a senior representative from a rival organisation had approached FISA earlier to query the licence, and that that was the first time that anyone at FISA realised it had been granted without recourse – a legal requirement – to the F1 Commission. Perhaps that was the case. Perhaps somebody else within FISA simply noticed the oversight. Nobody would admit anything either way. Whatever, McCarthy was thus no longer eligible to participate. He had travelled 5000 miles, borrowing the money for his air fare and putting behind him for the moment his continuing financial crises at home, and now he was out. Just like that.

FISA later issued a release that attempted to cover its bureaucratic error: 'Only the Formula One Commission can issue a superlicence (Appendix L, Art. 3.6 of the International Sporting Code). Neither the Formula One Commission nor any of its members had any knowledge of the purported issue of a super-

licence for Mr McCarthy.

'It follows that Mr McCarthy did not possess a superlicence and could not take part in the 1992 Brazilian Grand Prix.'

This was pure fabrication. McCarthy had held the superlicence in his hand. Moreover, Ecclestone is a member of the FI Commission and he knew that an application was going to be made.

"I wasn't just surprised, but *shattered* to see Perry here," said Bernie on the Friday. "He called me and I told him that in my opinion I didn't think that he would get a licence. We talked, and I suggested that he should approach the RAC MSA and tell them he had my approval to do so. But I knew he wouldn't have time to get a superlicence for Brazil because of the need to go through the FI Commission. He should have been told that. The boy did nothing wrong; FISA screwed up."

"I received a superlicence and I paid the fee. It was accepted," said a bitterly disappointed McCarthy. "The faxes confirmed we would get one, and we did. I had it in my hand and I signed it."

FISA's smokescreen hadn't abated by Friday April 3, the day McCarthy should have been driving the Andrea Moda Judd, when de Coninck faxed Les Needham at the RAC MSA with the following message. 'Further to the fax sent by the FISA on 31st March mentioning that Perry McCarthy was eligible to apply for the superlicence, according to Appendix L - Art 3.6 of the Sporting Code, the process was followed; therefore, this application has been submitted to the FI Commission.'

'From the information I have received from the FISA Delegate, it appears that this application has been refused by the FI Commission members who are currently present at the Brazilian Grand Prix.'

'As soon as I get more information concerning this matter, I will keep you informed.'

This is not true; the FI Commission members discussed subjects such as changes to the Concorde Agreement and enhancement of qualifying during a meeting in Interlagos on Thursday April 2, but the matter of McCarthy's superlicence was never raised. Somebody, somewhere, would seem to be making an attempt to cover their tracks after their original mistake.

So where does the situation now stand? McCarthy instantly began lobbying members of the FI Commission hard, trying to get his application accepted officially in time for the Spanish GP meeting on May 1. For a driver on the breadline, yet also tantalisingly on the verge of the biggest break in his career, it was a disturbing time, notwithstanding the fact that he will at least test the Andrea Moda Judd. When the likes of Michael Bartels, Fabrizio Barbazza, Giovanna Amati and Paul Belmondo have applied for and received superlicences in recent months, without ever demonstrating any *outstanding* ability in F3000, McCarthy's frustration was understandable. Financial disasters or not, he has managed to keep his career afloat since the days when specialist design concern Hawtal Whiting provided him with a decent budget in F3.

Nobody wanted the unloved Ralt RT22 in 1988, but in his F3000 outings McCarthy embraced its shortcomings and qualified it in all

his three outings, something luminaries such as Eric Bernard, Russell Spence, Andy Wallace and Cor Euser failed to achieve. A year later he tested at length for the Footwork, Leyton House and CDM F3000 teams and was always quick, but as usual the better heeled got to race the cars. With Roger Cowman's Lola he was a dramatic seventh at Spa, having at one stage been second fastest in wet qualifying until the team's lack of equipment hampered his tyre change and lost him vital running time. His performance in qualifying 11th moved Lotus team manager Peter Collins to comment in Interlagos: "That was the race at which he convinced me he had something. I watched him at Eau Rouge, and he was doing something special in that car." In the warm-up at Le Mans, he was third quickest, behind only Eric Bernard and Erik Comas and ahead of Jean Alesi even though, as usual, the car was run on a shoestring.

For 1990 he made himself an opportunity which took him to America, where he won on his IMSA Camel Lights debut for Spice at Mid Ohio. He had never seen the track before, nor the car. In the dry at the equally unfamiliar Watkins Glen he was 1.4s faster than any other normally aspirated car, when elevated to the 700bhp GTP Spice. It was dry in qualifying and the Glen is a turbo circuit that suited the Jaguars, yet in the wet race he devoured the opposition, scything past regulars such as Geoff Brabham in the Nissan and Davy Jones in the Jag to forge through into the lead until the track dried again. Not the work of a man without a high degree of talent, one would think. He took pole position at Sears Point and led until the engine failed, and fought for second place with Fangio in one of Dan Gurney's Toyota Eagles at Portland. In San Antonio he led again until the engine broke. Such achievements won him Rookie of the Year honours, and he repeated the form again in 1991, even putting up with the ultimate frustration: occasionally qualifying the car only to have a wealthy but

Consternation: in Brazil the news in the Andrea Moda Formula pit on Thursday was not good.

slow pay-driver race it.

The Brazilian debacle highlighted the current parlous state not only of the rules governing superlicences, but also a worrying lack of detailed knowledge on behalf of many FI Commission members. Ecclestone has pledged that the rules will be revised significantly for 1993. However, that penultimate paragraph clause is vital in the cases of drivers such as McCarthy. Invariably it seems to be the British who struggle most to find racing budgets, and FISA needs to remain aware that the 'sleepers' should retain the chance to graduate to the highest level should they be good enough. In FI there are only two sorts of people: racers and onanists. Motor racing at the highest level - any level - should be about *racers*. As this column was written it seemed certain that McCarthy would get his licence after all and the chance - which is all he seeks - to pursue his career. And rightly so.

It seems, however, that without the Brazilian affair bringing the whole thing to very public attention, he almost certainly would have been refused. We are told by insiders at FISA that his plight evoked sufficient sentiment that the majority of the FI Commission members were moved to vote in favour of his application. All well and good, and hurrah for a decent human value, but it would have been far more comforting to know that they had all looked very carefully at what results he could claim - maybe some of them had even seen him in action, Heaven forbid, and could make value judgements - and made the same decision based on what he can actually *do*, rather than what he and others *say* he can do.

A final thought: Under the current rules the likes of Gilles Villeneuve might not have been granted a superlicence on first application, but for that italicised paragraph. Those in the position to judge don't always have the facts at their command, as the McCarthy Affair revealed only too well, let alone do they try to obtain them from those who do. And on such things a racer's career might hinge.

Worrying, isn't it?

DJT





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An almost perfect result



It was as predictable as it was impressive, really. The second Williams 1-2 of the season, that is. There was not much that was spectacular about the motor racing at the Autodromo Hermanos Rodriguez, but as ever the undercurrents held fascination.

Prior to the event Williams designer Patrick Head had been his usual modest self, playing down the likely effectiveness of the active suspension, but practice was but minutes old when the overall message came across loud and clear: his FW14Bs were in a class of their own. And as the weekend progressed volume was added to the message by the state in which the once dominant Honda Marlboro McLaren team found itself.

Not to put too fine a point on it, the McLaren drivers were in a war in central America every bit as vicious as the strife in Guatemala. The 2.7-mile track is one of the best in the world, in concept. But in execution it is seriously lacking. They had changed the daunting Peraltada corner for this race. It's a sweeping, 180-degree right-hander which brings the cars back on to the start/finish straight. At best, cars used to get through there at maybe 165mph, but this year they eased its banking from 12 to five degrees and had resurfaced part of it. The call for the change had come after Ayrton Senna's celebrated roll in qualifying the previous year, and in its time the corner had claimed several victims. Senna had gone off there in 1986, Derek Warwick in '87, Philippe Alliot in '88, and this year and last it would display an attraction for Minardis. None of these incidents, as with Senna's in 1991, caused injury, but back in 1962 it had claimed the life of Mexico's favourite racing son, Ricardo Rodriguez, as he lost control of Rob Walker's Lotus 24 while trying to claim pole position. Later, they would name the circuit after him, and when his great brother Pedro was killed in 1971 it became the Autodromo Hermanos Rodriguez - the Circuit Brothers Rodriguez. What is sad is that the track's condition betrays the honour of that illustrious name.

Once again the Williams duo ran away and hid, but just how much of their superiority was due to the active suspension?

Even with the revised surface there was a nasty dip on the fast line into Peraltada, and everywhere else there were bumps galore. The track covers a subterranean river, which disturbs its foundations depending on the prevailing weather conditions. Many car and driver combinations simply put up with them and made the best of a bad job, but when you were a McLaren driver in Mexico you operated

Nigel Mansell's imperious form continued in Mexico. As he had in South Africa, he led every racing lap.

under even greater pressure as the Williams duo wrought their havoc. Worse, there was an additional threat. As it awaited the new MP4/7A McLaren could - just - accept its situation, and the role of second fiddle to Didcot, but here was an interloper: Michael Schumacher in the Benetton Ford.

It meant that Ayrton Senna and Gerhard Berger had to screw their MP4/6Bs down tight, to the point where they darted dangerously from bump to bump, right on the very knife edge. Inevitably, as in any war, there were casualties.

As Berger was lamenting: "You just can't take the risk of pressing hard over the bumps because you just don't know what the car is going to do," Senna had a huge shunt before the exit of the Esses. This section of sweeping road gets faster and faster until catapulting the cars down the back stretch and on towards the delights of the Peraltada, and in the penultimate sweep the McLaren simply hit a bump and got away from him. It twitched, he correc-

Photography: LAT

It took Michael Schumacher just eight Grands Prix to find his way onto the podium... The young German was in stunning form once again.





RETORNO

ted it, but by then it was off line, into the ever-present dirt that awaits the unlucky. Devoid of grip it looped into a spin and headed backwards for the retaining wall. At the last moment, its wheels locked, it came around to strike the wall almost sideways on, with an impact so severe that Senna's helmet all but touched the left-hand sidepod. As it was deflected round and came to a stop he could be seen moving, but the moment he removed his helmet the pain was unpleasantly evident in his face.

It transpired that he had had another of his miraculous escapes, to add to his 1991 Mexican

As the Williams duo rushed away, most of the interest centred on Martin Brundle's defence of fourth place in the face of a stern challenge from Gerhard Berger.

and Hockenheim inversions, and on Saturday he bravely ran despite a left leg badly bruised where a suspension component had been punched into the cockpit. He freely admitted that he had expected the worst when the car came to rest. That the chassis itself had withstood the shunt spoke volumes for the wisdom of FISA's latest mandatory crash tests.

That day it was Berger's turn, the Austrian going off in the left-hander approaching the Retorno corner when, just like Senna, his MP4/6B was thrown off course by its reaction to a severe bump. Earlier on, in the Esses you could actually see momentary daylight under one of his rear wheels, so bad was the surface. Gerhard survived the incident with nothing more than

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intense anger at the way the marshals craned away the car – with him still aboard – but later limped away from a virtual repeat of Senna's accident. Truly, it was not a weekend for McLaren to savour.

For Schumacher, however, it was yet further indication of a glittering talent as confidently he thrust his Benetton between Mansell and Patrese on Friday afternoon. Riccardo rectified that on Saturday, only just failing to better Mansell's pole position time of 1m 16.346s, but still the young German lurked, a comfortable 1.3s faster than team-mate Martin Brundle, who nevertheless

occupied the fourth slot.

On Friday this was a new Brundle, tetchy, gnawed at by pre-meeting suggestions that his place in the team might be taken by new Benetton test driver Alessandro Zanardi. A man obsessed with off-track politics and, it seemed, fighting to cope with the news that having got the best GP seat of his life, he had a team-mate who could blow his doors off. By Saturday, though the gap between the two was similar, Martin was back to his old self, more cheerful, more positive, more comfortable in a car whose driving position is still not to his liking. Schumacher was the star, but Brundle too had outqualified the McLarens on row three . . .

The start, just like the pole, was Mansell's. Mindful of the hard time Patrese had given him in the 1991 race, the Briton charged off the line and by the end of the first lap had opened a gap that would win him the race. Riccardo would match – and sometimes beat – his lap times from then on,

going very strong."

The two of them kept each other honest until the 25th lap, when the gap jumped two seconds. As the laps unfolded, activity in the Williams camp suggested imminent preparation for a tyre stop, but Riccardo had the problem under control. "The left front had given up, and I had to back off a little and think of how to save my tyres, especially the fronts. After that I could not push, but I still tried to keep the pressure on Nigel so I would try three quick laps, then slow down, then three more quick ones . . ."

In the end Mansell won by 12.971s for his second perfect score. It was his 23rd GP success, bringing him level with arch-enemy Nelson Piquet, on to Fangio's tail, and in the slipstream of Clark, Lauda and Stewart . . .

If Brundle had fretted in qualifying, the race gave him his chance to show his mettle. Down to the first corner he was briefly third before Senna sliced across his bows to take the position, and

STARTING GRID

5 MANSSELL Williams FW14B 1m 16.346s (1) 1m 16.648s (2)	6 PATRESE Williams FW14B 1m 16.632s (2) 1m 17.908s (1)
19 SCHUMACHER Benetton B191B 1m 17.292s (2) 1m 17.554s (1)	20 BRUNDLE Benetton B191B 1m 18.588s (2) 1m 18.937s (1)
2 BERGER McLaren MP4/6B 1m 18.589s (2) 1m 18.604s (1)	1 SENNA McLaren MP4/6B 1m 18.791s (2) 1m 23.063s (1)
21 LEHTO Dallara BMS 192 1m 19.111s (2) 1m 19.982s (1)	33 GUGELMIN Jordan 192 1m 19.355s (2) 1m 20.246s (1)
22 MARTINI Dallara BMS 192 1m 19.378s (2) 1m 19.767s (1)	27 ALESI Ferrari F92A 1m 19.417s (2) 1m 21.434s (1)
4 DE CESARIS Tyrrell 020B 1m 19.423s (1) 1m 24.117s (2)	12 HERBERT Lotus 102D 1m 19.509s (2) 1m 20.450s (1)
29 GACHOT Venturi LC92 1m 19.743s (2) 1m 21.656s (1)	15 TARQUINI Fondmetal GR01 1m 19.769s (2) 1m 20.386s (1)
32 MODENA Jordan 192 1m 19.957s (1) 1m 20.469s (2)	3 GROUILLARD Tyrrell 020B 1m 19.961s (2) 1m 20.209s (1)
23 FITTIPALDI Minardi M191B 1m 20.042s (1) 1m 20.202s (2)	11 HAKKINEN Lotus 102D 1m 20.145s (2) 1m 20.390s (1)
16 WENDLINGER March CG911 1m 20.200s (2) No time (1)	28 CAPELLI Ferrari F92A 1m 20.223s (2) 1m 21.120s (1)
24 MORBIDELLI Minardi M191B 1m 20.227s (2) 1m 21.019s (1)	25 BOUTSEN Ligier JS37 1m 20.395s (2) 1m 20.709s (1)
14 CHIESA Fondmetal GR01 1m 20.845s (2) 1m 21.902s (1)	30 KATAYAMA Venturi LC92 1m 20.935s (2) 1m 22.188s (1)
9 ALBORETO Footwork FA13 1m 21.064s (2) 1m 21.396s (1)	26 COMAS Ligier JS37 1m 21.122s (2) 1m 21.963s (1)

Did not qualify:

SUZUKI (Footwork FA13) 1m 21.617/1m 21.187s
BELMONDO (March CG911) 1m 23.508s/1m 21.504s
VAN DE POELE (Brabham BT60B) 1m 22.937s/1m 22.197s
AMATI (Brabham BT60B) No time/1m 25.502s



Forza Andrea! De Cesaris recovered from a moment on lap one to bag a brace of points for Tyrrell.

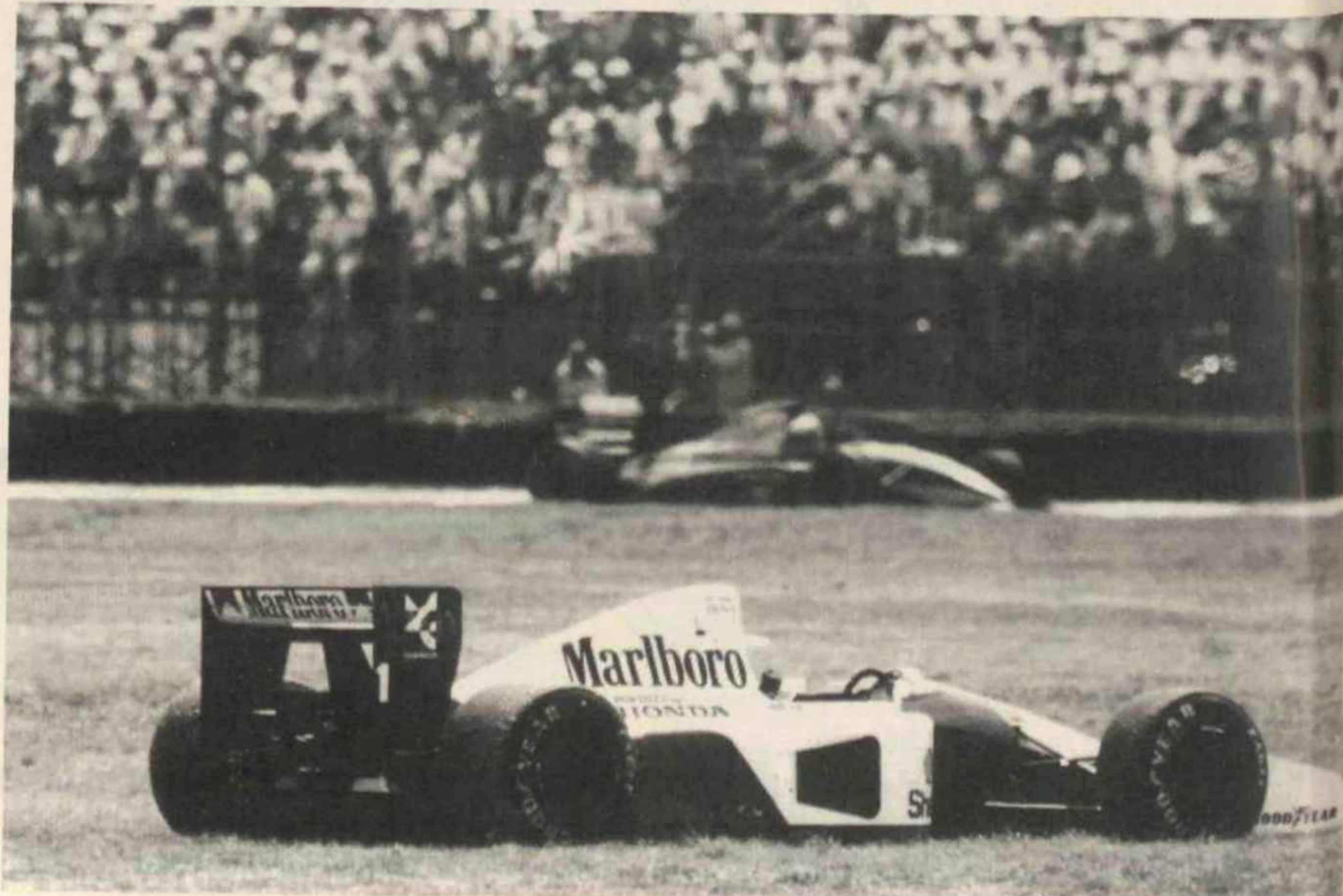
but by that point Nigel had done all he needed. Just as he had done in South Africa, he controlled the race, but there had been a moment of alarm. "I had snap oversteer on the warm-up lap," he revealed, "and we had to change the car a lot on the grid."

They changed it in the right direction, and thereafter he was never troubled. And in direct contrast to the Honda V12s, the Renault V10s were very good in Mexico. "Elf came up with a special fuel for the altitude," said Mansell, "and that worked exceedingly well. The engine was

then Schumacher had gone by down the main straight going into the second lap. The two had had a pact that Martin would let him by if he was significantly quicker, but that wasn't the case. "In fact, what happened was that as I came out of Peralta it was very slippery and I got into a big slide. Michael got into a smaller slide, and towed by me."

As Senna's bold run ended with suspected transmission failure after only 12 laps, the world

Abandoned ship: Bertrand Gachot speeds past Senna's vacated McLaren. It was not a good weekend for the Brazilian.





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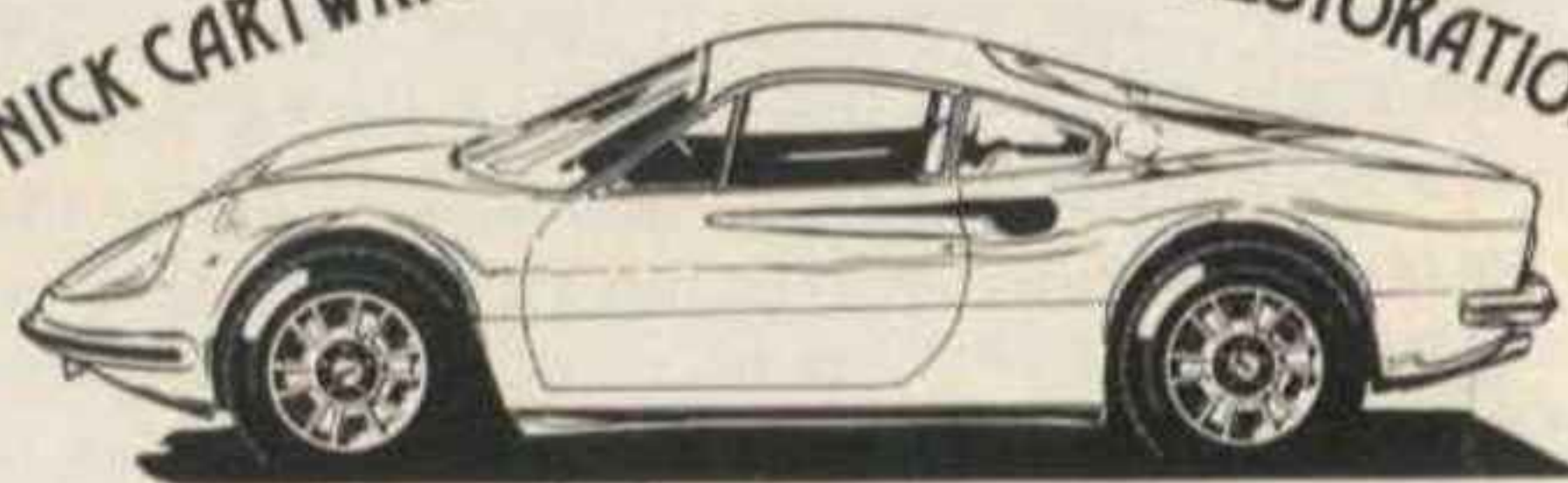
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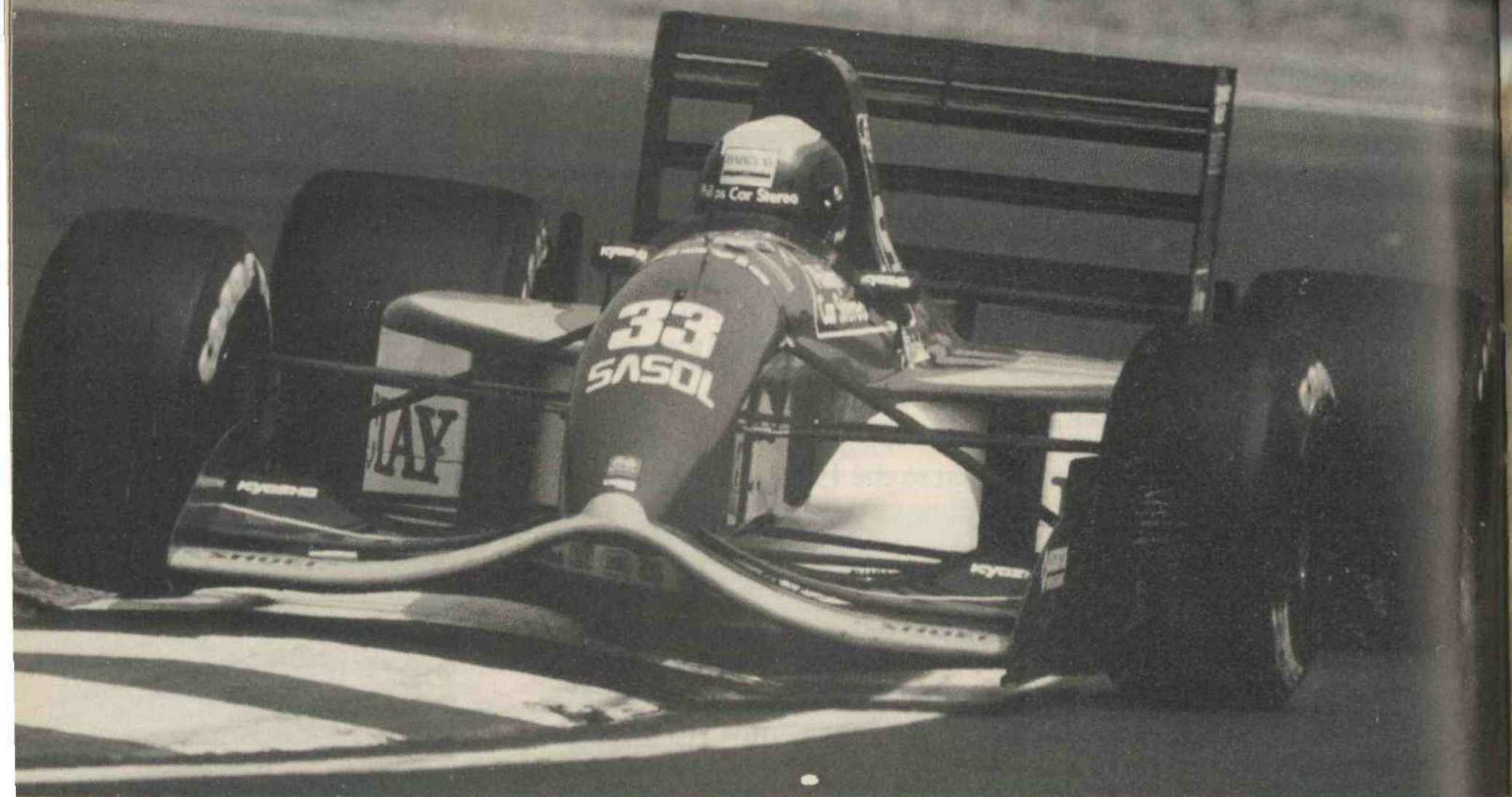


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champion stayed trackside, watching with a cool expression and doubtless making mental notes about the performance of the Williams chassis and Schumacher's driving. He was also ideally placed to observe the brightest spot of the race, a terrific scrap between Brundle and Berger. The two were rarely more than a few car lengths apart on an afternoon when the Briton laid valid claim once again to recognition as a topline F1 driver, and even when the Austrian finally towed up to the Benetton and edged ahead going into the first corner (named after '60s Mexican star Moises Solana) on the 42nd lap, Martin immediately retaliated. As Johnny Herbert had discovered to his chagrin on the first lap, the inside line was slippery, and as Berger slithered wide Brundle darted straight back around the McLaren and Gerhard had to start all over again. The McLaren was slow on the straight, and initially poor on full tanks, but McLaren had done a masterful job in at least taming it for the race. It looked better and better as the laps went by, and even though one particular bump was throwing it out of fourth gear, he edged back into the Benetton's draught. As they came up to lap Boutsen's gripless Ligier Brundle was held up. Possibly it was just one of those things; possibly Boutsen, a man with his enthusiasm for the Benetton driver well in check, was repaying him for what he believed was the wrong done to him by Brundle at Monza last year. Whatever, at some stage during all this Boutsen threw off one of his tear-off visors and it lodged, by pure fluke, in Brundle's oil radiator duct. Immediately the Ford HB's temperature rose and, as Berger pounced and then began to set fastest laps in a brief chase of Schumacher, Brundle's race ended with overheating. If his qualifying still needs a lot of work before it can match Schumacher's, it was interesting to note that he lost precious little to the German on race times. Schumacher's aver-

age over the first 40 laps was 1m 21.071s, Brundle's 1m 21.255s.

Berger managed to close to within six seconds of the lead Benetton in the closing stages, but Schumacher was equal to the challenge and stabilised the gap again on his way to his first – but surely not his last – rostrum finish. "I felt the pressure from Martin in the middle of the race," said Michael. "He was about four or five seconds behind me, and he was pushing quite hard. I had a big problem with my right front tyre which was graining at Peraltada, which forced me to take it a bit easier. When Gerhard began to push I found I could go a bit quicker and keep the tyre okay, but when I came in at the end I discovered that the left rear was blistered."

In their wake Ferrari had another appalling day. After going off at Peraltada on only his second lap of the weekend, Alesi finally qualified 10th after all manner of engine and handling problems, while Capelli was a mournful 20th, ironically starting alongside Karl Wendlinger in the March CG911B that he used to drive. "No grip, no power, no handling, no straightline speed," he shrugged. Had he been prescient he might have added "no race", for his ended on the startline when Wendlinger misjudged a gap, clipped the rear of the Ferrari and pitched it into the outer wall. The March, unable to star this weekend as it had in the Austrian's hands in South Africa, likewise went no further.

Alesi lasted only 32 laps before his Ferrari succumbed to an oil system problem that technical chief Claudio Lombardi had feared after all the qualifying dramas. They were an embarrassing 32 laps at that, for Mika Hakkinen had thrust his Lotus Ford into ninth place from the start (profiting from a brilliant start and Herbert's first corner spin) and hounded the F92A mercilessly. Both were overtaken by the irrepressible Andrea de Cesaris, himself recov-

Mauricio Gugelmin's spirited qualifying lap brought Jordan false hope. It was another disappointing race for the Silverstone team.

ering from a first corner trip on to the grass, but this time from the outer line.

The Tyrrell Ilmor was very strong in a straight line, and none too shabby through the corners either, and the Italian was once again revelling in his situation. Kicked out by Jordan in preference to Gugelmin's bag of Sasol bucks, he must have smiled into his Nomex balaclava as the Irish/Japanese team had another awful weekend, alleviated only by greater promise exhibited in qualifying. This time there was to be no disappointment for Andrea as he picked up a very useful two points, while Hakkinen took the final one for sixth after a mature performance that underlined the Lotus revival. Herbert, angry with himself for that initial indiscretion (a rare one, indeed), recovered well for seventh ahead of JJ Lehto, who deserved better after Dallara made serious progress with its handling following its South African dramas. Both the Finn and team-mate Martini qualified well, but suffered serious understeer throughout the race. Where the Italian needed three tyre stops before quitting, JJ soldiered on with one and recovered to head home the disappointing Ligiers and the developing Venturis, one of which Gachot had qualified extremely well.

For Williams, then, Mexico brought an almost perfect result. There was but one flaw. "Riccardo and I agree that last year, when we finished 1-2 here, we had a better ride with the passive car than with the active system this year," said Mansell. "If you look at the lap times, you will find that they are slower this year than they were last. It's a bit confusing, we will have to think about it."

So will everyone else

DJT

MEXICAN GRAND PRIX, Mexico City, March 22
69 laps of 2.747-mile (4.419 km) circuit (189.543 miles; 304.975 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Reason For Retirement	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14B-Renault V10	1h 31m 53.587s	1m 17.765s	62
2nd	Riccardo Patrese	I	Williams FW14B-Renault V10	1h 32m 06.558s	1m 17.920s	59
3rd	Michael Schumacher	D	Benetton B191B-Ford HB V8	1h 32m 15.016s	1m 18.056s	62
4th	Gerhard Berger	A	McLaren MP4/6B-Honda V12	1h 32m 26.934s	1m 17.711s	60
5th	Andrea de Cesaris	I	Tyrrell 020B-Ilmor V10	68 laps	1m 19.034s	56
6th	Mika Hakkinen	SF	Lotus 102D-Ford HB V8	68 laps	1m 19.427s	56
7th	Johnny Herbert	GB	Lotus 102D-Ford HB V8	68 laps	1m 19.634s	58
8th	J J Lehto	SF	Dallara BMS 192-Ferrari V12	68 laps	1m 19.589s	57
9th	Erik Comas	F	Ligier JS37-Renault V10	67 laps	1m 20.200s	61
10th	Thierry Boutsen	B	Ligier JS37-Renault V10	67 laps	1m 19.648s	58
11th	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	66 laps	1m 21.364s	61
12th	Ukyo Katayama	I	Venturi LC92-Lamborghini V12	66 laps	1m 21.397s	51
13th	Michele Alboreto	I	Footwork FA13-Mugen V10	65 laps	1m 22.167s	55
14th	Martin Brundle	GB	Benetton B191B-Ford HB V8	47 laps - overheating	1m 19.688s	38
15th	Gabriele Tarquini	I	Fondmetal GR01-Ford HB V8	45 laps - clutch	1m 21.663s	41
16th	Andrea Chiesa	I	Fondmetal GR01-Ford HB V8	37 laps - spin	1m 22.143s	36
17th	Pier-Luigi Martini	I	Dallara BMS 192-Ferrari V12	36 laps - handling	1m 21.057s	31
18th	Jean Alesi	F	Ferrari F92A-Ferrari V12	31 laps - engine	1m 20.965s	21
19th	Gianni Morbidelli	I	Minardi M191B-Lamborghini V12	29 laps - spin	1m 20.681s	28
20th	Stefano Modena	I	Jordan 192-Yamaha V12	17 laps - gearbox	1m 23.003s	17
21st	Olivier Grouillard	F	Tyrrell 020B-Ilmor V12	12 laps - engine	1m 22.251s	8
22nd	Ayrton Senna	BR	McLaren MP4/6B-Honda V12	11 laps - transmission	1m 20.721s	9
23rd	Christian Fittipaldi	BR	Minardi M191B-Lamborghini V12	2 laps - spin	1m 25.880s	2
24th	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	0 laps - engine	—	—
25th	Ivan Capelli	I	Ferrari F92A-Ferrari V12	0 laps - accident	—	—
26th	Karl Wendlinger	A	March CG911-Ilmor V10	0 laps - accident	—	—

Winner's Average Speed: 123.762 mph (199.133 kmh) Conditions: hot, sunny
 Fastest Lap: Gerhard Berger, 1m 17.711s on lap 60, 127.260 mph (204.761 kmh)



Mika Hakkinen gave Lotus a second consecutive points finish, one place ahead of team-mate Herbert.

24 carat victory

McLaren gave its new weapon its début in Interlagos, but still those Williams FW14Bs ran away and hid as a Mansell hat-trick drew him level with Fangio's 24 GP wins

Ayrton Senna's body language said it all. His car stammered into the pits, the Brazilian gave its misfiring Honda V12 the big rev, then wriggled out and stalked to the back of a McLaren pit which was already accommodating team-mate Gerhard Berger's similar new MP4/7A. The Brazilian GP was just 18 laps old, and here was not one but two of the Woking cars ready to pack away. It was a sign of the new times that have come to Formula One, the last wave in a sea of desperation that washed over the team in South America as the two Williams FW14Bs of

Nigel Mansell and Riccardo Patrese once again stamped their utter authority on a 1992 World Championship event.

McLaren has an awful lot riding on its new car, just as Honda has on its thoroughly revised engine, but this was not a début that lived up to the heritage of previous models from its stable, such as the MP4/2, MP4/2B, MP4/3, MP4/4 and

Looks familiar? The podium in Brazil was a carbon copy of that in Mexico. Patrese, Mansell (complete with Anglo-Brazilian flag!) and Schumacher repeat their celebratory ritual.

MP4/6 that each won first time out. That's part of the problem of success; failure must inevitably follow at some stage. For McLaren, it has come as a result of the remorseless tide of Williams technical development.

"It's not a case that McLaren hasn't worked hard," said Senna thoughtfully, even before the defeat. "We have had technical problems, but that is reality. Our new chassis was delayed by the problems that we had in 1991 - especially at the beginning of 1991 - which needed to be addressed. We reached Williams in 1991 to take the title, but the effort necessary was enormous and really hurt us for the beginning of 1992. The technical difficulty of the last two years has been the problem to keep winning. Williams concentrated all of its energy in putting out something very good. It restructured for its future, and as a result it is now having a sequence. McLaren was more consistent, to hold its level. This is all very hard for McLaren - no matter what the investment - for this to happen. We are now in a very difficult position, but it's something that has been coming for a very long time now..."

Hard words, sure, but an indication of the stakes in F1. Yesterday's ally is the man who must work harder today. It was noticeable that when Senna left the circuit on Saturday evening, having qualified a dramatic third but a whopping 2.2s off Mansell on pole, his pace was such that Ron Dennis walked two steps behind him.

There had been one spot of humour for Senna during the weekend, and it came in the closing stages of qualifying as Mansell tried to pass him going into the right-hand Bico de Pato corner. "I don't hold any blame on Ayrton at all," Mansell had said. "I think it was miscommunication." "That stupid bleep's just driven into the wall," the world champion is reported to have said over his radio.

For Mansell, that was the only real low point of a weekend in which he was absolutely stunning in qualifying - nobody ever got close to the 1m 15.703s pole time that he set within moments of Friday's afternoon session getting underway. That, and the start. He anticipated the lights fractionally, braked, then got excessive wheelspin as he realised his error. Riccardo, meanwhile, zapped off the line and into the lead. Maybe he was using the traction control (almost certainly he was), and probably Mansell wasn't (nobody was saying), but in any case it only works in the upper gears, not first. In the lowest gear the car needs to be able to spin its wheels to slingshot off the grid.

Whatever, Mansell, like Senna who'd almost made the same mistake, recovered amazingly quickly. Nigel was right with Patrese as they spiralled down turn one, while Senna just kept coming and coming round the outside of a





Michele Alboreto scored a welcome point for Footwork (above), which may allow the team to escape pre-qualifying come July. After its cataclysmic start to the year, Ferrari came over all reliable in Brazil. Capelli (below) finished fifth, in the wake of team-mate Alesi.





Traffic jam. In the early laps, there was the rare sight of the world champion holding up a queue of cars. Schumacher, Alesi and Brundle shadow the new McLaren's every move.

startled Schumacher. By the right flick on the exit to the corner the McLaren was alongside the Benetton, on the inner line, and the corner was the champion's. It was a nice bit of tenacious driving, while Schumacher was smart enough not to try turning into a gap that was rapidly being filled with McLaren. Once again, it was an index of the German's racing nous.

Mansell had a very close look down the inside of Patrese as they turned on to the back straight, but Riccardo slammed that door. For the next 31 laps the pair of them treated everyone in Interlagos, or watching their television screens around the world, to a display of superb motor racing. No quarter asked, nor given. Frank can be forgiven if he blanched during that opening lap, but his charges were too smart and too experienced to take one another off, even if they were at times only inches apart. After South Africa and, to a lesser extent Mexico, Riccardo was smack back at peak form, perhaps stung a little by the speed Mansell had shown when the Briton had been sent out in the Italian's chassis for 'comparative' tests during practice. The gap fluctuated as they dealt with traffic, sometimes extending to as much as 1.3s, but usually little more than half a second covered them. Mansell drove beautifully to recover any ground he lost. Riccardo to maintain his lead under such

pressure. The tyre stops were clearly going to be crucial.

Schumacher and Martini, third and sixth respectively, were the first to come in, on lap 24. Alesi (then third), Wendlinger and Herbert came in a lap later, Brundle and Alboreto another lap later still. Then it was Boutsen and Capelli at the end of lap 27. Still the two Williams stayed out. From 1m 20s early on, their lap times had eased out to the 1m 23s, but clearly the active cars were kinder to their tyres. And this while running away from the rest of the field at two seconds per lap in the opening battle! If anyone needed graphic evidence of their technical superiority (and the suspension had been made even better for Brazil), they need look no further than that.

In the end, it was Mansell who stopped first, peeling into the pits at the end of his 29th tour. It was a quick stop, occupying only 8.5s, and there was nothing but calm in the pitwork. No Estoril here. Riccardo stayed out until the end of his 31st lap, and his stop took just over nine seconds. Since his tyre swap Mansell had switched off his rev limiter and was charging. On laps 29 and 30 he had lost 20.55s in addition to the half second he had been down on Patrese on lap 28, making a total of 21.05s. But over laps 31, 32 and 33, the first on which both drivers were back up to racing speed, he

STARTING GRID

5
MANSELL
Williams FW14B
1m 15.703s (1)
1m 16.091s (2)

1
SENNA
McLaren MP7/A
1m 17.902s (2)
1m 19.358s (1)

19
SCHUMACHER
Benetton B191B
1m 18.541s (1)
1m 18.582s (2)

20
BRUNDLE
Benetton B191B
1m 18.711s (2)
1m 19.488s (1)

16
WENDLINGER
March CG911B
1m 19.007s (2)
1m 19.897s (1)

28
CAPELLI
Ferrari F92A
1m 19.300s (2)
1m 19.895s (1)

4
DE CESARIS
Tyrrell 020B
1m 19.343s (1)
1m 19.497s (2)

26
COMAS
LIGIER JS37
1m 19.541s (1)
1m 19.537s (2)

3
GROUILLARD
Tyrrell 020B
1m 19.849s (2)
1m 21.930s (1)

15
TARQUINI
Fondmetal GR01
1m 19.993s (2)
1m 20.533s (1)

33
GUGELMIN
Jordan 192
1m 20.266s (2)
1m 20.817s (1)

24
MORBIDELLI
Minardi M191B
1m 20.445s (1)
1m 20.862s (2)

30
KATAYAMA
Venturi LC92
1m 20.648s (2)
1m 21.568s (1)

6
PATRESE
Williams FW14B
1m 16.894s (2)
1m 17.591s (1)

2
BERGER
McLaren MP4/7A
1m 18.416s (2)
1m 19.277s (1)

27
ALESI
Ferrari F92A
1m 18.647s (2)
1m 19.340s (1)

22
MARTINI
Dallara BMS 192
1m 18.953s (1)
1m 20.018s (2)

25
BOUTSEN
Ligier JS37
1m 19.038s (2)
1m 20.823s (1)

32
MODENA
Jordan 192
1m 19.314s (2)
1m 19.344s (1)

9
ALBORETO
Footwork FA13
1m 19.533s (1)
1m 20.159s (2)

21
LEHTO
Dallara BMS 192
1m 19.834s (2)
1m 20.502s (1)

29
GACHOT
Venturi LC92
1m 19.927s (2)
1m 20.413s (1)

23
FITIPALDI
Minardi M191B
1m 20.133s (2)
1m 21.0190s (1)

10
SUZUKI
Footwork FA13
1m 20.435s (2)
1m 20.891s (1)

11
HAKKINEN
Lotus 102D
1m 20.577s (1)
1m 20.734s (2)

12
HERBERT
Lotus 102D
1m 20.650s (2)
1m 21.161s (1)

Did not qualify:

CHIESA (Fondmetal GR01) 1m 21.584s*/1m 20.809s
BELMONDO (March CG911) 1m 20.886s/1m 22.875s
VAN DE POELE (Brabham BT60B) 1m 22.742s/1m 21.770s
AMATI (Brabham BT60B) 1m 30.420s/1m 26.645s

Did not pre-qualify:

MORENO (Andrea Moda S291) 1m 38.569s

* Time discounted for failure to stop at weight check.



Qualifying went well for both Stefano Modena (left) and Pier-Luigi Martini (opposite page, top). Things weren't quite so bright on Sunday afternoon. Gearbox failure accounted for the Jordan on lap one; the clutch for the Dallara just after one-third distance.

made up 26.435s, giving him a lead of 5.385s by the time the event had stabilised again after the stops. Thereafter he and Riccardo kept at it, matching one another's times until common-sense dictated that Riccardo back it off a little so both could be sure of securing Williams's third consecutive 1-2.

In the early stages Senna's tenacity had earned him third place, even though Schumacher surged by round the outside of the long, long left-hander leading on to the pit straight on lap eight, but the manner in which the Brazilian then repassed on the run to turn one upset the German. Later, he would launch into a criticism of the world champion's tactics, accusing him of being obstructive. In truth, the McLaren's Honda V12 was cutting out intermittently, giving Senna a hard time in the cockpit. Behind him no fewer than 10 cars were virtually nose to tail, Brundle chasing after Alesi for fifth place, with Martini, Wendlinger, Boutsen, Capelli and de Cesaris all in hot pursuit. Only a little further back, and gaining ground as, amazing as it seems, the McLaren held the crocodile up, were Alboreto and Comas.

When Schumacher tried again to pass Senna on lap 13 he was able to make it stick, and within a lap Alesi and Brundle's fight had also carried them past the ailing MP4/7A. Already Berger had retired his version after only four laps with serious overheating. The Austrian had used one of the three MP4/6Bs brought along as back-ups for the three new cars to qualify fourth, but had been doomed from the start when Senna's rejected race chassis



(which he had taken in preference to his own) developed an electronic gearbox fault on the warm-up lap. He started from the pit lane, but the engine stalled while he waited as its temperatures rose, and within minutes his outing was over. Senna's retirement brought McLaren's agony to an end, and with it an unprecedented campaign that had seen Woking bring some 47 of its own racing personnel, numerous caterers and 23 Honda staff to the race.

McLaren's loss became Benetton's gain, and the B191Bs were second only to those two

Williamses. Where Schumacher now had a clear run to third (albeit already 35s adrift by the time of Senna's demise), Brundle had Alesi to contend with. This was one of the things that enlivened the Brazilian GP just as Martin's Mexican performance had been. The Ferraris had spent qualifying testing various engine specifications, and while Alesi later pronounced: "Neither the engine nor the chassis is any good," they were at least reliable. And with Alesi at the wheel, the F92A was quick enough to be a nuisance to Brundle as he tried time and again to squeeze by. In the end he finally got

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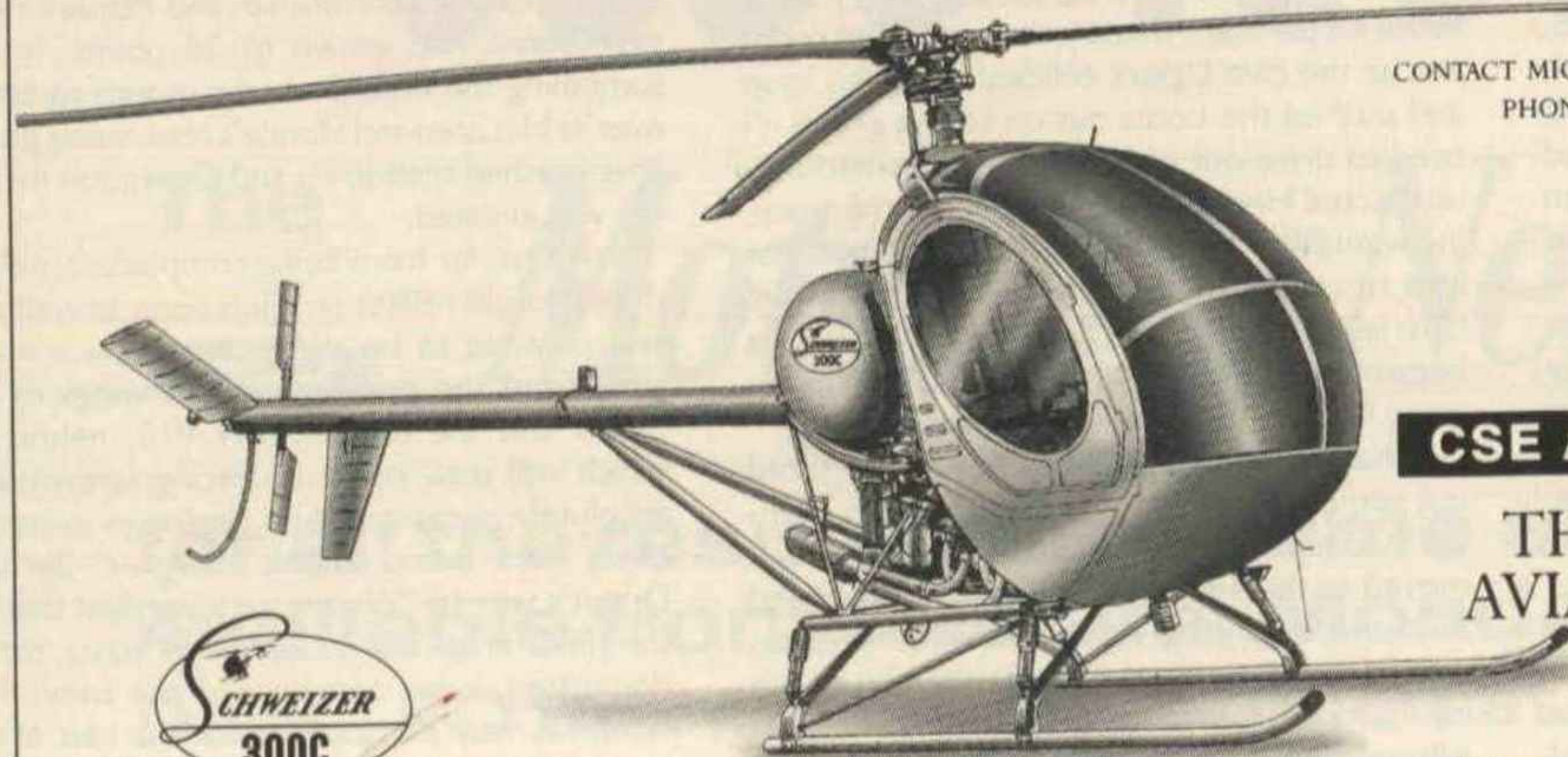
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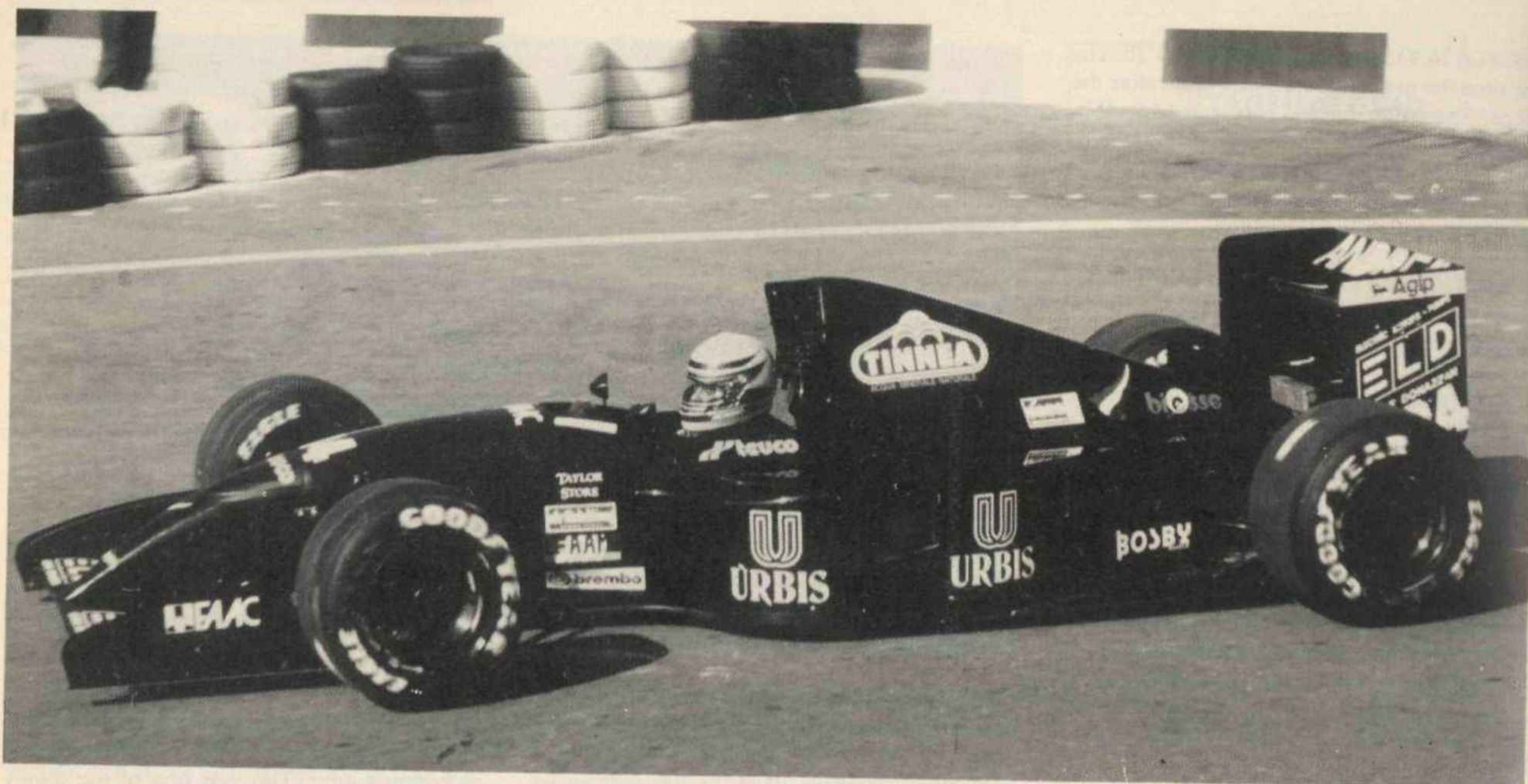
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inside the Frenchman going into the first corner, only to have Jean turn into him. Both spun, but it was the Briton who was unable to continue. "I was so mad I went looking for him," he growled, "and that was when I realised he was still racing! I felt like throwing my helmet at his car!" Instead he took a trip to the stewards, who later gave Alesi a warning that his future conduct will come under scrutiny.

They viewed it as a racing incident with provocation, but Benetton's Flavio Briatore was dismayed by the loss of two potential points, apparently unaware of the desirability of having racing drivers who actually want to race.

By the time Brundle retired, his Benetton's right-hand side carrying much of the Ferrari's left-hand rubber, de Cesaris and Martini had also departed. The Tyrrell pilot had looked promising for much of the weekend, only to fall foul of an electrical problem, while Martini had been fourth fastest after Friday qualifying, only to slip to eighth when he failed to improve his time in the second session. The little Italian was running like a train between the Ferraris despite its less powerful specification version of their engine, when his clutch failed on lap 25.

Wendlinger had been charging prior to his stop, the Austrian again showing well in the March, while Boutsen also looked good and team-mate Comas ran as high as fourth from laps 27 to 31 by staying out during the height of the pit stops. When he came in, Wendlinger's clutch was dragging and as the rear hubs continued to rotate the mechanics had a tricky time fitting the wheels. He dropped from seventh to 15th, charging again initially in pursuit of Capelli and Alboreto for fifth place, until the clutch problem worsened and prevented him changing down.

By the time he retired, the Ligiers had already disposed of the other man who made a major impression in the Brazilian GP: Johnny Herbert. The Briton had been overshadowed in qualifying by team-mate Mika Hakkinen as he learned the circuit and they both coped

It's never too late: Robert Moreno christened the new Andrea Moda — albeit briefly — during pre-qualifying.

with an alarming lack of grip. Indeed, he just scraped in to last place on the grid by dint of a thoroughly tweaked up lap that offended his sense of propriety but amused Mika as he watched the 102D lay massive streaks of rubber out of the turn at the end of the back straight. Lotus made some serious progress for the race, though, and by the end of the opening lap Herbert had made up nine places — just as Hakkinen had in Mexico — and was flying along. After an excellent pit stop he had then worked as high as a genuine seventh place by lap 32. The Lotus, however, is an elderly design and was suffering particularly through its poor aerodynamics, and lap by lap the recovering Ligier duo, Comas heading Boutsen, began to run him down.

In the French camp relations between the two drivers have become strained of late, and Boutsen was out to prove a point as he reeled in his team-mate. And just as Erik dived inside Herbert in turn one on lap 37, so Thierry went inside his partner. There wasn't sufficient room and as the two Ligiers collided, Boutsen spun and pushed the Lotus out on to the gravel. "I tried to drive out of it," grinned a remarkably unaffected Herbert afterwards, "but the steering wanted to go the other way!" Comas was able to carry on, but his race ended only five laps later, and Lotus's sole consolation thus became Hakkinen's 10th place, the Finn circulating for the final laps with only third gear.

What had been a gripping race thus petered out somewhat beyond its 40 laps mark. Mansell had opened out 10.3s on Patrese as it moved to the 45th, and both Schumacher and Alesi were running alone. Capelli, however, whose head appeared progressively to be lolling more and more, could never relax as Alboreto kept pushing harder and harder in a Footwork Mugen-Honda that was finally beginning to look and go like a proper racing

car. The team had lost Suzuki after only two laps to an oil system problem, but Michele was standing on the gas all weekend and thoroughly deserved the final point. For Jordan there was once more nothing but disaster wrought by further trouble with its sequential gearbox.

"I don't think people realise the great job Renault has done over the winter. They have supplied us not only with reliable engines, but much more power than last year," said Mansell afterwards as he celebrated equalling Fangio's tally of 24 GP victories. Certainly, the Anglo-French alliance has re-written the performance parameters in dramatic style during the opening three races of the championship. But the Williams advantage did not come solely from greater power, any more than it did solely from great driving or the electronic transmission or the active suspension; it was a combination of all the factors. As the teams packed up after Interlagos, the Didcot concern had done everything right and the others hadn't. Benetton Ford headed back to test its new B192 at Silverstone, cock-a-hoop to have displaced McLaren Honda in the chase after Williams Renault in the constructors' championship, and Mansell's lead over Senna had grown to 26 points. It was something the Brazilian had a month to brood over as McLaren and Honda's connecting phone lines reached meltdown and Operation Recovery was initiated.

Williams, far from being complacent, nevertheless could reflect on a job done as well as it was possible to be done, and draw a warm glow from the presence in the wings of the FW15 and the Renault RS4 V10, neither of which will now come on racing stream until absolutely necessary. And ringing in everyone else's ears were engine designer Bernard Dudot's words: "We are very satisfied that for the first time this season we have totally dominated every session and the race. This victory is very encouraging for the rest of the season as Interlagos is a track which is more representative of the remaining circuits, with the exception of Monaco..."

DJT

BRAZILIAN GRAND PRIX, Interlagos, April 5
71 laps of 2.687-mile (4.323 km) circuit (190.807 miles; 306.960 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Reason For Retirement	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14B-Renault V10	1h 36m 51.856s	1m 19.682s	48
2nd	Riccardo Patrese	I	Williams FW14B-Renault V10	1h 37m 21.186s	1m 19.490s	34
3rd	Michael Schumacher	D	Benetton B191B-Ford HB V8	70 laps	1m 21.625s	46
4th	Jean Alesi	F	Ferrari F92A-Ferrari V12	70 laps	1m 22.048s	52
5th	Ivan Capelli	I	Ferrari F92A-Ferrari V12	70 laps	1m 22.116s	40
6th	Michele Alboreto	I	Footwork FA13-Mugen V10	70 laps	1m 22.217s	40
7th	Gianni Morbidelli	I	Minardi M191B-Lamborghini V12	69 laps	1m 22.160s	42
8th	JJ Lehto	SF	Dallara BMS 192-Ferrari V12	69 laps	1m 22.445s	46
9th	Ukyo Katayama	J	Venturi LC92-Lamborghini V12	68 laps	1m 22.712s	51
10th	Mika Hakkinen	SF	Lotus 102D-Ford HB V8	67 laps	1m 22.593s	45
11th	Gabriele Tarquini	I	Fondmetal GR01-Ford HB V8	63 laps - engine	1m 21.028s	56
12th	Karl Wendlinger	A	March CG911B-Ilmor V10	56 laps - clutch	1m 21.851s	45
13th	Christian Fittipaldi	BR	Minardi M191B-Lamborghini V12	55 laps - gearbox	1m 22.597s	41
14th	Olivier Grouillard	F	Tyrrell 020B-Ilmor V10	53 laps - engine	1m 22.091s	46
15th	Erik Comas	F	Ligier JS37-Renault V10	43 laps - engine	1m 22.129s	38
16th	Johnny Herbert	GB	Lotus 102D-Ford HB V8	37 laps - accident	1m 22.771s	27
17th	Thierry Boutsen	B	Ligier JS37-Renault V10	37 laps - accident	1m 22.180s	35
18th	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	37 laps - gearbox	1m 22.722s	35
19th	Martin Brundle	GB	Benetton B191B-Ford HB V8	31 laps - accident	1m 22.019s	28
20th	Pier-Luigi Martini	I	Dallara BMS 192-Ferrari V12	25 laps - clutch	1m 23.047s	21
21st	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	24 laps - suspension	1m 23.524s	17
22nd	Andrea de Cesaris	I	Tyrrell 020B-Ilmor V10	22 laps - electrics	1m 23.241s	19
23rd	Ayrton Senna	BR	McLaren MP4/7A-Honda V12	18 laps - electrics	1m 23.101s	16
24th	Gerhard Berger	A	McLaren MP4/7A-Honda V12	4 laps - overheating	1m 23.601s	3
25th	Aguri Suzuki	J	Footwork FA13-Mugen V10	3 laps - engine	1m 39.300s	1
26th	Stefano Modena	I	Jordan 192-Yamaha V12	1 lap - gearbox	2m 08.611s	1

Winner's Average Speed: 118.191 mph (190.169 kmh) Conditions: warm, overcast
 Fastest Lap: Riccardo Patrese, 1m 19.490s on lap 34, 121.710 mph (195.831 kmh)

RESULTS ROUND-UP

ALL THE MAJOR RESULTS FROM AROUND THE WORLD

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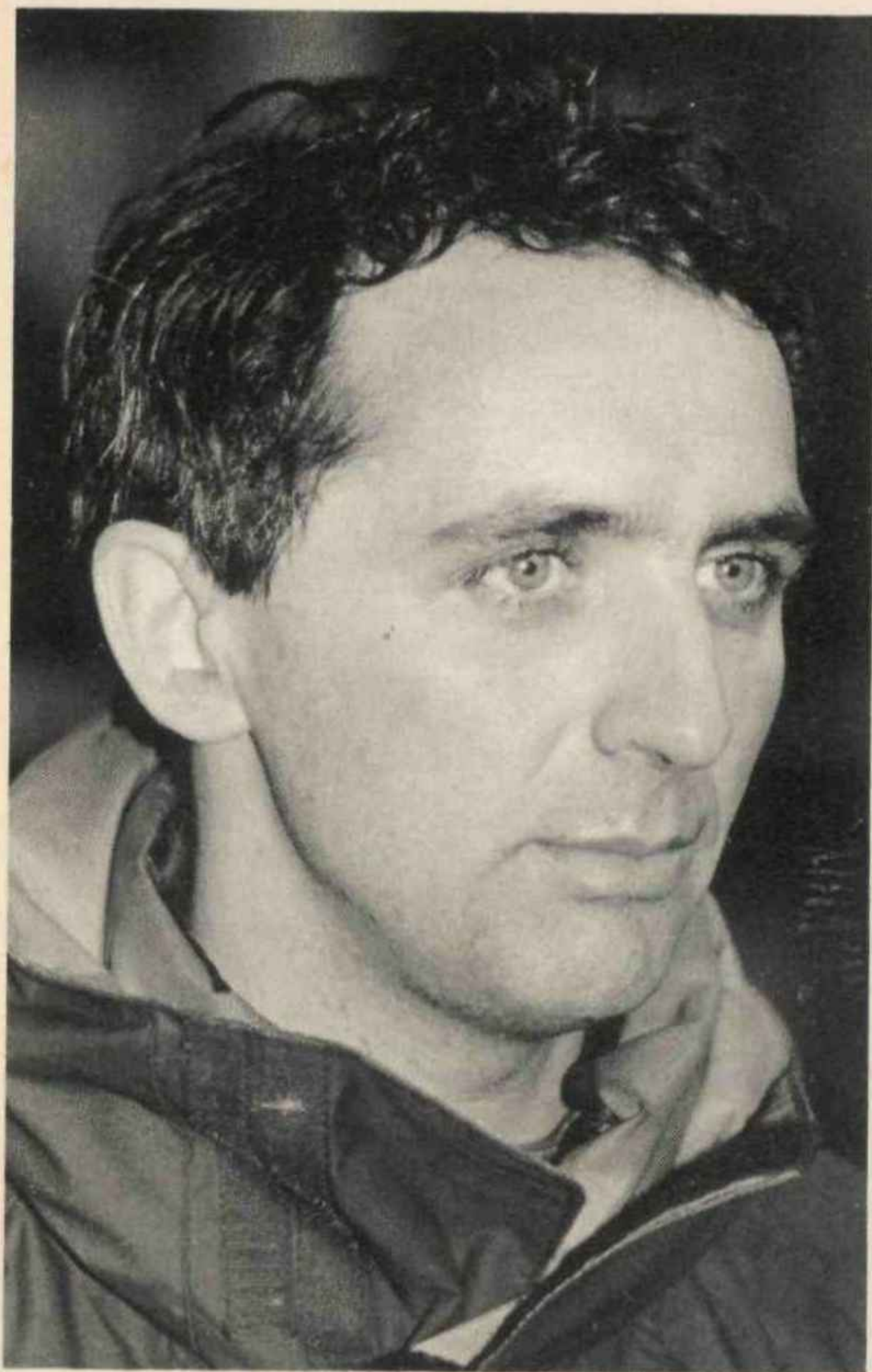
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Winning potential: but is that enough?

After 29 years on this planet, François Delecour has never won a rally. Any kind of motor rally. Yet the Frenchman led his first World Championship event for Ford – the 1991 version of a modest little qualifier they run down in Monte Carlo – and remains the one man consistently tipped by rivals as a regular contender for victory.

So why is he so respected without actually having won?

I would draw a corollary with men like Jochen Rindt and Ronnie Peterson, both of whom took their time to score debut Grand Prix wins, rather than take a rallying example.

For Delecour is cast in the heroic driver mould, far from the patient technocrats who succeed in rallying and racing these days. If I had to draw a rallying role model for Delecour, it would be Ari Vatanen, albeit without the persistent total destruction that accompanied the most human of Finns. It's a fitting comparison, for it was 1981 world champion Vatanen's recommendation to Peter Ashcroft that persuaded Ford's erstwhile competition manager to pluck Delecour from a works-backed Peugeot 309 GTI to the Ford factory team of muscular 4x4 Sierra Cosworths. Meeting Delecour for the first time in 1991, I found an engaging personality but a barely formed professional driver. It was just after he had led the Monte Carlo Rally with assurance, only for his Ford to suffer a last stage failure. A passenger ride over Siberian snows upon Boreham Airfield displayed shattering (that rear suspension defect abbreviated the display, once more) speed. Yet Delecour's comments were so forthright and his experience so limited – by comparison with the front running adversaries he faced in World Championship events – that I

remained unconvinced about his potential over all eight World Championship rallies that Ford tackled in 1991.

I am glad to say that I was wrong about his multi-surface speed, but remain sorry to write that he still has not earned a World Championship win. Last year, there were third places in Monte Carlo and Spain; in the first two events of 1992, he finished fourth on the Monte but reaped no reward for outpacing the field over the opening 14 stages of the Portuguese Rally.

I caught up with him on the Monte. Instead of a cafeteria in the midst of swirling snow flurries, we had to overcome the crowded lobby of the Beach Plaza and his status as a major French celebrity in contention for Monte Carlo victory. None of it made any difference to the man. He remained almost as forthright as ever, and the driving ambition that used to take him out on unauthorised night flights in his father's car as a teenager remains equally undimmed. Delecour also carries with him a considerable physical presence, one far beyond his average height and the haircut of an untrimmed monk.

Anyone who can persuade you out of the driving seat of your road car and into accompanying a stranger's first assault on right-hand drive around a snowy circuit has personality. He bubbles with laughter as he then proceeds to spin in fourth gear and confesses: "I have never driven a Sierra with no 4x4 before!" Safely seated in Monaco, I asked Delecour first of all to summarise his first major season in World Championship rallying. The response was prompt, and candid. "I was not happy. We had some mechanical problems with the car that have stopped us winning, but I have



enjoyed Ford very much in that first year. I was nobody, then they gave me a World Championship chance." A 'nobody' he may have been outside France, but within his homeland Delecour had made a considerable impact since his 1981 debut in an Autobianchi A112 which he shared with then girlfriend Anne-Chantal Pauwels. The pair from Cassel – midway between Lille and Calais – were competing on the Monte Carlo Rally by 1984, their Talbot Samba finishing 67th overall.

The Peugeot Talbot group and the enchanting Anne-Chantal were to provide the motivating forces in his driving and personal career for most of the '80s, but he now has Daniel Grataloup co-driving to his entire satisfaction. He established a reputation for special stage speed at the wheel of front-drive 205 and 309 GTI hatchbacks, the monthly magazine *Echappement* electing him as its most promising driver of 1987. This honour had previously been held by his southern French predecessor at Ford (the only man thus far to win a World Championship event in a Sierra of any kind), Didier Auriol.

Although he had enough experience of rear-drive to take a BMW M3 into third place on the 1988 Antibes Rally (a French Championship



Delecour's first World Championship event for Ford, the 1991 Monte Carlo Rally, brought him within an ace of what could have been a remarkable victory.

qualifier), Delecour continued to fare best for Peugeot. A factory 309 GTI made World Championship contenders outside France take notice of the Delecour pace, for François infiltrated the top 10 on the 1990 Monte Carlo (battling with Ari Vatanen's Mitsubishi *en route*, which led to that Ford recommendation) and was hurled into the top five of the Tour de Corse.

Of his 1991 outings for Ford – which multiplied, after the initial Peter Ashcroft gamble on Monte Carlo – Delecour feels: "The best was not Monte, nor Corsica, even though I led both. For me the best result was the one nobody sees – a sixth place on the RAC Rally. This was a very difficult event for me, especially with seven gears ("it's crazy", he shrugs in reference to Ford's technical triumph) and no experience of the RAC."

Technically, that was true, in that he had not contested Britain's World Championship event before – but he *had* hitchhiked to Britain to see it, before he could drive. . .

Delecour continues: "You know Auriol was

also sixth on the RAC for his first time, but there was never a good time for him. Me, I was third on Grizedale. For me this was fantastic. All the others knew this stage, but I was third fastest on my first experience. Often on this RAC, we would be flat, absolutely flat out. This means 6800 revs in seventh gear, which can be 205 kmh (127 mph) with our short gearbox ratios, or 225 kmh (140 mph) with the long gears. . . and you must do this in the mud, between trees! This RAC made me very happy, happier than I had been in Monte Carlo.

"For me Acropolis was a low point. It was just impossible to go fast enough." François denies, however, any suggestion that he is typically French and prefers tarmac surfaces only. His preference is for the most slippery surfaces "when you can feel everything the car is doing", and not the physical fight that he finds is involved in making the Ford a front-runner on tarmac.

Delecour admits that Portugal last year was: "A big mistake for me. It was, maybe, the best chance of the year for me to win, although it was also my fault that we did not win in Corsica. In Portugal I was second, behind Armin (Schwarz, Toyota) and we are racing in the snow, fog and gravel. I go off. . . then three

days in bed to think what a big mistake I make!"

He was not the only one. None of the Ford drivers made the finish, all these DNFs down to driver errors, not mechanical unreliability. "I also think we make a wrong decision on tactics in Spain last year," continues Delecour. "More than anything, I want to finish the rally and I go slow on the last stage, to make sure of third position. I could have been second because Kankkunen was in that place and he spun, but still beat me to the finish by five seconds."

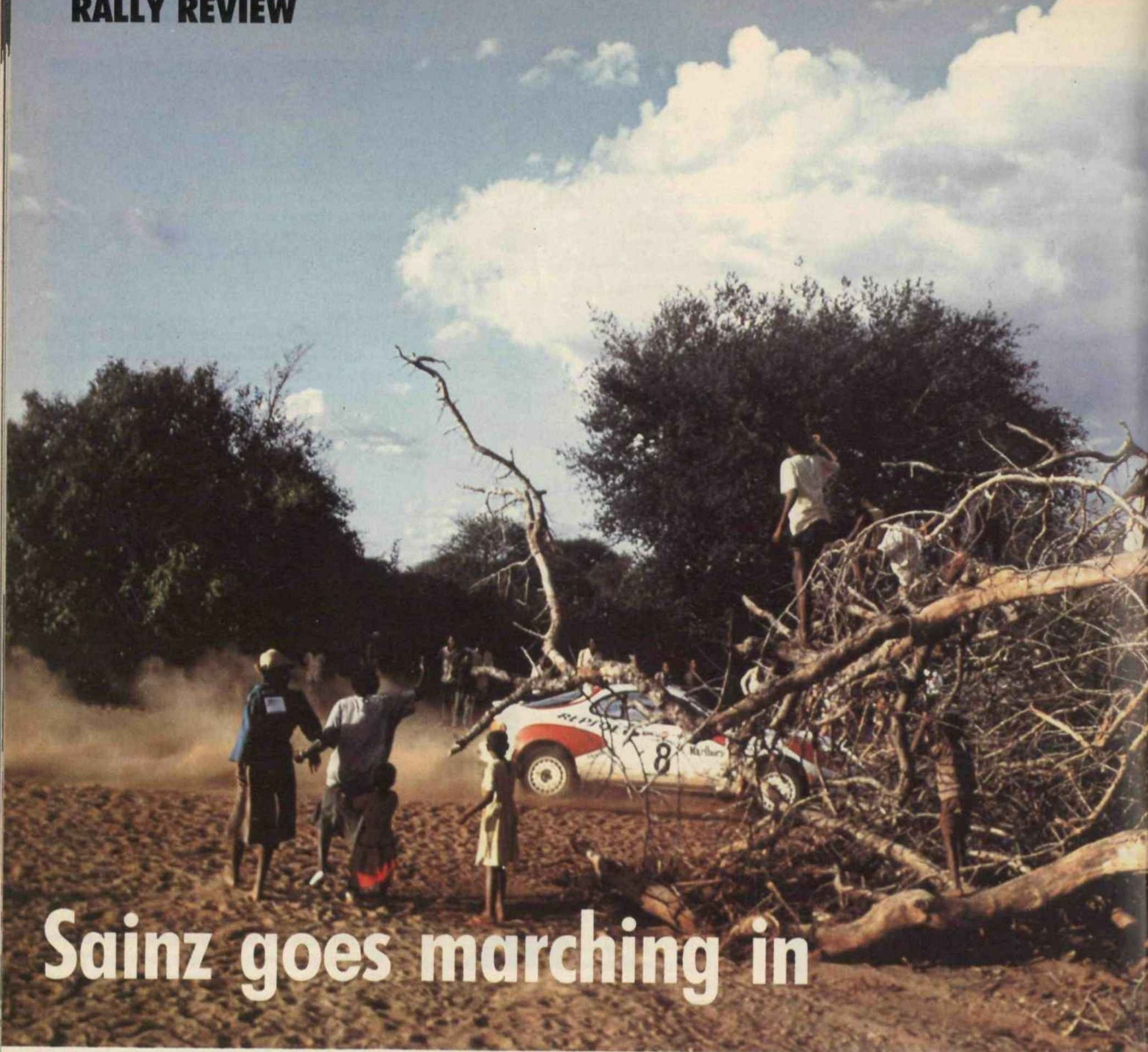
Ford factory insiders are not so harsh in their judgment. "Sure, he should have had second place," said one, "but what he has not said is just how bad the gravel tyres were, so he lost a lot of time on the loose surface tests, until we could borrow (from Toyota) some competitive rubber." Delecour also failed to impart that he was fastest of all on 15 of the 19 tarmac stages. . .

In Monte Carlo, Delecour's new team-mate Miki Biason made stinging criticisms about the Sierra rally car (Biason finished second in Portugal after Delecour's demise), but this was one area in which François was more diplomatic than last year. "The Sierra has changed 100 per cent from 1991 and it feels completely different to drive now. Very good. The evolution of the turbo engine, with the 38 mm restrictor, has lost a few horsepower, but we win some back and it still has a good spread of power. And the body, the body is now very strong and weighs a little bit less this year.

"The seven-speed gearbox still has a change that is a bit slow from first to second, this can cost us time in places on Monte Carlo (Turini hairpins were cited) and in Corsica. I would like to try a six-speed, but I must say the Sierra is fast, very fast in seventh gear. Here in Monte I prefer the short gears and we do 205 kmh. That is flat out, maybe for 1.5 kilometres at a time, it accelerates so fast," grins Delecour.

That near 130 mph velocity is quite a daunting thought, when you have seen the Monte Carlo tests and know that ice and rock faces are an ingredient to most of them. Current WRC drivers certainly earn their wages, even if Delecour is apparently some way from the reported \$5 million/three-year contract secured by team-mate Biason in the transfer from Lancia. Ask Delecour how he views the prospects for the remainder of 1992 and he chuckles: "If we have no more turbocharger troubles, we can win 10 from eight events! No more jokes, I mean we do not have a problem with the speed of the Toyotas, just Lancia, who have made a big evolution forward with the latest Delta – look at the speed now of Kankkunen on tarmac! But we can go just as fast; in Monte Carlo, take my penalties for turbocharger troubles away, and we are in a position to win over Lancia, and the rest." All it needs now, according to the Gospel of sainted Ford drivers François and Miki, is for the big Ford to hang together long enough to rack up some long overdue victories.

Ford Motorsport has invested in some extra engineering talent (including ex-formula car engineer Steve Ridgers) and has a 1992 change in competition management. Now former marketing man Colin Dobinson requires two-car durability and the modicum of luck that you need to succeed. **JW**



Sainz goes marching in

No rally in the world has been subjected to as much change dictated from outside as the Safari. Even taking into account the introduction of pace notes on the Lombard RAC Rally, the elimination of impossibly tight road sections on the Tour of Corsica and the similar easing of the Acropolis, the Safari has suffered most from the diluting demands of FISA-dictated standardisation.

The softening of the world series has not been without its advocates, and most professional drivers of works teams have been happy to endorse the coming of longer, more frequent rest stops and the reduction of night driving. Safety has been the justification for such changes, but we wonder . . . Drivers have to drive faster and, arguably, take more risks, but they are always well rested and, save for privateers, have much less need to draw on their stamina and tenacity.

It has also played right into the hands of manufacturers who now need only concentrate on speed and handling. Long-term reliability has become less important for there are

invariably plenty of opportunities for service, and if something breaks, it can usually be replaced fairly quickly. If such service possibilities were made less frequent, and competitors not trailed so closely by their engineers, cars would have to be made stronger, probably heavier as a consequence, and thus correspondingly safer. There would also be more moral substance in manufacturers' advertising of rally successes.

Greater reliability would no doubt result in less performance, but what of that? Rallying was just as tough – even tougher, perhaps – when Minis, Saabs, Cortinas and the like were battling it out.

Even the so-called danger of night driving has been made an excuse for campaigning in favour of daytime running only, when helicopters can be in constant attendance.

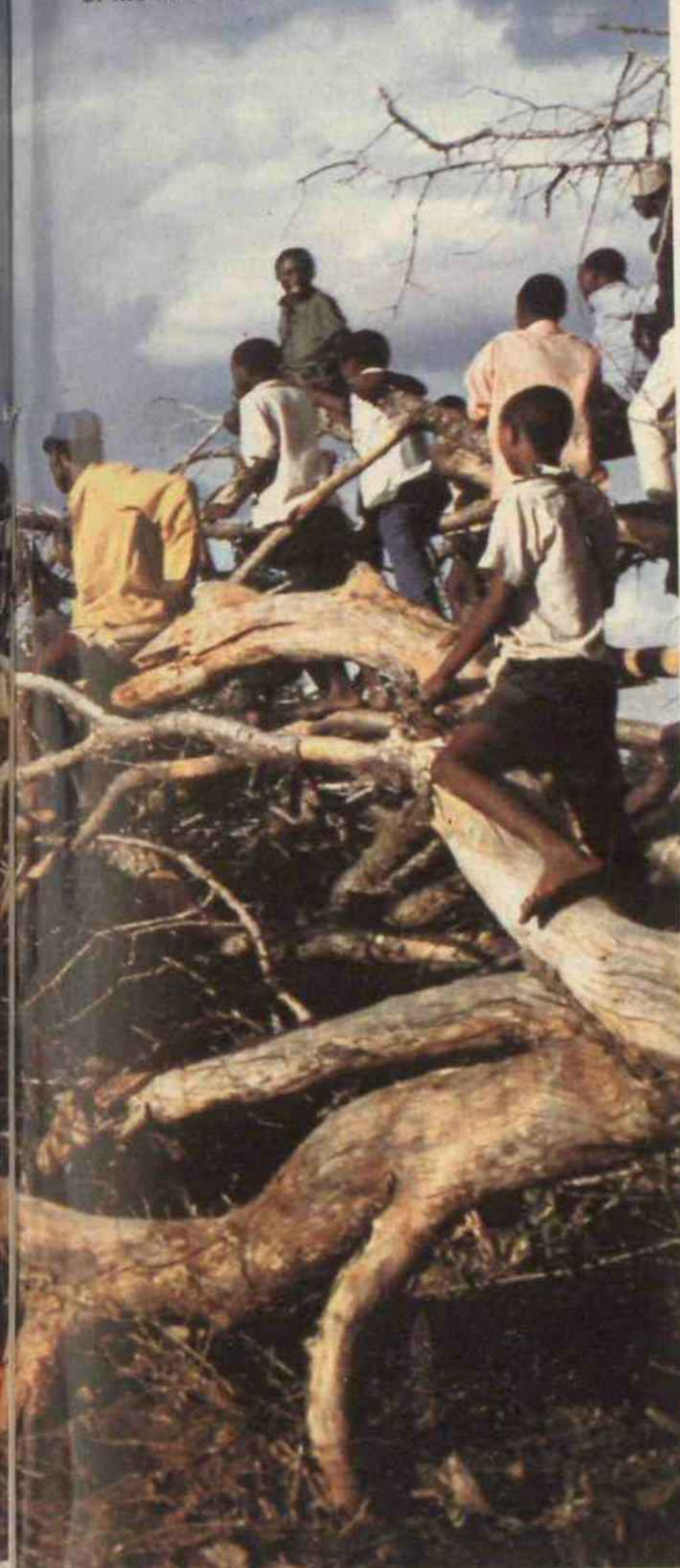
Whilst not wishing to decry progress by referring to 'the good old days', we nevertheless feel that the Safaris of years past put crews and cars to a far greater test than the present version, and if anyone could devise means of

drastically reducing service opportunities other than by cutting time allowances (which encourages risk-taking) we would like to hear of them.

When the Safari covered Uganda and Tanzania as well as Kenya, and indeed after it became a Kenya-only event, the five-day rally was divided into two legs by one rest stop, with an additional, shorter rest stop at the extremity of each leg. This year, the event spanned six days and there was a rest stop not only every night but sometimes in the daytime as well. Indeed, according to schedule, the total running time this year was 43 hours and 24 minutes, whilst the rest time totalled an amazing 75 hours and 17 minutes.

Another departure from tradition this year was the move away from the Easter weekend, a result of FISA's decree that no two World Championship events should be too close together. However, the result was a Safari start two and a half weeks after the Portuguese Rally and a Safari finish four weeks and two days before Corsica. This made no difference

Carlos Sainz gets an enthusiastic welcome as he presses on towards his first Safari Rally victory, Toyota's first World Championship win of the season.



Photography: LAT

to the Portugal Rally, gave an entry advantage to the Tour of Corsica and was unfair on the Safari.

Running mostly on working days rather than during a holiday weekend meant that marshals were harder to find, whilst there were greater numbers of trucks and buses on the roads. On the other hand, there were fewer spectators than in the past and traffic jams were less common near controls close to major towns.

The combined duels of Lancia v Toyota and Kankkunen v Sainz look like being as hot this year as they have ever been and it was unthinkable that those two teams and their two leading drivers should not take part. However, the other leading works teams stayed away, even Nissan, which has won the event more times than any other manufacturer.

Lancia sent three Delta HF integrales for Juha Kankkunen/Juha Piironen, Jorge Recalde/Martin Christie and Björn Waldegård/Fred Gallagher. Waldegård has spent the last few years driving Toyotas, his appearances gradually being reduced until he had just the Safari

on his World Championship programme, but when the Cologne team didn't require his services this time he was snapped up by Lancia.

Recalde makes occasional appearances for Lancia, but he has done so well in previous Safaris (he was leading a few years ago when a collision with a herd of goats put him out) that the pre-event testing was left almost entirely in his hands.

All three cars, fitted with additional equipment for the Safari such as dust-proof cooling vents and drinking water systems for the drivers, were entered by Martini Racing.

To back up the competitors, Martini Racing had some 60 mechanics in Kenya, 13 service vans, eight 'mud cars', six chase cars, two helicopters which were rented locally and a high altitude aircraft for radio relay, not to mention trucks for fuel, tyres and bulk spares, and vehicles to carry helicopter fuel, helicopter engineers, team doctors, management staff . . .

Toyota also had a team of three cars, Celica Turbo 4WDs driven by Carlos Sainz/Luis Moya, Markku Alén/Ilkka Kivimäki and Mikael Ericsson/Nicky Grist. All three cars were entered by Toyota Team Kenya which also entered a fourth car, the 1991 Celica GT-4 which had been Ericsson's practice car this year, for Kenyan pair Ian Duncan/Dave Williamson. The latter had their own service arrangements, provided by Toyota Kenya and Mombasa vehicle assembly company AVA, separate from the Cologne team, but they were given as much help from the works mechanics as they could provide.

The team had a service network equal to that of Lancia, except that it had three helicopters, one for each car.

Naturally, each of the works Toyotas was built specifically for the Safari, and sported various additional features including a 'snorkel' tube running from the engine air intake along the top of the left front wing and up the windscreen pillar to the roof. Snorkels have been used in the Safari for decades, and it was the local competitors who first gave the idea to visitors, but these were in the nature of stove-pipes which were rammed on to exhaust pipes whenever deep water had to be crossed.

There were no works Nissans or Mitsubishis from their bases in the UK, nor Mazdas from Belgium, but Kenjiro Shinozuka came from Japan to be partnered by Briton John Meadows in a Mitsubishi Galant VR-4 entered by Mitsubishi Oil Ralliart. The absence of Nissan meant that Mike Kirkland was not there, and we were among many who missed his ebullient presence.

Subarus from Prodrive were also absent, but there were two Group N Legacies from Japan driven by Per Eklund/Johnny Johansson and Patrick Njiru/Ian Munro. Both these were entered personally by the Subaru team boss in Japan, Noriyuki Koseki. Njiru, currently the best of Kenya's African drivers, spent some years in Tokyo and has a good command of the Japanese language.

Following their amazingly reliable progress last year, four Daihatsu Charades were entered by Ryce Motors, the Kenyan distributor, and driven by an all-Kenyan team, Marco Brighetti/Abdul Sidi, Guy Jack/Dez Page-Morris, Raju Limbani/Jairaj Hirani and Ashok Pattni/Zahid Mogul. That indefatigable

adventurer from Austria, Rudi Stohl, brought his Audi 90 Quattro, partnered by Berliner Peter Diekmann, whilst Stohl the younger, Manfred, drove a similar car with Kay Gerlach. Stohl Snr, having finished third in the Ivory Coast Rally last year, is an A-seeded driver and drew number four in the start order. However, he knew that he would not be able to match the pace of works cars so he came to an arrangement with the teams that that he would be warned by one of their helicopters should any of their cars be attempting to pass him in his dust.

The Safari now has a rest stop every night, but early morning starts mean that a few hours are spent in darkness, and some drivers complained that this night driving is dangerous and should be scrubbed. This is a case of safety being used as an excuse for personal and team requirements. There is no doubt in our mind that the real reason is the fact that the helicopters cannot fly at night, and the drivers do not want to be without their comforting attendance even for just a few hours.

Generally, helicopters and rally servicing do not mix. Their use has contributed to the huge escalation in rallying costs and has put even the most well-sponsored and competent non-factory drivers completely out of contention. With instant help by expert mechanics always at hand, the works drivers are unmatched, and they can drive even beyond the breakage limit of their cars, knowing that repair is not far away.

In our opinion, organisers of World Championship rallying should not wait for FISA action but should take the initiative and ban all servicing and movement of mechanics or spares by helicopter. The sport would become better for it, and cars would have to be that much more reliable.

Cars of the current generation are said to be fast, strong and reliable, but we do not agree. Fast, yes; strong, to a certain degree; reliable, no! Breakages and failures are common, and without immediate service many of today's works cars would not survive. How can a car be said to be reliable if it needs constant attention, regular component replacement, and to be followed by service vehicles, chase cars and helicopters to get it to the end of a five or six day rally?

There is nothing wrong, of course, in the use by teams of helicopters for medical evacuation or to carry their own film crews from place to place, and such uses should even be encouraged, but there should always be a watch against misuse, such as a 'cameraman' being a mechanic in disguise, or a medical cabinet housing spare struts and driveshafts!

Some five weeks before the start, Waldegård had a mishap in practice when, swerving to avoid a dog, he went off the road and broke some bones in his arm and wrist. Surgery was carried out most effectively at the Nairobi Hospital, and this was supplemented when Waldegård flew back to Sweden for further treatment. At the start, with his arm firmly strapped, he was confident of his ability to drive competitively, although a knob had been fitted to his steering wheel in order to make cornering easier.

Friday's first leg ran from Nairobi's Kenyatta Conference Centre down to Mombasa, loop-



Patrick Njiru finished eighth overall, and headed a Subaru 1-2 in Group N.

ing off the main tarmac road for competitive sections from Kajiado to Hunters' Lodge, just to the east of the main road near Mtito Andei, through the Taita Hills and through the coastal region inland of Kilifi. The return journey on the Saturday included a loop from Mazeras (where the famous river crossing is no longer), through the bush and sisal from Maungu via Rukanga to Mwatate, again into the Taita Hills, a loop to the east starting just south of Hunters' Lodge and finally a short loop from Mathatani into the Mua Hills.

Sunday's leg again came southwards, firstly going close to Kajiado then turning northwards all the way to Embu before skirting Muranga (formerly Fort Hall) and returning via Thika.

On the Monday, the route went west of the Ngong Hills, through the Kedong Valley and almost to Narok, where it turned north to Molo, Elburgon, Eldama Ravine, the Kerio Valley and a night stop at Eldoret. The toughest leg came on Tuesday when a 3 am start took competitors northwards through the Cherangani Hills, beyond Kapenguria, over the Marich Pass (now sadly covered by tarmac) and over the Kito Pass down to a stop on the shore of Lake Baringo. The leg continued by skirting the lake anti-clockwise up to Tangulbei, up to Maralal, then down via Barsalinga, Colcheccio, Timau and Naro Moru to an overnight stop in the Aberdare Country Club, just to the west of Mount Kenya.

The final leg on the Wednesday was a relatively short but very tricky series of competitive sections in the maze of roads, valleys and hills to the west of the Aberdare Range, emerging near Kijabe and then going down the main road to Nairobi. Total planned distance was 2730 miles, of which 1760 were competitive. Some of those competitive sections were cleaned, however.

Dry weather in the weeks before the start suggested a dusty Safari, but some short but violent storms just a few days before suggested a muddy one, and raised the hopes of farmers who had been indulging in rain dances for weeks! However, the rains never came in full strength and the event was largely dry and very dusty, although some rain did dampen the roads in the northern sections.

Alternative routes had been published in advance by the organisers, to be implemented if any section became impassable due to bad weather. Another contingency plan was drawn up due to political strife during the days before, in the run-up to Kenya's elections. Tribal

conflicts reared their heads, and there were cases of riot, traffic being stoned indiscriminately and even killings, but the rally itself was not disrupted.

Not at all unexpectedly, all the running was between Lancia and Toyota, with the others forming almost a separate rally behind. However, Duncan's performance caused quite a stir when he showed himself to be capable of beating some of the favoured works drivers in his 1991 Toyota.

Waldegård collected a puncture on the first day, whilst Sainz needed attention to an oil leak. Eklund's power steering began leaking hydraulic fluid and one mechanic was later scalded when he mistook a water hose for a hydraulic line and disconnected it. Zimbabwean Billy Rautenbach was also in trouble early in the event when a front strut broke at the top and punched its way through the bonnet. However, it was fixed and he continued. Later, he needed a new driveshaft and the combined time loss amounted to about 90 minutes.

Ericsson's rear differential began leaking, was topped up on the main road and fixed properly at Bura before he entered the Taita Hills. Sainz also needed a new rear differential oil seal. Shinozuka replaced a burst water hose, though not before the engine overheated somewhat.

After the first passage through the Taita Hills, Alén commented that his car was "going too much sideways", and this oversteer continued into the next day or two.

Nearer Mombasa, Kankkunen had a tread come off one of his tyres at over 100 mph,

whilst Ericsson lost something like half an hour when he rolled several times just after Bamba. He told an amusing tale afterwards of the first thing he saw after coming to rest, hanging upside down in his straps; it was a naked lady running away, followed by her amorous companion. Fortunately, the gentleman summoned help and the car was eventually righted. The windscreen was later replaced in the Mombasa closed park, though they were fined 500 shillings (£10) for having a missing mudflap.

In the early sections, Recalde had taken the lead by one minute from Alén, but in the sections nearer the coast Sainz got ahead of both of them. Recalde, who had collected two punctures, said that he found it very difficult to drive in thick dust, especially after dark, but the same problem affected Sainz, who started at number 8.

The Lancia drivers were experiencing the first of many rear shock absorber faults, and this cost them dearly as the rally progressed.

Some 38 cars left Mombasa on the second leg, Sainz ahead of Recalde and Alén by two minutes, with Waldegård, Duncan and Kankkunen another minute behind. Alén still complained of oversteer, whilst Ericsson had a slow puncture. Dust was getting into his car after his roll, and he had to have his door handle repaired after he found he was unable to get out of the car!

After passing through the bush area to Rukanga, where elephant were seen on the road and in the sisal plantations beyond, the second passage through the Taita Hills brought a fright for Alén and Kivimäki when their in-car fire extinguisher suddenly went off. Afterwards, at Ndi, Duncan needed a new left rear half-shaft, and Shinozuka some oil taken out of his overfilled gearbox. Njiru had some body damage after going off the road in the sisal plantation, whilst Kankkunen had collected two punctures, one front and one rear, by hitting a bump rather too hard.

Sainz had turbocharger trouble in the Taitas and there was a great rush of activity to change it for him at Ndi. When the job was over, he roared up the tarmac, anxious to get to the short rest stop at Mtito without losing time. Imagine his chagrin when, probably due to overheating, a tyre burst. But his helicopter was not far away and it landed to assist. Nevertheless, he was four minutes late into Mtito Andei and dropped to third place, behind Recalde and Alén.

Team orders enabled Juha Kankkunen to snaffle second place, and thus retain a share of the World Championship lead.



Meanwhile, Jack had gone through a fence in the sisal area and emerged with wire wrapped around an axle, whilst Stohl Snr had explored a ditch and damaged his front suspension. Pattni found his steering difficult due to a loose hub, but this was put right just before Nairobi.

The next competitive section began at Makindu, and it was in here that Alén's turbocharger pressure dropped right down, which cost him about half an hour. Duncan had stopped on the main road before Makindu with a broken propshaft bearing but, just by coincidence, a Toyota works service van came by and the crew got him going again very quickly.

But the Toyota problems were nothing like as serious as those of Lancia. After Makindu, all three Lancias had their rear shock absorbers break and the cars became almost undriveable. As the team's two helicopters moved in to help, the cars could be driven only slowly. Those of Recalde and Waldegård were put right first, but then the helicopters were without any more spares, and one of them had to leave to collect the parts before returning to get Kankkunen on his way.

The result of all this was Sainz regaining the lead, Recalde dropping to second and Duncan moving up to third. The Kenyan was certainly showing the visitors that they weren't going to have things all their own way, helicopters or no helicopters.

Towards the end of that loop off the main road, Waldegård stopped for fuel and tyres near the Kilome control, and whilst one of the service crew was pouring high-octane fuel into the funnel, some spilled and immediately ignited, probably due to a spark from the electric nut-tighteners being used on the rear wheels. With a tremendous whoosh, the car was immediately engulfed in flames and, an explosion or two later, was completely destroyed. The occupants were out of the car in a flash, but one of the service crew, local man Trevor Jones, was not so lucky. He was burned and had to be taken to Nairobi Hospital in one of the team's helicopters. He was said not to be seriously hurt, but we understand that skin grafts will nevertheless be necessary later.

Soon after Salaama, where cars rejoined the main road, there was a second pall of smoke when Shinozuka's Mitsubishi, after refusing to fire up, was tow-started, whereupon thick smoke came from both the exhaust and the engine bay. The cylinder head gasket had blown, probably the result of earlier overheating when a water hose burst. Mechanics at once began changing the gasket at the roadside, and it is to their credit that they not only got the car going again but got it to the end of the rally.

At Nairobi, where 34 cars qualified to restart, Sainz led by seven minutes from Recalde, followed after nine more minutes by Duncan. Kankkunen was another two minutes behind, followed by Alén, Ericsson, Njiru and Eklund.

The third leg began as dry and dusty as the first two. Duncan drove for 10 miles with a slow puncture, whilst Alén had to stop for a gearbox and clutch change. Sainz had a brake caliper replaced, and Pattni needed attention to a bent stabiliser bar and a distorted sump-guard. Smoke was also being generated by a shock absorber which had been moved side-

ways to touch a tyre. The other Daihatsus were all trouble-free.

In mid-leg, the Lancias again needed new rear shock absorbers, whilst Duncan had a flattened exhaust pipe replaced. Ericsson, he and Grist still suffering from the dust getting into their car, had his left rear tie-rod replaced, and when Alén complained of severe transmission vibration it was found to be caused by a balance weight having come off the propshaft.

Jack had the misfortune to swerve to avoid a herd of cows, going off the road and hitting a tree. Much rear end damage was caused and several hours were lost. Njiru was in collision with a spectator's car, causing frontal damage and the need to replace the fanbelt, whilst Rai was unable to disengage his clutch for a while after a bolt loosened and came off.

At service before Nairobi, both major teams indulged in considerable preventive maintenance, Toyota changing struts, driveshafts, gearboxes and turbochargers, and Lancia changing shock absorbers and driveshafts. Kankkunen also had a bent stabiliser bar replaced.

It was here that Sainz was one of several

Pause for thought: Ian Duncan was a superb sixth in last year's Celica. Not everyone appeared impressed, however...



who foretold an accident to come when he said that children and others were getting too excited by the appearance of helicopters. Without any police to keep crowds back from helicopter refuelling and landing sites, the aircraft were being dangerously surrounded by people, some of them frighteningly close to tail rotors which become almost invisible when actuated. The inevitable happened. Later in the rally, a spectator walked directly into a tail rotor, and was killed instantly.

There were 33 cars left for the fourth leg. There had been slight rain, but not enough to lay the dust which was a severe problem, especially on the powdery surfaces of the Kedong Valley and the run northwards from Narok. Duncan had been delayed when he broke a front strut, ironically on a speed bump in a main road on the way out of Nairobi.

In the Kedong, Ericsson's engine stopped for some mysterious reason and he was unable to restart it. A chase car got behind him, bumper to bumper, and the engine eventually started, but the Swede was unable to get full revs and could not drive at his usual pace. He was caught by team-mate Alén who began shouting on his radio to ask that Ericsson pull over to

allow him to pass. Toyota's airborne relay called to him constantly, but there was no response, probably because the Swede had his radio turned off so that he could concentrate on pace notes in the dust.

Meanwhile, Alén kept frantically calling, saying that he was down to 20 kph and would soon have to stop altogether because to keep going was too dangerous. At one point, Kivimäki even got out and used a torch to find the road! A chase car was sent to stop Ericsson, but even this move failed. Eventually, everyone emerged from the section, but there were some frayed tempers.

Kankkunen needed new rear shock absorbers again before Seyabei, and said that even though he had a six-minute gap between himself and the car in front (due to Duncan's delay) he was still troubled by dust. His rear shock absorbers were changed yet again later at Eldama Ravine.

Rautenbach's car was hit by a jumping buck, cracking his windscreen and shattering his right rear window.

Shinozuka found himself driving in the bush after he completely lost sight of the road, and

there was an unpleasant smell in the car after the exhaust was pushed up to touch the body, causing a spare tyre to melt and smoulder. Stohl had to bypass his electrical master switch after it became faulty, whilst Eklund had turbocharger failure and had to drive slowly for some 50 miles. Sainz, having taken on fuel before Eldama Ravine, had to return for more when he discovered that he hadn't taken enough, but this cost him no time. Later, he began experiencing back discomfort and a team doctor was sent out from Eldoret to have a look at him.

Later, Ericsson found himself in Alén's dust and the comment was that the morning's boot was then on the other foot! However, Alén was delayed soon afterwards when a wheel bearing broke up and he had to wait until a helicopter crew had replaced it.

A radio operator reported that Recalde had left red-hot ball bearings on the ground when he left his control, and not long afterwards, he stopped to have a broken driveshaft replaced! Kankkunen collected his seventh puncture of the rally on the way to Eldoret. He also counted six rear shock absorber failures so far!

A little welcoming rain began to fall before



Partnered by John Meadows, Kenjiro Shinozuka squeezed his Mitsubishi into the top 10.

Eldoret, but it wasn't appreciated by Ericsson. His windscreen wipers wouldn't work! Duncan, having a complete strut change before the Eldoret stop, was delayed when one replacement was stubborn and refused to fit into place. As a result, he lost eight minutes. Among those who failed to arrive at Eldoret was Manfred Stohl whose engine had blown.

The 2 am Tuesday start took place in a little rain, but it was in dust that Kankkunen rolled between the Marich Pass and Loruk, just above Baringo. He dented the roof, broke his windscreen, but landed on his wheels and lost very little time. Later, the roof was pushed out, the frame reshaped and a new screen fitted.

Sainz's turbocharger became troublesome, but it was decided not to change it until nearer Maralal, where more time was available. Njiru had both front and rear halfshafts changed, whilst Eklund lost 10 minutes in the Cherangani Hills due to an ignition failure. Rautenbach broke his remaining windows when he rolled before Baringo after hitting a log. The car landed on its side and five minutes were lost.

Yet another Lancia rear shock absorber change took place after the Marich Pass, where Kankkunen also collected a puncture and a broken halfshaft. Sainz had his turbocharger replaced at Suguta Marmar, whilst Duncan had a new steering rack after power assistance failure. This cost him some time, even more when the replacement proved faulty.

Sainz changed two struts near Kirimun, the cattle holding station to the east of Maralal, and Recalde was helped by a helicopter crew after a puncture. Meanwhile, Alén needed a new turbocharger. It was certainly a rally of constant replacements, and if anyone says that modern rally cars are reliable after this demonstration, they really can't be serious. Duncan, after suffering brake failure, lost more time having his master cylinder changed near Colchecchio, and he later lost even more when a strut punched its way through the bonnet.

After passing through a thunderstorm at Barsalinga, cars got down to the tarmac road in the wheat growing area of Timau. It was here that Moya, after waiting about a minute and a half for his time card to be returned, got out of the car and demanded it. They roared off after being given it, but he then had to run back to the control after discovering that it had not been stamped or signed.

Meanwhile, Recalde had only two-wheel-drive for some 60 miles after experiencing first front halfshaft failure and then rear. But his progress was being constantly monitored by the Toyota people, and from this point onwards one of the team's helicopters was diverted to follow Recalde so that reports of his progress could be relayed immediately to Sainz. This was not exactly to Alén's liking, who was then left without an attendant helicopter, and whenever he heard that Ericsson had arrived at a service point he immediately got on the radio to ask that his (Ericsson's) helicopter be despatched to overfly him.

It was about this time that the special refuelling pumps being carried by Lancia's helicopter fuel trucks failed, and jury rigs had to be set up when replacements were found not to be available.

Eklund passed Njiru when the latter had a puncture, only to be repassed by the African driver when his (Eklund's) turbocharger failed, and Rai's engine stopped when its throttle sensor failed.

At the Aberdare Country Club, much preventive work was being carried out on all cars, but there was so much work to be done to Sainz's that a scheduled gearbox change had to be held over.

Early the next morning, with Sainz all of 28 minutes ahead of Recalde, and Kankkunen another 26 minutes behind, 21 cars left the Club from 5 am onwards for the final leg to

Nairobi, through the complex network of tracks in the hills and valleys east of the Aberdare Range. The leader played it carefully, more concerned about preserving his car than losing the odd minute to his rival. Even when he had to stop when a *matatu* (pick-up truck converted into a bush taxi) ahead began to dust him badly, he wasn't unduly worried and remained cool. But just 5 km before the end of the last competitive section he reported a noisy gearbox and what he considered was approaching failure.

Immediately, mechanics after that section began preparing a new gearbox, and when Sainz arrived they set about changing it. The job was unhurried, with no panic, for there was ample time, and the scene was one of jubilation as crew and some mechanics danced and threw hats and T-shirts to the crowd.

Meanwhile, Alén had rolled on the first competitive section out of the Aberdare Club, but soon continued.

The final drama of the event came when Recalde stopped outside the outer marker of the Nairobi holding control on the outskirts of the city. He waited beyond his due time and was unconcerned when someone went to tell him that he was overdue. Team orders had again been brought into play, and Recalde had agreed to wait so that Kankkunen would finish second in his place, thus gaining more points in the World Championship for Drivers.

Despite what we have said about a softened Safari, the event remains a giant among rallies, and as long as breath remains in their bodies there will always be enthusiasts to run it and to take part in it. What it needs is an injection of finance from a sponsor prepared to put up more than the present figure.

If only the cost of sending, accommodating, wining and dining FISA officials could be reduced, and filming rights not unjustly hogged by the London-based body which claims such rights with FISA's blessing, the situation could be improved. If anyone has a claim to filming dues for any rally, it is the organisation of that rally, not some outside body which seems to have sprung out of FISA from nowhere.

The Safari is a superb event in spite of the long rest periods which have been introduced, but it has been Europeanised quite enough. Any more meddling from outside should be resisted.

Hands off the Safari!

G P

Martini Safari Rally (Kenya) – 27 March - 1 April, 1992

Results

1. Carlos Sainz (E) / Luis Moya (E)	Toyota Celica Turbo 4wd, Gp A	2h 35m.
2. Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta HF Integrale, Gp A	3h 27m.
3. Jorge Recalde (RA) / Martin Christie (RA)	Lancia Delta HF Integrale, Gp A	3h 34m.
4. Mikael Ericsson (S) / Nicky Grist (GB)	Toyota Celica Turbo 4wd, Gp A	4h 13m.
5. Markku Alén (SF) / Ilkka Kivimäki (SF)	Toyota Celica Turbo 4wd, Gp A	5h 40m.
6. Ian Duncan (EAK) / Dave Williamson (EAK)	Toyota Celica GT-4, Gp A	6h 38m.
7. Sarbi Rai (EAK) / Supee Soin (EAK)	Toyota Celica GT-4, Gp A	8h 29m.
8. Patrick Njiru (EAK) / Ian Munro (EAK)	Subaru Legacy 4wd, Gp N	8h 54m.
9. Per Eklund (S) / Johnny Johansson (S)	Subaru Legacy 4wd, Gp N	9h 42m.
10. Kenjiro Shinozuka (J) / John Meadows (GB)	Mitsubishi Galant VR-4, Gp A	10h 30m.

48 starters; 21 finishers.

1992 World Rally Championship Situation

Drivers (After 4 of 14 rounds)

Carlos Sainz (E) 47 pts.	Mats Jonsson (S) 20 pts.
Juha Kankkunen (SF) ... 47 pts.	Massimo Biasion (I) ... 18 pts.
Markku Alén (SF) 28 pts.	Colin McRae (GB) 15 pts.
Didier Auriol (F) 20 pts.	Timo Salonen (SF) 14 pts.

30 drivers have scored points.

Makes (After 3 of 10 rounds)

Lancia 57 pts.	Mitsubishi 20 pts.
Toyota 51 pts.	Nissan 14 pts.
Ford 29 pts.	Subaru 11 pts.

Dear Reader,

Recently I have been standing on the sidelines watching the world of Formula One go by, rather than being swept along in the torrent trying to keep pace with it all. Rather than chase all over the world trying to be part of 'Bernie's International Circus', I have been watching it from afar as it performed in South Africa, Mexico and Brazil and it seems to have excelled itself in supplying fodder for the media men and television. The clowns in their multi-coloured suits-of-lights have been hilarious at times but the high-wire artists have not been very good, often falling off the wire or missing a mid-air change when in the middle of a loop. Fortunately the safety nets did their stuff, so nobody got hurt, but I wonder sometimes if the efficiency of the nets is making the artists a bit careless, and spoiling the act.

In the days when the high-wire artists and the flying trapeze teams worked without any safety nets your judgment and timing had to be right, there was no second chance and near-enough was not good enough. It was proprioceptive artistry at its highest level. There was no room for error, one centimetre out in your judgment, or a split second out in your timing, and down to the hard circus-ring floor you went.

I once watched a bull-fight in Portugal, where the bull's horns are blunted and covered with rubber ends. The whole thing was so academic that it became boring. When I returned to Spain and watched bull-fighting as it should be, the adrenalin flowed, and I wasn't even near the edge of the ring! Watching the Bernie Circus from afar I am worried that it is becoming boring, mainly I think because there is no real noise, no sound of V10 or V12 engines singing out their 15,000 rpm song, no bubbling enthusiasm from a vociferous crowd, no turmoil from the pit lane; the ambiance is non-existent. The sooner I get back to the trackside the better, even if I am worn out after an hour of intense qualifying, and perpetually deafened.

From what I have seen of the 1992 season there is not too much actual racing going on, and very little skilful driving, while some of it has been



Prost (left) and Piquet: does their absence show F1 results in a false light?

On the sidelines

downright clueless and unimaginative. As a team the Williams-Renault partnership has excelled itself, with first and second places three times in a row. It is not Williams's fault that it has nobody to race against, though I cannot help wondering whether Bernie's scriptwriter isn't already having a quiet word with Patrick Head, Bernard Dudot and Frank Williams, offering to make it worth their while to ease up a bit and let some of the others catch up. Remember last year when Senna and McLaren-Honda won the first four races? The word was going round that they were spoiling Formula One as a television spectacle, not as motor racing of course. Some quiet words must have been said somewhere because suddenly the whole scene changed and the Williams-Renault team came up challenging strongly and the season ended on a pretty fierce battle between the two leading contenders.

As a scriptwriter the poor chap has an unenviable task, for if Senna and McLaren-Honda can't come up from behind if the leaders slow down, we are in real trouble. The Benetton team can hardly be expected to take on this plum role, its third-placed car in the Brazilian race having been lapped by the winner. By no stretch of imagination can that be called competitive, and the new Ford-Cosworth V12 engine is barely out on initial testing. The Ferrari team is not even as good as the Benetton at the moment, so it is a bit

optimistic to expect it to provide any star turns. Being realistic, that's about it.

There are plenty of jugglers and tumblers in the ring, one or two fairly elegant equestrian acts, and clowns aplenty, but we need someone else up there on the high-wire to keep the circus alive, and as it is 1992 they can have the best safety-nets available, but we do need the skilful performers.

From the start of the season all the midfield runners automatically moved up two places, some of them actually getting into the first six finishers. This was because Alain Prost and Nelson Piquet were left out of Bernie's cast, the Frenchman because of devious manipulations by himself, for reasons known only to him, but which we shall know about before the end of this season I hope, and the Brazilian by some strange quirk of Formula One's big business strategy. Nobody will argue the fact that both Prost and Piquet are 100 per cent certain qualifiers and, all things being equal, would be somewhere in the first six places on the grid. Both have been undisputed world champions and know all about being in the first three at any circuit. As the head man at Renault-Sport said last year, about Renault's participation in Formula One: "You must be in the first three, otherwise you are just part of a faceless crowd."

We all know Prost and Piquet and the scene is missing them.

Some people are getting a bit starry-eyed over new-

comers, or even not-so-newcomers, who are taking those vacant two places, and while I don't blame anybody for taking advantage of the situation I hope they keep a sense of proportion over the present situation and realise that sixth place could easily have been eighth place. Similarly, anyone who qualifies for 26th place on the grid, should, for the time being consider it to be 28th and non-qualified.

When Jackie Stewart retired he did so too soon, for at the time he was head and shoulders above the rest, and his retirement from the peak left a void to the rest of the bunch, so our parameters for the top level were upset and it took about two years before his place at the top was filled adequately. We are in the same situation today with the top teams; if the Williams-Renault domination is not illusory, and there is no reason why it should be, and McLaren-Honda cannot regain the centre of the ring, Bernie's circus could be in fear of losing television votes and we might have to go back to old-fashioned Grand Prix racing like the days when Lotus, Tyrrell or Cooper ruled the scene. There always seemed to be occasions when a single team dominated and I don't recall anyone complaining that it was boring.

Back to the circuit edge, before it all crumbles away from view.

Yours, DSJ.

PS: Moments to Remember are still coming in from readers, and this month it is Mr Burr from North London, who was there, not watching it on the small screen.

1. Jochen Rindt's last lap at Monaco in 1970 seen from the hillside by the old Gasworks Hairpin. "I never did believe that Jack Brabham's brakes failed, he seemed to be in shock at seeing Rindt in his mirrors."

2. The sound of Chris Amon's Matra V12 echoing off the rock faces at Clermont-Ferrand, also in 1970.

3. Ed Swart being on two wheels in his Fiat-Abarth saloon round the back at Thruxton at an Easter Monday meeting. He seemed to be on two wheels for half a lap, on every lap.

Breaking the mould?

Success in the European F3000 Championship has, in the past, been excellent news for drivers . . . but a gloomy omen for teams. The statistics are quite astonishing.

Since Christian Danner graduated to Grand Prix racing on the strength of his victory in the inaugural championship in 1985, each of his successors has followed suit. As yet, Danner, Ivan Capelli, Stefano Modena, Roberto Moreno, Jean Alesi, Erik Comas and the reigning champion, Christian Fittipaldi, have not won an F1 race between them, though four of them have ascended the second step of a World Championship podium. Indeed, none of the European F3000 graduates presently in F1 has won a Grand Prix, but 22 of this year's 32 contractees have spent time in the series, not to mention the likes of Mark Blundell, Eric Bernard, Martin Donnelly, Alessandro Zanardi and Williams-Renault's regular test driver Damon Hill. All in all, it's an impressive strike rate.

To the teams under whose wings the aforementioned champions flourished, however, fate has been somewhat harsher.

Danner ran with Bob Sparshott's BS Automotive, who stayed in the formula for two further years, achieving little success and eventually being forced out of the sport with the team facing financial ruin. Sparshott's independent BS Engineering concern flourishes as a major supplier to the industry, however, though it has made no attempt to return. "The money's just too silly," reported Sparshott on a rare visit to Spa last year.

Capelli was guided by Cesare Gariboldi's compact Genoa Racing outfit, run from a small workshop behind the proprietor's house. When it first started in F3000, Genoa didn't even have a truck of its own, but used to hitch lifts to events with other Italian teams. It was a shining example to all of what could be achieved with a gifted driver and limited funding. While Capelli and Gariboldi re-introduced the art of smiling to the F1 paddock, with March, Genoa's F3000 fortunes dwindled. The following two seasons brought nothing but headaches for the popular, and increasingly busy, Gariboldi. After sporadic participation in 1988, Genoa's F3000 team faded away. Tragically, the team founder lost his life shortly afterwards in a road accident. March's F1 cars have been type-prefixed 'CG' ever since, as a lasting tribute.

Onyx, champion with Modena in 1987, had an appalling '88 season before abandoning the formula to try its hand at F1. Ultimately, the promising F1 project failed. Having been sold on to Peter Monteverdi, it eventually folded altogether. Bromley Motorsport enjoyed 1988, winning four races and the title with Roberto Moreno. By the end of the following year, the name had disappeared from the scene, although fragments of the team live on today at GJ Motorsport.

The only F3000 title-holder to have won a race post-championship is EJRB, which steered

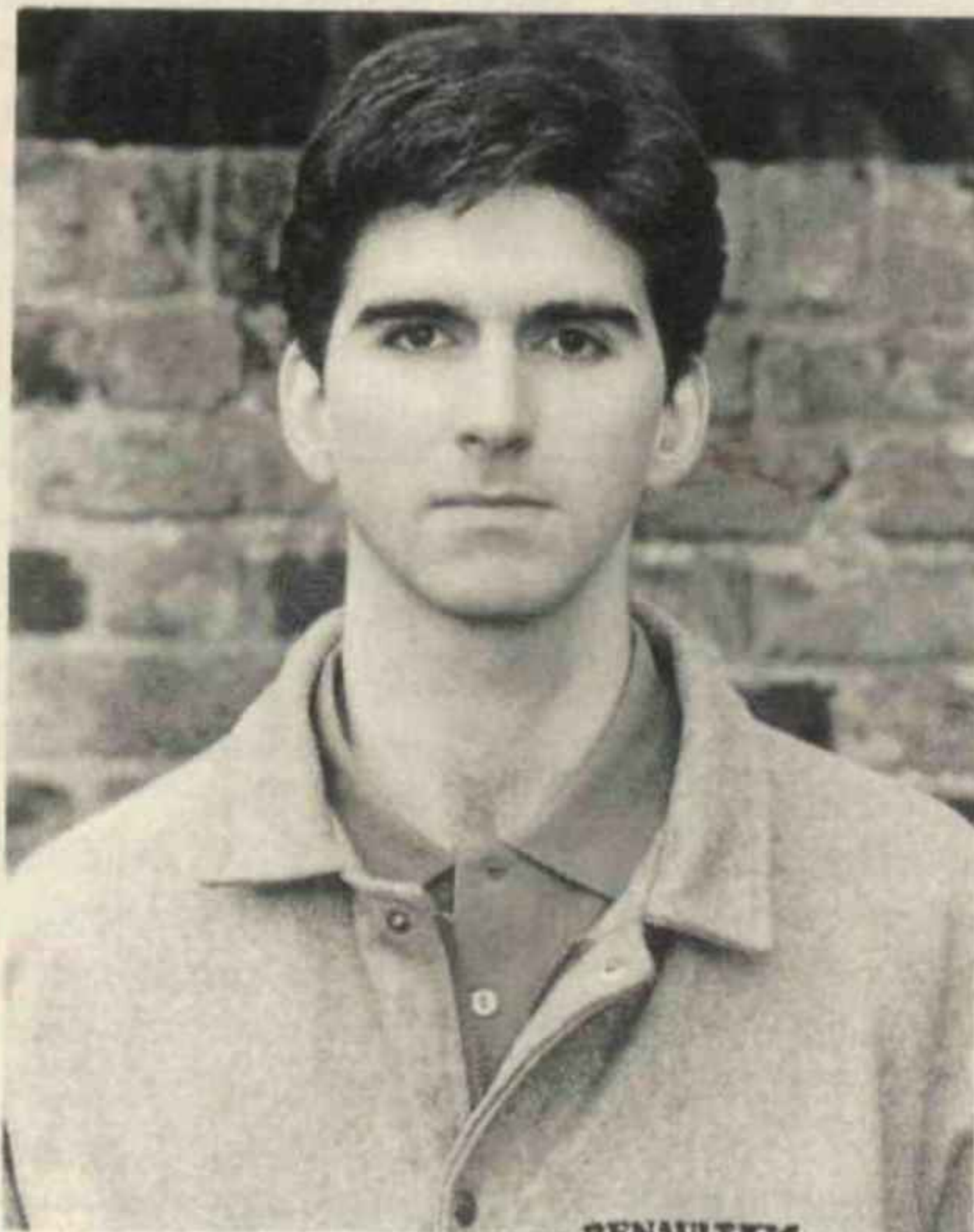


Laurent Aiello: top French title contender?

Jean Alesi to the 1989 crown and had Eddie Irvine win at Hockenheim in 1990. By and large though, 1990 was a tough year for Jordan's Camel-funded team. He subsequently dropped F3000 and created Jordan Grand Prix, the rise of which has been well chronicled within the pages of MOTOR SPORT and elsewhere.

Despite Jordan's star continuing in the ascendant, however, the F3000 malaise continues. Latest victim is DAMS, who enjoyed the champagne flavour of 1990 championship success with Erik Comas. The bubbles fizzled out last year, however, as the team mustered only a handful of championship points, despite com-

Damon Hill: racing for Britain.



prehensive backing from Marlboro.

The portents do not look good, then, for 1991 victor Pacific Racing. Maybe the bug has already struck? Last year, damage to either of the team's two cars was minimal, neither of its drivers having an accident worth the name all season. Then, just 40 laps into the very first test session of the 1992 campaign, new recruit Laurent Aiello left the Le Mans Bugatti circuit at high speed, inflicting severe damage to his Reynard after a suspected steering failure . . .

We'll stick our necks out, however, and predict that Pacific will have a good season once the racing starts at Silverstone over the weekend of May 9/10. Despite being hamstrung by the uncooperative Lola T91/50 last season, his first in the formula, former Monaco F3 winner Aiello emerged from a difficult campaign with great credit. His efforts at Jerez in particular, the nadir of Lola's season, were a triumph of determination over an ill-balanced chassis.

At the rapid right-hander where Martin Donnelly had his horrendous accident during qualifying for the 1990 Spanish GP, those using Reynards were able to slam through the corner flat out, with nary a hint of a wobble. The Lolas, frankly, looked frightening, but Aiello never once backed off. As the car bucked every which way, his reactions were superb. Eventually, he reduced the chassis to a pile of steaming rubble elsewhere on the circuit, but just to have qualified in the top 10 was quite a feat. Aiello also had the distinction of obtaining Lola's only pole position of the year, at Spa. His efforts impressed Marlboro; he is the only driver to benefit from substantial funding from the tobacco giant's central budget this season. Pacific's cause will be abetted by the presence of promising Spaniard Jordi Gene in its second car.

Pre-season testing form points to several obvious rivals for the ultra-rapid Aiello. One is young Scot David Coulthard, who continues to progress up Paul Stewart Racing's 'staircase of talent'. At the time of writing, Coulthard had yet to sample a '92 Reynard in anger, but had set impressive test times in a loaned 91D with Mugen power. (PSR will race with the promising new Judd KV V8, Engine Developments having produced a compact unit which boasts a useful weight advantage.)

Coulthard was just pipped to the British F3 crown last year by Rubens Barrichello, but F3 insiders reckon that the Scot is the better racer. Barrichello moves up with the grandiosely titled Il Barone Rampante (named in honour of team proprietor Giuseppe Cipriani's favourite novel!), and has shown good pace in testing - though both Coulthard and Aiello have consistently had the edge on him thus far. Winter testing can often prove misleading, of course, but there is little doubt that the aforementioned trio will be in contention from the start.

The situation at IBR should be interesting, for the ambitious Italian team has signed



Spaniard Jordi Gene, Aiello's team-mate at Pacific, is one of a dozen promising F3 graduates who are stepping up to F3000 this season.

Andrea Montermini as team-mate to its precocious young Brazilian. Montermini is entering his third F3000 season. He should, by rights, have a couple of his wins under his belt by now, but mechanical problems stopped him in his tracks at both Pau and Hockenheim last year. He was leading comfortably on both occasions. Barrichello is unaccustomed to the notion of a super-quick team-mate, and will have to get used to the idea smartish.

There could be just as much intrigue at PSR, of course, where Coulthard partners fellow Scot – and PSR patron – Paul Stewart. Stewart's F3000 baptism was a tough one, but he refused to be put off by the capricious behaviour of last year's Lola and he never gave up trying. The experience won't have done him any harm. Like other sons of famous fathers, Paul has been subject to numerous snide barbs since he took up the sport. He is, however, a very capable racer.

Of the more experienced F3000 campaigners, Jean-Marc Gounon could be the man to revive DAMS's fortunes. Despite its experiences last season, DAMS has remained faithful to Lola, whose reputation hangs on the performance of the promising new T92/50. Gounon is the most spectacular starter in F3000, if not in the whole of motor racing. Last year, he hauled his recalcitrant Ralt from the back row at Mugello up to 13th place... before the first lap was complete.

Such heroics shouldn't be required this season. Two years in the category have given him solid experience. He won at Pau last year, and also triumphed on the road at Enna... only to be denied by a one-minute penalty for a jump-start. The observer must have had sharp eyes; not even the TV cameras picked up any such 'misdemeanour'. Drag racing reflexes to the green light can have their disadvantages.

Gounon is partnered by rookie Frédéric Gosparini, who showed occasional speed in British F3000 last season.

Gounon notwithstanding, Lola has another useful ally in Damon Hill. Usually the fastest man on the track in 1990, Damon was another to be sucked under by the Lola blues in '91, although by carving his way into the lead at Brands Hatch he did provide us with some of the year's closest motor racing, as the rest of the field bunched up behind...

Hill was due to run a Judd-powered T92/50

prepared by Alolique (né Middlebridge), for whom he has driven since 1990. However, as we closed for press the team's financial situation was uncertain, although a rescue package was being put together to ensure the Englishman's participation.

Surprise package of 1991 Emanuele Naspetti stays with the Forti team that hauled him from the ranks of midfield plodder to championship contender. He won four races on the trot mid-season, then fell asleep when the championship title was firmly within reach. Forti's fuel supply was the source of much speculation last year; indeed, the sample taken at the Nogaro finale proved to be mildly in excess of FISA's permitted octane allowance. That didn't detract, however, from marvellous drives at Brands Hatch, Hockenheim and Spa earlier in the year. This is Naspetti's fourth year of F3000, though he's still only 24. For his career's sake, it needs to be his last.

Intermittently rapid Italian F3 racer Alessandro Zampedri provides support.

Allan McNish could do with some of whatever it was that stirred Naspetti from his slumbers in the middle of last year. As we chronicled in February's MOTOR SPORT, the Scot appeared destined to be heading inexorably for F1 after a superb debut F3000 season with DAMS in 1990. And then it all turned sour. At the time of writing, McNish was working flat

Nelson Piquet has set up a team for protégé Olivier Beretta. The Monagesque driver's Ralt will be engineered by the vastly experienced Ron Tauranac.



Photography: Alain Surget

out to finalise a budget to run with the excellent Mike Earle's 3001 International, as team-mate to Japanese F3 graduate Hideki Noda. Earle, with his common sense and professional approach, is just the bloke to put McNish's career back on the rails. If the deal comes off, the partnership should produce spectacular results.

There are several other interesting combinations, too. GJ Motorsport has acquired the combined services of fiery Frenchman Jérôme Policand and Coloni F1 refugee Pedro Chaves; Michael Bartels returns after four unsuccessful GP attempts to qualify a Lotus, and will run alongside promising Italian Luca Badoer at Crypton Engineering, one of the many business interests of Patrizio Cantu, co-owner of the now defunct AGS F1 operation; Apomatox could emerge from the doldrums with young French chargers Olivier Panis and Emmanuel Collard, the latter of whom showed stunning pace when he joined the team at Le Mans late in 1991; Briton Steve Robertson has joined forces with Superpower Engineering after a disappointing F3 season; Nelson Piquet has set up a new team to run a Ralt for his Monagesque protégé Olivier Beretta; the only other confirmed Ralt entry is from another outfit new to F3000, Piemme Motors, who will run Italian F3 champion Giambattista Busi; Vortex Motorsport, previously integrated within Superpower, has branched out to run a brace of Reynards for series returnee Phil Andrews and rapid, but sometimes haphazard, Italian Giuseppe Bugatti; Yorkshireman Richard Dean, an impressive debutant in 1990, is waiting on the sidelines, desperately seeking the funds to compete.

According to FISA there are 37 official registrations for the series; by our reckoning, there should be at least 30 cars vying for 26 places on the grid at Silverstone. And a dozen of them have to be regarded as potential winners.

On paper, the championship appears to be wide open. The only safe prediction is that the welcome introduction of control fuel means we'll be able to wander the pit garages in comfort... without having to resort to half-hourly doses of Optrex.

SA

Thursday morning. Early drizzle has blown away in the general direction of Cornwall. We are cruising along at around 130 mph. The tacho needle nestles between 2000-2500 rpm. Almost 60 mph per thousand rpm. That's what you call relaxed.

So where are we? Ambling along some deserted Scottish highway, enjoying the flexibility and hush of a long-legged V8 mated to a trick seven-speed gearbox?

Er . . . actually, we're less than half a mile from the centre of London . . . and the rush hour is in full swing.

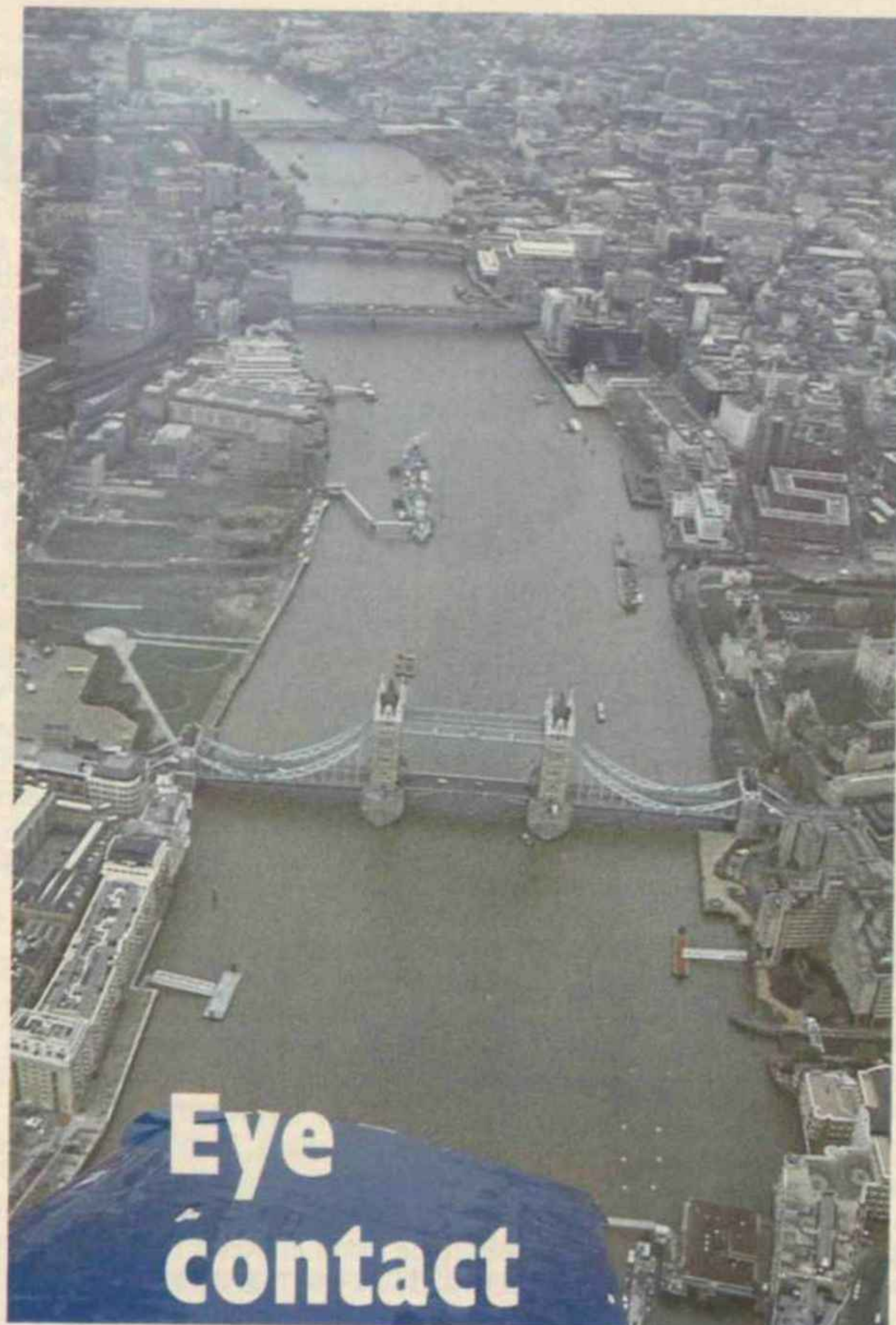
Two choices then. This is either a weird dream, or we're about to have the biggest, most irresponsible accident of all time as we pile into a queue of stationary traffic somewhere near Southwark Bridge.

Wrong again. We're fully conscious, we haven't been smoking banana skins and we aren't showing callous disregard for the Highway Code. Not even slightly. In fact, we aren't even bound by it.

There are plenty of traffic jams, too, but from where we are they appear to comprise Scalextric cars.

Anyone familiar with the grind of commuting to and from central London might by now have a clue. For those who don't have to put up with measuring their daily forward progress in millimetres, welcome to Capital Radio's Flying Eye, a four-seater Grumann American Cougar GA7 Twin, registration mark G-FLII, operated by Cabair from a base at Elstree Airfield.

The Eye takes off twice a day, circulating London during morning and evening rush hours and observing traffic congestion from the cosy distance of 1500 ft. For the past seven and a half years, stalwart of the morning stint has been Russ Kane. A performance car enthusiast who works as a freelance copywriter during sporadic terrestrial moments, Kane arrives at Elstree at around 7.15 each weekday morning. If clearance is given to fly at the required 1000 ft minimum, the Eye goes up. While roads are at their busiest, Kane regularly updates the situation live on air, reporting alternately to each of Capital's two London stations, Capital FM and Capital Gold. In addition to monitoring traffic



flow with his own eyes, Kane keeps in touch with the latest police and AA reports via Paula Southern, with whom he has direct radio contact, in the Capital studio. Thus he is able to expand upon his own notes.

As a commuter, I always found that the service holds a malicious fascination. OK, so it's frustrating to hear that traffic is at a standstill around Kennington when you've known as much for the past half an hour through personal experience. But when you finally peel off from City Road and head for the safety of the office car park, it's always nice to try and catch one last aerial report.

Good. The jams are three times as bad in north-west London as they were in Clapham, and the only burst water-main of the morning was in far-off Edmonton.

Such knowledge somehow eases the frustration of the previous stop-start 75 minutes that it took you to cover 12 miles. As a guide to what the average commuter has to contend with around here, the aforementioned journey is approximately 20-25 minutes

faster by *pushbike* if you leave home at 8.00. If you drive, it is imperative to leave the house before 7.00. Anti-social, certainly, and you get to work miles too early, but at least traffic volumes are tolerable and there's time to relax with a slice of toast and a cuppa before you need to contemplate the subtleties, or otherwise, of the English language.

The runway at Elstree looks a bit like a slightly shorter version of Mallory Park's Stebbe Straight, only bumpier. The adjacent airfield windsock gyrates furiously. Kane, festooned in full flying suit ("I don't like to get my clothes filthy"), frowns. Pilot Gareth Trevarthen doesn't bat an eyelid. Despite a strong breeze on the ground, he insists that conditions are easier at our pre-determined jam-spotting altitude. Consumption of black pudding, fried bread and scrambled eggs has, in any case, been put on hold until after touchdown.

For the most part, progress is indeed quite smooth. The route takes us from Elstree over the M1, M25, A1, Lea

Valley, Edmonton, Tottenham, the Blackwall Tunnel, Canary Wharf, A2, the Dartford Tunnel (relatively unclogged since the opening of the Queen Elizabeth II suspension bridge last year), Dagenham, Barking, Canary Wharf (again), the City, the West End, Battersea, A3, Tolworth, Chessington and back towards the congestion-sensitive thoroughfares of the city centre. We flit briefly over the Thames, checking the various crossing points.

It is slightly bizarre to note that the pilot has a large-scale London street map on his knee.

Curiously, Canary Wharf has a flashing beacon installed in its roof. Standing 800 ft high, you're hardly likely to miss it. Kane insists that the warning light serves a valuable purpose. On a murkier day, its dark grey silhouette isn't quite so obvious, and London's City Airport isn't far away.

Occasionally, the Grumann twitches violently as it encounters an invisible change in air-molecular structure. Briefly, you feel like a crisp packet in a force nine gale, but without the torsional rigidity . . . There is a sign on the control panel which advises 'No aerobatic maneuvers (sic) approved'. Momentarily, you're not so sure.

Spectacular views of London aside, the abiding memory is one of noise. Conversation is possible only by means of scribbled notes. The tacho reads 2200 rpm; it sounds more like 22,000. A set of headphones is provided. If you squash them tightly into your earlobes, you can just pick up the faint sound of Capital Gold.

Primarily, they serve as noise defenders.

For all that, the Grumann offers a comfortable perch from which to watch others' morning torment. It seats four in comfort, although your stomach is more likely to be turned by the electric blue '70s trim than fluctuations in its aerial path. It will cruise at 11,000 ft (17,000 if supplementary oxygen tanks are fitted) and has a top speed of 150 mph. It covered every square inch of rush-hour London in around two hours without once being carved up by a kamikaze motorcycle courier.

That's something you *can't* do on a pushbike. **SA**

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A life support system has kept the Sportscar World Championship alive for another season, almost certainly its last. This time it was provided by the three major manufacturers actively involved – Peugeot, Toyota and Mazda – who each pledged \$600,000 per entry to FISA's promotional fund "to indemnify the organisers against losses" as president Max Mosley eloquently summarised.

Having sailed the ship onto the rocks, FISA has now made an honest attempt to refloat it. Some of the teams represented at the Penta Hotel, Heathrow, on March 26 wondered why on earth Bernie Ecclestone and Max Mosley hadn't taken such a reasonable and accommodating line in 1989, when the World Sports-Prototype Championship had grids of 36 cars.

It was supported, then, by six of the world's most prestigious manufacturers (Mercedes, Jaguar, Aston Martin, Toyota, Nissan and Mazda), with Peugeot already committed to the 3.5-litre formula, and it must have occurred to the powers-that-be that if even half of them switched to Grand Prix racing with their wonderful new engines, Formula 1 would be even stronger.

As yet, we have no confirmation that any of them will take the big step into Formula 1. Jaguar might finish up with its name on Ford's new V12 and rumours linking John Barnard's name with Toyota are known to have strong substance. However, Mercedes-Benz thwarted Jochen Neerpasch's hopes, and it seems that Jean Todt is fighting a losing battle with Peugeot's management too.

Sometime between December 20 and January 2, FISA's attitude changed from being wholly negative about the Sportscar World Championship to cautiously positive, possibly because Peugeot's lawyers paid close attention to FISA's own three-year stability rule.



A green light ... at last

Instead of demanding 20 fully-fledged World Championship entries (not including the FIA Cup entries) to have a viable series, FISA is now prepared to go ahead on the basis of nine confirmed entries, plus half a dozen European Cup cars.

Of Mr Randall and his nine Jaguars, little can be said. His Arabian 'backer' from Dubai withdrew its interest, and frantic efforts to retrieve the situation look to be in vain. Tom Walkinshaw did secure a vote to allow his Jaguars (V12s) to run at Le Mans, and even if the championship had foundered at the end of March the 24 Hours race would have been safe.

Jean Todt agreed so readily to Ecclestone's suggestion of a \$1 million levy on each two-car factory team that it seemed he had been primed in advance, though Toyota and Mazda asked for a few days to consider the matter.

On March 27 it seemed that the Japanese would pay the levy, so it came as a shock to hear that night that Peugeot would not. Only after the weekend did it transpire that a Peugeot spokesman aired his personal opinion without a proper briefing, and finally on March 31 the last piece of the jigsaw fell into place.

Porsches at Le Mans:
not recommended in 1992.

Ecclestone had, in the meantime, raised the going price from \$500,000 per works car to \$600,000, needing \$3 million but having overlooked the fact that Mazda was only committed to one car, at first. That in itself delayed the announcement by 48 hours, renewing the tension that surrounded the health of the series.

Controversy will continue to haunt the ACO.



The shape of things to come? Could cars like the Jaguar XJR-15 hold the key to the future of sportscar racing?



On behalf of the Porsche customer teams, with perhaps 10 cars, Max Welti insisted that the reduction in fuel allocation must be waived. Instead of the 100 kg weight penalty applied last year, taking the Porsches to a clearly unsafe 1,000 kg, FISA has decided instead to reduce the fuel allocation from 2,550 litres to 2,140.

Ostensibly this is a reduction of about 16 per cent, but since the 'unlimited' cars can be refuelled rapidly, like the 3.5-litre entries, they will spend more time on the track and the real penalty is closer to 18 per cent.

"We'll have to spend the first hour in the pits before we go racing," growls Tom Walkinshaw who, with his Jaguar V12s accepted for the race, joins Porsche in lobbying for a decent fuel allocation. Ever the diplomat, Welti says that unless the allocation is increased, Porsche "would

Mazda will run the MXR01 in this year's SWC. The TWR-built car has strong Jaguar XJR-14 overtones.



not be able to recommend its customers to support the race", which is a nice way of threatening to boycott Le Mans.

So long as Le Mans is part of the Sportscar World Championship, though, it would need the unanimous agreement of all the teams to change FISA's rule. Needless to say, Jean Todt was steadfastly opposed and so too, presumably, are most of the 3.5-litre teams.

A good, reliable 3.5-litre car should be able to lap the Porsches and Jaguars many times in 24 hours, and Toyota's winter test programme at Eastern Creek, Australia indicates that the V10 powered TS010 might be a revelation at Le Mans. After nearly 48 hours of endurance testing, according to one of the driver squad, "the car was fine, but the drivers were knackered!"

The teams which have invested in 3.5-litre cars are, in the main, united against the Porsches almost as much as they are against Nissan, which never lost the stigma of pulling out of the foundering series in 1991.

Walkinshaw is in the rather curious position of having produced the World Championship winning Jaguar XJR-14 which may not race again in a FISA series, of assisting Mazda in developing a V10 version of it, of wanting to run V12s at Le Mans, and again of being the chairman of Silverstone Circuits Limited, where the second round of the SWC series will be run on May 10.

At the Penta Hotel Walkinshaw spelled out that he didn't want to run an emasculated SWC race at Silverstone, even though his words potentially harmed the chances of the World Championship going ahead this year, and could have upset Mazda as clients of TWR.

Anomalies abound, and interests conflict at every turn. This is what the old World Endurance Championship has come to, a series worn out by three years of attention from financial leeches and political wranglers, now on offer to any serious bidders.

What can the future hold? This must, of course, be the last year of the Sportscar World Championship in its present form. One cannot imagine Peugeot, Toyota and Mazda going through this wringer again next winter, and indeed Mosley concedes the fact that this 3.5-litre formula is done for.

Stubbornly he clings to the idea of 3.5-litre prototypes with little downforce, and narrow wheels, as a means of reducing the power requirements and cutting development costs. "What's the point of having another 50 horsepower if you can't get it to the road?" he asks.

The majority view of the teams at the Penta Hotel was to ridicule the notion. "The cars aren't going to be any slower down the straights," said one. "With little downforce and narrow tyres they'll be very tricky in the corners. I don't think it would be very advisable to spectate at the end of the straights."

Indeed not. Circuit owners would come under new pressure to improve the safety aspects, and spectators at Silverstone's Copse corner might be moved back to the outskirts of Towcester.

Who will build these cars? Who, even, would rebody and adapt existing cars to such a specification? The proposition is already dead in the water, stillborn, but if President Mosley can't see that, it's his problem.

He has come to the view consistently held by MOTOR SPORT since January 1989 that a return to Grand Touring cars is the only feasible way for Le

Mans, and endurance racing, to proceed.

That is to Mosley's credit, and he has asked FISA's Sportscar Commission to be prepared to discuss the matter at Monza on April 23. From there, he hopes to present a firm proposal to FISA's World Council on June 23, for implementation next January.

Jaguar, Mercedes and Porsche are cautiously interested in the Grand Touring category proposal, which may even not require a minimum production level. Obviously Mercedes could make 500 C112 type supercars without too much difficulty, where Aston Martin would find it impossible to manufacture and sell even 50 Virage 6.3 models in today's markets.

Mosley does accept the principle of handicapping, something that has always been an anathema to the FIA, and would be prepared to find an equivalency between a Jaguar XJR-15 and a Honda NSX, for instance. If he can actually proceed over this bridge in June and reach the other side, he'll find himself on the same bank as IMSA's Mark Raffauf.

Handicapping, by weight, by air restrictions, tyre widths, whatever, has always been not only acceptable to the Americans, but desirable. As a result they have good close racing, and at the recent Daytona 24 Hours and Sebring 12 Hours we have seen seven different makes of engine in the top seven positions. This did not happen by accident, but is the result of a philosophy which encourages competition amongst near equals.

Mosley floats the notion of 24-hour Grand Touring Car races at Daytona, Le Mans, and in Japan (not favouring either Fuji or Suzuka, at this stage. Fuji wants a 24-hour race but has rather primitive facilities).

Le Mans cannot exist without an infrastructure, of cars and events. Teams cannot simply prepare themselves to race once a year, unless on a completely amateur basis, and as FISA knows very well, an endurance championship can't thrive without Le Mans.

The World Championship is dead anyway, after this year. Mosley's proposal inevitably centres upon the IMSA Bridgestone Potenza Supercar series in America, a new European championship, and something similar in Japan.

Prototype racing will exist in America and in Japan, as I predicted, with a new axis formed between IMSA and the Japan Automobile Federation. If you want to see Nissans, Jaguars, Toyotas, Mazda rotaries, Chevrolets, even the odd Porsche if you're lucky, better book an air ticket for Daytona next February!

They really care for sports car racing in America, promote it, nurture it, reward the winners, and as a consequence have a series that is doing reasonably well despite the recession. It's a lesson that has been completely lost on FISA, more is the pity.

"At the moment we have lots of ideas and few solutions," Mosley admits. We have to be utterly realistic, at this point, and question where the Grand Touring Cars are going to come from. It's nice to think of Jaguar XJR-15s at Le Mans (a 48-valve version is reputed to be hitting 240 mph at MIRA) along with Ferrari F40s, Chevrolet Corvettes, Honda NSXs and Lamborghini Diablos, but it takes time - a very long time, in fact - to prepare all these delectable cars for one grid.

With FISA's track record, how many team owners are going to invest hugely, and quickly, in this attractive formula?

MLC



Photography: John Colley

Not such a wild Rover

Who promotes the best one-make racing series in the UK? Depends whom you ask, really. There are so many of the flaming things nowadays that it's almost as easy to name the cars which *aren't* catered for by a subsidised championship. Even without Mazda, which has axed the MX-5 UK Cup in favour of a British Touring Car Championship programme, and Honda, which has cut back its support for the CRX Challenge (which continues as a popular club category), there are several series which carry full manufacturer support. VW has stepped in with the Polo G40 Cup, Renault and Ford continue with Clio, Fiesta and RS2000 respectively and both TVR and Caterham vigorously promote the sports car cause with the Tuscan and myriad Sevens in various states of tune. (There are also countless one-make, or single marque, series for Fords, Renaults, Alfa Romeos, BMWs, Porsches, MGs, Fiats, Triumphs, Westfields and so on. If you want to race against like-minded enthusiasts, chances are that there's scope for you to do so. This year, for instance, there is even a series for tuned VW Beetles, which looks set to be well-supported.)

Rover, subject of this particular thesis, has a

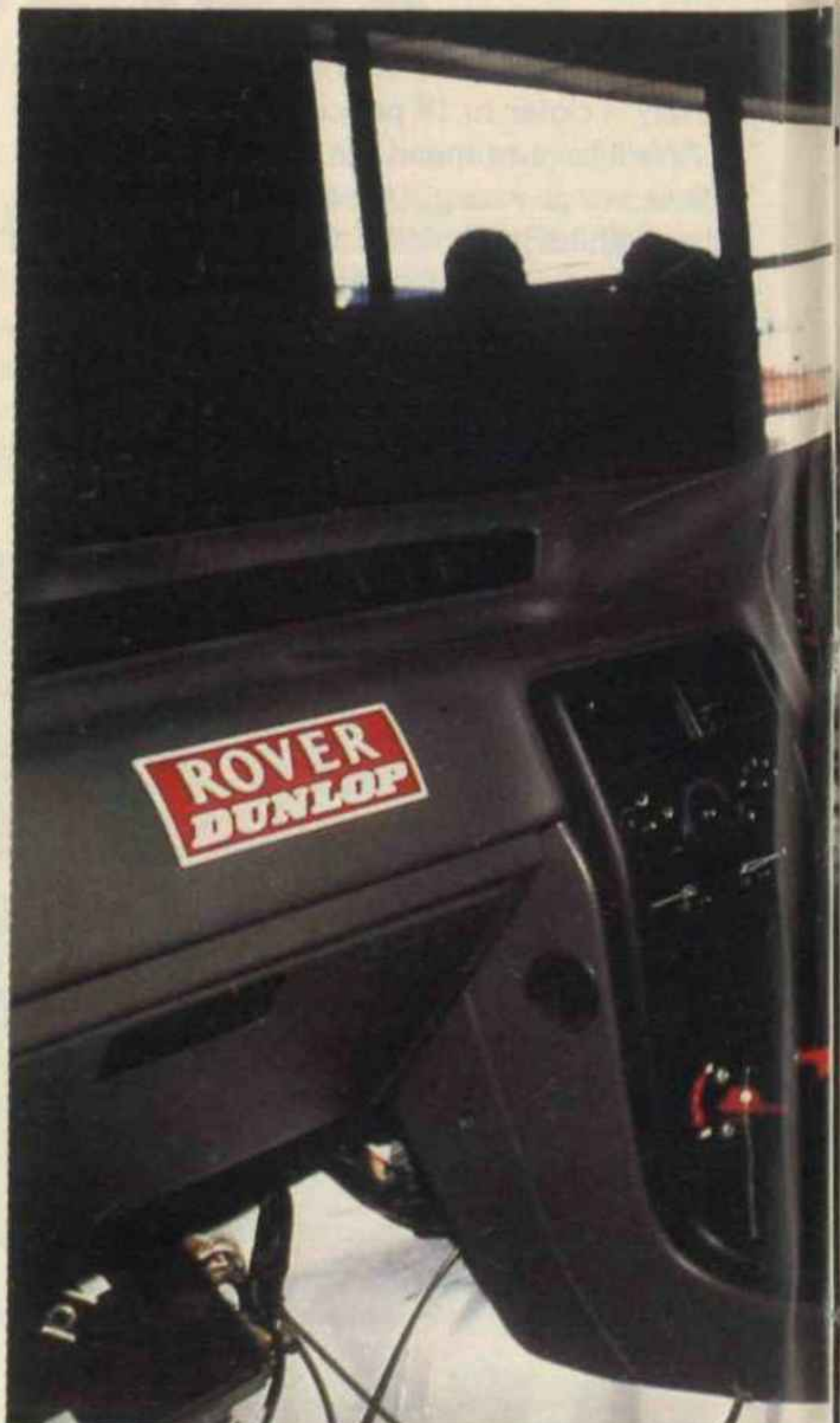
finger in several one-make pies. The enduring and popular Minis, Sevens and Miglias, continue to entertain wherever they race. They will be subject of a separate, dedicated feature in a future issue of MOTOR SPORT. The Metro GTi Challenge is a multi-discipline affair involving a series of rallies and races. Finally, there is the Dunlop Rover 216 GTi Challenge, jewel in the corporate crown. In 1991, its first season, competition was feisty but, generally, fair both on and off the track.

There isn't, in any case, a great deal of scope for treachery. Engines, gearboxes and ECUs delivered to competitors are all sealed before despatch. Rover Sport wanted to keep engines standard, and power output is consequently identical to that for the 216 GTi road car – 130 bhp at the wheels. Fine tuning of the ignition is the only permissible underbonnet tweak.

Race scrutineers check power output, weight and camber profiles regularly. Everything else is controlled very tightly. A suspension kit is supplied with the car, and renders it around 25 per cent stiffer than its road-going equivalent.

The upshot of this limited preparation, which takes around 120 man hours (including seam welding, newly authorised for this season in the

interests of further bodysell rigidity), is a car similar in performance to the Renault Clio 16v racer (tested in MOTOR SPORT last December) but which remains a tad slower than the Honda CRX. The lap record around the Silverstone National circuit, venue for this track test, stands



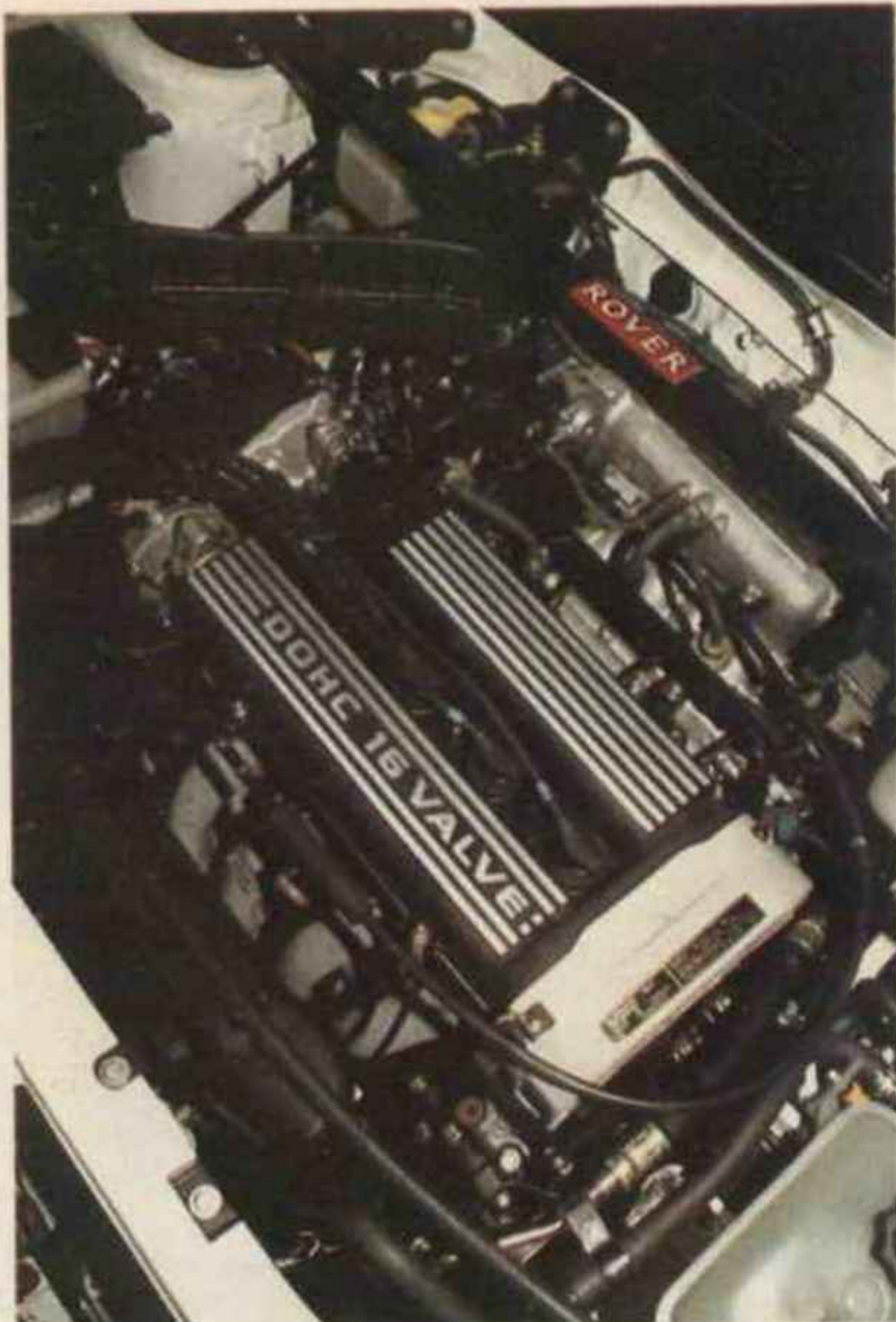
to Nigel Edwards at 1m 12.85s, an average of 81.48 mph. The average lap speed around Castle Combe is closer to 90 mph, and top speed is reckoned to be in the region of 125-130 mph on Silverstone's GP circuit. Such high levels of performance from this apparently modest racer are partly due to the fitting of control slicks, naturally supplied by series sponsor Dunlop, and partly to the natural vim of the original article.

The most striking thing about the 216 GTi, at first glance, is the similarity of the cockpit to that of its road-going cousin. The dashboard and its ancillaries remain standard, in an unfetching shade of Rover grey. Even ignition is by key, rather than push-button. There are obvious clues, of course, to the car's true purpose, sturdy Recaro seat, torso-clenching Willans harness and the absence of any trim aft of the driver being the most evident.

The test car was built up by Roger Dowson Engineering, in accordance with the strict guidelines established by Tony Pond Racing, the rally star's company having been responsible for the final specification of the racing 216. Last year, Dowson ran the car for guest drivers, including Slim Borgudd (who won the opening race), Tiff Needell (victorious at Thruxton), Eddie Jordan, 'bike racer Steve Parrish, rally heroine Louise Aitken-Walker, former BTCC regular Graham Goode and various journalists. With no operational budget for a guest car in '92, it was up for sale at the time of our test. Ready to race, the asking price was £15,000.

For a professionally run season under the wing of a team such as Dowson's, ie the driver undertakes a full test session before each of the 12 rounds and just turns up to drive on race day, the annual budget is likely to be £36,000.

It's obviously possible to do it cheaper if you



Engine is standard, and yields around 130 bhp.

are handy with a set of spanners yourself, and success can offset your outlay. Individual race winners stand to collect £350 a time, and there is a road car up for grabs for the eventual champion. However, when all's said and done this is *not* a bargain basement series. That is reflected in the high general standard of vehicle preparation. In most cases, you could eat your breakfast off the cam covers.

Rover insists fastidiously on such attention to detail. With plentiful TV coverage guaranteed (Rover has secured a deal with several ITV networks, in addition to the inevitable cable and

satellite coverage), it wants the product to appear professional, as well as exciting. The latter aspect isn't too much of a problem. Grids of almost 30 cars are the rule rather than the exception. And the intensity of competition is quite something; for the opening round of the 1992 series, at Donington Park, less than two and a half seconds covered the individual race lap times of the 27 participants.

Winner of the Donington curtain-raiser was Ray Armes, who also took the Dowson car to victory in the 1991 series finale at Silverstone. The amiable 40 year-old graphic designer was on hand at Silverstone to offer advice, having warmed the car up before MOTOR SPORT's stint.

"Try and keep it between 6000-7500 rpm if you can," he advises, "and don't let it drop below 5000. I usually change up at around seven-two."

On a dry day, you'd tackle Copse in fourth. Today, the quick right-hander appears to have been fried lightly in Mazola, and Armes recommends experimenting with third. The reasonably broad spread of torque also allows you to use third for both Becketts and the fiddly Brooklands-Luffield-Woodcote complex, so there's not much for your left hand to do except steer.

The Rover's strong road car origins make it very user-friendly. The powered steering is light but direct, and provides a reasonable degree of feel. The brakes (minus the road car's ABS) feel suitably powerful. The handling is pleasantly neutral, though any rash loss of commitment in mid-corner will cause the rear end to break away in the best tradition of relatively powerful front-drive saloons. The chassis is sufficiently communicative, however, that the resultant slide can be felt several corners in advance (well, sort of) and can thus be corrected swiftly and easily.

Such observations are relative. Our brief, 10-lap stint allowed us to get within a couple of seconds of a decent lap time on the day. At that pace, the 216 feels placid. It's almost *too* friendly for a racing car.

Whittling another couple of seconds off lap times would of course demand considerably greater brutality, though Armes confirms that you do not *need* to be a psychopath. "Everyone says that they are easy to drive *quite* quickly. That's one of the nice things about them."

Rover Sport's Chris Belton agrees. "We're not trying to pretend the car is something it isn't. It's a road car with subtle alterations, that's all. What you see is what you get."

The result is one of the most professionally organised racing series we have yet encountered, not to mention one of the most combative (even in the low-pressure atmosphere of an off-season test session, there were gaggles of 216s hunting in packs, seldom separated by more than a few millimetres).

If you want proof, it'll be available at a racing circuit near you sometime during the year. There are 10 rounds of the series still to go, on May 10 (Silverstone), May 25 (Castle Combe), June 6/7 (Spa-Francorchamps), June 27 (Oulton Park), July 10/11 (Silverstone, British GP meeting), August 1/2 (Knockhill), August 31 (Silverstone), September 6 (Brands Hatch), September 19/20 (Donington Park) and October 3/4 (Silverstone).

S A



"Brake, accelerator, clutch..." Dowson Engineering's Justin Loosely points out some of the more puzzling aspects of a 216 cabin to SA.

End-to-end on Route 27, Sebring is 10 miles long. Land is cheap in Florida, and there's a typical strip of neon lights announcing gas stations (where the cheaper brands are still 99 cents per gallon), diners, motels and liquor stores. "American teams welcome here," proclaimed the illuminated billboard outside one motel, reacting against NISMO's startling success at Daytona a few weeks earlier, and revealing a nasty bout of xenophobia that time will hopefully cure.

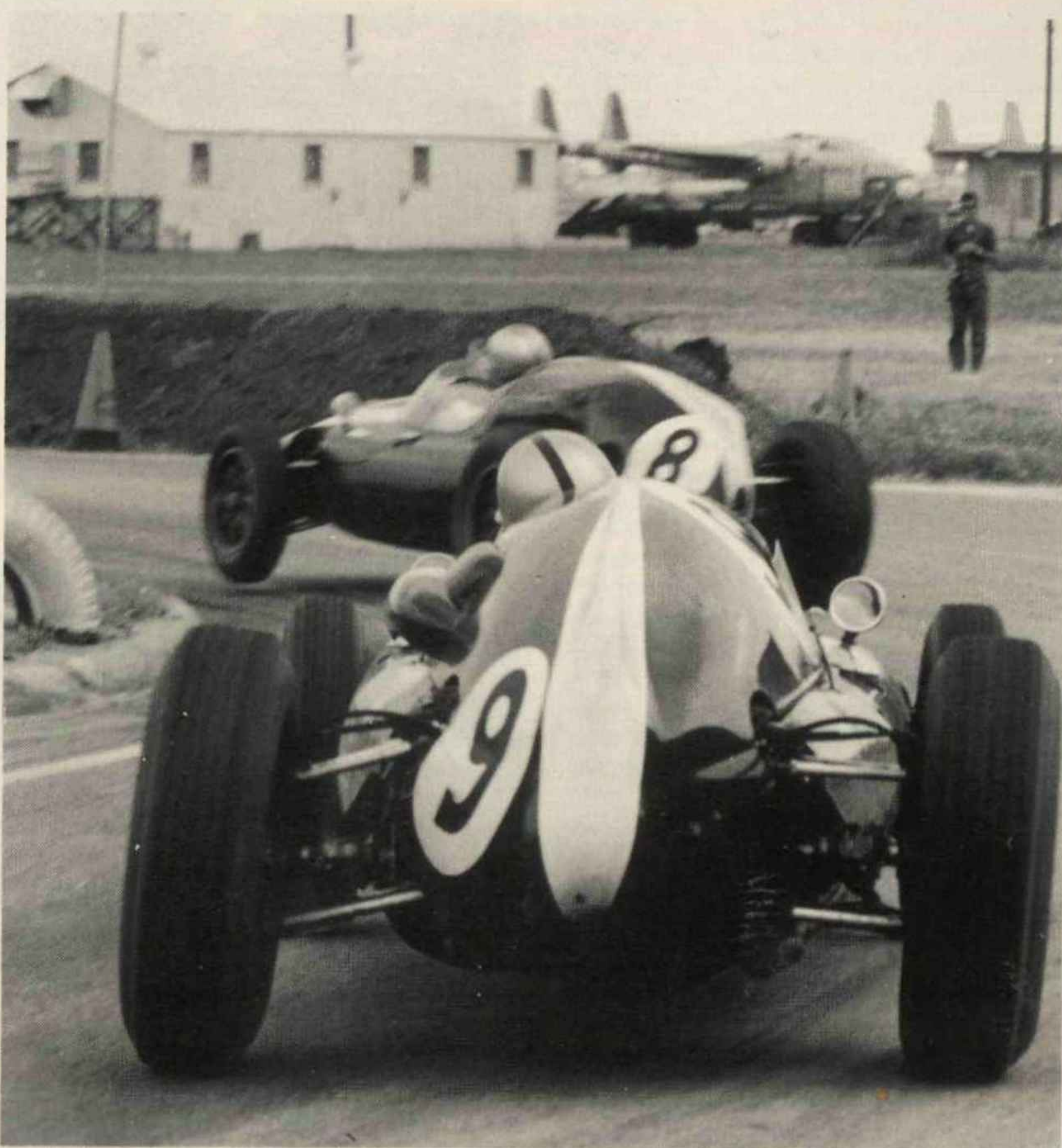
Sebring, the sleepy town right in the middle of Florida, has grown lengthways on the 27 but, away from the busy road, remains a pleasant lakeside residential area. Only one thing distinguishes the place, an airfield that is celebrating its 40th anniversary as a race circuit.

Silverstone was a wartime airfield, too, and when the very first World Endurance Championship race was held at Sebring on March 8 1953, the circuits were perhaps at a comparable stage of development. Somehow, though, the Floridian track has been frozen in a time-warp, while Silverstone has become one of the finest Grand Prix circuits in the world.

"Forty years of history untainted by progress," announced one cynic in the ageing, but comfortable and convenient, press room atop the pits. That's a little unfair, of course, because the 3.7-mile track has been upgraded regularly and while not one of the world's better, or safer tracks, there are worse in the States.

There are legendary stories about the bumpy runways where competitors actually

In the inaugural US GP, at Sebring in 1959, Jack Brabham heads team-mate – and eventual race winner – Bruce McLaren (top right) on his way to fourth place, a result that gave him the title. In the same event, Rodger Ward took on the F1 regulars in his Offenhauser Midget (below). He qualified over 40s slower than pole-winner Stirling Moss...



Photography: LAT

Floridan time warp

The 1992 Sebring 12 Hours marked the 40th anniversary of an event that put a sleepy Florida town on the map

got lost in the hours of darkness, or found 'planes landing right alongside them as they pounded down the straight. One year, in total darkness and heavy rain, the leader of a dozen cars lost his way and didn't stop until he reached the perimeter, followed by a convoy of puzzled racers.

The race was founded in 1952 by Alec Ulmann, who broke his ties with the SCCA and staged the first one almost in retaliation against his former club for organising a 12-hour race at the nearby Vero Beach airport.





First time winner: Bruce McLaren and Mario Andretti gave the Ford MkIV a successful competition debut in 1967.

A 4.1-litre Ferrari 340 driven by Briggs Cunningham and Bill Spear led with considerable ease, until the differential broke after 51 laps of the 5.2-mile track, then the two-litre Frazer-Nash Le Mans moved ahead and eventually beat a Jaguar XK120 by six clear laps. Larry Kulok and Harry Gray were the celebrated winners of the inaugural Sebring, at an average of 62.8 mph, and the Frazer-Nash was renamed Sebring in recognition of the success.

Briggs Cunningham enjoyed ample consolation in the next three years, entering the winning car each time. John Fitch and Phil Walters were the first Americans to win World Championship points in the fledgling sports car series, driving the 5.4-litre Chrysler engined Cunningham C4R. Hot on their heels were

George Abecassis and Reg Parnell in a works Aston Martin DB3, followed by a pair of privately owned Jaguar C-types.

Stirling Moss and Bill Lloyd triumphed in the 1954 event in Cunningham's 1.5-litre OSCA MT4, the 'Sebring giant-killer' as it was immediately dubbed. And no wonder, because the Lancia factory had sent an immensely strong four-car team of D-24s to Florida, but all except one failed to go the distance.

Juan-Manuel Fangio, Alberto Ascari and

Film star Steve McQueen co-drove Peter Revson to second place in the 1970 12 Hours.

Eugenio Castellotti succumbed to engine and transmission problems, the three factory Aston Martins went out, and the little OSCA reached the line five laps ahead of the oft-delayed Lancia of Porfiro Rubirosa and Gino Valenzano.

"The 1955 12 Hours was the most controversial race ever held at Sebring," recalls the local historian Ken Breslauer. "It featured the most intense two-car duel in endurance racing history but started and ended in total confusion."

No fewer than 80 cars started the race, plus six reserves who took the Le Mans-type running start without permission, and had to be singled out for black-flagging in the early stages.

Cunningham's new Jaguar D-type was driven by Mike Hawthorn and Phil Walters, and the hour-charts show that it led from start to finish. They were chased, incredibly, every inch of the way by the Phil Hill/Carroll Shelby Ferrari 750S Monza, a powerful three-litre model, and although the Italian car was rarely more than a few seconds behind it led for only one lap.

Surprisingly the Ferrari was declared to be the winner, then officials changed their minds and told Cunningham to bring his car to Victory Lane... but it had run out of fuel on the slowing-down lap, and couldn't be fêted.

Allen Guiberson, the Dallas owner/entrant of the Ferrari, filed a protest and it took the American Automobile Association (AAA) 10 days to settle the issue in Cunningham's favour, the Jaguar winning by just 25.4 sec.

Enzo Ferrari decided to send two works cars in 1956 and did the job properly, Fangio giving the others a driving lesson as he headed for a two-lap victory aided by Castellotti; in their wake was the sister 860 Monza model driven by Luigi Musso and the popular Ameri-



HAYWOOD'S VIEW



Hurley Haywood first drove at Sebring in 1971, sharing a Porsche 914/6 with the late Peter Gregg, and has failed to start only once since then, in 1990 when he was contracted to Audi for the TransAm Championship.

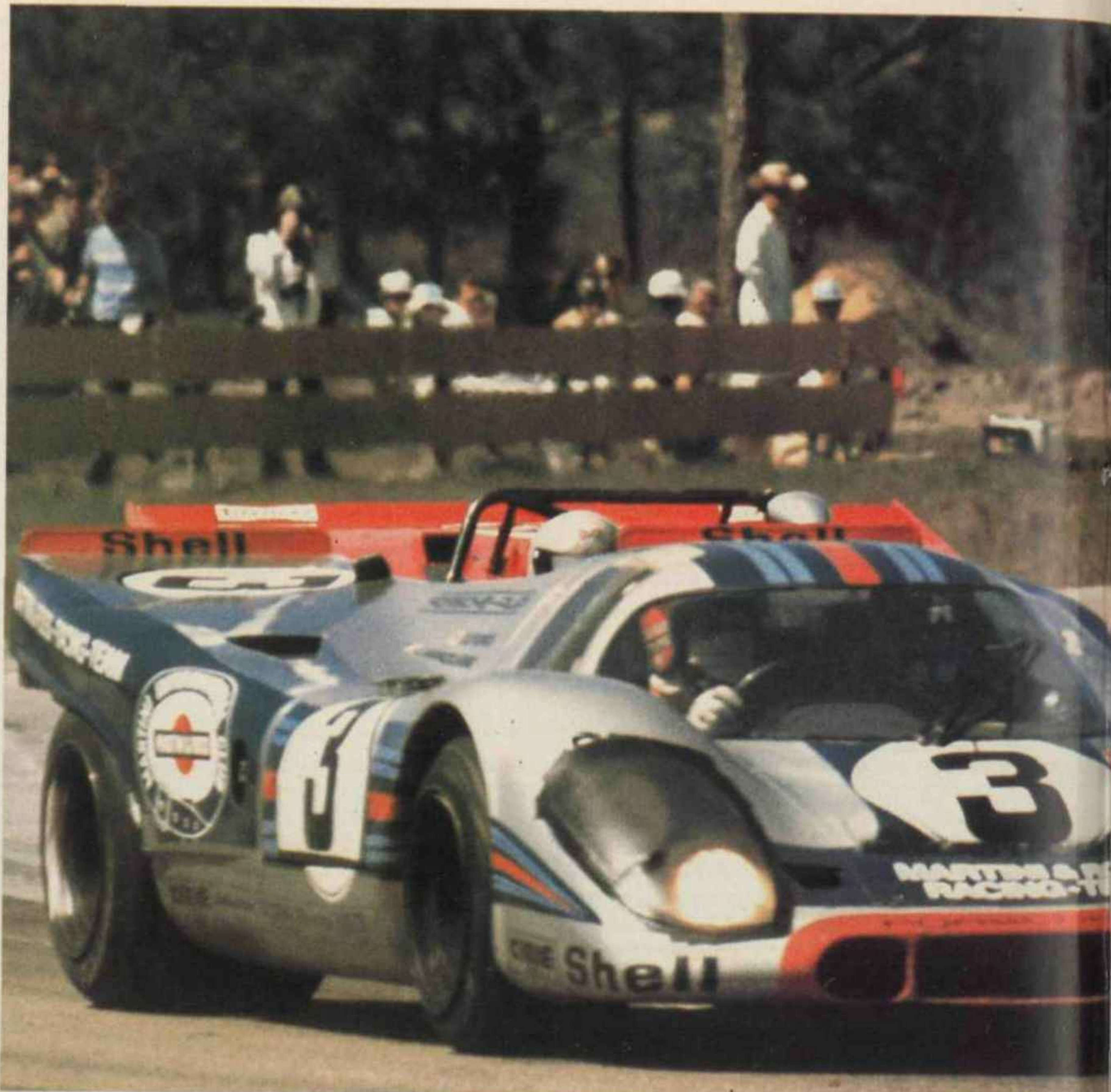
This was his 20th start, and his views on the 40 year-old event are generally complimentary. "I remember when you used to take the two long aircraft runways absolutely flat-out at night," he says. "It was over 200 mph in a Porsche 935 and there were no reference points at all, while aircraft were landing right alongside you. It was a thrill a minute, I can tell you.

"One year it rained, really rained, torrential, and I got lost. I couldn't see the race track any more, the whole place was like a pond. It's not like that any more. It's quite a safe track actually, though I'm not very happy with the safety of any track we race on in the States.

"They never lost the flavour of the place, I tell you... they still don't have decent bathrooms! The bumps are easier, but the ground-effect cars we race today are so sensitive to every ripple in the road that it will always be a problem. They've made every effort to smooth out the bumps and make the place safe. The bumps are a problem everybody has to deal with, and if you have smart engineers you can get around it."

Those bumps are in every conversation that concerns Sebring, and have been since the early days when transmissions were broken almost routinely. It has never been a good track for Jaguar, though the D-type won in 1955, and the modern V12 cars tend to be too stiffly sprung, and too sensitive in the transmission department, to be regarded as bomb-proof. This year, though, it was an errant rear wheel which put Jones and Brabham back by eight laps.

For all the criticisms, all who have been to Sebring talk about the place with affection. Everyone, it seems, has good and bad memories of the place. As Haywood says: "There's a lot of negative things, but they're outweighed by the positive things. For me, it's always a treat to come back to Sebring."



Ferrari's failure? Brian Redman pits the only 312PB not to finish the 1972 12 Hours. As Maranello's survivors headed for a 1-2 result, the FIA was in the process of dropping Sebring as a World Championship fixture.

Vic Elford and Gérard Larrouse took their Porsche 917 to victory in the 1971 12 Hours.



can Harry Schell. The winners averaged 84 mph and were the first to cover 1,000 miles in the 12-hour duration.

In 1957 Fangio triumphed again, sharing a Maserati 450S with Jean Behra, and the top 10 places were filled by cars that would be worth their weight in gold today: Stirling Moss's Maserati 300S, the Mike Hawthorn/Ivor Bueb Jaguar D-type, Masten Gregory's Ferrari 290, another D-type driven by Walt Hansgen, three more Ferraris and two Porsche RSs.

Ferrari dominated again in '58, works Testa Rossas driven by Phil Hill/Peter Collins and Luigi Musso/Olivier Gendebien doing their job well, and in 1959 Dan Gurney's name appeared in the list of winners, sharing a Testa Rossa with Phil Hill, Gendebien and Chuck Daigh.

One Grand Prix was held at Sebring, in 1959, and it was won by Bruce McLaren. It is remembered, though, as the race that made Jack Brabham the World Champion driver for the first time, pushing his broken Cooper Climax across the line to claim his points for fourth place.

Ferrari pretty well dominated the race in the early '60s, but the event of 1965 is well

remembered by many people. It was the year of the rain, when torrents of water made the track almost un navigable in places. Surprisingly it was the Chaparral 2A of Jim Hall and Hap Sharp that did the best job, ploughing its way through the storm to beat the Ford GT40 of Bruce McLaren/Ken Miles by four laps.

Some 20 years ago, the FIA finally ran out of patience with Sebring, heeding the vociferous complaints of the sports prototype drivers who feared for their lives on the bumpy track, made dangerous by the speeds attained by lightweight, Formula 1-engined machines. Mario Andretti and Jacky Ickx won the last World Championship race held in Florida, their Ferrari 312PB leading home the sister car of Ronnie Peterson and Tim Schenken.

It was the end of Alec Ulmann's reign, too. A new start was made in 1973 by Reggie Smith, a long-time assistant of Ulmann's, who joined forces with John Bishop's new International Motor Sports Association (IMSA). Peter Gregg, Hurley Haywood and Dave Helmick were the winners in a Porsche 911 Carrera RSR, and only once between then and 1988 was the 12 Hours not won by a Porsche!

MLC



The winning Toyota of Andy Wallace/Juan-Manuel Fangio II leads the class of '92.

This year's race, the 40th anniversary celebration, was won for the first time by Dan Gurney's All American Racers Toyota Eagle team. Gurney himself was wreathed in smiles being a former winner himself, and so were the winning drivers Juan-Manuel Fangio II and Andy Wallace.

At last, the young Fangio put his name on the trophy bearing his uncle's name, twice, and Wallace is now the winner of three sportscar classics, Le Mans, Daytona and Sebring.

The Toyota Mk3 has the smallest engine among the top contenders, a 2.1-litre single turbo four-cylinder unit, but it's powerful, strong and reliable. The chassis, Wallace declares, is the nicest of any of the turbocharged cars he has ever driven, and his praise for Gurney's team is equally fulsome.

Fangio ("a superb driver, greatly underestimated" Wallace believes) and his co-driver

took the race as fast as they dared, remaining on level terms with the two NPTI Nissans from the start. Nothing but a few seconds separated the two Japanese makes after seven hours of racing, but Chip Robinson's Nissan retired unexpectedly with a split oil line, and shortly afterwards Geoff Brabham's Nissan lost 10 minutes when the headlamps refused to function.

A Joest Porsche 962C was third, followed by the TWR Bud Light team Jaguar XJR-12D driven by Davy Jones and David Brabham. IMSA regulations limit the V12 engine to six-litre capacity, and the XJR-12's performance has improved only marginally in the past four years... the turbocharged Nissans and Toyotas have improved a lot!

Nevertheless, Jaguar and Jones continued to lead the IMSA Championship, and plan to capitalise with the World Championship winning XJR-14 in the sprint races which follow.

May 1986: we were privileged to be at the Sardinian launch of a motor car that changed the results sheets of World Championship rallying, and proved to be remarkably able and practical on the road.

At the time, Lancia only expected to make 3000 Delta 4x4s, but when news came through of the abolition of Group B as the formula for World Championship events in 1987, Lancia swiftly (in mid press conference!) announced production of the requisite 5000. Today's test Delta HF integrale is the fifth edition of a line that has sold over 30,500 units, and one which has racked up more than a quarter of all Delta sales in 1990.

The 1986 Lancia Delta HF 4WD had 'only' 165 bhp in road trim, but as Lancia's first 4x4 motor car it gathered prestige via domination of the World Rally Championship. It also perked up interest in the Delta range as a whole, selling 5298 copies in its own right.

Next came the extended wheel arch integrale; 'integrale' is the common Italian designation for 4x4 because Audi swiped, and in 1980 registered, the best Italian label: quattro. This Delta retained the eight-valve, dohc two-litre of '60s Fiat origins, albeit now revised from a Thema base to include twin counter-balancer shafts, turbocharging overboost and 185 bhp. It sold more strongly than ever, 9841 cars being manufactured between November 1987 and 1989's introduction of the 200 bhp/16-valve version, which preceded the test car. The eight-valve unit was cleansed with an exhaust catalyst and remained on sale into the '90s for particularly tricky markets, such as Switzerland (where it's known as the 'kat' variant).

It was the 16v version of the 1979 debutante (the Delta was elected Car of the Year in 1980) that sold best of all, hitting 12,860 examples from spring 1989 to its late 1991 replacement by the current HF integrale, our subject here.

The latter offers a number of vital technical changes which have proved enormously effective in 1992 World Championship Rallying. The (deep breath) Abarth-assembled, Jolly Club-run, Martini Racing Deltas won both opening rounds of the 1992 manufacturers' championship. Frequently we find that what works on the track, or special stage, is a noisy pain in the bottom for the public highway. Yet our 500 miles in the UK with one example and 150 in France were a delight. The Delta has its drawbacks, but you cannot buy more driving pleasure than the latest Delta offers *and* keep a steel roof over your head . . .

UK range

Even by the standards of these distressed times, Lancia sales are at a low ebb, but the Delta no longer has the job of pumping up the volume. Just 150 HF integrale, all in LHD with five-door bodies, are scheduled for the UK in 1992. No other Delta derivatives are currently listed. Post-budget, the HF has dropped £1001 – from £24,250 to £23,249. The only options are metallic paint at a sniff over £182 and the combination of black leather trim and air conditioning which demands £1576.92; neither was fitted to the test car. When we tested the Lancia, its principal British market opponents were the 220 bhp Ford Sierra RS Cosworth



Simply the best?





patented viscous coupling. At the rear, Lancia had a look at what Audi was playing with in Group B competition and adopted the Torsen (torque sensing) limited slip differential, but whereas Audi finally employed the American planetary gear sets and star wheels to act as the central differential power split monitor, Lancia stayed with Ferguson and used the Torsen at the rear, where it remains to this day.

What *has* changed over the years is the basic front-to-rear power split deployed on the roadgoing Lancias. The original eight-valve machines, and today's eight-valve 'kat' emission special had a slight front-drive bias (56 per cent front, 44 per cent rear). The 16v version changed all that to 47/53, a split that is still employed in 1992. The 16v brought the option of Bosch ABS electronic anti-lock braking and this feature – which was adapted with great care to Lancia's requirements and works well on the loose – is standard for the latest HF's in Britain. The 1992 specification also covers enlarged disc brakes, Brembo aluminium twin piston calipers and an eight-inch servo replacing the previous seven-inch hardware.

The biggest engineering changes in the 1992 edition are the significant stretches in front and rear track (54/60 mm respectively), which also increases the overall girth of the flared wheel arch body. In fact these principle dimensions are now similar to more obvious supercars. The Delta is now just 3.6 in thinner than a Lotus Esprit!

The Lancia is startling to behold on the street – rather as if you were seeing it through a fairground mirror – but the fattening process has allowed the factory cars a tremendous reduction in special stage times. It has also significantly reduced cross country times for the production vehicle. (Who else but an Italian car company would specify a saving of four seconds per kilometre over twisty, wet tarmac in its introductory PR spiel? In the dry, the same ground should be covered 1.5 sec more quickly!)

Yet Lancia logic is impeccable. Who needs top speed today? In performance terms it is much more useful to be able to consume cluttered tarmac with phenomenal acceleration and consummate agility.

Accompanying the explosion in width are replacement front suspension components, lower wishbones now offering the kind of box-section construction that most manufacturers homologate in the more radical Group A cars. Lancia struts and bushes are also strengthened by unspecified means. Spring rates are up and the complete strut is attached to the body at a point about half an inch higher than before. Open the forward hinging bonnet and there is a beautifully crafted aluminium bar to stitch both front strut towers together, thus considerably enhancing both front end body strength and the accuracy of suspension geometry under extreme duress. There is more, particularly in the crafty use of anti-roll bar links and larger capacity dampers, but the message is the same. Lancia has uprated this machine in line with the lessons it has learned as the dominant force in World Championship rallying over the past five years.

The rear suspension work is also extensive, embracing replacement transverse arms, fatter struts, uprated springs and dampers (working over a longer travel), fresh geometry for the anti-roll bar and reinforced uprights.

Complementing the suspension moves are detail changes to the power steering pump and rack, an oil cooler added to the system that will be most valuable in Group N (production based) competition.

Wheel rim widths are up just half an inch, but a five-stud location is now necessary and the alloy wheels are of a totally new design, although they support the same tyre dimensions as before. A get-you-home spare is, unfortunately, also necessary.

As is the fashion for the latest evolution or limited edition homologation cars, a modest power bonus is offered. Lancia quotes 210 bhp instead of 200 (although the handbook resolutely quotes the old 16v figure), available some 250 rpm further up a scale that has a limit of 6200 continuous rpm. Maximum torque value remains the same, albeit a further 500 rpm onward.

The latest evolution of the Delta integrale is chunkier than its predecessors. A Lotus Esprit is now only 3.6 inches wider.

four-door at £21,380 and the Toyota Celica GT 4x4 at £24,777, or the 205 bhp Carlos Sainz Limited Edition of the latter, of which only 440 were available. By the time this test reaches your gaze the 227 bhp Escort Cosworth will be more relevant opposition than the Sierra. We have borne in mind the driving characteristics of both RS Fords when writing this, the Sierra RS sharing garage space for a week with our test Lancia.

Technical analysis

The basics of the Delta remain those of 1979's five-door hatchback, one that was originally designed in the conventional transverse engine, front-drive fashion. Beneath those bluff lines, Lancia wrought a 4x4 conversion of exceptional worth that has kept much of the basic hardware in use since 1986. Heart of the system is an epicyclic gear central differential which has its action modified by a Ferguson



Lancia credits the extra power as being sourced via a 6 mm larger diameter exhaust system, one that ends in a single oval rather than the twin exhausts beloved by earlier edition Delta owners. Other key motor statistics, such as the two-litre capacity, 8:1 compression, Garrett T3 turbocharger and Langerer and Reion intercooling are quoted as before, along with one bar (14.2 psi) maximum boost. We found that the 1.2 bar overboost facility was still present, usually reporting at 3000 rpm and gradually absenting itself thereafter.

At maximum speed (shown as 148 mph rather than the honest 132 it was achieving!), boost had slipped back to 0.6 bar at a continuous 5700 rpm (the rev counter was accurate to within 100 rpm) while oil temperature was being maintained at 100 degC and water temperature at 90.

The Lancia remained notably stable at this speed, even though the three-position back wing was on the lowest of three spanner-adjustable settings.

Action

Initial impressions of the 3300-mile red demonstrator are mixed. Despite the presence of a former BMW Motorsport manager at Lancia, quality seems to be as mixed as ever. The red paint looked wonderful, the HF galloping elephants emotive, but the door shut gaps were prodigious by current standards.

Unique external features include the wide use of Allen heads in the fuel filler surround and more intake slots (most netted) and vents than any other production car. In fact, the front is just one giant one-way system for cooling air to enter and exit. Any vacant space is set aside for effective quadruple Hella headlamps and under-bumper Carrello auxiliaries.



The instrument binnacle remains a riot of colour, with more dials than British Telecom.

Open the bonnet and there are beautiful castings, some Japanese-style technical boasts ("*Lancia Turbo 16-valve*" shouts the alloy rocker cover), but the rubber pipe feed between intercooler and Weber Marelli induction is perilously clamped by a jubilee clip, a worrying contrast to the purposeful braided lines linking the oil cooler into the Lancia's heartbeats.

The cockpit is still a mess of riotous colour schemes and masses of instruments. An octet of Veglia ('vaguely' seems more apt) dials sport yellow digits and needles on a black background. The cabin is still enlivened by the presence of drilled throttle pedal and droopy

ventilation, but the grey roof lining was a comforting touch of class. Standard electrical equipment covers a drowsy steel sunroof panel, four side windows and Grundig stereo system. As a reminder of the late '70s and early '80s, a car check graphic was nostalgic, but not so useful as four-door central locking.

At the Momo three-spoke wheel (adjustable for rake), the Delta overcomes all prejudices about Italian driving positions and its 13 year-old outline. The Delta HF has the sheer ability to consume any winding road, on any surface that will take a modern motor car, more rapidly, and more satisfyingly, than any production car made

A nice place to be: the HF integrale blitzes preconceptions about Italian driving positions.



today, with the possible exception of the Escort RS Cosworth. We say "possible" because our experience of the Escort is limited to overseas, and we know how deceptive first foreign impressions can be. But there is no doubt that Ford has made a major advance with the first production presence of genuine downforce aerodynamics in a production car.

Where the Lancia scores so heavily is in its innate communication skills with the driver. The rapid steering (just under three turns lock-to-lock) is perfectly weighted to inform without chattering and twitching about every dip and camber in the road. Dry road adhesion on P700Zs is so outstanding that the long standing deficiencies of the front seats in occupant location become a scandal. It would be a bold driver who overstepped the enormous limits supplied in dry conditions, but the Lancia proved worryingly less competent both in the wet and on a dry handling circuit. In the latter case we had two drivers check the Lancia's closed road competence and both found that the HF was not so keen to display its prowess in privacy as it was on the public road.

On the queen's highway it is an alert and responsive companion, second to none. Give it a closed track and a Group N Nissan for company and the driver has to battle with very heavy understeer to utilise all the available grip. Our experience with every edition of the Delta has always left us entirely satisfied with the slippery surface margins provided, but the latest HF was notably easy to slip out of line. In



power-off situations you have a front-drive car in character; it reverts to a soggy understeer, which can build to such proportions that a definite change in plan is called for. Disappointing.

We have not driven the Escort RS in similar circumstances, so we do not know if they have managed to get their Pirellis to work in these conditions; we do know that the Sierra 4x4 on Bridgestone's ER90 is impressive on slippery surfaces, so Lancia could take a cold look at what Pirelli is providing. Or could such manners originate via significantly stretched front and tracks perhaps upsetting the basic balance of the Delta?

Complementing a chassis that absorbs bumps readily above town speeds (it is awesomely able above 50 mph) are a magnificent set of Bosch-monitored anti-lock disc brakes. The ride is not as amiable as before when below 35 mph but, considering the modest wheelbase, competition intent and 50 per cent aspect ratio tyres, it is perfectly passable.

In the Group A competition variant, extended wheel travel has apparently removed much of its previous skittish 'go-kart' jinks. World class drivers have all commented warmly on its ability to set faster times with less effort. At the test track the Delta did not quite match the factory

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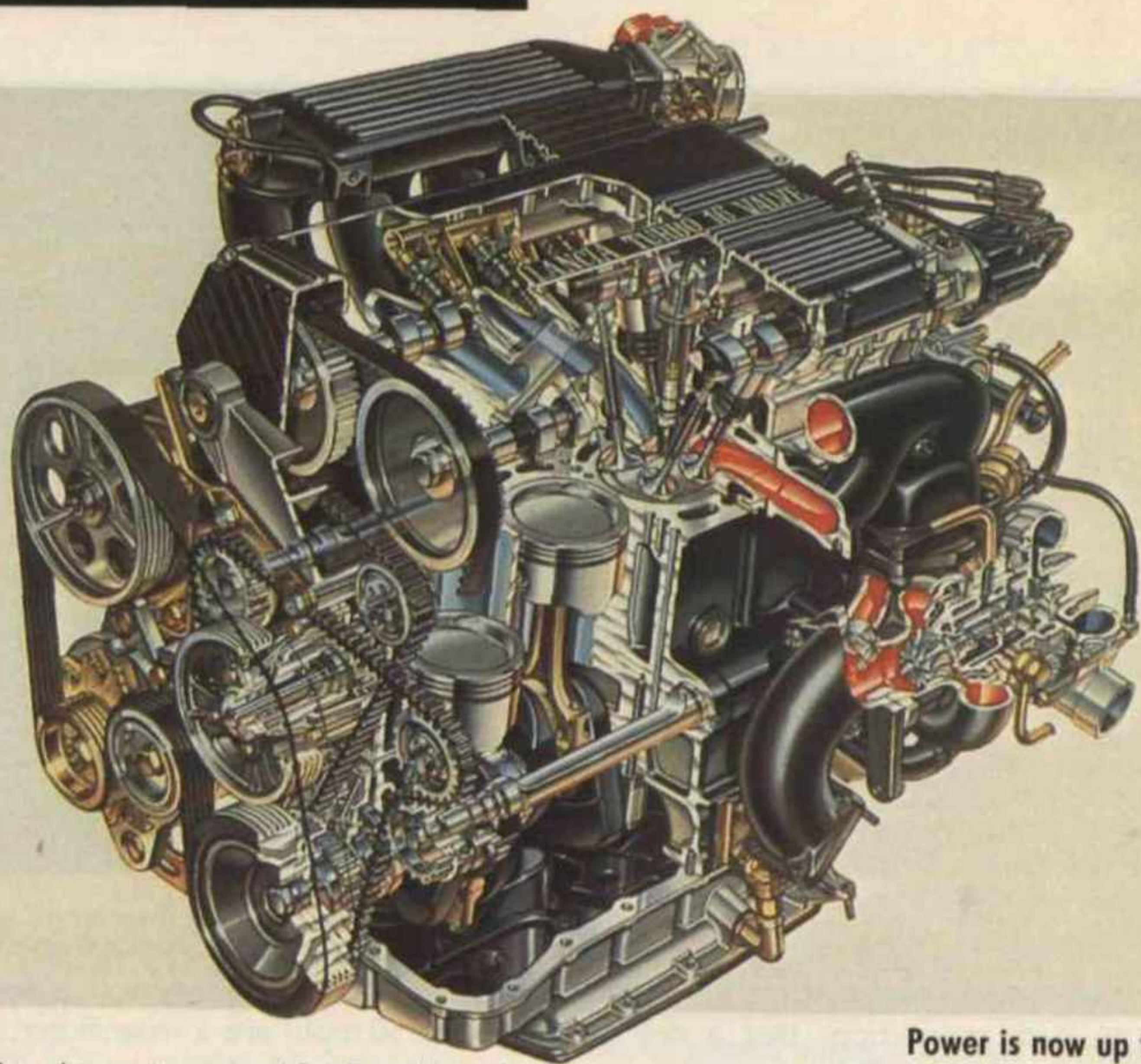
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Power is now up to 210 bhp, and torque to 224 lb ft at just 3,500 rpm,

claims of 137 mph maximum and 0-62 mph in 5.7 sec, but we were very pleased that its performance was at least the equal, or better, than had been recorded by other independents. A 0-60 mph time of less than 6 sec is still impressive to experience, and (allied to the Lancia's stubby outline) makes it an exceptionally wieldy overtaking device for British use. Those with a taste for figures may note that the Lancia is substantially faster than the 330 bhp Aston Martin Virage at sub-70 mph speeds. Lancia and Aston record much the same acceleration times in the 70-110 mph band, showing that the old Lancia body cannot overcome a substantial weight advantage at speeds beyond the British legal limit. The Delta is somewhat the ultimate 'speed limit special', although the aerodynamics are not so poor as you might suppose and it is only beyond 100 mph that sustained cruising becomes downright draughty. We also did rather better than others in the consumption of cheaper unleaded fuels, but it is worth cautioning owners that the mph and mileage recorders are amongst the most inaccurate we have tested in the last two years. A 19-22 mpg band is the true figure for

Under the skin: the best in homologation engineering.

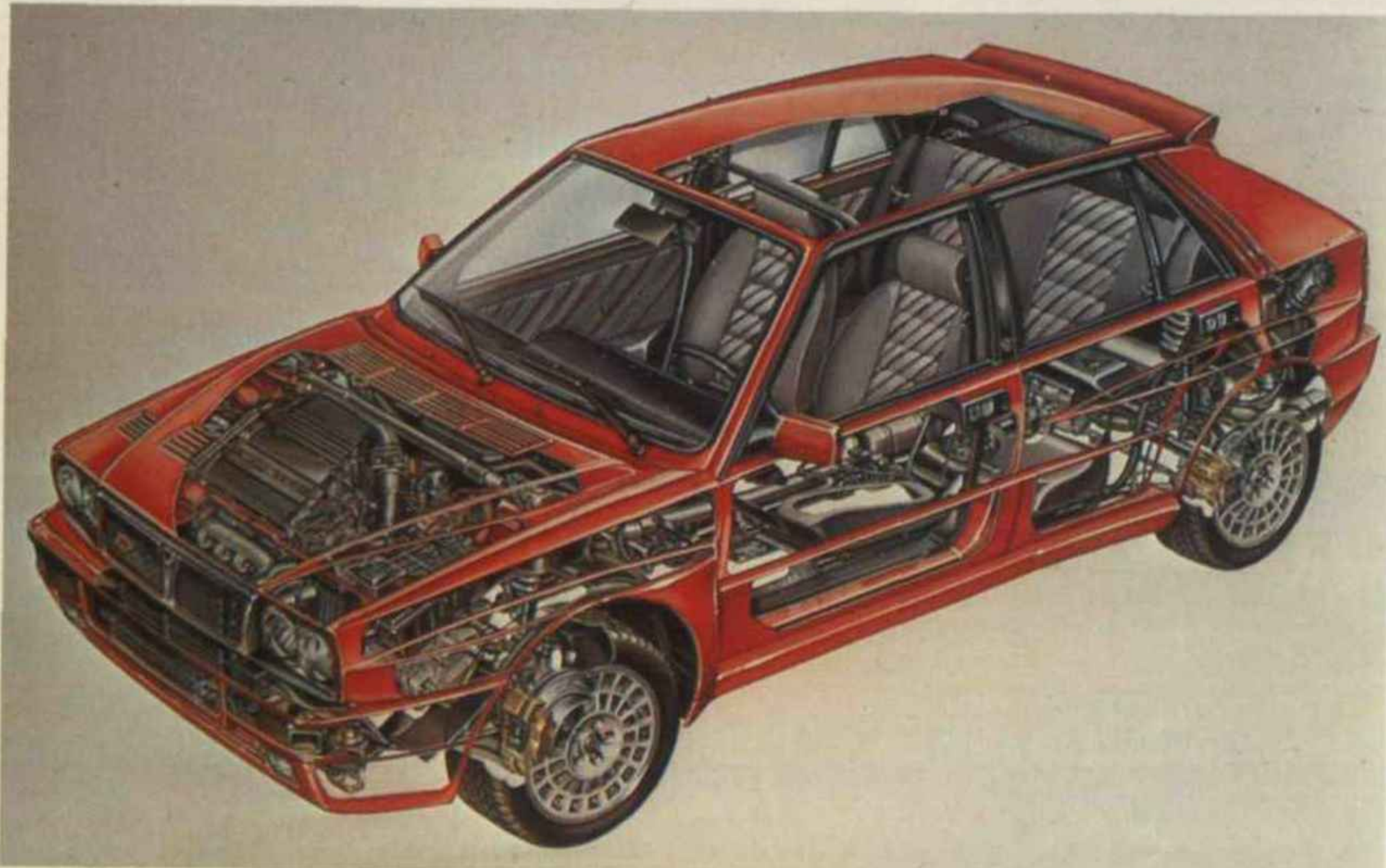
a Delta utilising its considerable capabilities, not the 26-plus mpg indicated by an uncorrected mileage check.

Reliability, or lack of it, is always a key question asked of Lancia drivers. Aside from sundry squeaks and rattles (most from the old dashboard) our UK example had no operational problems in our custody. The French loaned Lancia was smoking heavily on its return, but was running well. We think it had the same sort of problems as the Cosworth Ford breed can get at the test track, oil failing to drain away from the top half of an engine under pressure and making a visual display that is alarming, but not life threatening to its mechanical health.

Verdict

Simply the best in homologation engineering, the dated Delta is the definitive example of a pedigree classic car that just happens to be in production.

The Delta HF integrale in its latest guise has obvious faults, many to do with its age. Yet no admirer of Italian sporting cars should be without one, and it could make converts of us all. **JW**



LANCIA DELTA HF INTEGRALE

ENGINE

Location	transversely front-mounted
Cylinders	four, in-line
Bore x stroke	84 x 90 mm
Capacity	1995 cc
Compression ratio	8 to 1
Valve gear	dohc, four valves per cylinder
Power	210 bhp/5750 rpm
Torque	224 lb ft/3500 rpm
Fuel	unleaded, 95RON

TRANSMISSION

Type five-speed manual, four-wheel drive

GEARBOX

Gear	ratio	mph 1000 rpm
First	3.500:1	6.22
Second	2.176:1	9.99
Third	1.523:1	14.27
Fourth	1.156:1	18.83
Fifth	0.916:1	23.74
Final drive	3.111:1	

SUSPENSION

Front	MacPherson struts, lower wishbones, gas-filled dampers, anti-roll bar
Rear	struts with co-axial coil springs, gas shock absorbers, transverse and longitudinal links, anti-roll bar
Wheels	aluminium alloy, 7.5jx15
Tyres	Pirelli P700Z, 205/50 ZR15

BRAKES

Front/Rear

STEERING

Type rack and pinion, power assisted
Turns, lock to lock 2.8

DIMENSIONS

Wheelbase	2480 mm
Front/Rear track	1502/1500 mm
Overall length	3900 mm
Overall width	1770 mm
Overall height	1365 mm
Kerb weight	1300 kg
Fuel tank	12.54 gallons

PERFORMANCE

0-30 mph	1.89	0-80 mph	10.75
0-40 mph	2.93	0-90 mph	13.56
0-50 mph	4.56	0-100 mph	17.92
0-60 mph	5.91	0-110 mph	23.04
0-70 mph	8.57		
50-70 mph in fourth/fifth gears	4.90/7.64 sec		
Maximum speed	131.77 mph		

FUEL CONSUMPTION

Average for test	22.1 mpg
Government figures:	
Urban	25.2
56 mph	35.8
75 mph	26.9

LIST PRICE £23,248.86

When it made its debut 12 years ago, the Ford Escort XR3 aided and abetted the proven Volkswagen Golf GTI in the creation of the new, and unsatisfactorily titled, hot hatchback category.

VW made money and put extra shine on its already substantial reputation with the GTI. Ford sold more cars, but became the brunt a lot of snide comments about XR3s, Essex men and discotheques.

Now, there is a pair of front-drive Escort XR3i models, both pulled along by brand new Zeta family engines from Bridgend. These new XRs have such a modest demeanour that one must assume Essex man now prefers classical chamber music in 1992.

The budget has left these 105 and 130 bhp machines exceptionally well positioned in the price lists. The less potent of the two (claimed top speed is 116 mph) is now listed at £13,269.23; the '130' comes with a reported 10 mph bonus and a £13,990.38 price tag.

Incidentally, these 1.8-litre Zeta motors are also available at prices in the £11,000 bracket for less sporting LX derivatives and can also be used for handsome Escort Estate duties at 105 bhp level.

Standard XR equipment excludes the plain five-spoke alloy wheels on the lesser model (option price is £328.92) and you have to pay £504.82 for electronic anti-lock braking in both cases. (Incidentally, the RS2000 has shiny, 15 in five-spoke wheels; the XRs are limited to 14 in and traditional 185/60 sizing.)

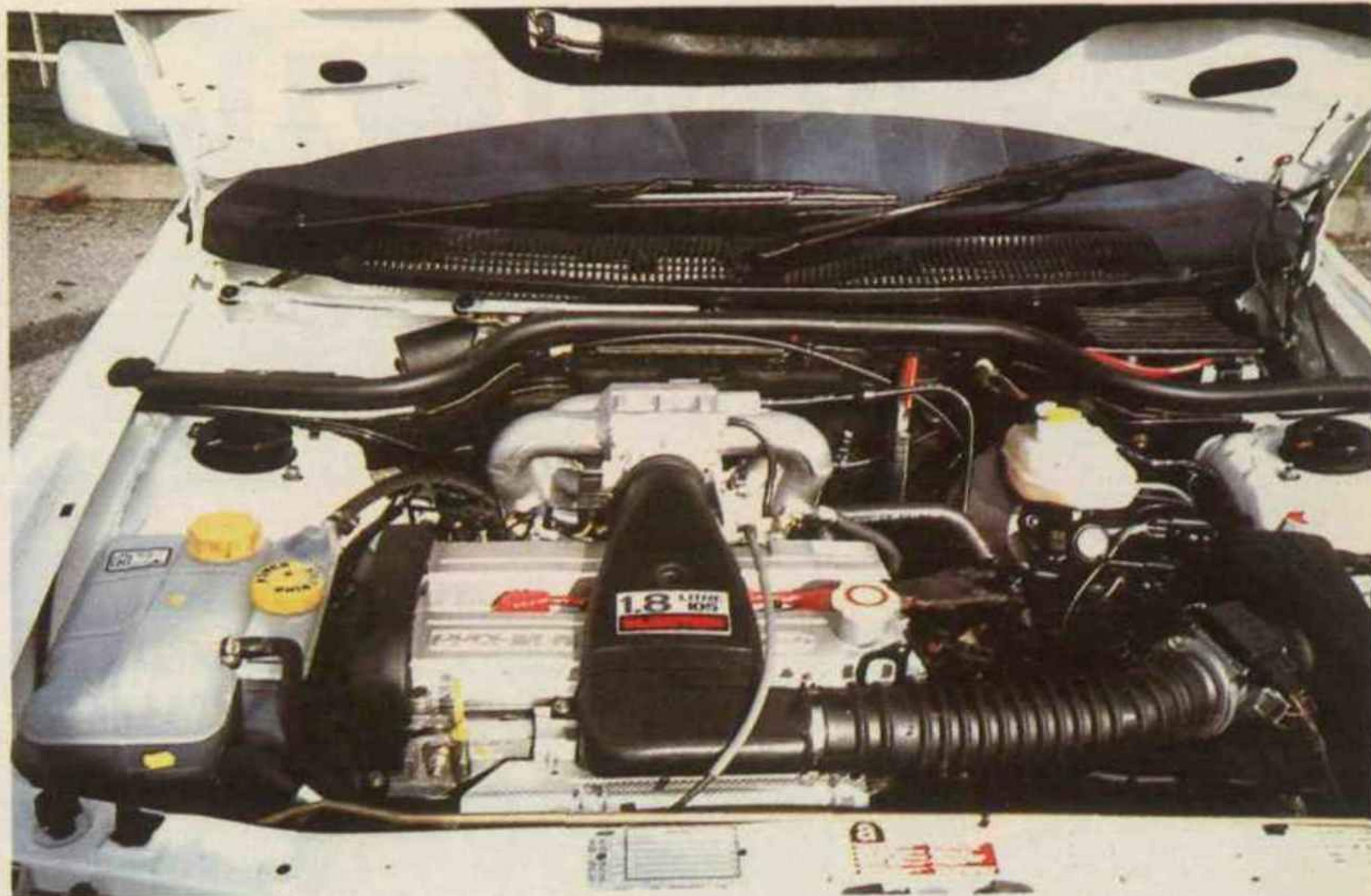
Besides the performance bonus of the 130 bhp engine, the faster XR (0-60 mph is claimed in a modest 8.8 sec, a second faster than its meeker relation) incorporates alloy wheels and disc brakes on all four wheels as standard.

A distinctive and effective interior addition for the reborn XR3 are the competition seat-style 'wings' which envelop your shoulders. Otherwise the interior is a bright and brash reminder that Ford knows all about ergonomics and nothing about '90s taste. If you want to tell the difference between the XR twins, you have to lift the bonnet and read the rather tacky add-on power label that spoils an otherwise tidy engine compartment.

The 1796 cc Zeta motor measures 80.6mm x 88mm and is a tough customer that is currently absorbing over 200 bhp within Ford research cars, and more than 260 bhp in a similarly turbocharged club racer we drove recently. It has little difficulty generating 130 catalytically converted bhp (72.4 bhp per litre) from its fashionable four-valves-per-cylinder, dohc head layout.

The '130' differs from the '105' in having a larger throttle body, replacement camshafts and reprogrammed Ford EEC-IV management that allows freer breathing at least 400 rpm beyond its softer counterpart. All Zeta-engined Escorts have power steering now, using the hardware developed for the RS2000. These sports versions also carry central locking for their three-door bodies, along with in-car entertainment, electric windows and the faithful old slide-and-tilt glass sunroof.

Since the September 1990 launch of the Escort, only the Cabriolet and RS2000 models have escaped press punishment, so the XR3i – at both power levels – comes as a pleasant surprise, particularly as engine and suspension



Above par for the coarse



are the traditional Ford criticisms in the front-drive Escort age.

I feel that the Zeta unit simply brings Ford to parity with most of its rivals: it has excellent power delivery from 2000-6000 rpm (6500 on the '130') and it effectively banishes the memory of the unloved CVH. It is a smoother unit at higher rpm than the dohc, 16v, two-litre unit used in the RS2000, but Ford's £500M investment in the Zeta won't cause furrowed brows at Honda, Toyota, Fiat or Renault as far as 16v mass production class leadership goes.

The Zeta delivers power lustily, but when mated with the MTX75 transmission (as used on all XR and RS2000 models) there are perceptible reverberations as you ascend and descend the rpm scale. Such resonances, which haunt the 4000-4500 rpm band, are absent in the non-sports models that specify the older CVH B5 transaxle. We hope this aspect is remedied before the two- and 1.6-litre Zeta derivatives are introduced, and we wonder how the unit will sound in the imminent XR2i (105 bhp) and RS1800 (130 bhp) Zeta-based Fiestas.

The sports suspension is competent rather than outstanding, with a notably sharp turn into

corners that is accompanied by bags of reassuring grip. This Escort is particularly well behaved in faster corners, a compliment shared with the allegedly less sporty models, now that so much of their suspension is shared. The net result is an enjoyable Escort at a more affordable price than either the RS2000 or the forthcoming Escort Cosworth (sales begin in late May). So I am not going to put on the big bully boots for this review. I enjoyed a sunny day out in three examples of the improving Escort breed, but a full test should decide whether we would want to recommend to readers that they devote their lives to an engine that can still be coarser than the opposition and suspension that fidgets noticeably over B-road bumps.

I was not privileged to drive the latest (115 bhp) two-litre Golf GTI upon its debut in England. Yet I would be falling victim to the equally fashionable sour grapes syndrome should I not mention that the post-budget price for the sturdy VWs with their air of integrity and purpose is £13,461.09 for the three-door, or £13,871.12 in the five-door configuration that Ford ignores for its performance Escort derivatives.

JW



Presently priced from around £6000 to the £10,284 of the fuel-injected range leader that we tested, the Peugeot 106 line supplements, rather than replaces, the chic but ageing 205. Both the 106 concept and the 1.4-litre XSi model have been submerged in a torrent of adulatory praise since the UK launch at Motorfair last October, so we had great expectations of the smallest 'Pug'.

We were not to be disappointed in an exhilarating and economical week, but there are some important handling areas in which Peugeot has failed to improve on its benchmark chassis work for the 205. Despite what we have read elsewhere, the 106 XSi does have some general handling flaws: the steering is ludicrously heavy at low speeds and there is pronounced wheel scrubble in very slow turns.

Otherwise there is nothing to stop this comparatively simple design, with its sohc, eight-valve engine, taking substantial sales from the 16v dohc that have become the class norm. For little over £10,000 the XSi offers four-speaker stereo entertainment, remote control central locking, electric front windows, rather ineffective sports front seats and electrical operation of the heated door mirrors. Two channel anti-lock braking from Bendix is an option at £649 and a rather flimsy glass sunroof (retracting outside the roof panel) is priced at a further £384.62.

Pulling all this along is a 100 bhp version of the TU series 1360 cc motor, an iron block and alloy head unit that runs sweetly to its 6800 rpm power peak. Unlike its 45 bhp siblings, this TU motor contains a steel crankshaft, balanced by eight counterweights instead of four. For all that a single camshaft design is now beginning to be unfashionable amongst technocrats who can spout everything from 0-60 mph tenths to showroom equipment niceties, this little four is finely detailed and cleverly executed. Bosch Motronic MP-3 engine management co-operates with a four-branch inlet

Class act



manifold that is made from recyclable polyamides that are reinforced by glassfibres.

A catalytic converter option delivers 95 bhp, but we had the 100 bhp version that returns 52.3 mpg without such cleansing effects when pottering at 56 mph. As ever, the more realistic figure was the urban average consumption, at 34 mpg: we recorded between 30.4-31.5 mpg to average 30.9 overall, a figure we found slightly disappointing in a small car, although we must confess that it was driven at every available opportunity. It remains one of the few small hatches that we would want to take around the block just for the hell of it.

Although it is only listed as offering 90 lb ft of torque at 4200 rpm, the XSi power unit prods the low weight three-door along with conviction between 2750-5000 rpm. This is partially because of the lowish kerb weight (860 kg), but also because the gear ratios are superbly spaced – and equally efficiently operated – to make the best of its accessible pulling capabilities.

As with all the best tiddlers, you practically never have to lose momentum, the Peugeot 205-based strut front and torsion bar rear suspension offering an outstanding compromise between small car ride quality and concise cornering capability. The ride, at all speeds, is as good as we can remember, shamefully better than most Escort-Astra clones in the category above.

A simple combination of vented front disc brakes and drum rears effectively reins in the car's claimed maximum of 118 mph. More

relevantly, it can bound from rest to 60 mph in some 9.5 sec and always seems eager to come out and play. If you are not feeling exuberant the noise in constant motorway use is reportedly wearing (it seemed like a limousine after my Honda CRX years!), so the 106 XSi is unlikely to head your list of choices as an executive express.

Decidedly more impressive is the amount of space packed into a shell less than 12 ft long. Again, the 106 humbled larger models when it came to the ability to accommodate shopping per square foot of space occupied by the car. To this reporter it seems as though the 205 is now redundant, because more can be packed into a 106, but the marketing department will make sure we cannot buy a 1.9-litre 106, thus ensuring that those seeking more performance have to buy larger models.

So far as the interior quality is concerned, I thought Peugeot (like Renault and Citroën) has received the 'improve your perceived quality' messages from all over Europe. I say 'perceived' because we did have the extending arm for the seat belt part company from its charge. Also, the prominent whine from the transmission is irritating.

The design of the in-built radio is particularly neatly executed and there is a feeling that Peugeot has taken some essential lessons from both the Germans and the Japanese in the design and quality of cabin fitments. A Peugeot is not a Honda or an Audi, but the gap has closed appreciably.

One unusual Peugeot point about the interior was that the instrumentation allowed a look at sump contents, a feature often missing in performance cars that operate regularly over 6000 rpm. The reporter liked the 106 XSi enough to try and buy one, and that is probably the highest praise a motoring writer can award.

Like many great cars it has obvious defects, but it also has that '90s rarity: character in abundance.

JW

Tough Treatment

In the distant past, you applied for a licence to drive and were encouraged to study the Highway Code (cost in the beginning, one penny) in the hope that it would help you to be a safe driver. I have always felt that a modicum of praise for how well millions of vehicle-users (and that includes high-mileage businessmen and truckers who carry big loads, night and day) cope with inadequate roads and increasing traffic congestion, might do more good than threatening us with ever-increasing penalties for the slightest misdemeanour.

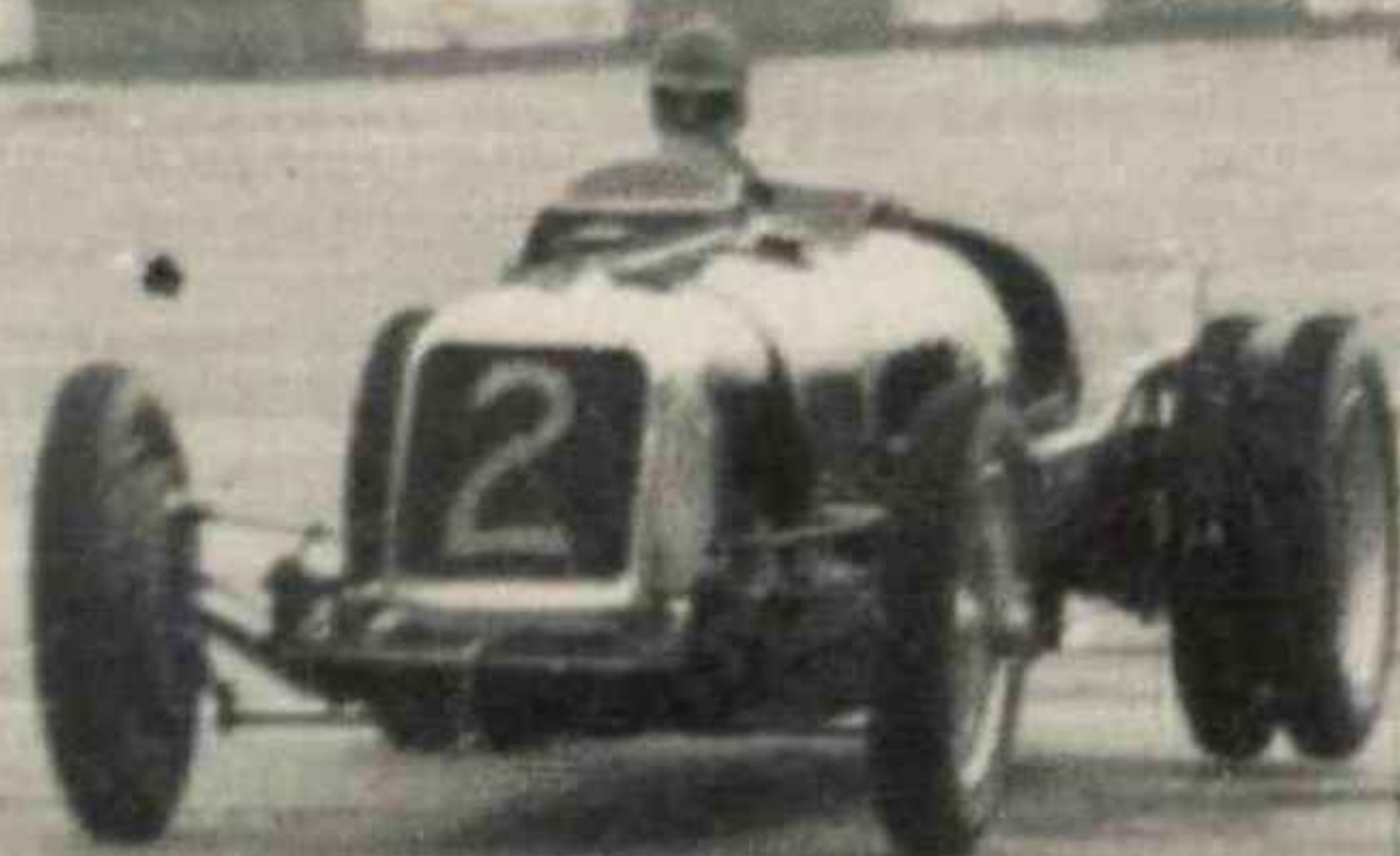
Every sane person knows that road accidents can be horrific and must be reduced if at all possible. But I am not sure that it is altogether good policy to tell us of the frightful new penalties we may incur, every time we apply for a licence to drive our 'lethal

weapons', or renew one. Instead of being encouraged to do our best when behind the wheel, now all we seem to receive are notices of increased fines and prison sentences, for traffic 'crimes'. All right! Those accidents must be reduced and those who joy-ride in stolen cars, anyone who drinks and drives (or drunks who walk in the road), and young hooligan drivers who go too fast, or overtake, in the wrong places, deserve all that is coming to them.

What troubles me is that justice is not always seen to be done, especially these days, yet after June you can no longer be convicted of careless driving; it will be "dangerous" driving. Should an inexperienced witness (and I do not exclude policemen) describe a skilful piece of car handling as dangerous, you could be in

great trouble, facing unlimited fines (£5000 is suggested) and imprisonment for up to six months, or up to two years if found guilty by a jury. That apart, there does seem to be an anti-motorist drive in progress. More radar traps, six instead of three penalty points for speeding (although the MoT admits that one-in-four drivers exceed 80 mph on our motorways), stiffer MoT tests, new tyre laws rigorously enforced, cameras at traffic lights, more sleeping policemen, plans to exclude private cars from cities... Big Brother is giving us tough treatment, which offers a troublesome outlook for 32 million drivers, most of whom are law-abiding yet must inevitably break some traffic regulation sooner or later, while contributing over £20 billion a year to the Exchequer. 200 mph supercars? Good luck to you!

Brush or camera?



Whitney Straight's 2½-litre Maserati, seen here at Brooklands in 1933, was once the subject of a baffling photographic hoax.

The camera can lie. But I rate it more dependable when researching motoring history than an artist's impression. It is true that DSJ and I once puzzled over a photograph which showed two identical 2½-litre Maseratis taking the Fork corner at Brooklands. We knew only of Whitney Straight's car of that type. Years later I discovered that some joker at *Speed* had superimposed two prints of the Straight car on the background picture, and rephotographed it... I recall a 3.3 Bugatti in a French GP with its number altered from that on the original photograph, so that it could be used as the car of another driver in someone's book. And I know that a reputable weekly motoring journal was not above sticking cut-out photographs of racing cars on a background of the Brooklands bankings in the 1920s and using the results in its race reports. Such a fake is consequently misleading for any historian describing how high up the banking the cars were travelling or how closely matched they were.

Having said that, over to the artist's work. Sometimes they ring me to ask if I can look-up the colour of a racing car they are painting. I do this and tell them the car's colour. "But," I say, "how do you know whether it is a dark, light, or medium red?" (or whatever the colour may be). "Oh," says your artist, "that doesn't matter, all I need to know is the car's colour." Yet we all know that Napier British racing green is very different from Vanwall or BRM green in later years.

And look at those splendid impressions of Georges Boillot racing for Peugeot, which our art-chap rustled up for last month's piece on this great driver. The one purporting to be of the 1913 GP actually shows a Peugeot in the 1912 race and its number is not that of Boillot, but of Jules Goux. That may just be careless captioning. But the 1914 drawing, although of a Peugeot, carries number 10, whereas in that epic race Boillot had number 5. Number 10 was on Jean Chassagne's Sunbeam. I somehow think a camera would have spotted this!

Bad English?

Truth to tell, I am not absolutely sure what is meant by the heading to this page. However, DSJ has been having a go at the media and correct use of the English language recently, so may I join in?

I know more about gears and superchargers than about grammar and syntax. But do tell me, why does almost everyone say *track* record these days whenever the word 'record' crops up, whereas this is only necessary when referring to racing of various kinds?

And why does the economy need a kick-start, an odd expression, surely, when most motorcycles now have electric-starters (or is that an inaccurate assumption?)

WB

What are you on?

This is, I imagine, a question heard frequently in betting-shops and on racecourses. Not being a betting man, I cannot confirm it. This may sound prudish but the fact is that at Brooklands I was too occupied with the racing, and too broke, to bet, although bookmakers were in abundance, later supplemented by a Tote. So, apart from the Derby-day sixpence on a horse picked with a pin, in my mother's time, betting has not been one of my habits, except at the very first Goodwood car-race meeting, when you could hardly help winning on every race, unless 'your' car retired, and the bookies had no idea of what odds to offer. Thus the initial half-crown was easily turned into profit.

However, the title of this outpouring concerns the tyres you equip your cars with. In those halcyon days of my youth, at Motor Show time, the weekly motor journals became greatly enlarged 6d special issues and not only were the cars fully described and illustrated, but sections were devoted to coachwork, accessories and tyres, (and where now are those easily-referred-to "Buyer's Guides" of yore?). The choice of tyres was wide indeed in the days immediately after the First World War. Moreover, car owners were much concerned about which were the best, the most durable, tyres to buy. As for choice, taking just those available in 1919, we find Avon offering their square and Sunstone treads, Beldam a V-steel-studded tyre, Dunlop

their well-established Magnum and Cord covers, Clincher a plain tread similar to Avon's and a cross-grooved offering.

Not to be out-done in this competitive market, Firestone (notable for many years of Indianapolis race monopoly) had come up with an all-rubber tyre with a X-non-skid tread, Gofa had a steel-wire and rubber tread, Grimpstone guaranteed 4000 miles from its Hexagonal Sure Grip covers, which Goodyear countered with its Akron-made tyres with angled tread knobs. B F Goodrich went back to 1869 and had American factories employing 15,000 workers, Henley's favoured a Z-patterned tread, while Hutchinson, well-known for a successful motorcycle-racing tyre, made a variety of plain to steel-studded covers and was pushing its 935 x 135 cover for heavy limousines. Col Kempshall's idea was to use circular depressions in the tread, to suction tyre to road. Chas Mackintosh boasted of 100 years in india-rubber goods and made fibre as well as rubber tyres, Michelin, famous from the pioneer motor racing age, in 1919 had its Semelle tyre with a sort of M-pattern, but later adopted the well remembered zig-zag tread. Dominion made knobbly and chain-patterned covers, Midland its Hercules, North-country David Moseley a heavily-grooved tyre, Oyler's Skew tyre had a fine reputation, but those familiar with racing at Brooklands, particularly pre-war, might well have preferred Palmer Cords.

Even now there was a choice left, to those post-Armistice motorists. The famous Clincher of the N British Rubber Co would have been popular, and Pirelli was becoming established. Rem gave a combination of steel studs with a rubber tread, S&C had branched out into tyres, after marketing detachable rims, Stelastic said its tyres were virtually unpuncturable, giving a 4500-mile guarantee, the Stepney Road Grip tyre had a chunky tread (who remembers the Stepney spare wheel?) and the Victor tyre was later to be the subject of controversial tests, and you could aid a weak cover by putting a Victor Vest inside it.


What a choice! And looming large, in that age before Dunlop re-invented the tubeless tyre in 1953, was the unpuncturable tyre, of which the double-tread Rapson was perhaps to be the best known, when inventor Lionel Rapson persuaded Parry Thomas to race on them at Brooklands and Sunbeam won the 1923 French GP on Rapsons. All very necessary, at a time of short tyre-life, when punctures and blow-outs were innumerable. As a boy I discovered how often a deflated tyre would call a halt, on the gritty roads of the 1920s. It was almost part of a day's driving, if any sort of speed was indulged in, or a heavy load carried. I recall, too, how steel-studded tyres were frequently used on London taxis, which had the curious effect of assisting one rear wheel to revolve anti-clockwise under braking,

through the action of the differential. And some drivers sought to avoid skidding ("the dreaded sideslip") by fitting steel-studded tyres diagonally, at the front on one side of the car, at the back on the opposite wheel.

Choice of tyres was usually uppermost in motorists' minds. The letters pages of the motor papers had frequent recommendations but the overall picture these give is of how brief then was the life of tyres. Something between 3000 and 5000 miles seems to have been regarded as satisfactory. And a Birmingham doctor was complaining that new tyres were more difficult to obtain than in war-time, apparently because they were being sent abroad. Tyre mileage claims are as boring as fishermen's stories. By 1925, though, beaded-edge tyres seem to have been lasting about as long as those on our faster modern cars. For example, the driver of a Morris Oxford claimed 11,000 to 15,700 miles from Dunlop Cords, with some thousands more to go, but one discarded at 13,500. The owner of a 15.9hp Humber got 14,000 miles out of 820 x 120 Dunlop Magnums, then 22,140 miles on low-pressure tyres; but he admitted the Humber was over-tyred and had Hartford shock-absorbers.

This reminded someone with a 1914 Calthorpe that its 650 x 65 Avon Sunstones managed 15,000 miles a set, with some tread left, an 11.5hp Standard user said that a 710 x 90 Dunlop Clipper gave him 16,800 miles "with some tread in places", a 38-cwt Daimler with an average tyre mileage of 17,000 was reported, but the "record" may have gone to the driver who claimed at least 30,000 miles "and a few thousand left" from four 620 x 120 Dunlop Cords, on his 13.9hp Standard; the fifth Dunlop then burst a sidewall — and he admitted his speedometer belt was "oftener off than on". . . I will not bore you with more such stories, although at this period it does appear that even high-pressure be tyres were equalling what we achieve now.

Back in 1925 some were mourning the passing of the old Dunlop Magnum, and Pirelli was proclaiming that its racing tyres, as used by Alfa Romeo to win the 1924



The way we were: a Dunlop 90 is put through simulated road conditions on the company's rotary testing machine.

GP of Europe, were becoming popular for ordinary cars; they gave away a free inner-tube with each high-pressure racing cord tyre purchased. Straight-sided tyres were ousting the beaded-edge kind and the Firestone, Michelin and Good-year balloon tyres were being cautiously adopted by 1923, after considerations of their effect on steering, safety and so on — just the opposition four-wheel-brakes had had to overcome a few years earlier. The Chrysler 70 was the first car to use them.

Fast cars still had tyre problems. In Haynes' latest Rolls-Royce history, Klaus-Josef Robfeldt says that at first the 6½-litre Bentleys used to throw treads, until Goodrich tyres were fitted, which then became standard equipment for all Bentley models, and that tyre problems kept the Speed Six away from Le Mans until Dunlop could match the life of Goodrich — perhaps Bentley experts could comment?

But the problem remained. When I drove a 4¼-litre Bentley coupé as fast as I could from London to John O Groats in 1938, starting on sound covers, these were worn to the breaker-strips after those 700 miles. We had to go carefully down to India's Glasgow depot to have a new set fitted, Bentley Motors insisting that I brought back with me the two worst-worn tyres. Not long afterwards I saw a trade announcement that in future Bentley Motors would fit exclusively Avon tyres — as they do today. I have ever since worried that my driving on this run may have been the straw that broke the India contract. All this was a long time ago, of course.

In pre-war days I could not afford new tyres and at times used my Rhode, Gwynne and Austin cars with the inner tubes actually peeping from the covers. Fortunately they were slow cars, and the police were then more concerned with the newly-introduced third-party insurance than with safety-glass and safe tyres. But if you were anxious to keep a date, it was important to steer round the more evil-looking stones in your path! Along the years came better and better tyres, the famous Michelin-X radial-ply steel-braced cover, an important innovation. Pirelli tried replaceable treads but if

memory serves they detached themselves all too freely. If mileage from today's tyres has not increased materially over that obtained 70 years ago, prices are about the same, allowing for the vastly-decreased value of currency. (In the early days a fast car such as a Sixty Mercedes could cost its owner £1000 a year in tyres).

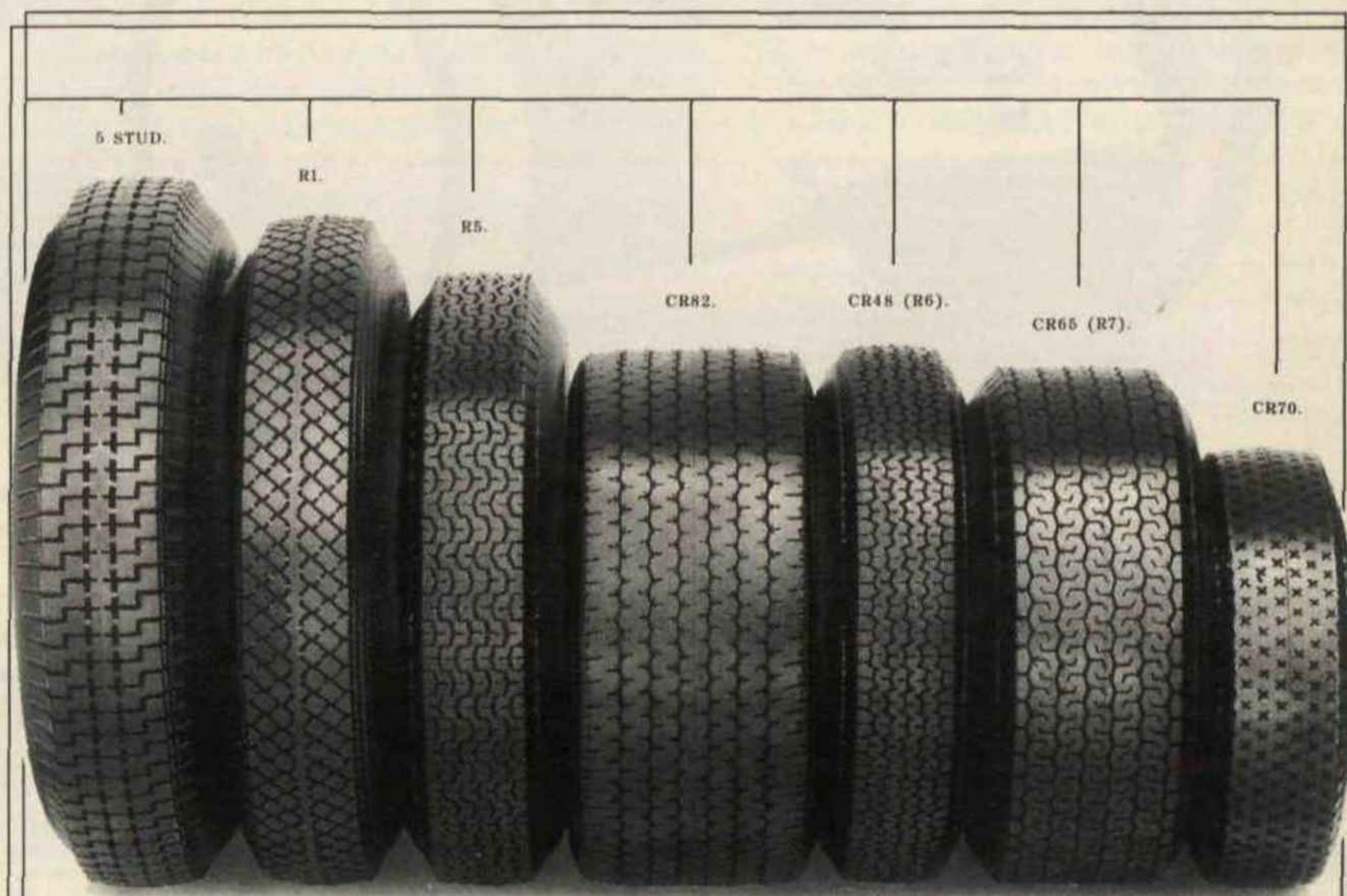
With the advent of motorways came new aspects of safety, like the not-very-convincing MOT test, and fresh ideas about tyres, with only the better re-moulds acceptable. Sensible, because who would want to be shunted by a coach or truck or even a car, out-of-control

through a burst tyre? Although, of course, our M-way speed-limit is now the same as on miles of ordinary dual-carriageway roads.

Scientists have now decided that tyres are more skid-proof with 0.6mm more tread than was formerly considered safe, which will exert a small rise in the overall cost of motoring, when replacement tyres are required.

The problem then, is which make do you choose? I find this very difficult. Dunlop are old friends and one vividly remembers the fine work they did at Brooklands, under the management of Norman Freeman and the extremely hard-

working "Dunlop Mac" and his team of tyre-fitters. Michelin make very fine tyres and have a competition record going back to before the beginning of the century. Avon is a British maker whose tyres are good enough for Rolls-Royce and Bentley and no stranger to racing, at levels below F1. Goodyear is now the tyre in F1. If you enthuse, as I do, over the dependability of the Ford Sierra XR4x4, it is worth remembering that the development work on the fool-proof Ferguson 4WD system was undertaken on Uniroyal Rallye tyres. So how do you decide? It might be instructive to hear what influences readers in their choice of tyres. **W B**



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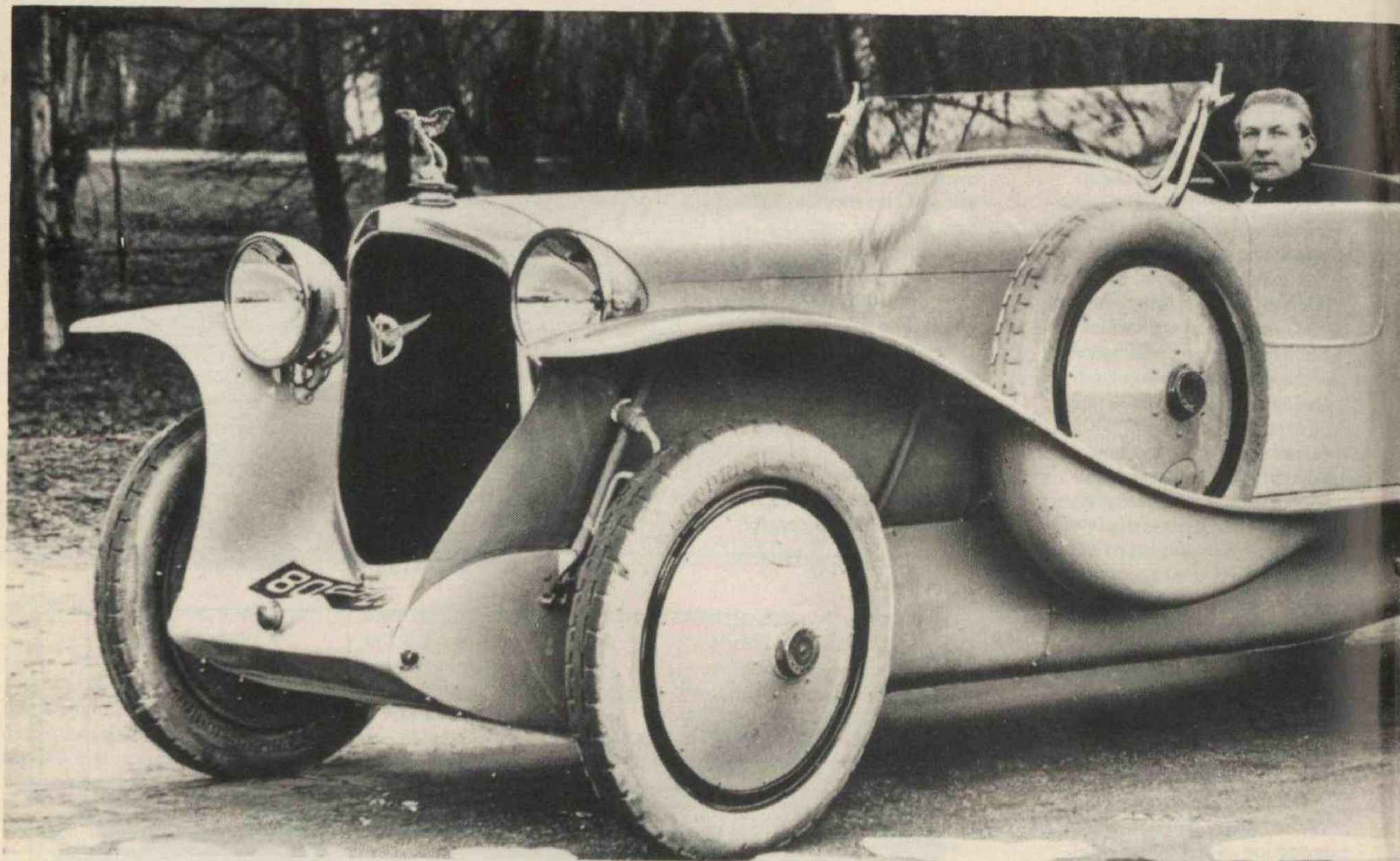
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DUNLOP

A RACING CAR'S NOT PROPERLY DRESSED WITHOUT THEM.



The 1923 40 hp Farman Grand Sport. (Photograph: Quadrant Picture Library/The Autocar.)

Forgotten Makes: The Farman

The Farman was built by the brothers Farman and is thus another car which was the product of racing drivers, because Henri and Maurice Farman took part in those now legendary town-to-town and early circuit races, at the turn of the century. Their father was an Englishman, living in Paris, correspondent for the London newspaper *The Standard*. The young Farmans drove for Panhard-Levassor.

Maurice was, perhaps, the more dashing of the two. He won the 1901 GP de Pau, averaging

46.1 mph for the 206¾ miles on a 24hp Panhard and the gruelling Circuit de Nord the following year, a two-day contest covering more than 540 miles, driving one of the 40hp Panhards, at 45mph, after being behind the wheel for over 12 hours. He was second behind Fournier's Mors in the 1901 Paris-Bordeaux race. If anything, the more cautious Henri was even more successful. He won Paris-Vienna in 1902 on a technicality from Eliot Zborowski's Mercedes, with Maurice Farman third, both of course on the latest Panhards, and took to a Darracq to win the

400kg class of Nice-Salon-Nice. He also won the Pau-Bayonne-Pau race that year, fastest of the Darracq drivers in both races.

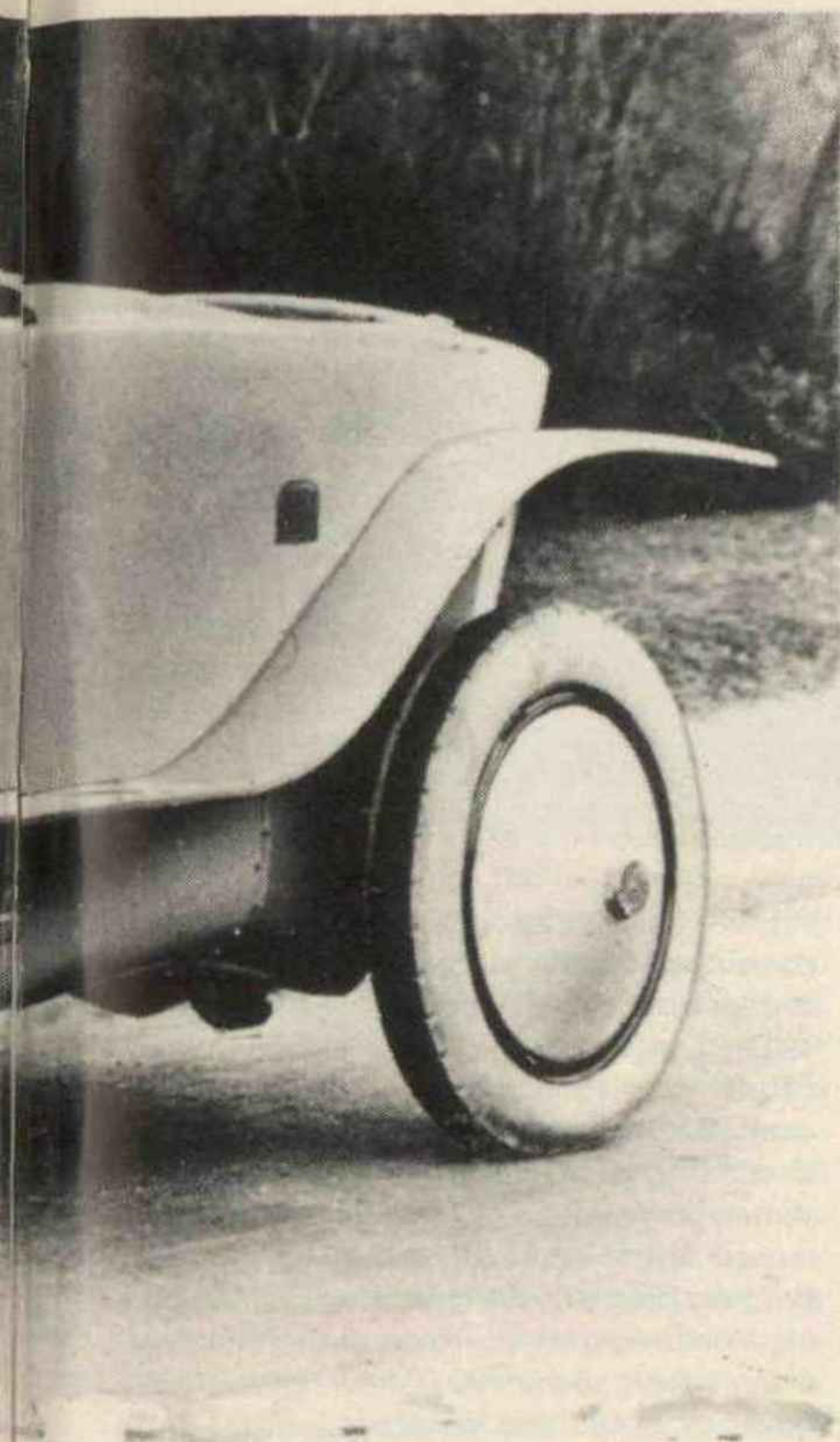
Returning to the Panhard fold in 1902, Henri was second to Marcel Renault in the race from Paris to Vienna. Then the death of his close friend Marcel in the tragic Paris-Madrid race in 1903, which was stopped by Government decree at Bordeaux, set Maurice Farman against motor-racing and the brothers turned to aeroplanes as their next excitement.

This paid off, and their name was soon established worldwide in this new field. They opened a huge factory at Billancourt, that French motor-centre beside the Seine, and there from 1915 they made Farman aero-engines and aeroplanes that became a household name in aviation. When the war came, Farman military machines were turned out as well as a very complex variety of Farman aero-engines, of which the

THE FARMAN AND ITS CONTEMPORARIES

Make	Bore & Stroke	Capacity	Valves	Forward Speeds	Wheelbase	Chassis price
38.4 hp British Ensign	6 × 101.6 × 139.7	6800.00	Overhead camshaft	3	12ft 3½in	£1650
40/50 hp Farman	6 × 100 × 140	6597 cc	Overhead camshaft	4	11ft	£2360
37.2 hp Hispano Suiza	6 × 100 × 140	6597 cc	Overhead camshaft	3	12ft	£2100
35-50 hp Isotta-Fraschini	8 × 85 × 130	5881 cc	Overhead pushrods	3	12ft 1in	£1550
40 hp Lanchester	6 × 101.6 × 127	6178 cc	Overhead camshaft	3 (epicyclic)	11ft 9in	£1950
40 hp Leyland	8 × 89 × 146	7266 cc	Overhead camshaft	4	11ft 9in	£1875
40/50 hp Napier	6 × 102 × 127	6227 cc	Overhead camshaft	4	11ft 5in	£2100
30 hp Owen	8 × 75 × 150	5310 cc	Side	6 (magnetic)	13ft 6in	£2250
40/50 hp Rolls-Royce	6 × 114 × 121	7410 cc	Side	4	12ft	£1850
50 hp Sheffield-Simplex	6 × 114 × 127	7778 cc	Side	4	12ft 6in	£2250
30/40 hp Spyker	6 × 95 × 135	5741 cc	Side	4	11ft 5in	£1500

NB: Wheelbase is for the short-chassis cars. Do me a favour: ask yourself which you would have preferred. Could you project yourself back 70 years? If you sense omissions, the 40/50 hp Delage, 40/50 hp Peugeot, the Double-Six Daimler, 6½ litre and 8 litre Bentleys etc were in the future.



500hp 12WE with three banks of cylinders rather like a push-rod Napier Lion, was made in some quantities. The Company, Avions Henri, Maurice and Dick Farman, also built racing aero-engines which broke distance and height records, and two 18-cylinder engines, one with its cylinders in T-formation. They were noted for their reduction gearbox and two-speed clutch-controlled supercharger. Farman engines powered the Super Goliath bombers in the war and I remember seeing as a schoolboy, in the early 1920s, those ungainly Farman airliners arrive at Croydon, with their big 28-seater round-nosed fuselages and deeply-skirted undercarriages.

Like others who had concentrated on aeroplanes, the Farmans found themselves with a vast factory space and little to produce, immediately after the 1918 Armistice. So rather naturally, they decided to make a car, and by their standards it had to be a luxury chassis, to try to better the "Best Car in the World" reputation of Rolls-Royce. It is said that everyone likes a Lord (I do not know if Mr Kinnock does) and these lordly new motor-cars were of much interest to those with money to spend, in the developing post-war motoring era. I have covered in some detail in these pages the pros and cons of the 1920s super-cars, so there is no need to reiterate the facts. But to see in what market the Farman was competing, the table at the bottom of the previous page offers some comparisons. In 1919 it had been suggested that perhaps there were too many £1500 to £1800 chassis and not enough £300 to £500 cars, and that it was difficult to see

where the super-luxury car stopped and the high-class car began (a problem I know well). Soon the post-Armistice slump was to cause prices to rise, so the table looks at the cars of late 1921-1922, costing £1500 or over as a chassis, offered to buyers looking for new cars three years after the upheaval caused by the war.

The Farman family had no use for little cars and the chassis which they had ready for the first post-war Paris Salon was in the magnificent category. In some ways it emulated the design-thinking of others, both in specification and components, as study of the aforesaid articles would reveal (should anyone be interested, photocopies are available). Farman used an overhead camshaft engine, like other manufacturers who had built war-time aero-engines, see table above. It was a six-cylinder of 100 x 140mm bore and stroke (6597cc), the camshaft driven from the front by a vertical shaft and bevel gears. The expected cross-shaft drove an SEV magneto on the o/s, the water pump on the n/s.

In making this fine engine, castings were ignored, steel stampings replacing them, and aluminium being used extensively. The steel cylinders with screwed-in, non-detachable heads were separate, with sheet-steel water jacketing welded to them. The crankshaft ran in three bearings and had a vibration damper at the front. The camshaft operated two valves per cylinder, via rockers. A four bladed aluminium cooling fan was positively driven and could be put out of commission by the driver as it had a friction clutch.



1955 Sunbeam Alpine Two Seater, Works Competition Car.
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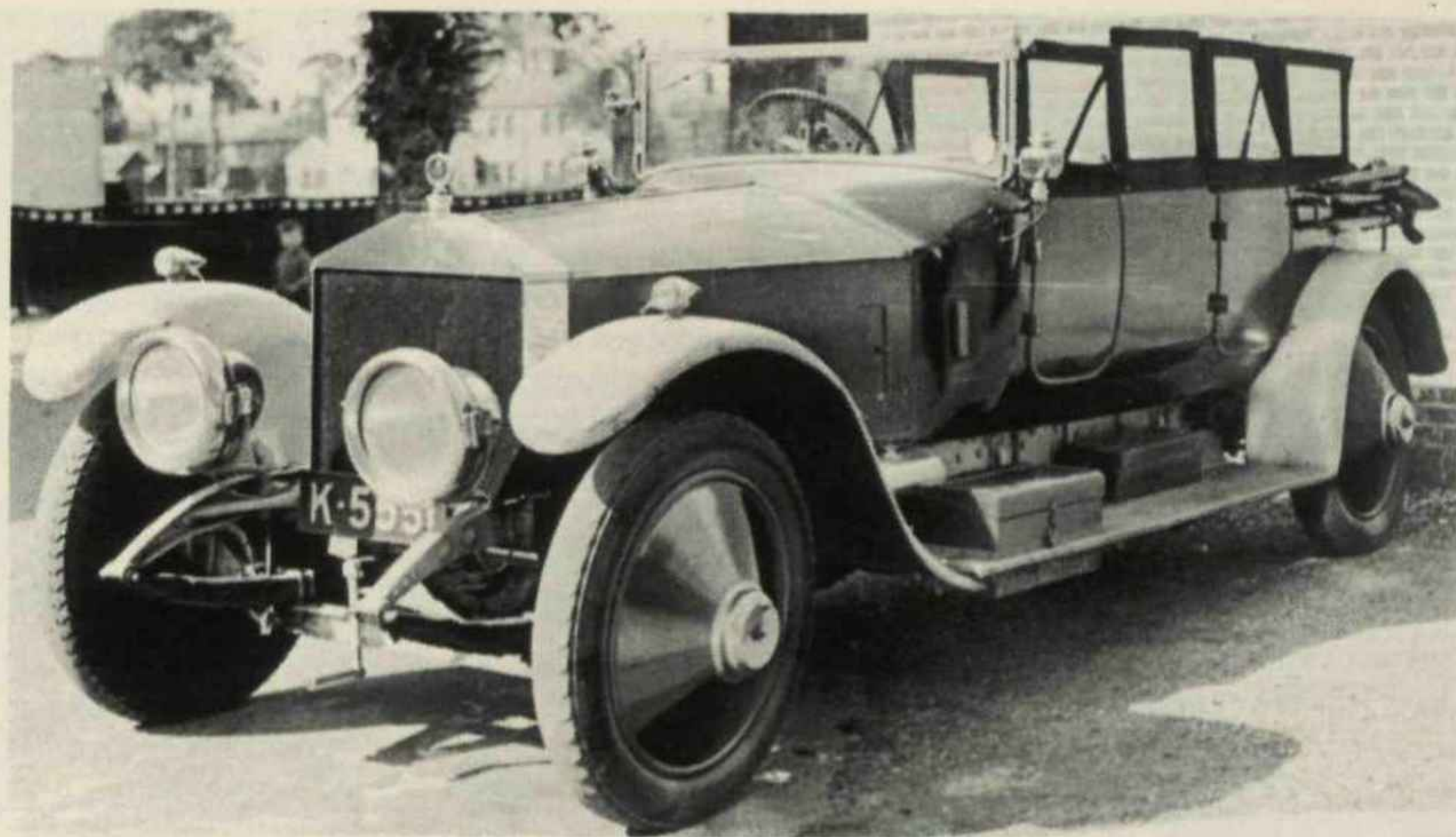
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On the o/s of the engine a double Zenith carburettor fed through two water-warmed risers to a six-branch manifold, drawing air from passages within the aluminium crankcase linked by the exhaust-outlet pipe. The exhaust manifold was a straight external pipe leading to this air heater. The h t leads from the magneto were led neatly through a tube to the plugs on the o/s of the engine and there was a further set of sparking-plugs on the n/s, supplied by coil, with the distributor driven from the front of the camshaft. An aluminium cone clutch took the drive to a separate four-forward-speed gearbox, which had a constant-mesh third gear. The ball-gate lever was centrally placed but for the British market r h control was available. The gearbox incorporated a tyre pump, and a pump within the box fed oil to the front of the propeller shaft. Suspension was by half-elliptic front springs, cantilever springs at the back, with Houdaille dampers. The petrol supply held a useful 35¼ gallons, divided between the rear tank and the dashboard vacuum tank.

On the 1919 chassis rear wheel brakes with steel drums having machined fins and Ferodo-lined aluminium shoes were applied by the hand brake, the foot-brake contracting onto a transmission drum; but soon front brakes were added. Wood or wire-spoke wheels were available, shod with 880 x 120 Michelin tyres. The fascia reflected the car's aircraft ancestry, being equipped with tachometer, speedometer, clock, barometer, inclinometer, water-thermometer, oil-gauge, petrol-gauge, cut-out control, petrol-tap lock, an anti-theft steering-column device, a control for the cooling-fan clutch, an ammeter, and the electrical switches.

That was the well-engineered chassis which confronted Parisians at the 15th and first post-war Paris Salon, and which was to be seen at the 13th Olympia Show later in 1919, the chassis priced at £1900. It must have been remarked that the renowned Hispano Suiza of the same 37.2hp tax-rating had only three forward speeds, but that it already had servo 4WB. For this debut the Farman was handled here by Chester Engineering Ltd, of Chester. Visitors might have thought the wooden wheels gave the Farman a rather heavy appearance but they must have appreciated the fine detail work, twin horns part of the comprehensive equipment, webs obviating the need for an undershield, the carefully-shackled rear spring anchorages, etc.

By the time the 1920 London Show came round Wilson Hill & Co of Great Portland Street, W1 ("the street of cars") had been appointed Farman agents. The stand contained not just a chassis but that and an all-weather tourer. A year later, on a White City stand, two chassis were shown, the second with a unit gearbox and disc clutch. An alloy single-piece cylinder block replaced the separate cylinders. The chassis price had been dropped to £1600, but with the new servo 4WB it rose to £1720. These brakes were pedal-applied and smaller drums were used for the hand brake, intended for use when the car was being reversed, to overcome problems that Rolls-Royce were to encounter three years later.



The car top manufacturers were gunning for in the 1920s: the 40/50hp Rolls-Royce.

Although the Farman brothers had eschewed racing from 1903, they did build two special cars for the Nice Speed Week of 1923, an event which still had some prestige, washing off from the illustrious Nice Festival of Speed at the turn of the century, when the latest Mercedes turned out to dominate the scene and Eliot Zborowski was killed at the first corner of the La Turbie speed hill-climb in his new 60hp Mercedes. Farman, as befitted an aeroplane maker, used advanced streamlining for a saloon and a two-seater with which to go to Nice. To permit access to the very low-roofed saloon body a roof section lifted as a door was opened, and part of the straight-run mudguards, reminiscent of those of a Tamplin cyclecar, could be folded out of the way. Two spare wheels were set in line with the chassis, in the faired tail. The occupants of the two-seater Farman had to endure a body which was as high as their heads, rather more extreme than the drivers of Capt Miller's Brooklands Wolseley Moths had experienced.

At that 1923 La Turbie hill-climb the Farman saloon was absent but the two-seater (alleged to give 200hp!) made its first appearance. It was said "not to be tuned up to concert pitch". It was fifth, beaten by René Thomas (Delage), G Boillet (Peugeot), Grau and De Moraes, the last two drivers with aero-engined cars, one with Fiat power; but what did Grau use? He made FTD in the ss kilo contest. Incidentally, a 3-litre Bentley and a Rolls-Royce also competed at Nice.

A spin-off from Farman's brief return to racing was the Grand Sports model, shown at Olympia in 1924, a stone coloured four-seater with hinged boat-deck rear, a rear windscreen, red wheels and red underbelly. It was priced at £2225. A Barker all-weather was alongside it (perhaps the 1923 exhibit unsold?), costing £2600. There were now showrooms in fashionable Albemarle Street, W1 and Lt Nungesser, who destroyed 45 German machines in the war, the third-highest "score" by a French pilot, was seen in one of these streamlined sports Farmans, for which 92mph was achieved.

In England, however, demand does not seem to have been very brisk, although an

Arthur Mulliner saloon, equipped with a boot containing four big suitcases and provision for smaller ones under both seats, was supplied to a Dr Langer, in Berkshire. Although the Farman was exhibited at the London Show until 1926, as time went by enquiries were directed to the factory in France. Maybe the somewhat ponderous look of those cars turned Brits against them. Not that the brothers didn't try. A chassis was joined by a big Windovers saloon-limousine and a Weymann saloon at the 1925 Show, chassis price down to £1450 and servicing available from Regent Street, W1.

Design was not much changed, although by 1926 the stroke had been increased to 150mm, giving a capacity of 7069cc. A chassis was now available for only £1200, when that of the "New Phantom" Rolls-Royce cost £1850. Farman was now using Ducellier magnetos and the horn button was on a substantial stalk protruding from the fascia. Self-locking vernier adjustment on the valve stems ensured quickly adjustable tappets. A rather odd innovation was that of dispensing with normal Ackermann steering and instead turning each front wheel separately, the actual gear being by the steering heads themselves, actuated by a transverse shaft behind the radiator, coupled to the steering-column by bevel gearing.

Although at this period there was bother with wheel-shimmy when front brakes caused the axle to gyroscope, and balloon tyres aggravated matters, this elaborate solution apparently led to heavy steering and lost motion developed at the many joints, although it obviated damage to low-hung steering links, and Farman claimed more accurate paths for the wheels when on lock, which Ackermann had tried to achieve. A conventional track-rod was retained, as an insurance, slackly connected. It is probably significant that this ingenious system was offered "as an alternative". The cylinder block was now a lined Alpax casting, cast Alpax wheels with aluminium discs with 895 x 135 balloon tyres were used, and compound springing was introduced, extra springs taking supplementary loads.

It all sounds rather splendid. Yet these great cars did not catch on here. Few advertisements for used Farmans appeared and so far as we were concerned, that was the Farman that was. . .

W B

The VSCC has a happy knack of finding old motor cars fun, without going to extremes. Indeed, this is especially the case with its Light Car Section (which takes in Edwardian cars to provide them with outings of which they would otherwise be deprived). The Welsh weekend, which took place on March 28/29, has long upheld this ideal and was deemed better than ever this year, under the leadership of Richard Marsh and with hill sections arranged by Seymour Price.

Centred around the Abernant Lake Hotel in the sleepy ex-spa town of Llanwrtyd Wells, it provided the 58 entries with driving tests in the hotel grounds on the Saturday afternoon, the annual dinner and prize-giving that evening and a tough trial on the Sunday, which commenced in rain which eased up later. This part of the fun covered a restart on a stiff hill in scenic country and the usual observed sections. That in my own fields, from which the main trophy takes its name, involved driving up a short climb reduced to a quagmire by the tractors, round an aged tree, down over a rather startling grass hump and, for those who got that far, over another hump and up a straight, steep grass section. The markers for the latter commenced at number 10. Tyres were let down, to be re-inflated afterwards to legal pressures (with an electric pump in the case of the Gooses' AJS). The only clean climb I saw was done by Simon Price, in an A7 Chummy. Odd comments, such as "Would you practice your bouncing?", were to be heard. Some, like Barry Clarke and Jane Tomlinson in a shared A7 top-hat saloon, discussed the best route to take before attempting the section, to be rewarded when Barry got to 18, with Jane bouncing for him from the front seat (easier to exit from!). She scored 13, with Barry bouncing in the back. Not quite far enough to merit the Mansell-style wave which Price gave when his determined onslaught took him to the summit.

The Edwardians soon stopped on the initial section, but Jim Cartwright's 1914 Metz 22, the occupants devoid of any weather protection, did slightly better than the Buicks, as did the Marion. Then another A7 Chummy proved that number 12 *could* be reached by such cars and Lea's Chummy bettered this by one more marker, engine blipping, hood up. Rosoman's 9/20 Humber rushed at it but stopped at 5, then Tebbett's A7 fabric two-seater ascended to that point whereas Mike Bullett's Chummy was stationary by marker 6. Sudjic, in the two stroke Aero, the sound of which someone likened to that made by a swarm of bees, scorning lowered tyre pressures, made it as far as number 7, which meant not rounding the tree. Neither did Elizabeth Fynn's hooded Chummy (5), while lots of revs and pace rewarded artist Peacop's 1930 Morris Minor tourer with no better than a trip to 7.

Suzanne Hirst found that her Fiat 501 was only able to make 6 before spin set in, but its battery coped well with several engine-stalls in reversing out. After John Goose in the AJS had reached 5 and got back to the start, Katy Goose leapt from its dicky-seat and scored 6, as did Chris Gordon and then Anna Gravatt in the same Chummy Austin – domestic bliss sustained!

Paul Baker's Fiat 501 was only able to get to marker 5, but the chief marshal himself wound



Suzanne Hurst's Fiat 501 (top) reached marker 6 before wheelspin took over. Branislav Sudjic (above) tackled the course without lowering his Aero's tyre pressure.

A happy knack . . .

up Carlisle's push-rod ohv GN when he lost its prop at the start, after which he got a 7, as did Dr Gray's GN . . . after some all-night work on it by Keith Hill. Riddle later broke the back axle of his push-rod ohv GN, which Carlisle took home on his trailer while Edward drove Tony's GN home. Friendly chaps, these 'chain-gangers'.

Not too many casualties were reported, but we hear that Richard Threlfall's A7 Chummy broke its back axle. Jane Arnold-Foster had no such trouble with organiser Richard Marsh's similar car. It all ended at The Bell in Llanyre, where the locals were treated to the sight of many strange motor cars and the fine spectacle of Knight's 1909 Riley 12/16 on its Volvo-towed trailer, accompanied by an apparently recently

discovered spare back axle. The Llwyn-barried Trophy for 1992 was won deservedly by Martin Shaw's 1930 Morris Minor. **W B**

RESULTS

Kate Hutchings Trophy: A Thorpe (A7).
Beaded Edge Trophy: T Carlisle (GN).
First Class Awards: P Moore (MG-M); M Shaw (Morris Minor); P Colledge (A7); B Clarke (A7); R Threlfall (A7); Lisa Bullett (A7). **Second Class Awards:** R Hutchings (A7); G Ravenscroft (Marlborough); Jane Tomlinson (A7); D Lea (A7); B Gray (GN); Amanda Lemon (A7); Di Threlfall (BSA). **Third Class Awards:** Anne Gravett (A7); Geroria Kyneston (7.5 Citroën); W Urry (Riley 9); P Diffey (Humber 9/20); P Livesey (A7); S Price (A7).

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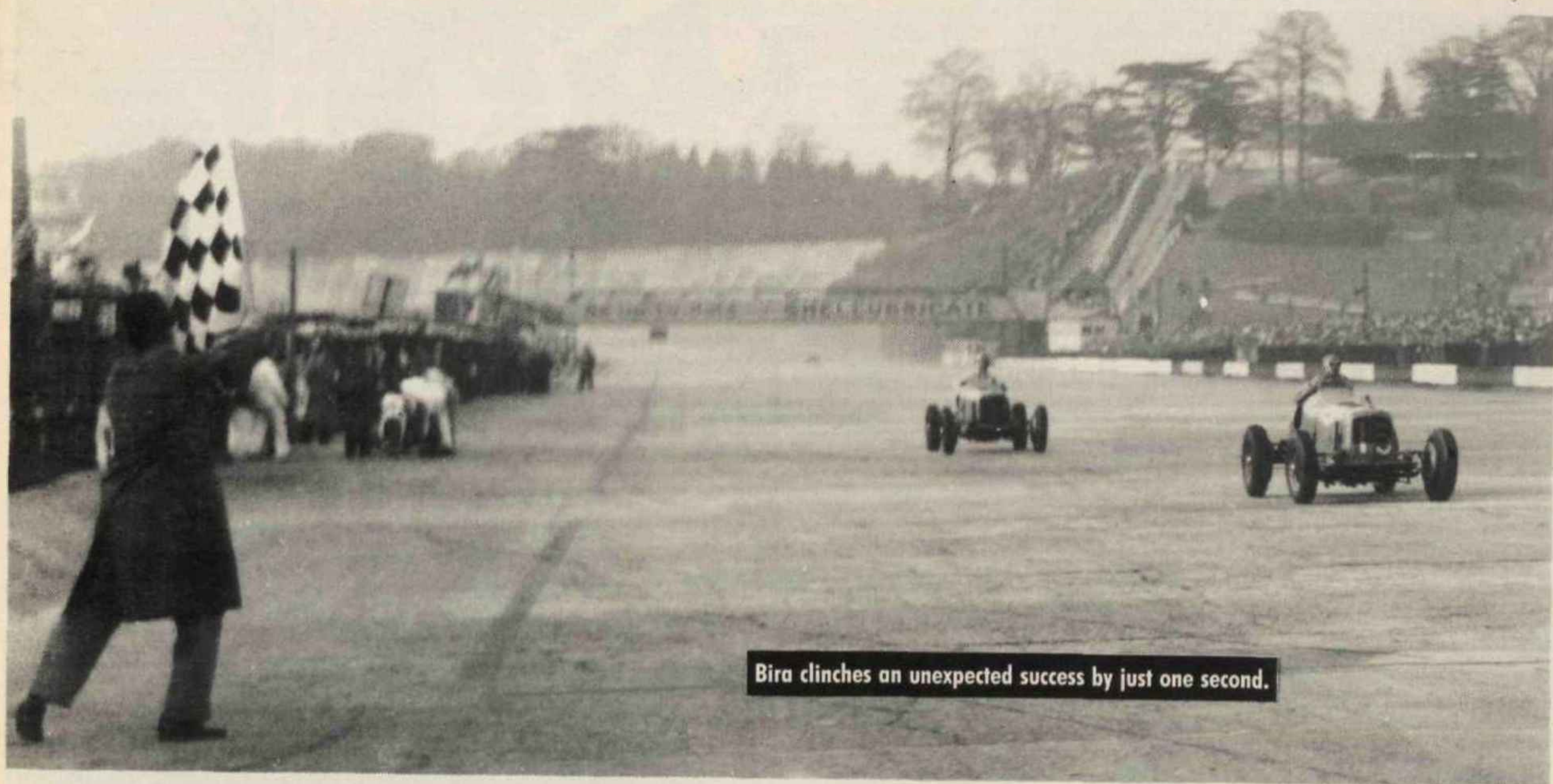


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Bira clinches an unexpected success by just one second.

The plug that fluffed . . .

It is interesting to look back at certain moments from motor racing's past and recall incidents or episodes which may not have been appreciated as they happened, or may be new to those who follow racing today.

The JCC International Trophy Race at Brooklands in 1936 had a most exciting finish — perhaps the most exciting seen for a long time at the Weybridge Track. In those distant days Prince Chula's "White Mouse" Stable entries driven by his young cousin Prince "Bira" and the works ERAs, led by Raymond Mays, were a feature of many meetings.

For this particular long-distance event, cleverly handicapped by using bends of differing severity at the Fork to even out the potential of cars in different capacity classes, Prince Chula was running the ERA "Romulus"

which he had given to Bira on his 21st birthday, and Mays was driving one of nine other ERAs. Bira took the lead after 16 of the required 100 laps but when he came in to refuel on lap 70, Mays went ahead. It seemed then that the Bourne ERA must win this 260-mile battle, as Mays had made his refuelling stop earlier in the race. So Chula settled for Bira taking second place.

Then it began to become dramatic. Insufficient fuel had been put into the tank of Mays's car, and Bira was cutting down his lead and Mays had to stop again. In the intensity of the situation he overshot his pit, then a few churns-worth of fuel were hurled into the tank and the green ERA roared off. But Bira was by then 16 seconds ahead, with only eight laps left. However, Mays was in great form as he

pursued the blue and yellow ERA round the clockwise JCC circuit. On the last lap it looked as if the green car would overtake the blue one and reassert Mays's lead. All eyes were focussed on the Byfleet banking and there, close to the top, Mays overtook Bira.

But it wasn't over! Mays's car faltered momentarily on the Railway straight, and the crowd that had been clicking stop-watches dramatically gasped as, by a fine piece of slipstreaming, Bira closed right up, then pulled out and roared back into first place. Some 6500 rpm had momentarily cooked a plug in Mays's engine. But it recovered and up the finishing straight to the chequered flag he made an immense last effort to catch Bira, only to lose by one second after 260 miles of this intense motor racing. Bira's average speed was 91.00mph, Mays's 90.99!

That was exciting enough. But in Chula's pit it had been even more exciting. Because, very honestly admitted in his book *Brought Up In England* (Foulis, 1943), the Siamese Prince who



Mays leads Bira before the dramatic turn of events later on.

normally managed his racing with military precision, had made what he sportingly called the greatest blunder of his career, as pit-manager, believing that when Bira came in to refuel Mays was a lap ahead, whereas both ERAs were on the same lap. Thus even when Mays was obliged to stop a second time for fuel, Chula still thought he was a lap ahead and that there was no point in speeding Bira up. It was Humphrey Cook, of the works ERA team, who informed Chula of his error. There have been other instances of similar chivalry in motor racing, but not many! One sees little of it in modern F1 racing. . .

At Brooklands that day there were then but five laps to run and Bira was puzzled to receive the "go-faster" signal (in Siamese characters!) But he never disobeyed Chula and so did what he could; he had a lead of only 10.8sec. It was not enough. It took Mays the four remaining laps to reel in and pass Bira, and had that plug not fluffed, he must surely have won.

If Chula had not made that uncharacteristic mistake on his lap-chart, with which he was being helped for the first time by his old friend Banyen, if Mays's engine had given full power throughout the last mile or so. . .? These are the *ifs* that help to make our sport so fascinating. . .

THE VITAL STATISTICS

●For the mathematically-minded, Mays stopped to refuel at 50 laps, when two seconds behind Bira, which took one minute and lost him two places, and 1 min 42 sec on the other ERA. Bira's refuelling stop at 70 laps of the 100-lap race also took one minute, Mays going past; Prince Chula wrongly thought a lap ahead, whereas both cars were on the same lap. Mays's second stop for fuel, on lap 92, when he had a lead of 22 sec, took 23 sec, to fling in ten gallons, but he had also overshot his pit. Thereafter he closed the gap on Bira, from 14 sec to 12 sec, 10.8 sec, 6.8 sec, and 3.8 sec. That was enough. On the last lap Mays had washed out the 11 sec. advantage he had given to Bira by his second refuelling stop, and he passed him on the Byfleet banking, only to be repassed when the engine of his ERA faltered. One second separated the two ERAs at the finish after 2 hr 52min 29 sec racing, Bira winning in R2B from Mays in R4B, both then with 1½-litre engines. **W B**

There is another interesting side to this race. Prince Chula says his lap error was caused because of a misunderstanding with the race officials, who accused Bira's pit of having too many mechanics helping with the refuelling. No race report I have read, including our own, makes any reference either to Chula believing Mays to have a lap advantage over Bira or of this argument with the officials. It seems that the "fuss and argument" went on for some time, long enough for Chula to disregard his lap-chart. Yet Bira was allowed to continue, so presumably the excess churn-wielders were recalled in time, because I cannot believe that even a Royal Prince of a friendly country would have been permitted to disobey such rules, in

such a crucial race, and Bira was neither disqualified nor penalised in any way. Another of those ifs and buts of motor-racing. . .

There are one or two other aspects worth recalling about this close-fought, dramatic race. The winner Bira, who must have been quite exhausted after a duel lasting nearly three hours, was due to appear on the BBC's *In Town Tonight* programme, due to go "live" at 7.30pm. Bira had first to say a few words into the track microphones and receive congratulations, before leaving for the London studio. The BBC had sent down a chauffeur-driven Daimler but the two Princes decided to use their own car, presumably Bira's Derby Bentley. They had only about 1¼ hours for the dash to the metropolis, Bira still in his overalls, eyes ringed by his goggles, with a script-girl beside him. They arrived only slightly late and the Daimler wasn't far behind.

The *Autocar* had decided to obtain aerial photographs of the race, taken by *Flight's* photographer John Yoxall, from T B Andre's DH Leopard Moth "Silentbloc", flown by the well-known Comet racing pilot Ken Waller, who was Brooklands Aviation Limited's Chief Instructor. This presented difficulties, because low flying over the track during racing were frowned upon. So they took off 10 minutes before the race started, got pictures of the car parks and the racing cars lining-up, ventured one shot more, after the race was on, then waited for a gap in the field before coming in to land.

Dare I end with a silly joke? Someone remarked that the week before all this Bira (who was a sculptor) got a bronze in the Academy. "Why that's nothing," said his friend, "last week I got a silver in the Land's End." **W B**

In Australia the person who has the ex-Cholmondeley Tapper T37A Bugatti with Ballamy ifs, is restoring the ex-Johnnie Wakefield 6CM Maserati which was raced here in 1937/38 and went out to Australia in 1940. It was in pieces and was never assembled but the body, dashboard and seat were used for the famous Australian Kleinig Hudson Special. After trying to buy this car for three years it has now been acquired by the Bugatti's owner, so he says he had a happy Christmas! He would now like photographs of the car, to assist with the rebuild.

Another reader is researching the ex-Porter Hargreaves, Jackie Astley, Ivo Peters, Ken Miles 1935 TT Replica Frazer Nash which was known as the "Electron" car due to its original lightweight doorless fabric body and raced before the war at Brooklands, Leinster, and in the 1936 Limerick GP, etc. Photographs of this car are sought. Letters can be forwarded.

Onto heavier steamers, the National Traction Engine Club continues the good work it has done for many years and issues an excellent quarterly magazine *Steaming*. The annual subscription is £12 and the Membership Secretary is J Cook, 25 Ripon Drive, Sleaford, Lincs NG34 8UF.

The *Journal of the Morris Register* continues to be as interesting as ever, edited by Harry Edwards, the last issue containing an

CARS IN BOOKS

From *Leap Before You Look* by Aiden Crawley (Collins, 1988) we learn that when he was at Farnborough School in Hampshire, part of the playing fields of which had been requisitioned by the War Office during the First World War for the use of the RFC, the former tunnel to them from school to field being blocked up, he would sometimes be driven by one of the headmasters quickly up to the Hartford Bridge Flats in an Austin 20, of which the master was very proud. There he would put his foot down, and with the boys telling him what the speedometer registered, the car, which must have been an early model, might do 50 before the bend and there was a possibility of it just showing 60mph on the flat (years later DSJ and I used to use the Flats for similar bursts of speed, me in my Chummy A7, he on his Norton, with me on the back. But I do not recall a bend on this road, over which the 200hp Darracq and the racing Sunbeam had been tested in much earlier times).

Aiden Crawley (whose very full life the book reveals in fascinating style, including action in the RAF and escape from a German prison camp) recalls that in April 1914 his Uncle Ernest travelled to Bishopsthorpe from London in a new Sunbeam tourer and that soon afterwards Archbishop Cosmo Lang bought a Wolseley, in which he liked to go for long drives in the old car, sitting on the back seat with the author and a girl-friend he had been invited to bring, covered in rugs. Around 1928 Lang used to persuade Crawley to borrow an Alvis belonging to his London flat-mate Anthony Winn and, slipping out of the back door, dressed like Sherlock Holmes, having dismissed his chaplain, be taken for evening drives, happy to see the car let out along two straight stretches on the Dover road, where they reached 80mph a Silver Eagle, maybe?

The first of the many aeroplanes mentioned is an Aeronca owned by Max Aitken which, when being flown by barrister Roger Bushell, overshot the field in which they were landing on Romney Marshes, went through the hedge into the road and demolished the "To Dymchurch" signpost. Aiden Crawley was taught to fly in an Avro 504 at Hendon, around 1938. But read it for yourselves. (ISBN 0-00-217950). **W B**

article about the Military Morris Eight, for example (to match that about military A7s in a recent issue of the Austin Seven Clubs Association journal) with 20 pictures of these Army Morris.

The popular and well-established Yeovil CC's Bristol-to-Bournemouth Vintage Vehicle Run is scheduled for June 14 this year. It involves a 97-mile route, and is open to all pre-1940 cars, motorcycles and commercial vehicles, if the last-named weigh not more than four tonnes. Period costume is encouraged and the entry-fee per vehicle is £25, £20 for Yeovil CC members. Entries close on April 1st; details from A Davidson, 63 Abbots Way, Yeovil, BA21 3HK. **W B**

Further to the reference last month to the mystery Brescia Bugatti single-seater, David Sewell of the Bugatti Trust tells us that it is probably the car raced at sand meetings, for which purpose its engine was converted into a supercharged 1100 cc power unit and the chassis into a single-seater by sawing off the nearside engine bearers and gearbox mounts. It is believed still to exist, except for some body parts, in South Africa.

Aeroplane Monthly had an interesting picture of a Chummy A7 towing a trailer containing a Scud I glider, with the E D Abbott factory at Farnham in the background, in an article on L E Bayens, creator of these gliders. The Abbott coach-building concern was well-known in motor racing circles, making the body for the Abbott Nash, for instance.

The Vintage Motor Cycle Club, which now has more than 11,000 members, announces that its well-established Banbury Run will be held on June 21, and the VMCC International Assembly at Cheltenham on June 12-14. Sec, Mrs Ann Davy, VMCC Ltd, Wetmore Road, Burton-on-Trent, Staffs DE14 1SN.

Lord Montagu's National Motor Museum at Beaulieu celebrates its 40th Anniversary this year, for which several special events are planned.

We are pleased to announce that MOTOR SPORT is again awarding the Brooklands Memorial Trophy and £950 in prize money on a points system at VSCC race meetings, for pre-war (ie Brooklands period) cars.

The 750 MC is trying to trace the full history of the Cooper Special built by John Cooper and sold by him in 1937, when it had a supercharged engine. The car was driven to the 750 MC's Abbey Hotel Meeting in 1958. But where was it between times?

The Club Bugatti France is holding the Bugatti International Rally, starting from Le Mans, between June 23rd and June 28th. We are glad to hear that the same Club had its annual Montlhéry event last March, which suggests that, although the Paris track is under threat, more of its fabric remains intact than can be said of Brooklands.

Reader, Graham Harding, who is running his father's last car, a 1941 Rover 3500S, is hoping to trace that gentleman's history. He ran the West Parade Garage in Lincoln before the war, financed by his father, an architect who ran a Model-T Ford in the early days. Harry Harding is thought to have ridden a Velocette in an IOM Clubman's TT and to have raced Morgans at Brooklands, although we have no record of this. He later owned a 1902 Beeston Humber and an Achilles, veterans sold respectively to James Allday and Douglas Fitzpatrick. He is believed to have built cars of his own make at the Lincoln garage; but what were they known as?

Apparently he owned a T35A Bugatti, believed to have been sold to de Ferranti, and an FWD Alvis, K-4444. He met his motorcycling wife when the lady was stranded at the

roadside with her Morris bullnose. Mr Harding served with REME during WW2, then returned to Lincoln. He died in 1978. His father had built 21 lock-up garages in Wragby Road in 1921 which were turned into houses by 1979; there was a rumour that during WW2 four pre-war GP cars were stored in one of the corner garages then, prior to shipment to the USA. If anyone knows anything, letters can be forwarded.

Rounds of this year's Inter-Register Contest, an idea which originated in these columns, in which some of the one-make clubs for the older cars pit themselves against one another, are due on May 3 (STD Register), July 19 (Alvis Register), September 6 (Crossley Register), October 4 (Riley Register), October 18 (Fiat Register), and October 28 (Austin Ten DC), the Humber rally having been held in April. Variety enters into it, the events including rallies, treasure hunts, driving-tests, a scatter rally and a Christmas night rally, in various parts of the country.

The Haynes Sparkford Motor Museum near Yeovil is opening "The Morris Garages Ltd" Restoration Workshop on April 8.

We said elsewhere that Montlhéry near Paris, the steeply-banked track built in 1924, which will have a rally with an Austin-Healey theme there in June, is under threat. We now hear that in the hope of attracting the French GP there in 1996. Reconstruction has been agreed to and this will entail demolition of the banking, except for a section of it to be retained as a memorial; no doubt a far smaller section than exists of the Brooklands bankings, which are the subject of a protection order. How very sad!



Keith Hill's Crouch-Helix won the Herefordshire Trial outright. Other results are published below.

In our "stop-press" report of the enjoyable VSCC Herefordshire Trial last month we were only able to find space for the top results. Those who won Second-Class Awards were R Firth (Riley), D Pearce (MG), S Welch (A7), J Green (A7), Mrs Diffey (A7), P Weston (A7), P Tebbett (Riley), N Garland (Alvis), B Collings (Bentley) one point ahead of his father R Collings (1903 Mercedes), and C Hamilton-Gould (Ford). Third-Class Awards went to P Evans (HRG), C Gray (A7), J Diffey (A7), D Lee (Salmson), R Clark (HRG), R Odell (Riley), T Wellock (A7), R Marsh (Morris), D Marsh (30/98), and D Davies (Alvis), the fine weather beforehand having made this an expensive, but memorable, event for the Club. Points ranged from the winners' 274 (four tied) to 241.

The Bugatti OC is combining with the VSCC to hold its Spring Rally at Wiscombe Park, Devon, on May 8/11. The Classic Meeting at Prescott, with a Cavalcade of Bugattis, occupies May 31, and other Prescott hillclimb fixtures are the garden party and *Concours d'Elegance* which will conclude the Summer Rally of July 17/18, and other Prescott meetings include the MAC/RAC Championship on May 2/3, the MAC Championship climbs on June 27/28 and the VSCC meeting on August 1/2. The Hillclimb Driving School has courses between May 20 and September 2, using the cross-over course for two of them. Secretary: Susan Ward, Prescott Hill, Gotherington, Cheltenham, Glos GL52 4RD.

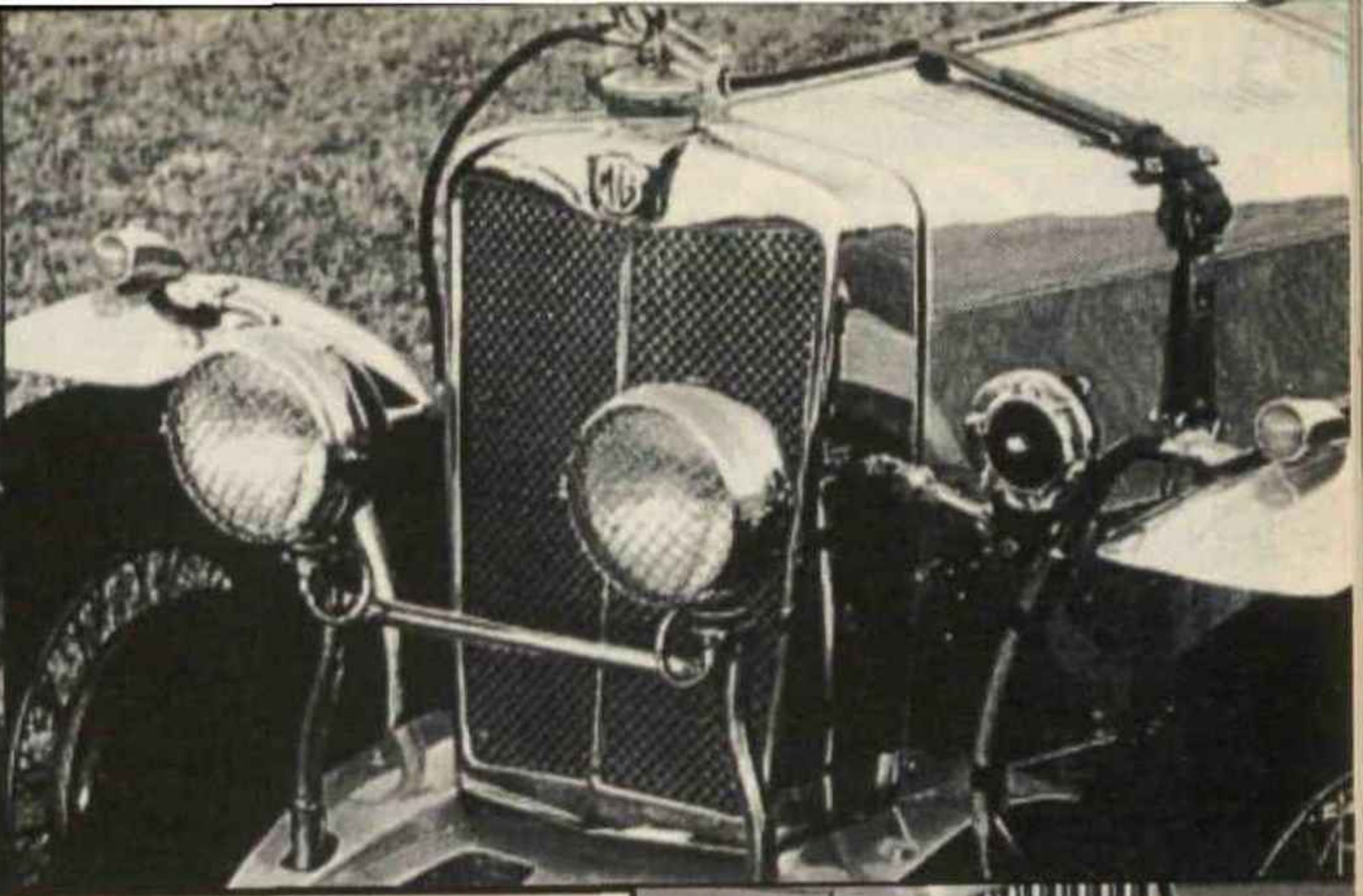
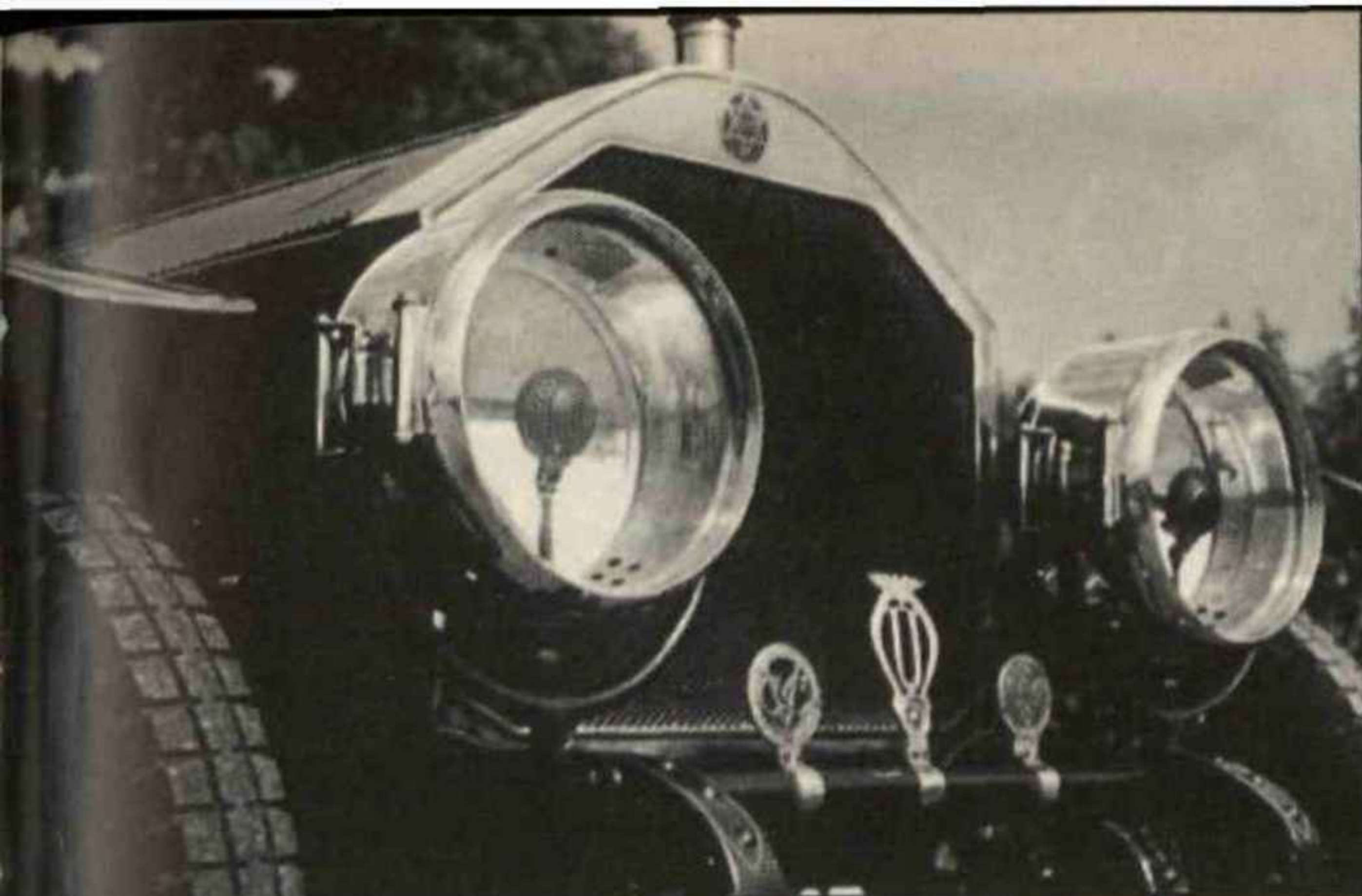
The Classic Marathon organised since 1988 by Philip Young will be sponsored this year by Mitsubishi, to celebrate its 75 years of car manufacture. For pre-1966 cars, divided into 11 classes, this great adventure takes in Alpine Passes, and runs through Holland, Belgium, Austria and Italy, after starting on June 6, from London's Tower Bridge. Early entries have closed but those at £1400 per car can be taken up to May 1. Rally Office: Classic Marathons Ltd, 85 St John's Road, Tunbridge Wells, Kent TN4 9TU (0892 524746).

The February edition of the Daimler & Lanchester OC's magazine *The Driving Member* contained a history of the 1900 hot-tube Daimler EX10, which took part in recent Brighton Runs and the 1989 American New London to New Brighton Run, an explanation by Dr F W Lanchester about the early days of the three famous Lanchester brothers, Henry Sturmeys' preparations for his 1898 End-to-End run on a 4hp Daimler, and a description from *The Automobile Engineer* of the 2½-litre and 4½-litre V8 Daimler engines, of which the latter would surely make a fine power-unit for a hybrid sports car? The front cover depicts a Daimler fire-engine used in Edwardian days by the Aldershot volunteer fire-service and a big racing Daimler said to be a Targa Florio car, probably from the 1907 race, although the race number does not conform. Some 53 new members, six with pre-war cars, have enrolled since last December. The membership secretary is John Ridley, The Manor House, Trewyn, Abergavenny, Gwent, NP7 7PG and the International Rally will be held at Stansted Park on June 14. **W B**

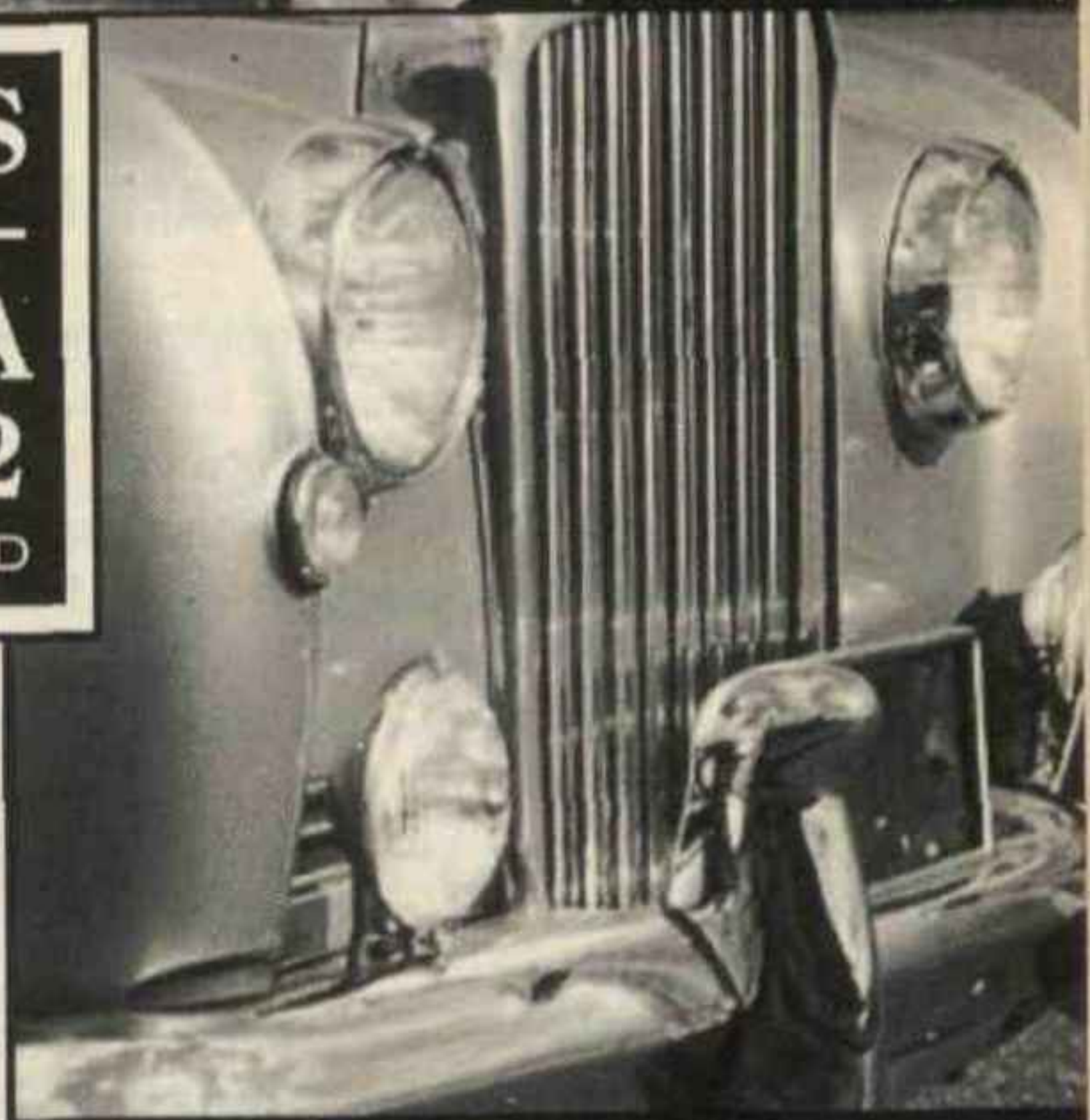
TAILPIECE



Speed limit? Depends which side of the road you happen to be driving on. Spotted in the Cotswolds by reader PT Hezzell-Moody.



COLLECTORS' MOTOR CARS
 — AND —
MOTORING MEMORABILIA
SATURDAY, 20TH JUNE 1992
 AT THE BEAULIEU MOTORING NOSTALGIA WEEKEND



CHRI**STIE'S** will return to Beaulieu for their annual Summer Sale which this year is being held during their weekend of Motoring Nostalgia.

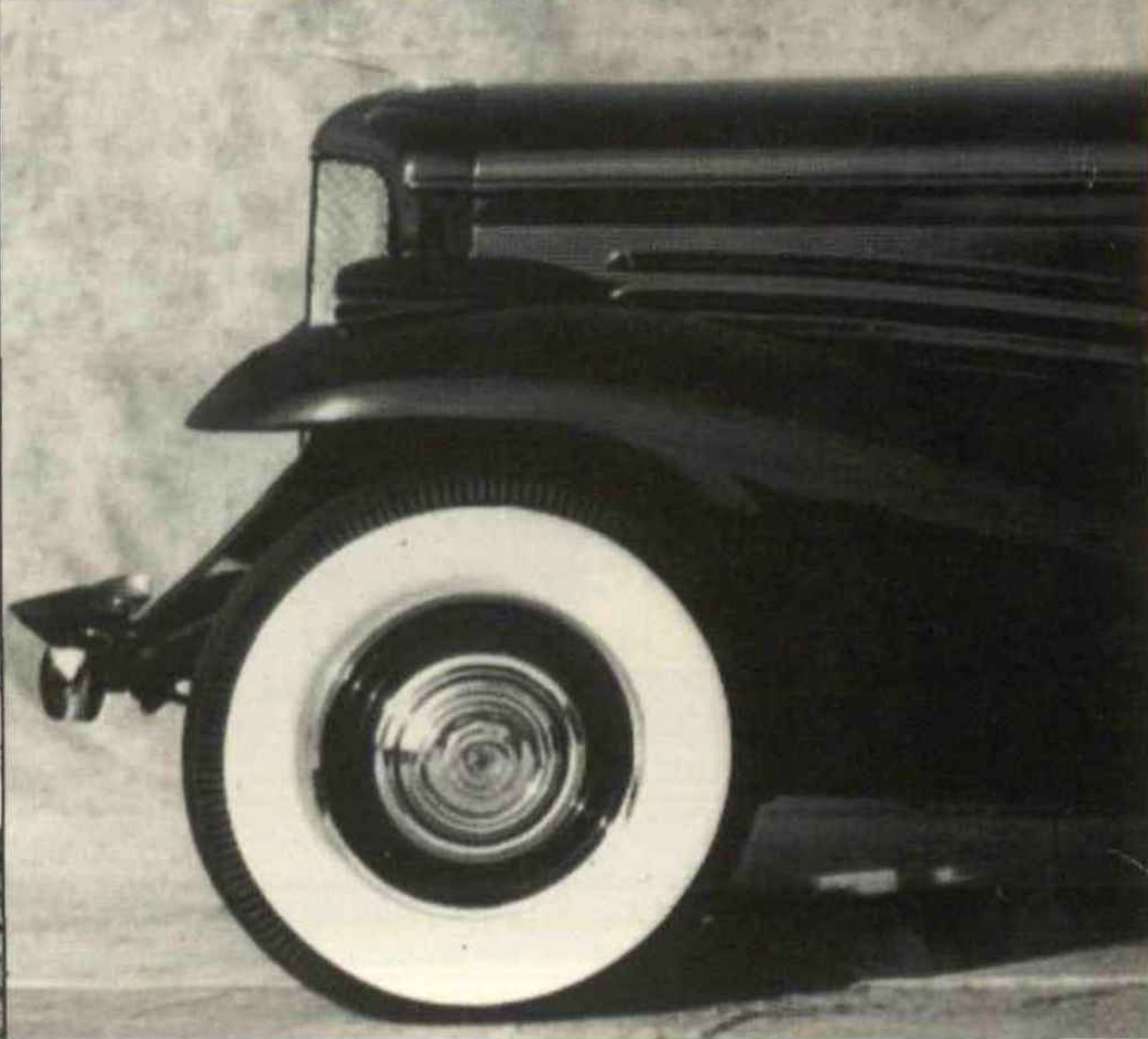
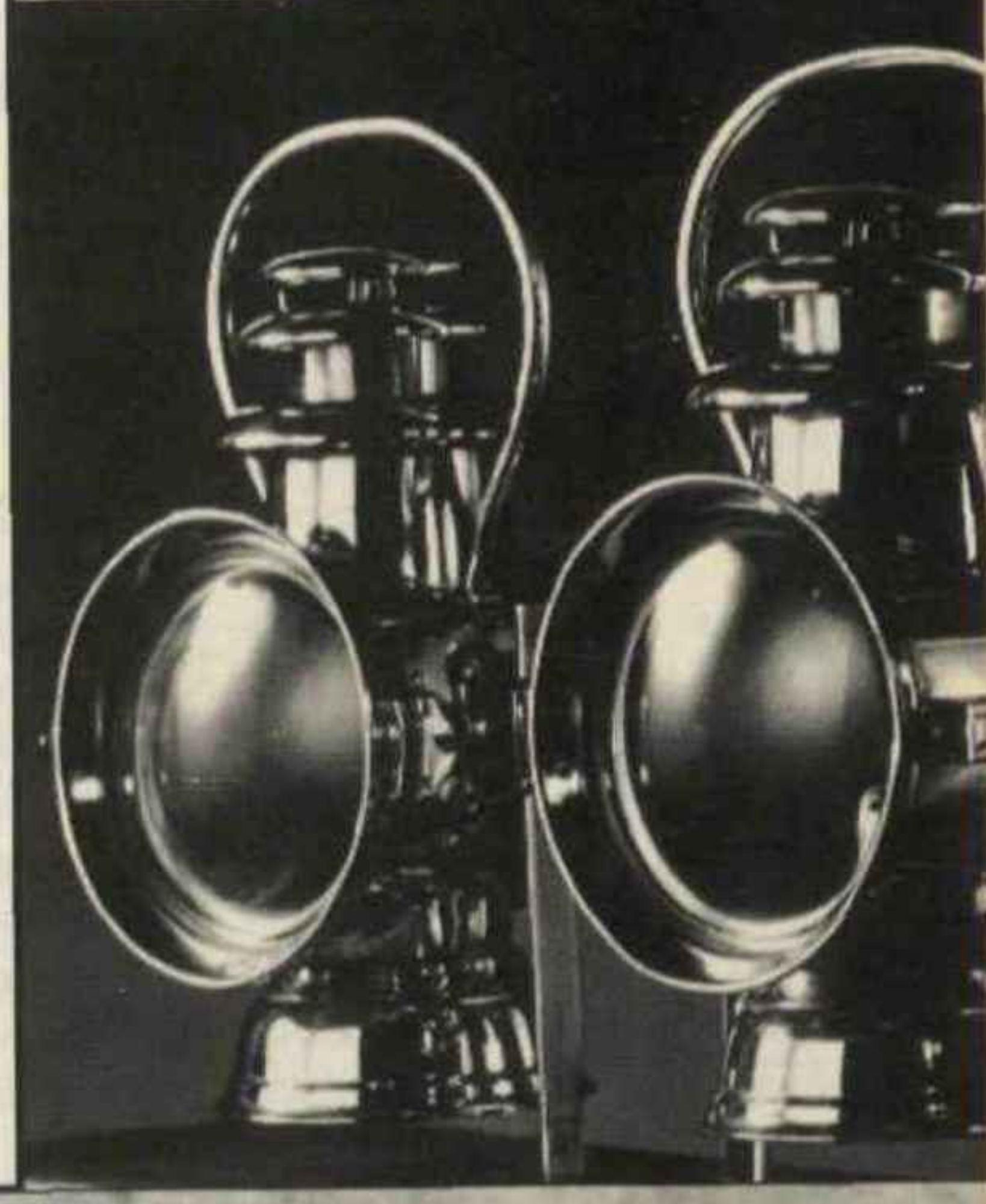
Entries are currently being accepted. For further information or a catalogue (£15 post paid), please contact Brian Cole, Miles Morris or Samantha Sorrell on (071) 389 2138.



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Riley Result

Sir,

You may be pleased to know that my recent letter in the January edition, "The Life of Riley", produced a result.

A friend of a lady whose late father purchased the vehicle when new in 1933 remembered the Registration Number OC99.

This lady kindly sent me a most interesting letter and would appear to still have in her possession cups, etc. won by her late father in Pre-War Rallies with the car.

Thank you MOTOR SPORT!

**Clifford H Williams,
Bristol.**

Babs and the Beach Hotel

Sir,

Mr Belcher's letter raises two points of interest to the Brooklands Society and all those who wish to see the successful growth of the Brooklands Trust and the Museum it manages.

On a number of occasions Babs has been in action at the Society's annual Reunion at Brooklands to the great delight of spectators and it is to be hoped that it will be possible to repeat this. It would be a great pity if Babs became yet one more car that never leaves the confines of a museum.

The Brooklands Museum is still at an early stage of development and there will be few who will not agree with Mr Belcher that the story of Parry Thomas and other great Brooklands men and women, some of whom lost their lives in the race for more speed at the centre of Brooklands history, must be told.

**K R Day,
Surrey.**

College Cars

Sir,

Having read your article on the 1991 veteran Run in the December issue I find myself unable to resist putting pen to paper (so to speak) because of your words about Greville Neale being a student of Loughborough College. Being a graduate of that august establishment myself (1952-57 Auto Eng) your article brought back many happy memories. In fact I knew of Vaughan Skirrow; didn't he drive a Chain Gang

FN in those days? I remember it having a rather distinctive exhaust note, although I cannot remember why.

There was also John Baker-Courtney and his black blown MG TC. He contrived to run it on LPG during the Suez crisis, but sans blower. Someone else had a white low-chassis 4.5-litre Invicta, another a Le Mans replica FN that you could hear coming from the other end of the town. Happy days indeed! I wonder where all those fellows are now? In those days I used to own a 1935 Riley Lynx 1.5 with slightly warmed-up engine. Later after graduating I obtained a 1937 Alvis Silver Crest with triple SUs and a massive fuel consumption. It was quite a strain to fill its 16.5-gallon fuel tank.

Now? I drive a very ordinary locally-built Fiat 131 with Regata-like body and 1600cc OHV engine and 5-speed gearbox. Good for 99mph and 31mpg but somewhat dull. Nevertheless vastly more comfortable than the Riley. One was young in those days; I remember driving about at night in freezing fog with the windscreen lowered, as otherwise it froze and we could not see out, except by sticking our heads out, whereby our faces froze. Arriving at a dance hall with both the driver and the girlfriend with ice on eyebrows created a stir, and later someone stole some of our petrol. Suez, remember?

**Dogan Karaosman,
Istanbul, Turkey.**

Delage Delights

Sir,

It was a great delight to read your article on the Grand Prix Delage. As the owner of the 1923 car I would like to make some comments.

Like Pomeroy and TASO Mathieson before you, you give the name of the Delage designer as M Plancon, but it is my belief, supported by all the references in French that I have read, that the great engineer's name was Planchon. Great indeed; as well as being the father of the Delage GP car he was also responsible for what have been argued to be the most successful hill-climb cars ever. Interestingly, he was also Louis Delage's cousin.

Planchon's V-12 engine design received the go-ahead at the end of February 1923, and it was

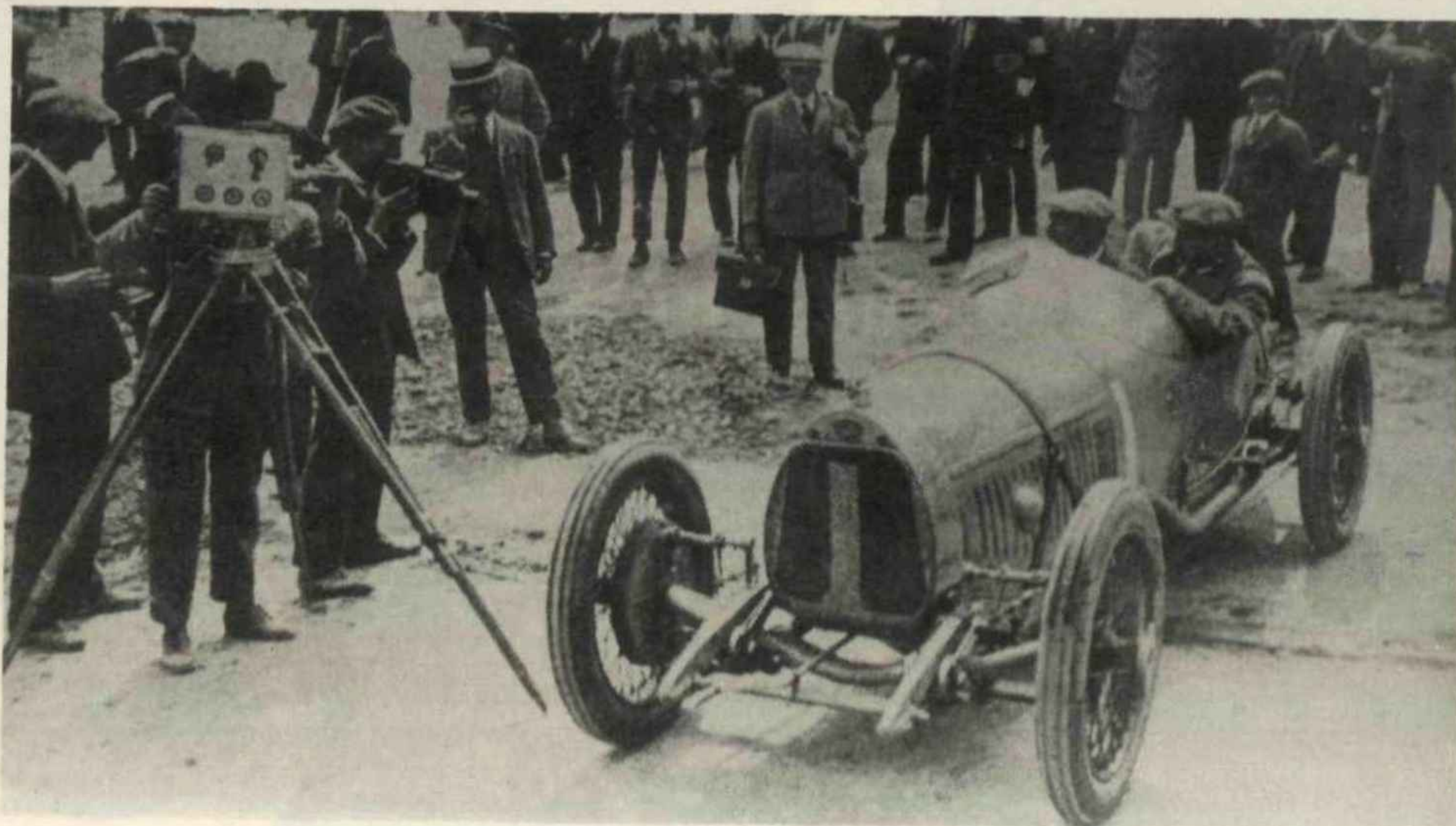
therefore constructed in some 120 days. Such a race against time was this that the new Delage never even practiced before the race. Imagine that today! The car's engine was revolutionary, being the world's first V-12 racing engine. The chassis, however, had been rumoured for some time, and had been tested earlier using another engine. We can therefore surmise that the chassis and body were conceived and designed in 1922; the torpedo-like shape of the tail is indeed more reminiscent of 1922 cars than looking forward to 1923 aerodynamics, which favoured pointed tails a la Fiat or Bugatti. To say, however, that Delage achieved a cleaner outline for 1924 is unfair. The 1923 car was sleek and extremely well streamlined. It had a lower radiator than the 1924 car (unique for Delage in being horseshoe-shaped like a Bugatti) and was appreciably narrower, particularly around the cockpit. Although a front apron was not used, all the front chassis members were faired-in, using balsa and tape. Even in terms of weight, at 13cwt the 1923 car was lighter than subsequent versions.

We were told that Thomas retired in 1923 because a stone ruptured his petrol tank. There is no evidence of this on the tank today, and indeed it would seem to be so strong as to be bullet-proof. Furthermore, it is in a well-protected position. Funny how Delage had a 'fuel tank' problem so often; see also the retirements in the 1924 San Sebastian GP and in 1925 at Spa. I don't think Delage liked admitting mechanical problems. Another report gives the reason for the 1923 retirement as cooling problems (probably oil) and I think this may be closer to the truth. Certainly for the 1924 season the engine oiling system was extensively modified, and even thereafter the engine was known to be fragile at prolonged high revs. In 1924 the Delages ran on higher gear-ratios to save their engines.

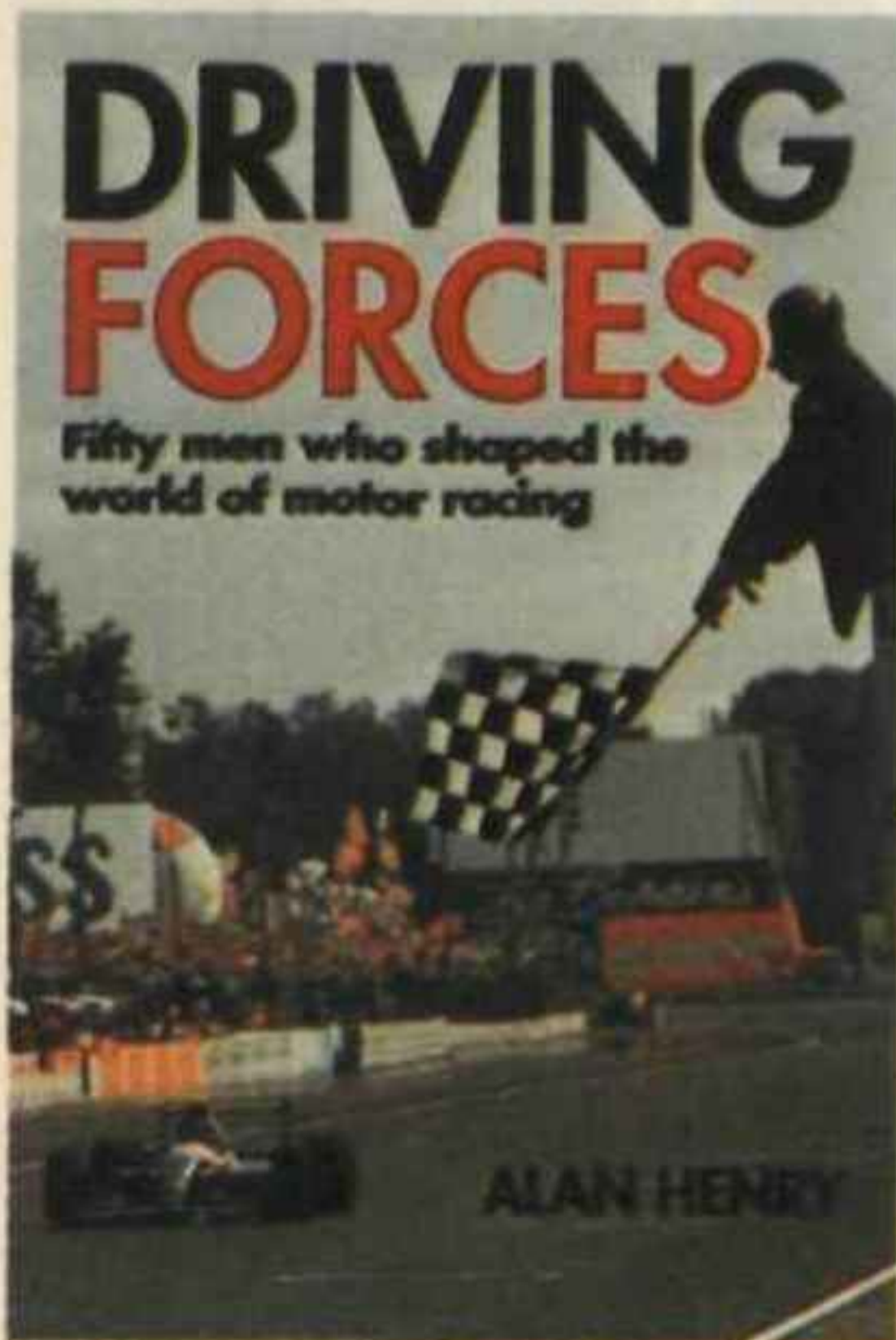
The 1923 GP car can hardly be described as a successful competitor. It was however, a prototype, and was the forerunner of a series of cars which swept all before them. It is a bizarre twist that this car is the only one of the GP Delages in regular competition use today, albeit with a different engine. For some, success comes later in life!

**Alexander Boswell,
Newport Pagnell, Bucks.**

The advent of the 1923 V12 Grand Prix Delage (see Alexander Boswell's letter).



BOOKS



Driving Forces, by Alan Henry. Patrick Stephens Ltd, £14.99.

This book is well written and researched, as one expects from this meticulous author. Having said that, it's really a pot-boiler, isn't it Alan? Intended to cover "50 men who shaped the world of motor racing", one feels that although all those included did so to a greater or lesser degree there are some odd omissions, so that either more should have been included or some omitted. There is no reference to Ernest

Henry, for instance, who pioneered the 16-valve overhead-camshaft racing engines, with which Peugeot was so successful before the First World War, nor are Louis Coatalen's quite considerable and sometimes innovative contributions to racing described.

Henry admits that he had a good-natured tussle with his publisher when excluding some of his nominees, which doesn't surprise me, and he offers his final list as purely subjective. Anyway, you cannot cover such notable personalities in three pages each. What I can say is that this book, running from J C Agajanian to John Wyer, will provide a good read and some interesting new facts, before it is put on the shelf as a quick-reference volume. Of the people it deals with, of course Sir William Lyons gets a place, but of his devoted engineer William Heynes, who designed those wonderful straight-six twin-cam engines with which so many Jaguar competition successes were gained, not a word, and the book is out of date in saying Jaguar set out 40 years after dropping the SS tag towards building its brave new

world as we know it today, with no reference to the Ford takeover.

H F Locke-King might have been included, without whom there would have been no motor racing in this country from 1907 to 1933, and Charlie Cooper could not have "built up a Bugatti T34 for Kaye Don", because the Type 34 was a 16-cylinder aero-engine. The chapter on Raymond Mays says that Ettore Bugatti gave Mays a Brescia Bugatti "in recognition of his smashing of the outright record for Shelsley Walsh at the wheel of the Hillman" — but no Hillman ever held the Shelsley Walsh record. . . A book not up to Henry's previous high standards. **W B**

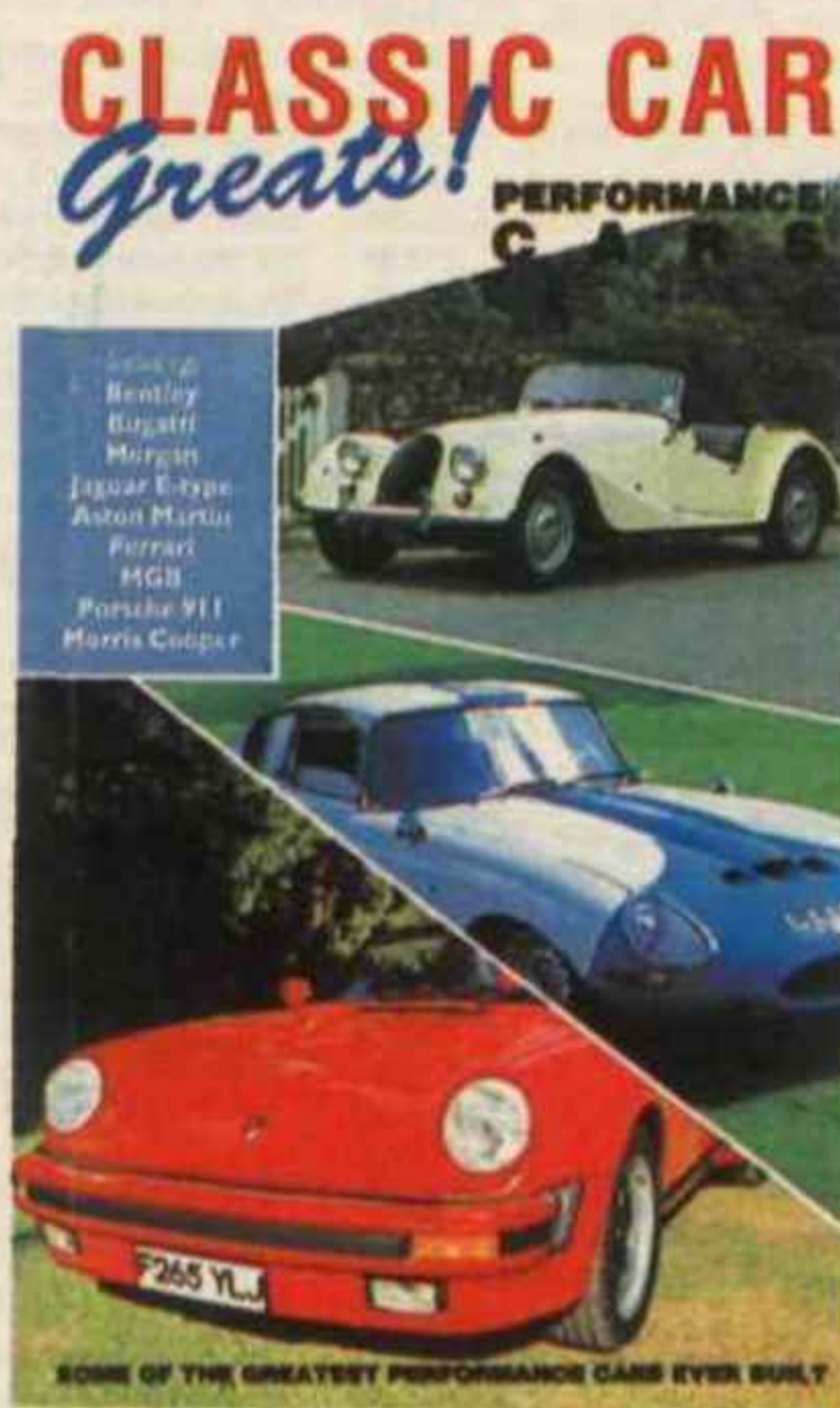
for me were seeing in action at Le Mans in 1929 the Stutz I drove for MOTOR SPORT some years back, the Embiricos Bentley competing there in 1950, and footage of Jaguar's E1A prototype on test.

Editing, commentary and technical quality are good, except for some very dim inter-war footage. It made me want to investigate their other titles, which is of course the intention, though I don't think I'll bother with Ferrari Frenzy, in which incompetent owners spin off during a parade, or charade, around the Nürburgring in their 328s. **G C**

Videovision's 1991 Shell British Open Rally Championship. Duke Marketing, £10.99.

The rapid maturity of Colin McRae is the centrepiece of this video. Coverage of five of the seven rounds in the 1991 Open shows his successful challenge to Russell Brookes, who eventually had to settle for being runner-up to Britain's new rally star in his Subaru. Well-produced, with a clear commentary and some in-car footage from Mark Higgins' Nova. **G C**

VIDEOS



Classic Car Greats. PP Publishing, £10.99.

Videos are a booming business, and this compilation draws attention to the PP Publishing range. In 50 minutes it effectively trails some 15 other videos, but offers a well-chosen and well-knitted together selection of highlights which makes one interesting package.

Starting with some pre-WWI racing, it goes on to feature Bentleys at Brooklands (1930) and Le Mans (1929), Jaguars at Le Mans in the '50s, GTO Ferraris and E-types scrapping in the '60s . . . Salvadori and Sears, Hill, Moss in a C at Dundrod, Clark flinging a 356 Porsche around in pouring rain; a wide variety of action.

And that's the first half! It goes on to some marque profiles (Morgan, 911, MGB) and some "historic historic" racing: PP also offer '60s and '70s vintage action on tape. Highlights

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- THE ALFA ROMEO TRADITION: Creators Of The Legend by Griffith Borgeson. An appreciation of the cars and the men who built them. 208-page history. 250 b/w and 120 colour photos. Was £35. **£17.95**
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- COMPETITION DRIVING by Alain Prost and Pierre-François Rousselot. Thorough 192-page book, featuring driving techniques, testing and setting-up, racing etiquette, how to become a champion and physical preparation. Was £14.95. **£4.99**
- GRAND PRIX DESIGN & TECHNOLOGY IN THE 1980s by Alan Henry. Published in 1988, an in-depth study of technical development in Formula 1 designs of the 1980s, an era of innovations, aerodynamic ingenuity and aerospace materials. 189 pages, many illustrations. Was £16.95. **£7.99**
- FERRARI: The Grand Prix Cars by Alan Henry. Second (1989) edition of thorough history of Ferrari Formula 1 cars. 352 pages. Was £17.95. **£7.99**

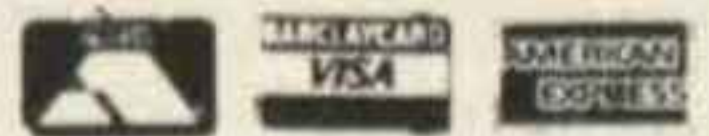
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Female intuition

Sir,
As a female follower of a predominantly male sport, I would love to see a woman driver making a name for herself in the upper echelons of motor racing.

Having said that, I feel I must add my name to the long list of critics who have carped about Giovanna Amati's accession to Grand Prix racing.

Formula 1 should be reserved for the world's fastest 26 drivers, not the richest 26.

**Christine Finch,
Warrington.**

Steer clear

Sir,
After reading the letter from JM Heward in your March issue, I would advise your readers to bypass Guildford lest they should encounter him on the public highway . . .

**Steven Long,
Farnham.**

Spy menace

Sir,
A recent national newspaper article on police spy cameras suggested that plans were afoot to install such apparatus the length and breadth of the land. The intention, apparently, is to make speeding, and I quote, "as anti-social as drinking and driving".

How ludicrous can you get?

Quite plainly, anyone who climbs into a car whilst intoxicated deserves to be caught and punished accordingly.

Equally, somebody who raced past a junior school at 60 mph at four in the afternoon should also have their licence put through the nearest shredder.

What, however, is the harm in cruising at 90 mph on a motorway at three o'clock in the morning?

Nowadays, few cars are incapable of touring comfortably at such speeds. Yet if you are caught on an empty, three- or four-lane carriageway at that speed, the punishment is likely to be just as severe as that for travelling at 50 mph in a built-up area in the middle of the afternoon.

Patently, the judicial system in this country is iniquitous when it comes to motoring offences, and the advent of further technology to assist the police seems to me likely to make the situation worse.

**Graham Harris,
Bracknell.**

Lights out

Sir,
WB asserts in his otherwise thought-provoking new column (*Boddy Language*, April) that we should "rejoice" at the reliability of traffic lights in the UK.

Pardon my cynicism, but having a couple of sets of efficient traffic signals somewhere in the middle of Wales is hardly grounds for making sweeping generalisations of this sort.

In London, it only takes a heavy rain shower or two to exaggerate the usual traffic chaos as sets of lights fizzle out all over the capital. Near my south London home, there is a set of lights in which the green bulbs have been inoperative for the past four months. Those who don't know the area are quite often left sitting nervously at the front of the queue, unsure whether or not it's safe to progress. Several near-misses have resulted, as those further back prepare to accelerate or when the unfortunate victim of inefficient technology finally realises the situation and gets away as the lights flick back to amber . . .

I could ramble on with countless other tales of duff traffic lights in this great metropolis, but I know that you usually only reserve a page or two for readers' letters.

**Merrick Corfield,
Addiscombe.**

Light unfantastic

Sir,
With reference to WB's suggestion last month that British traffic signals are reliable, I suggest that he spends a month or two camped out at busy junctions in London.

That should be enough to make him revise his opinions.

From my own experience of commuting to and from the city centre over the past 10 years or so, I can assure him that they are anything but reliable.

**Gerald Purvis,
Wealdstone.**

Seeing red

Sir,
Has WB encountered a typical urban traffic situation in the past decade?

From his conclusion that traffic lights in this country are reliable (*Boddy Language*, April), I presume not.

**Tom Tyler,
Maidstone.**

Who does Hunt think he is?

Sir,
Having watched the BBC's coverage of the South African Grand Prix, I felt compelled to lift my pen to complain most strongly about James Hunt.

Who does he think he is?

This entire business of criticising Riccardo Patrese has simply gone on too long. Kyalami certainly was not the first time that the former World Champion – one who used to turn up to formal dinners dressed in tee shirt and jeans, I seem to recall – has been vociferous in his condemnation of the Italian. What has Patrese done to justify such blistering attacks, apart from drive in F1 a lot longer than Hunt?

Hunt spent an inordinate amount of time spouting off about the man who, after all, was running in second place and thus supporting his teammate who was leading. And unless my ears deceived me, poor Murray Walker was virtually at war with him trying to play down his outrageous comments.

This sort of thing might brighten up racing for some people, but it certainly doesn't for me. It's time Mr Hunt retired from commentating, just like he did from racing – partway through a season.

**Sam Collins,
Gainsborough.**

Winning hand

Well, I've given you a few months now, and I have to say that you win, hands down.

What am I talking about? Why, the new look you have introduced to MOTOR SPORT! When I saw the January issue I was convinced that there was no way you could keep up the good work, but you have proved me wrong. The magazine now seems brighter, more focussed and much more informative.

I particularly liked the article on Al Teague. Having met him at Bonneville last year I can say that your story captured him perfectly. The NASCAR feature on Richard Petty highlighted this colourful yet modest personality. It strikes me that the burghers of Formula One could learn a great deal from those good ol' boys down South . . .

**T Hughes,
Dunstable.**

Welcome back

Sir,
I must tell you how delighted I was to read last month of Steve Sydenham's decision to give Racing for Britain another chance.

I hope that the venture will be set up on a sound commercial footing this time, and that a whole new generation of talented young British drivers will get the chance to progress through the junior formulae in properly-funded circumstances. I know that this wasn't always the case in the days of the old RfB, but I've always been something of an optimist.

I wish those involved every success in getting the venture off the ground. Good luck to all of you.

**Matthew Barnes,
Walton-on-Thames.**

Police deployment

Sir,
I have every sympathy with the contents of John Strickland's letter in the April edition of MOTOR SPORT concerning speed and the use of police resources.

On a recent trip back from London on the M40, I saw five marked police patrol cars on the southbound side and one unmarked dark blue 4x4 Ford on the northbound lane. Could I ask therefore, since there is obviously no shortage of police on the roads of Somerset, Oxfordshire and Warwickshire that, at least 50 per cent of the resources be re-deployed back on the beat to police the *streets*.

I am still waiting to hear from the Warwickshire police as to what they propose to do concerning the entry to our property, smashing of the driver's door glass by one or more mindless souls, the theft of the car (a new XR2 Ford) and the wreck that was found a week later, on its roof in a back street in Walsall, stripped of its wheels, exhaust, radio, trim, with all panels and glass damaged.

This new car was declared a write off after only one month of ownership.

The crime rate in car theft will most certainly continue to rise with such lop-sided policing.

**Rod Perrin,
Warwickshire.**



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● 1935 MG PA, 2-seater sports. PB engine & close ratio g'box. Red with red int. Beautifully restored through out. Orig reg. No.....£17,500

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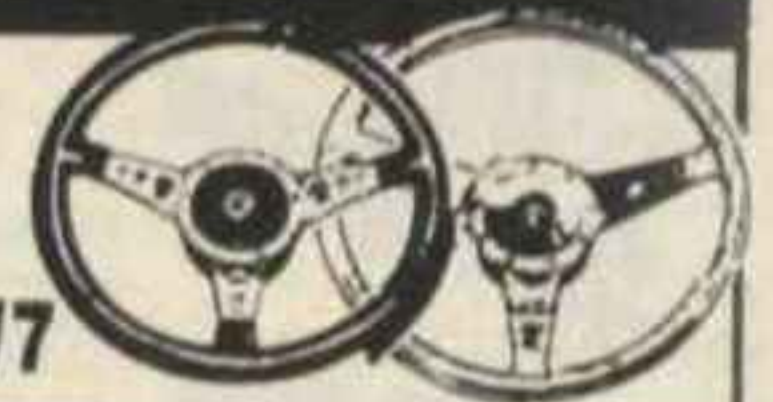
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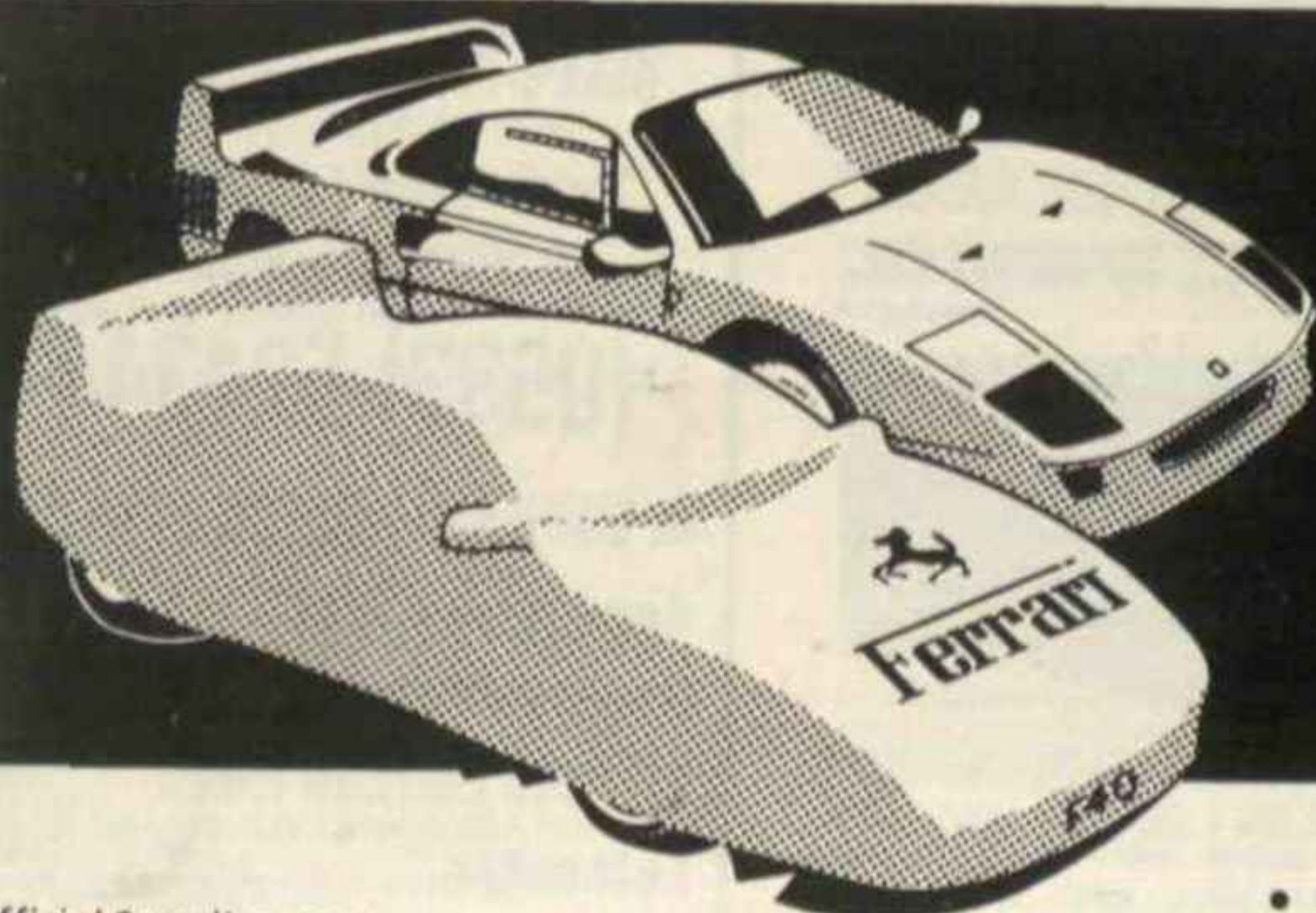
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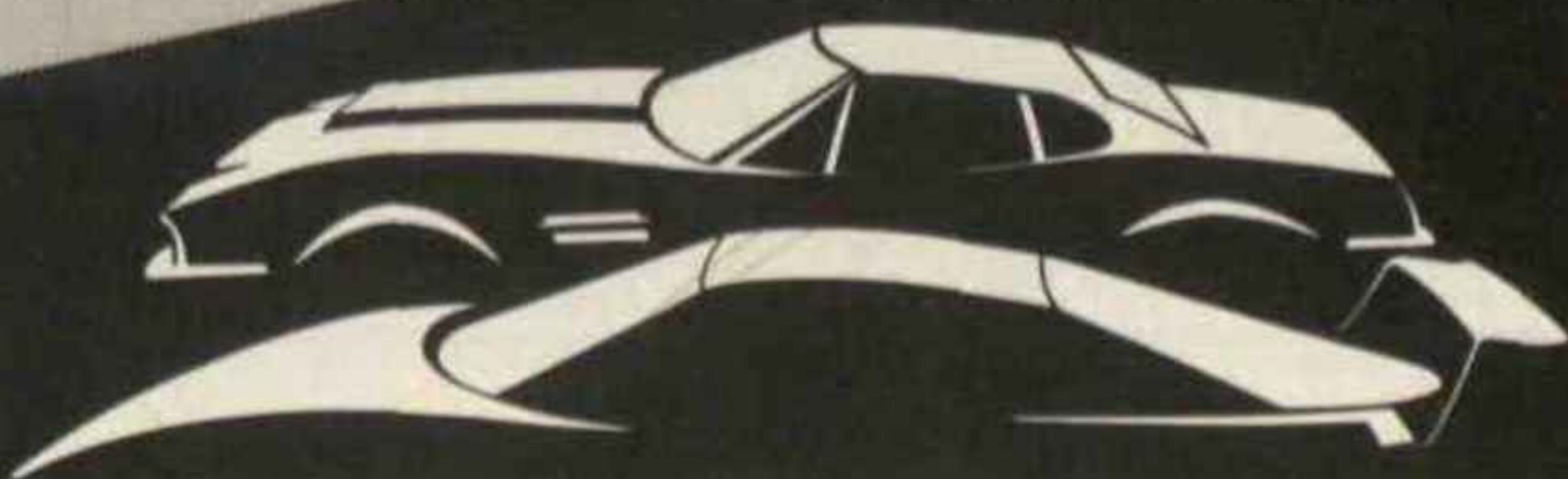
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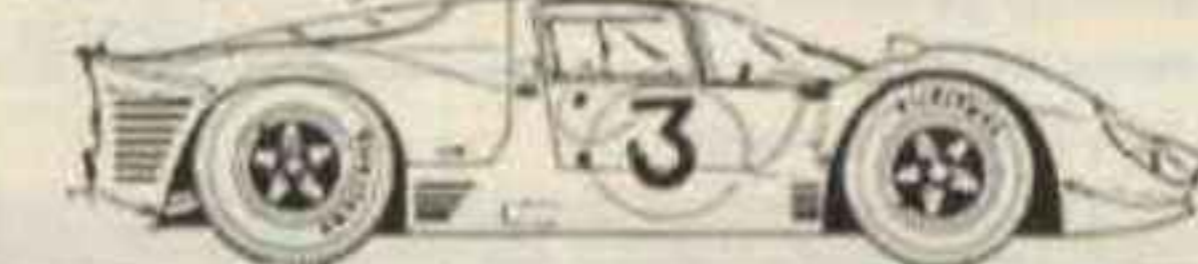
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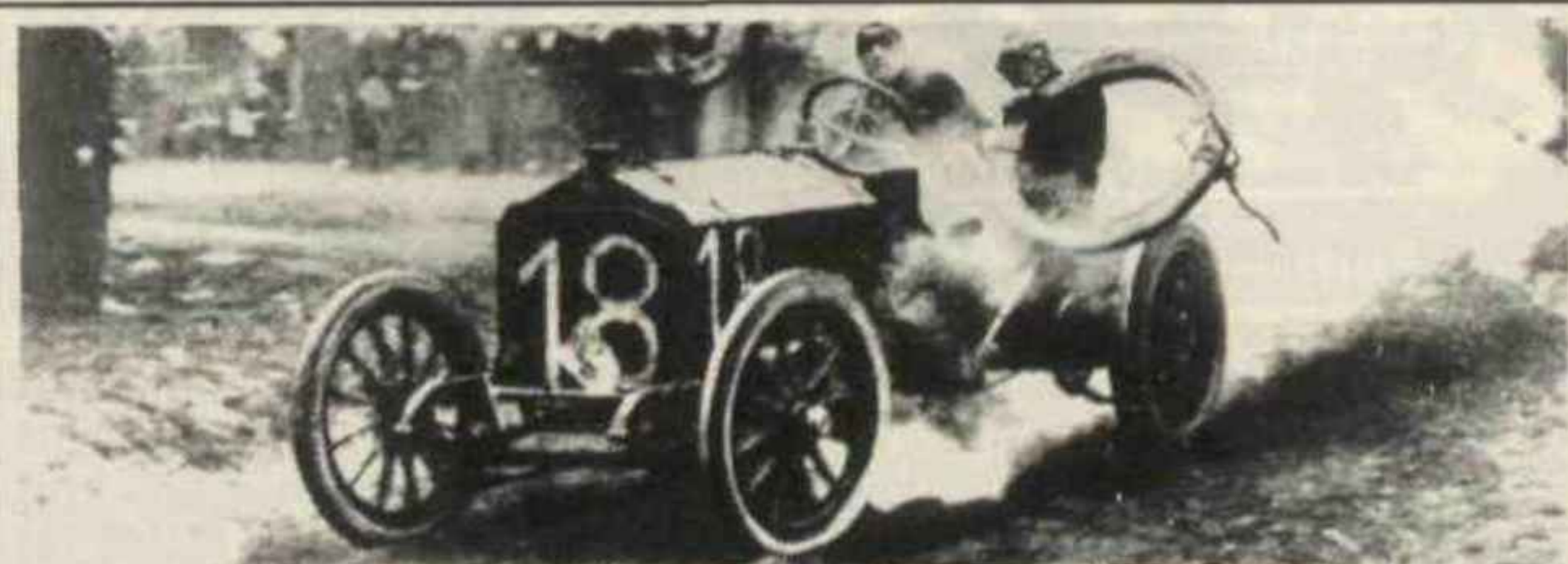
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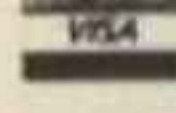
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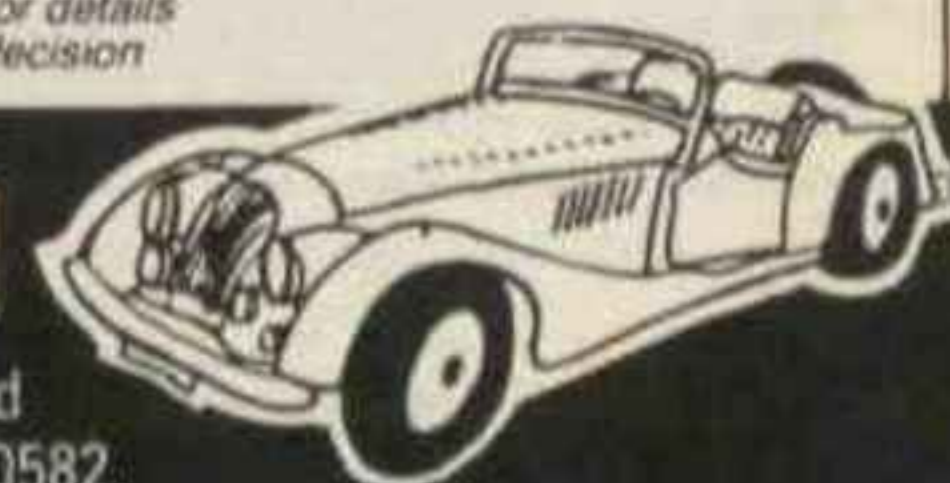
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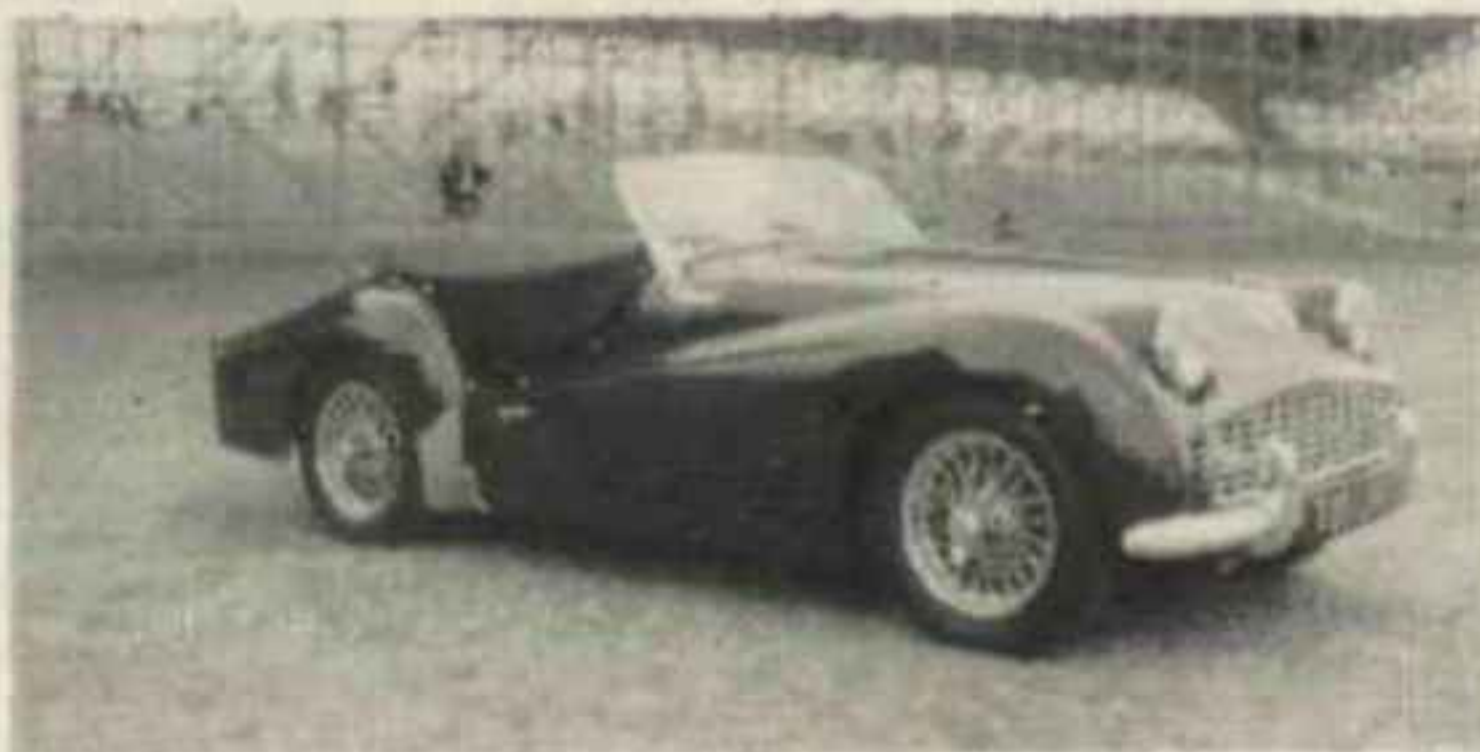
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1989 (G) 300TE Auto, metallic Impala, cream hide, e/s/roof, abs, rear-facing seats, electric drivers seat, cruise, alloys, stereo, 10,000 miles	£26,995
1989 (G) 300TE 4-Matic Automatic, metallic, petrol blue, cream hide, AC, e/s/roof, ABS, e/f/seats, alloys, stereo, 30,000 miles	£24,995
1990 (G) 230 TE, Automatic, metallic nautic blue, blue tex trim, AC, e/s/roof, ABS, rear facing seats, e/windows, stereo, 19,000 miles	£22,995

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1991 (H) Turbo 3.3 Coupe, guards red, black hide, sport seat piped red, AC, e/s/roof, ABS, p.a.s. 3,000 miles	£56,995
1989 (G) Porsche Carrera Club Sport, white, black cloth, seats sport red, decals & wheels, stereo, 5,000 miles	£31,995
1989 (F) Turbo 3.3 Cabriolet, 5 speed metallic slate grey, full grey hide sports seats, AC, CD, 3,000 miles	£49,995
1990 (G) 928 S 4, Automatic, metallic silver, dark red hide, AC, e/s/roof, LSD, alloys, e/seats (89 reg) 9,000 miles	£35,995
1989 (F) 928 S4, auto, metallic blue/black, full dark blue hide, silk grey inlay, a.c., e/s/roof, (88 reg), 8,000 miles	£33,995
1989 (F) 928 S4, automatic, guards red, black, ruffled hide piped red, AC, e/s/roof, e/seats, alarm, (88 reg), 10,000 miles	£31,995
1991 (H) Carrera 2, Coupe Tiptronic black, cashmere hide, AC, e/s/roof, ABS, p.a.s. stereo (90 ref.) 1,000 miles	£43,995
1990 (G) Carrera 2, Coupe, white, linen hide sports seats piped in black, AC, e/s/roof, e/windows, top tint, 7,000 miles	£35,995
1989 (F) Carrera Speedster Turbo Body, metallic Baltic blue, blue hide sport seats, linen hide inlays piped white, 300 miles	£39,995
1989 (F) Carrera Speedster Turbo Body, Grand Prix white, black hide sport seats piped white, Limited Edition model, 1,000 miles	£39,995
1989 (G) Porsche 928 S4, Auto, Guards red, black hide, AC, e/s/roof, ABS, e/seats, alloys, stereo, 19,000	£32,995
1989 (F) Carrera Sport Targa, guards red, black hide sport seats, e/windows, alloys, stereo, 17,000 miles	£28,995
1988 (E) Carrera Sport, Coupe, black, full black hide sport seats, electric windows, 87 reg, stereo, 11,000 miles	£26,995
1976 (F) Carrera 3-litre Sports Coupe, white, black sports seats, with tartan inlays, e/s/roof, stereo, 38,000 miles	£22,995
1991 (H) 944 Turbo, Grand Prix white, black hide sports seats, P.A.S., ABS, AC, e/s/roof, stereo, 6,000 miles	£26,995

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1973 (L) 365GTB 4 Daytona FHC, metallic blue, beige hide with black finger inlays, air con, 26,000 miles	£195,000
1969 (H) 365GTC, Bianco Polo, dark blue hide, 1 registered owner from new, air conditioning, radio, 22,000 miles	£145,000

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1991 (J) 850i Coupe, Automatic, metallic mauritius blue, parchment hide, AC, e/s/r, ASC, ABS, alloys, stereo, CD, 2,000 miles	£51,995
1990 (H) MS, brilliant red, full black hide sport seats, AC, e/s/roof, ABS computer, alloys, stereo, 5,000 miles	£34,995
1990 (G) 635CSI, Automatic, metallic bronze, natural hide sport seats, AC, e/s/roof, cruise, stereo, 5,000 miles	£26,995
1989 (G) 535i Sport, 5 speed, p.a.s., metallic glacier blue, blue cloth sport seats, AC, e/s/r, a/s/c, alloys, cruise, stereo, 22,000 miles	£21,995
1990 (G) 325i Touring, auto, pas., metallic black, grey cloth, a.c., e/s/roof, e/windows, wide alloys, stereo, 18,000 miles	£16,995
1989 (G) 325i 5 speed, p.a.s., metallic diamond black, cream cloth, Recaro seats, s.c., a.b.s., l.s.diff., Mtech Sportspack, 13,000, miles	£13,995
1989 (G) 320i Touring, Automatic, p.a.s., white, blue cloth, AC, a.b.s., alloys e/windows, alarm stereo, 18,000 miles	£14,995

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1988 (E) V8 Vantage, Automatic, metallic Salisbury blue, parchment hide, AC, alloys, e/windows, stereo, 5,000 miles	£67,950
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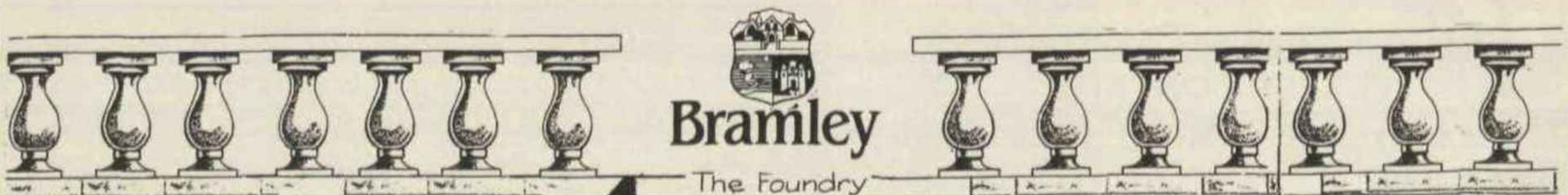
1991 (H) Bentley S, Tudor red, magnolia hide piped red, active ride suspension, AC, ABS, alloys, ¼ panel badges, 2,000 miles	£59,995
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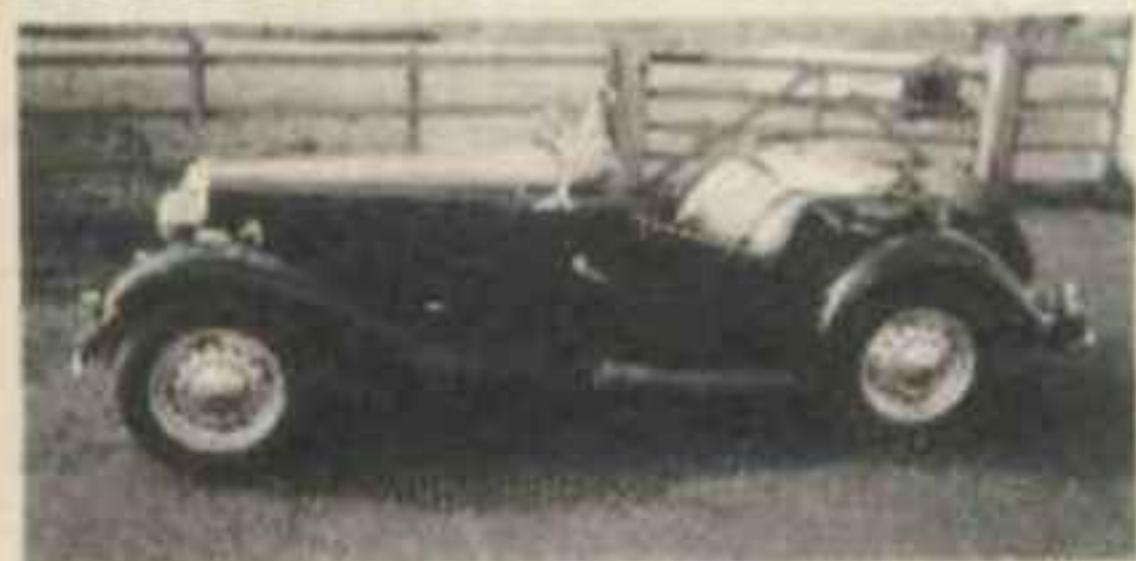
1991 (H) VW GOLF GTI 3 door, met royal blue, cloth sports seats,PAS, sun roof, alloys, T glass, clocking stereo 11,000	£10,495
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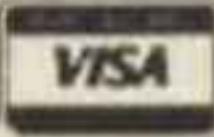
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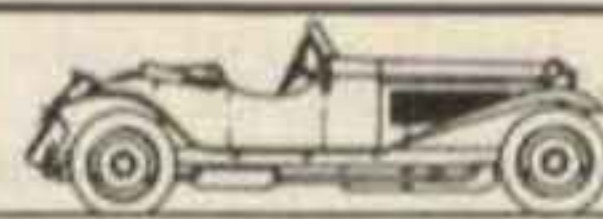
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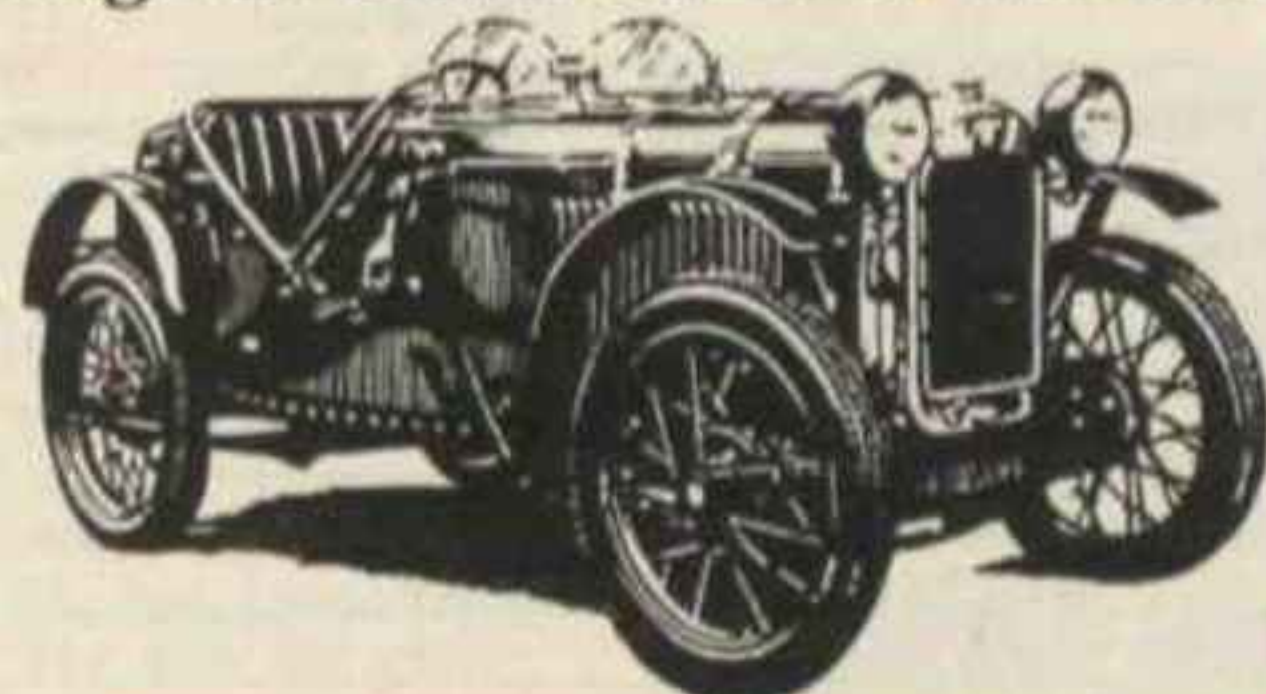
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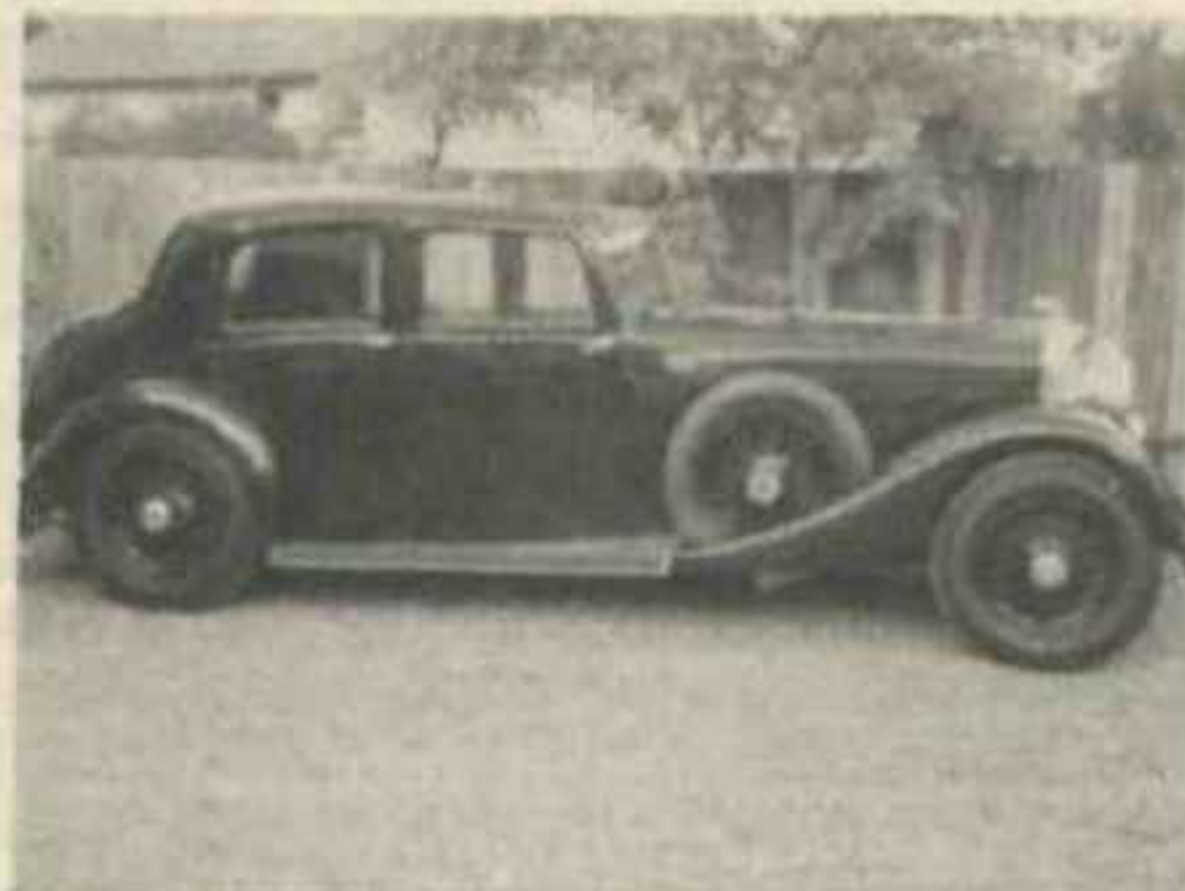
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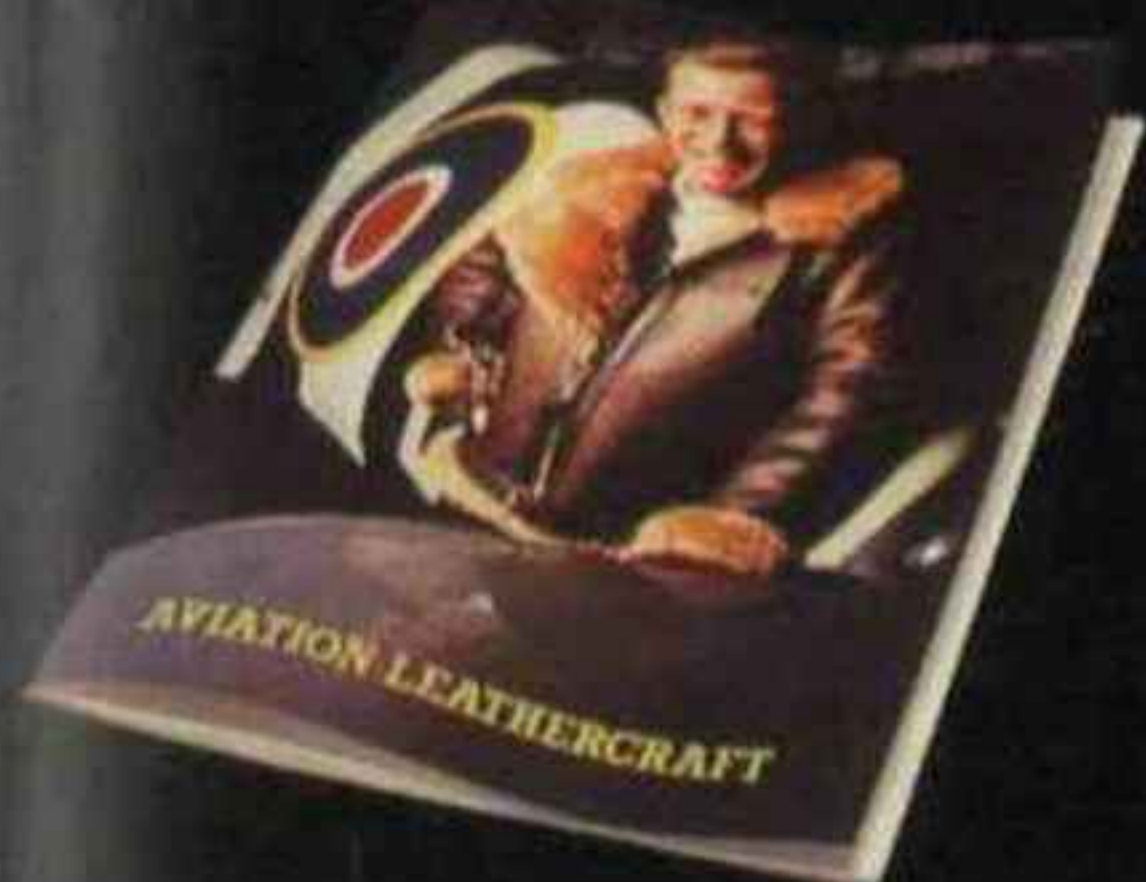
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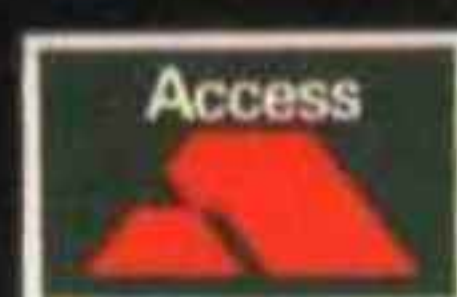


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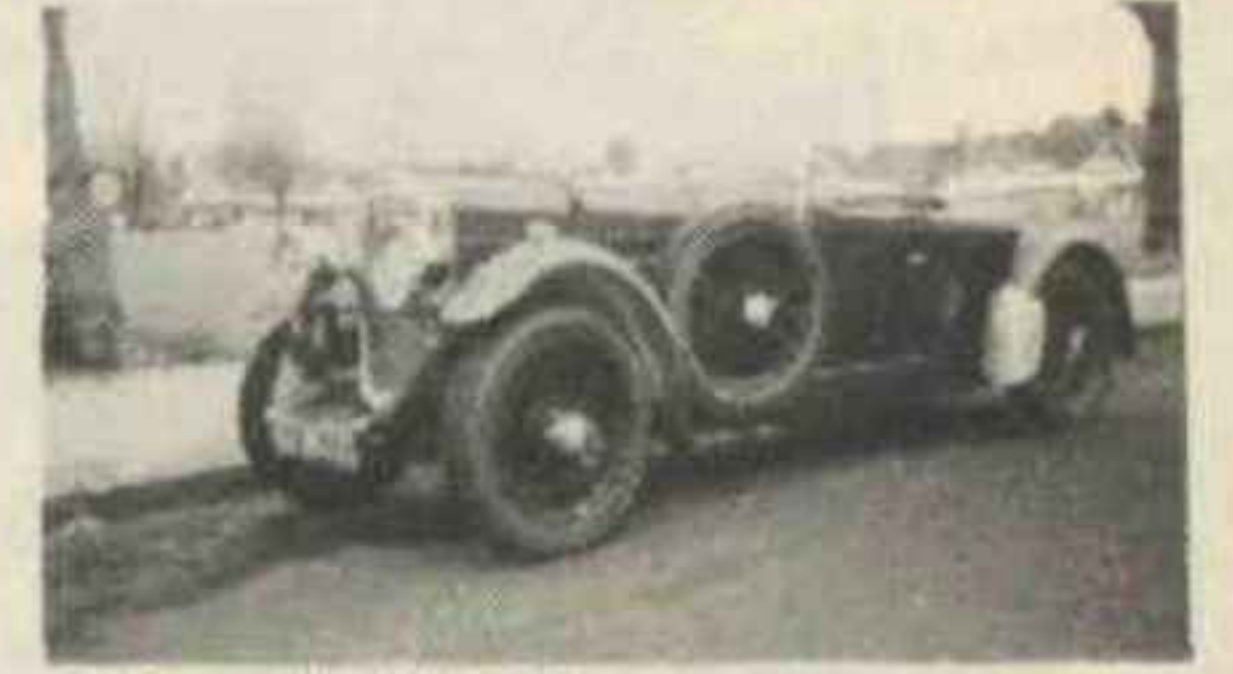
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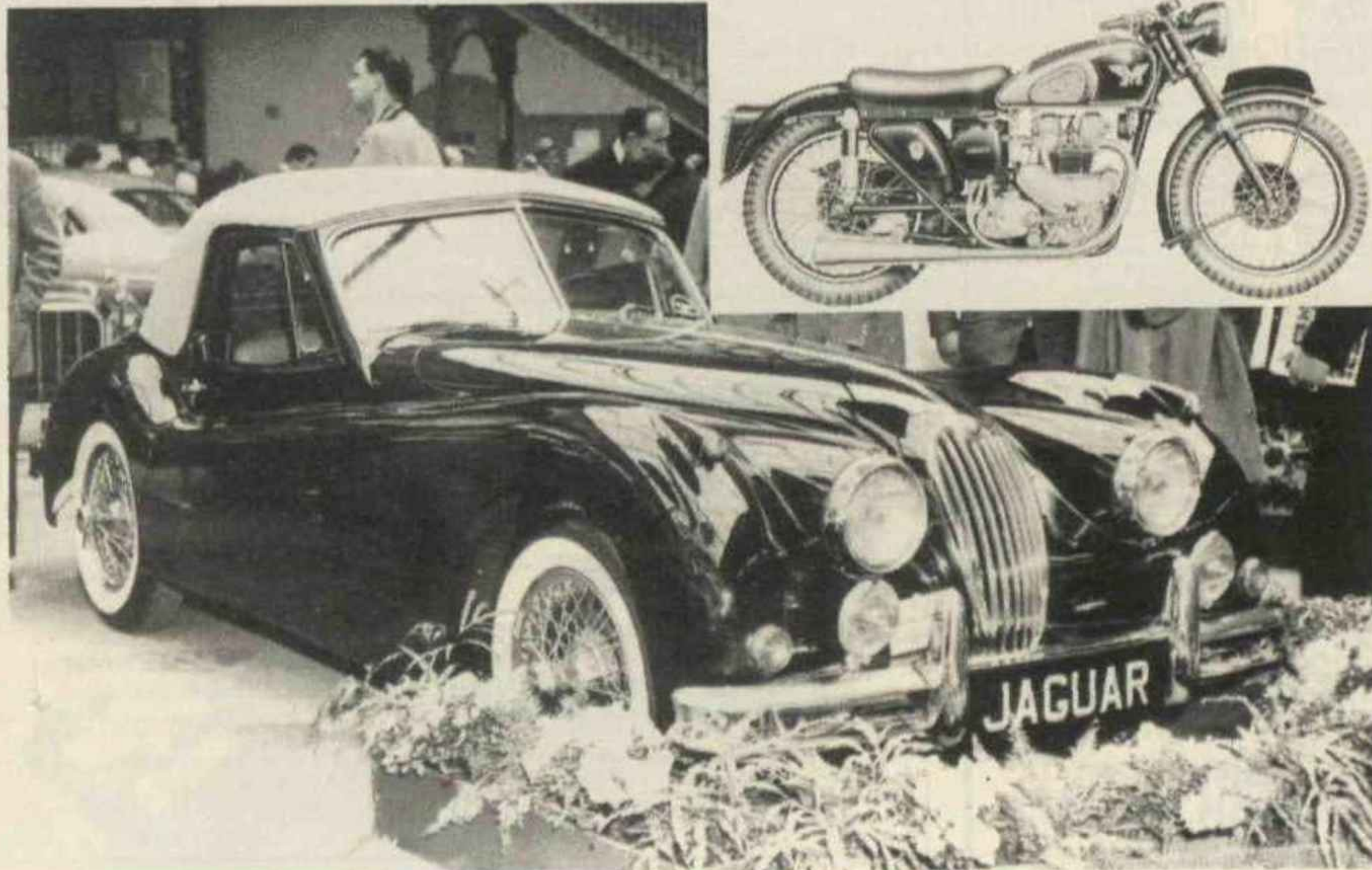
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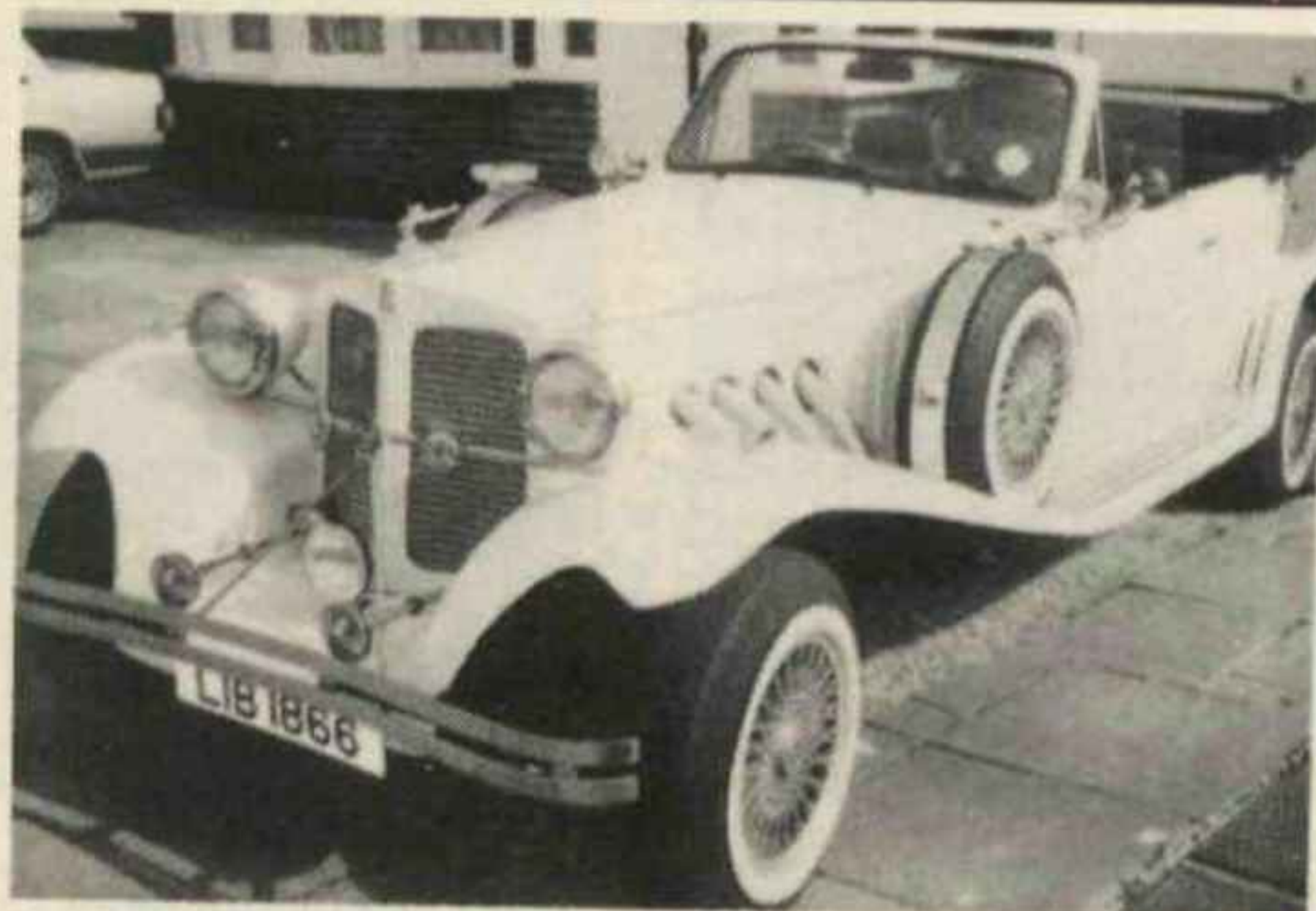
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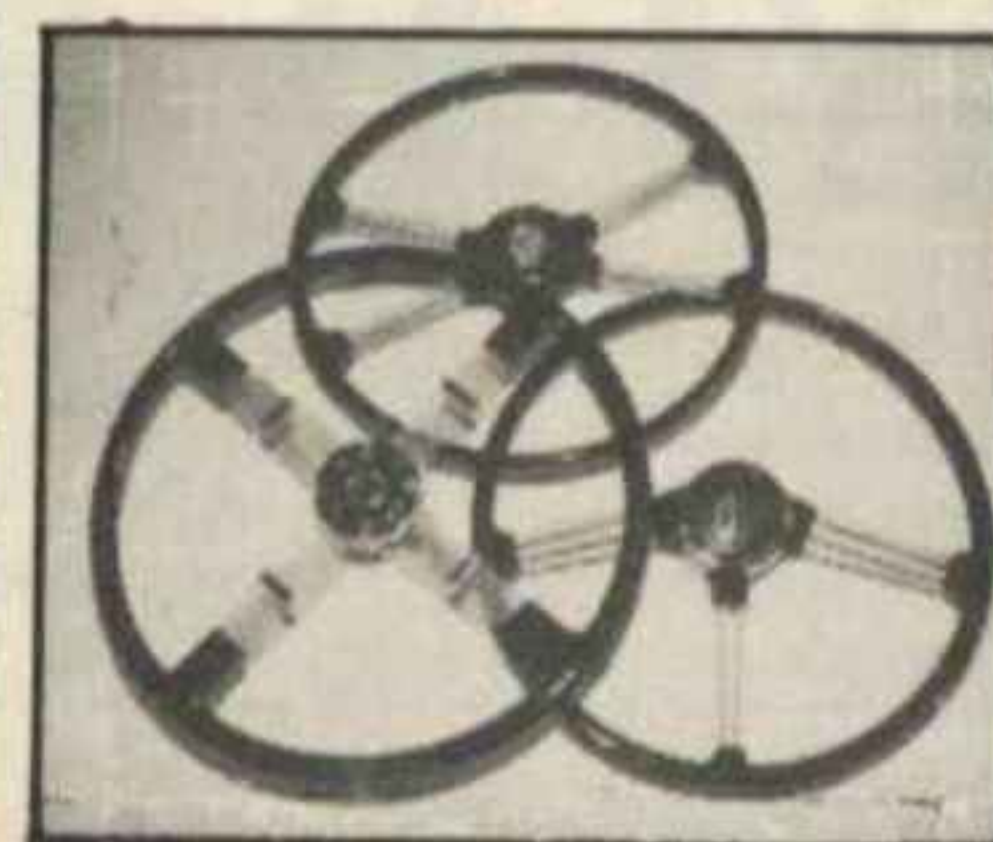
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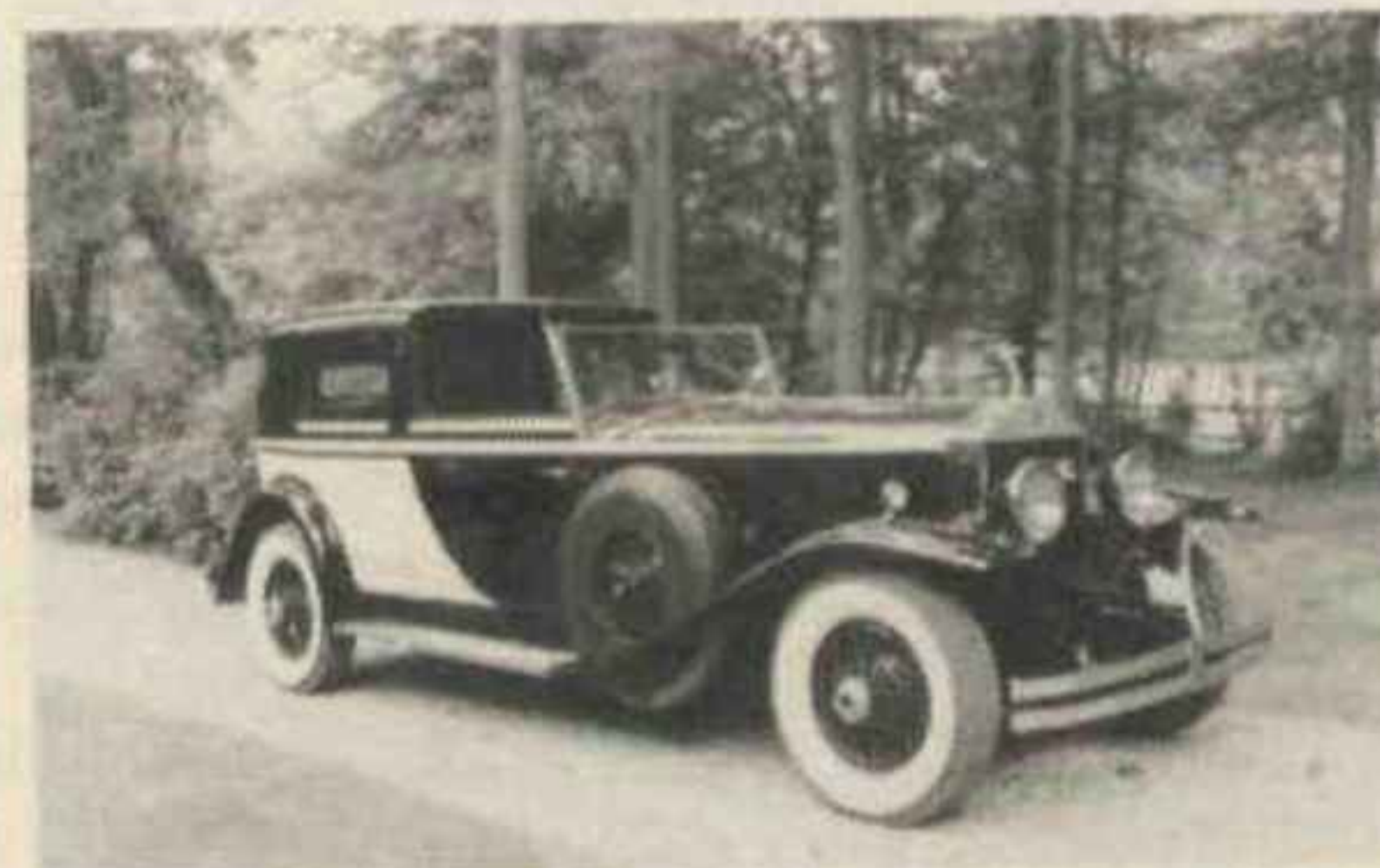
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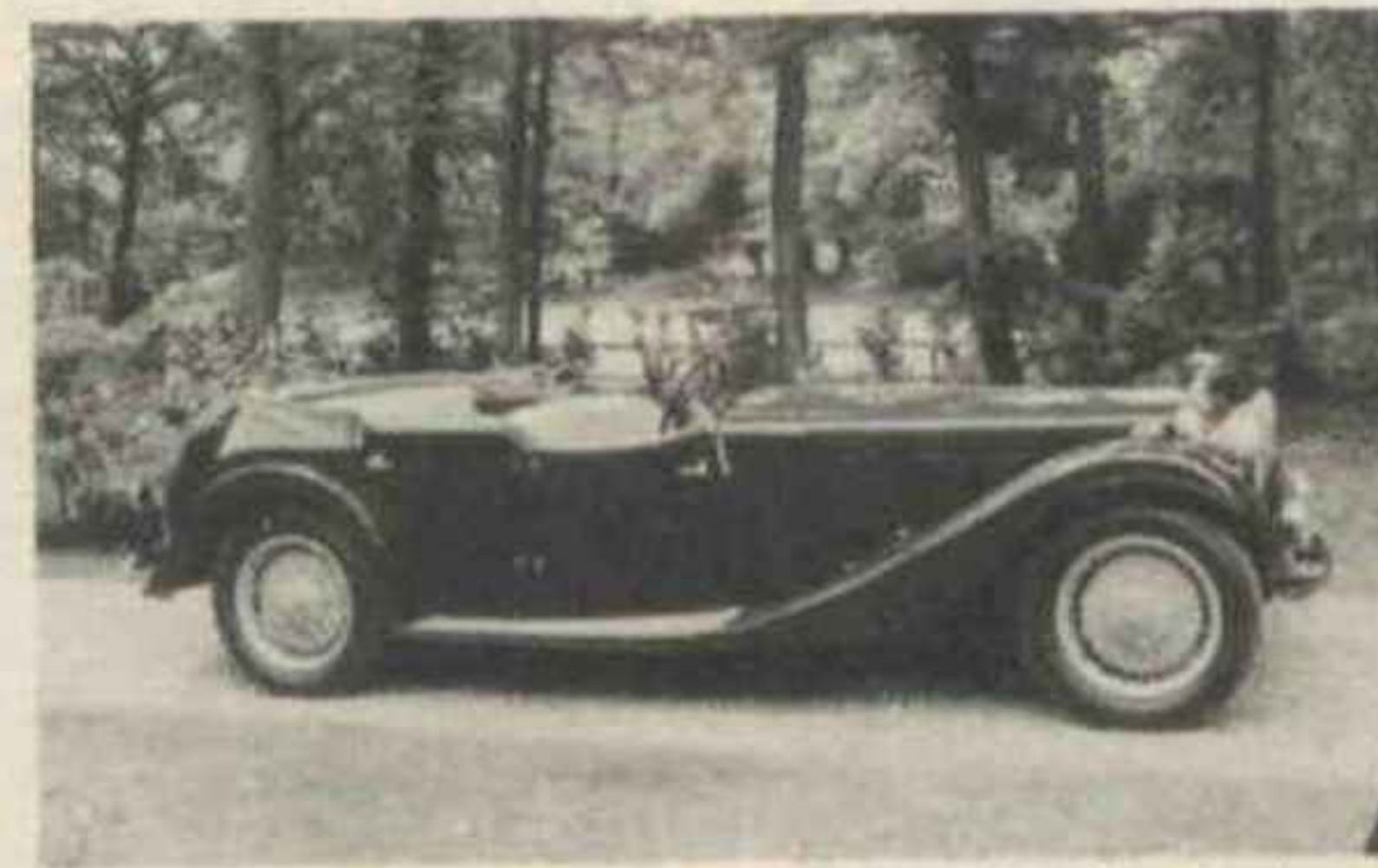
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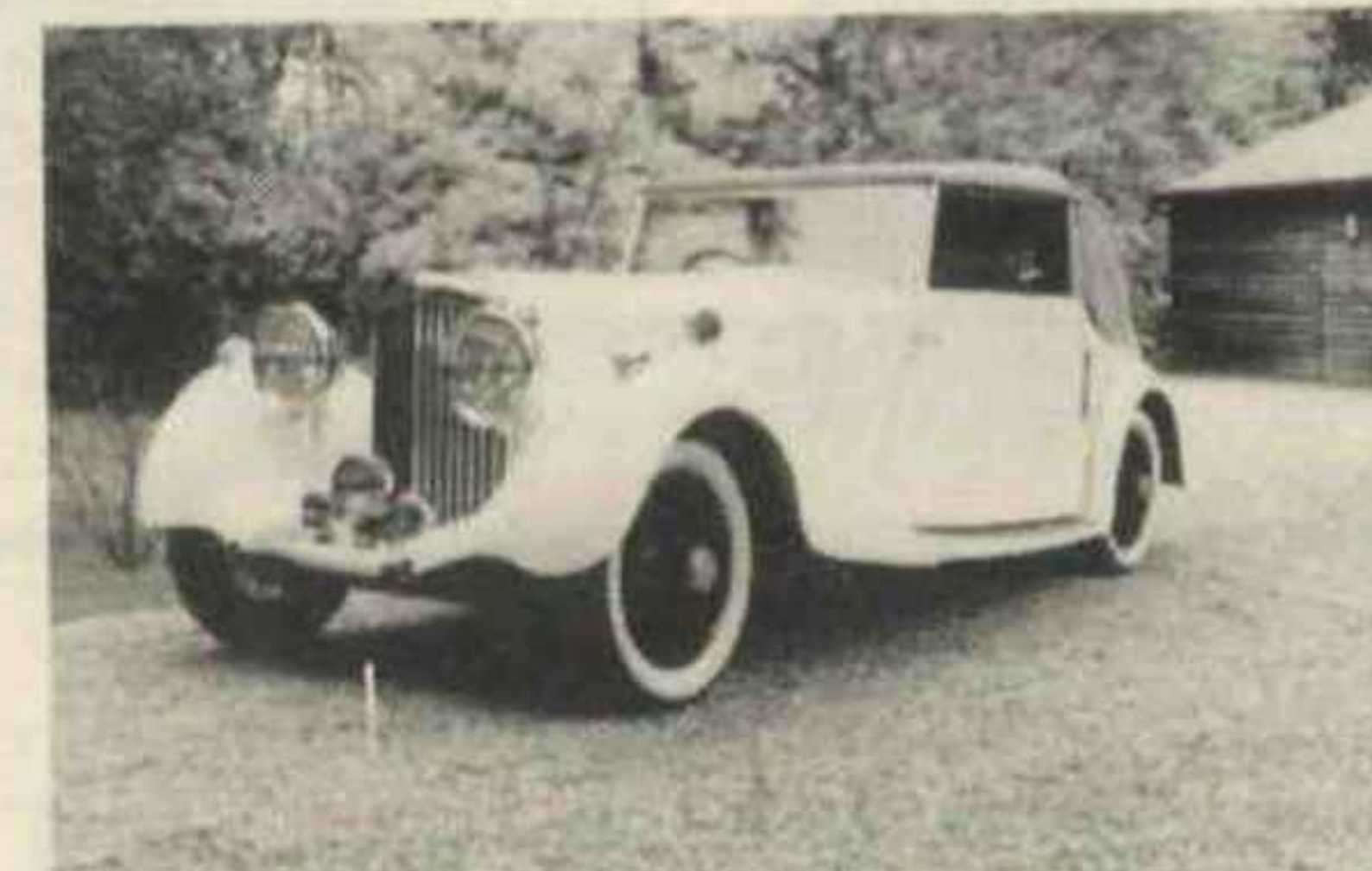
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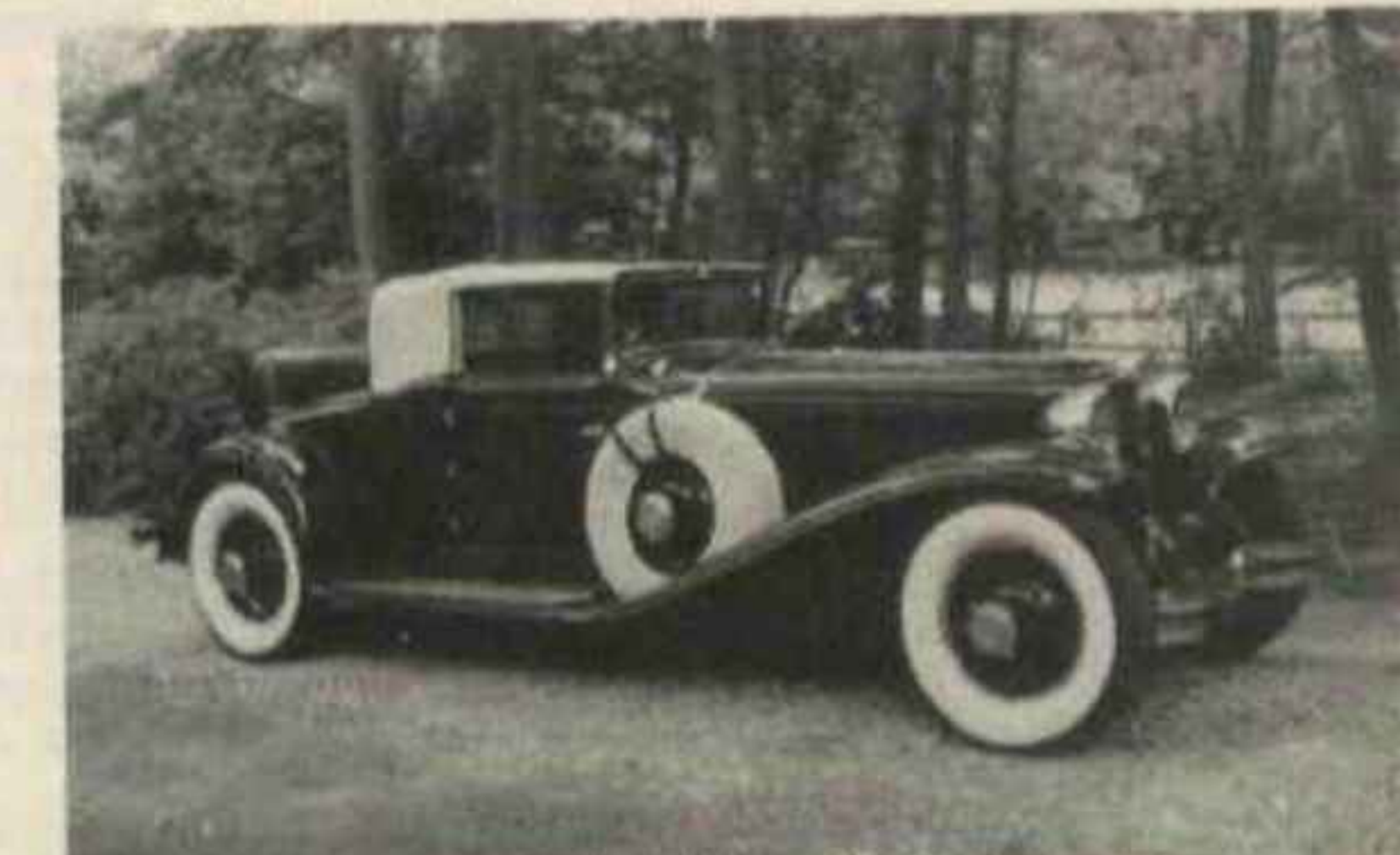
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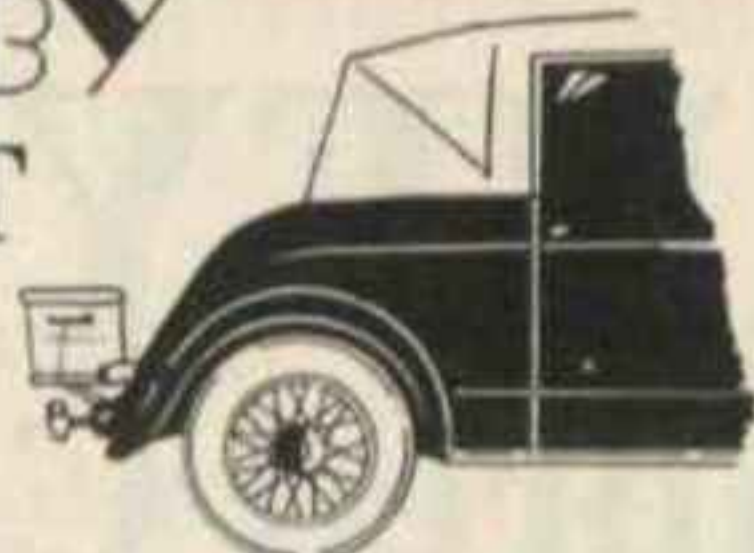
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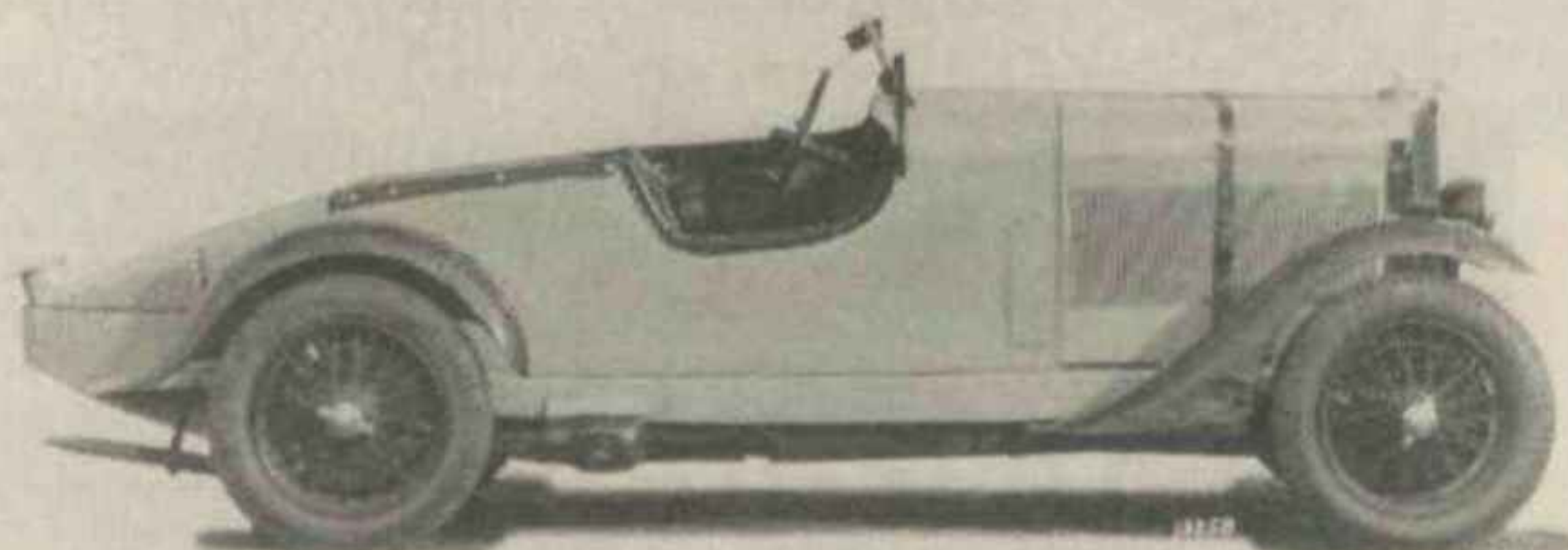
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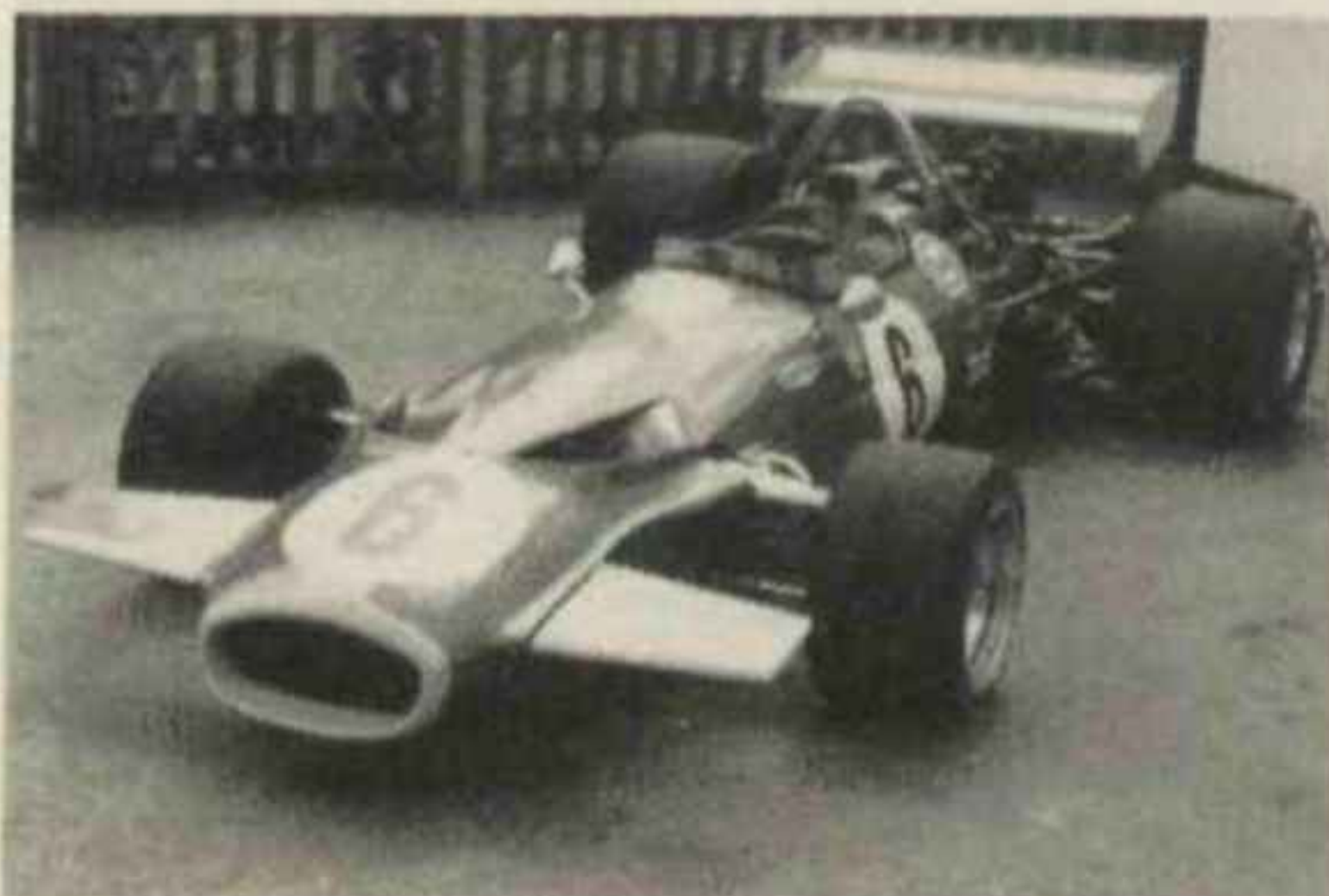
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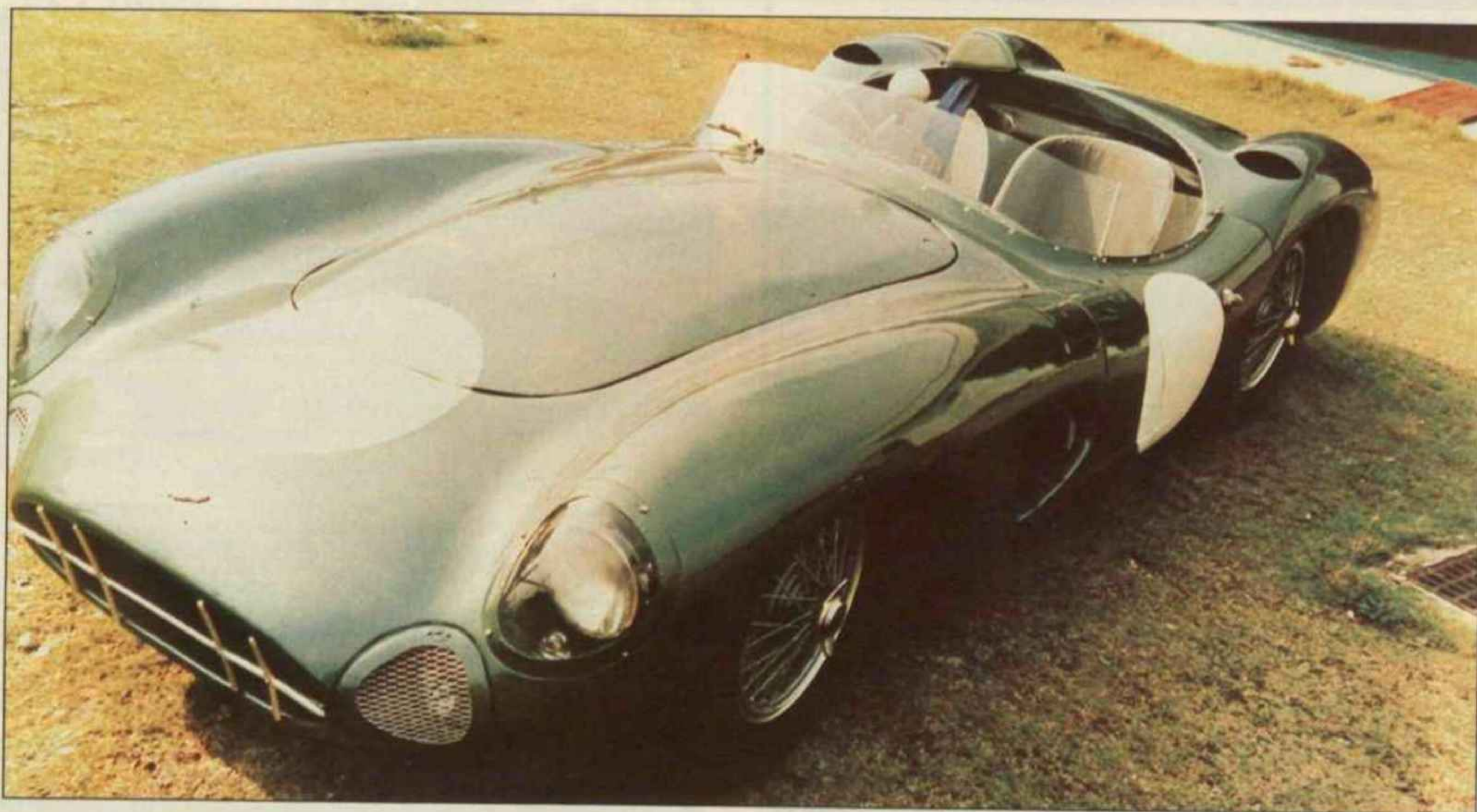
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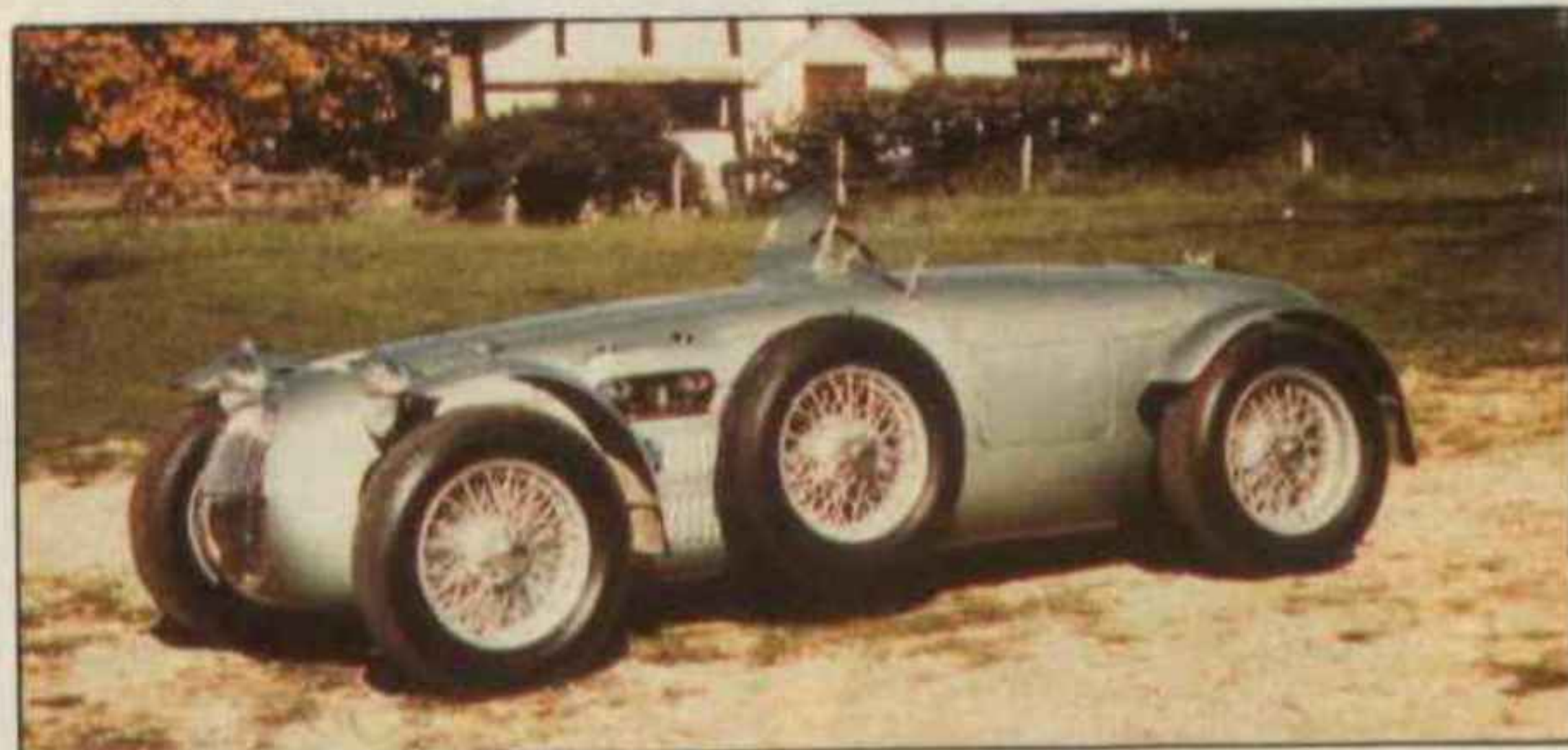
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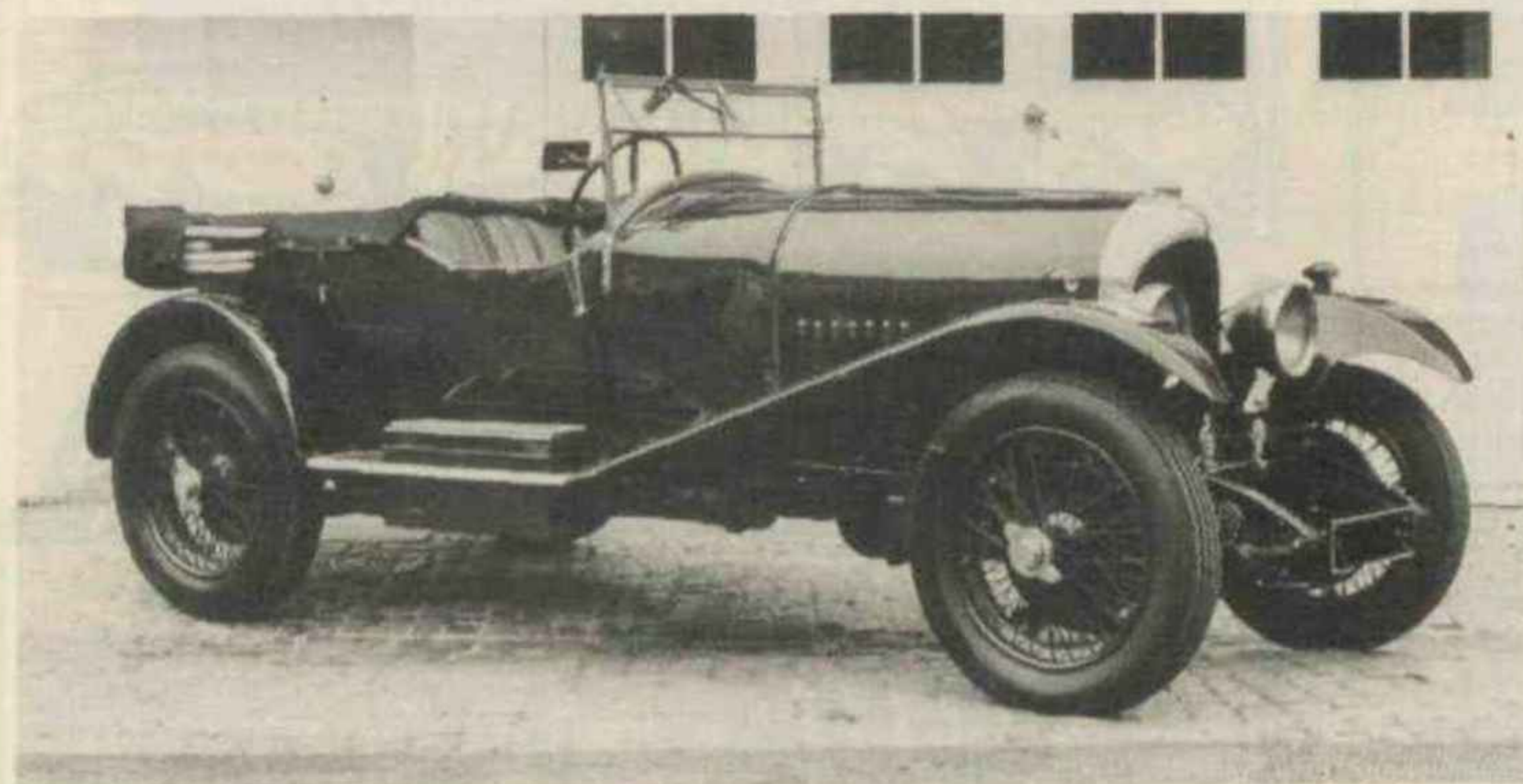
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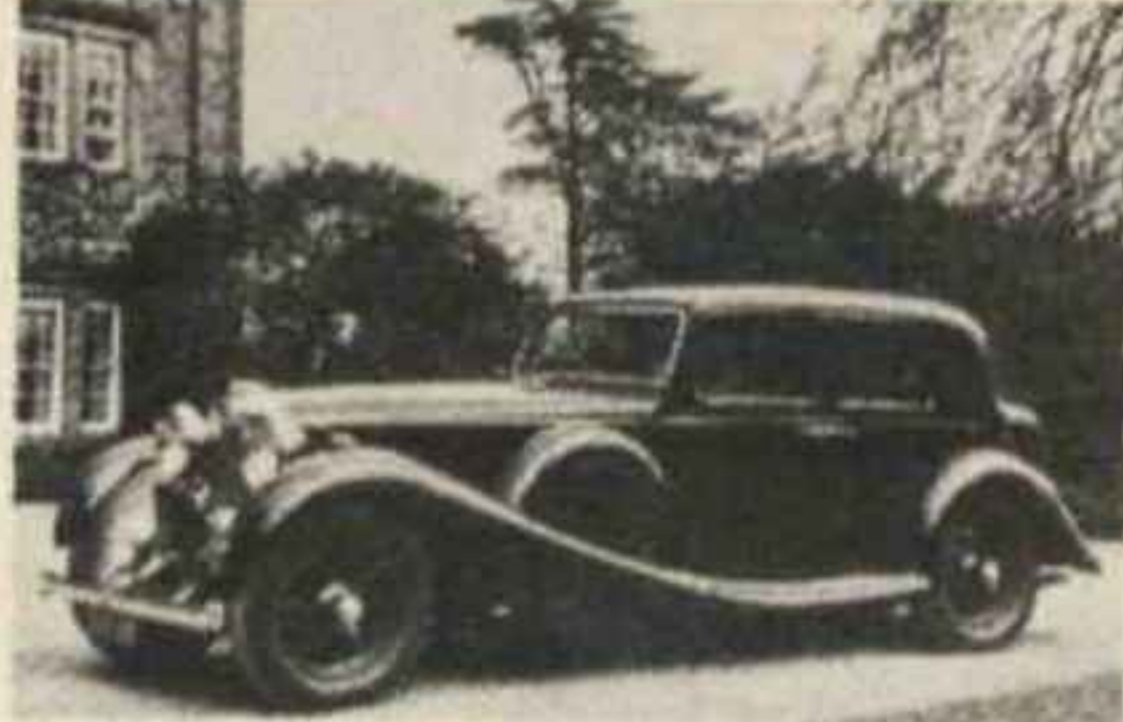
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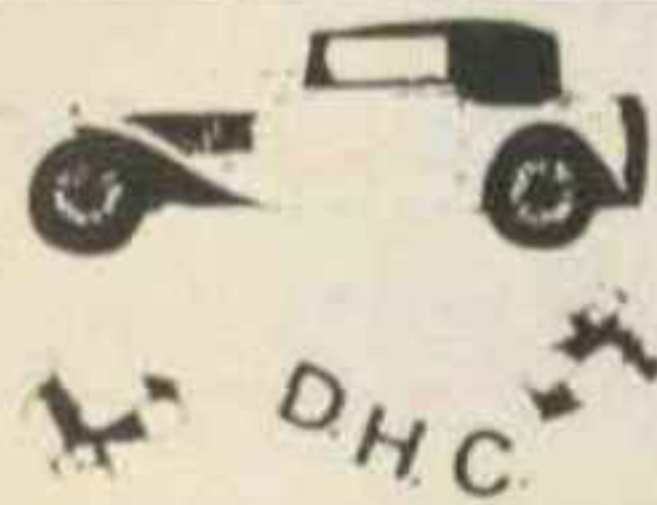
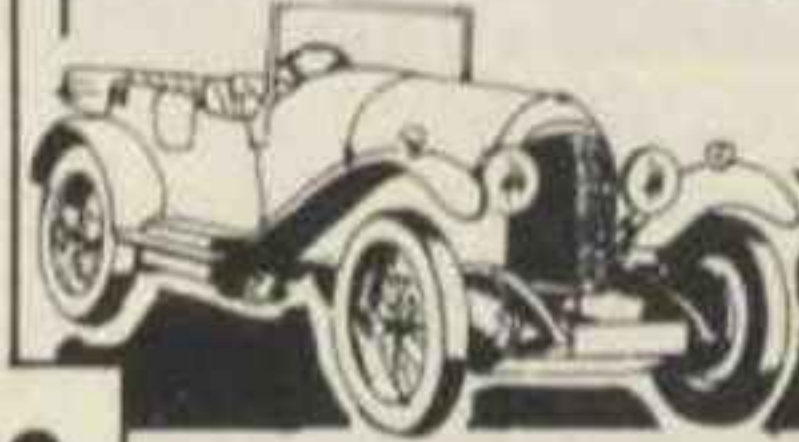
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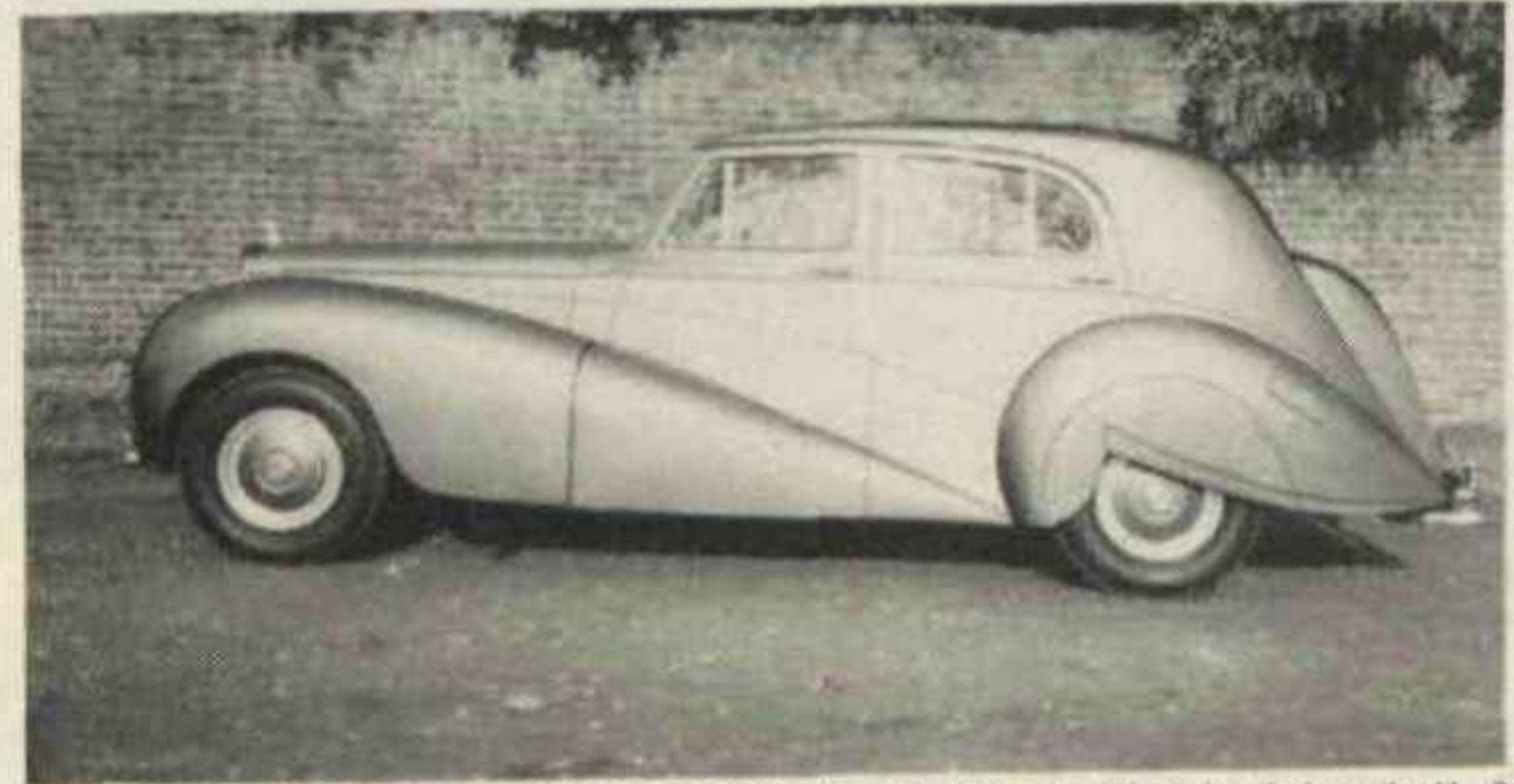
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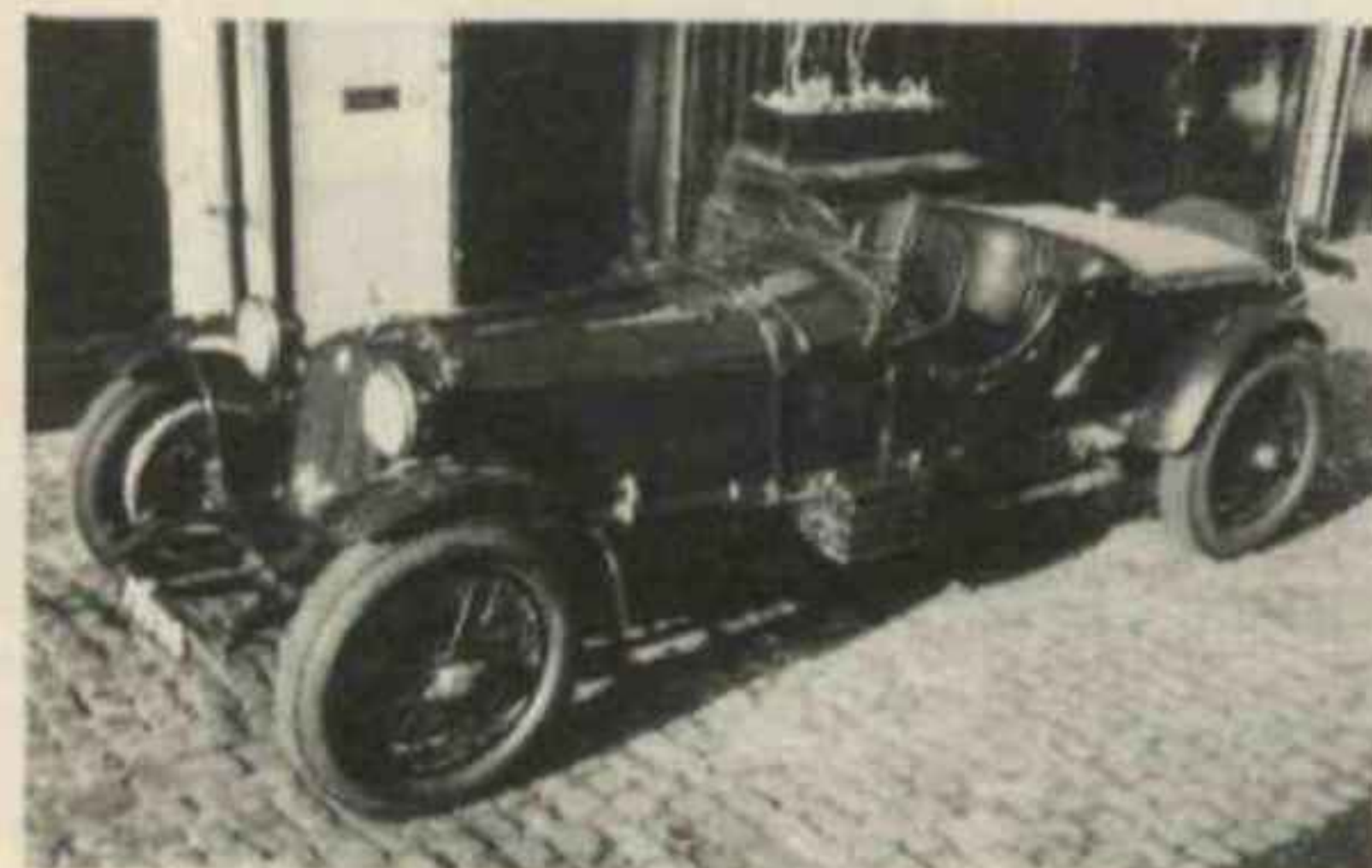
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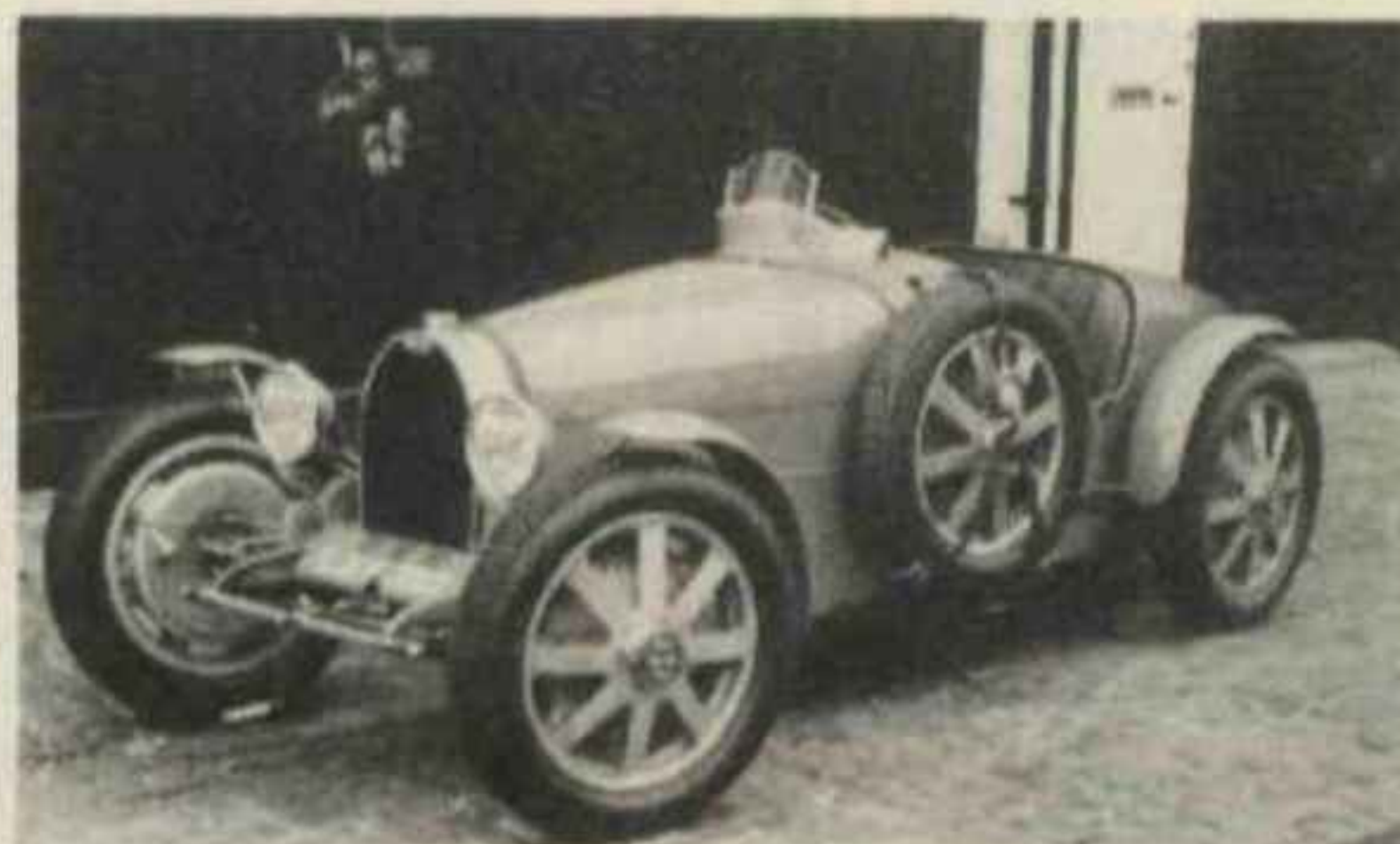
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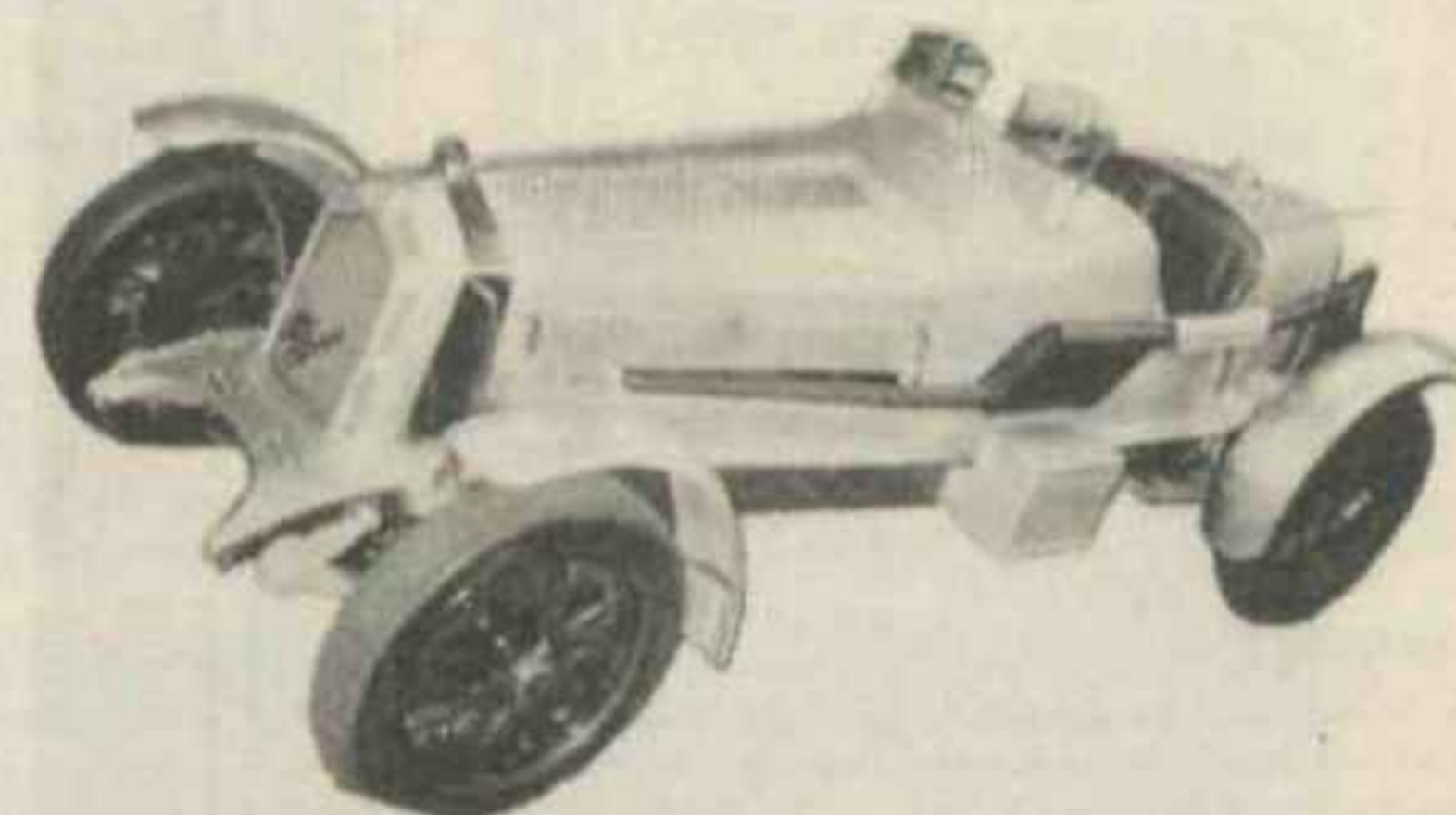
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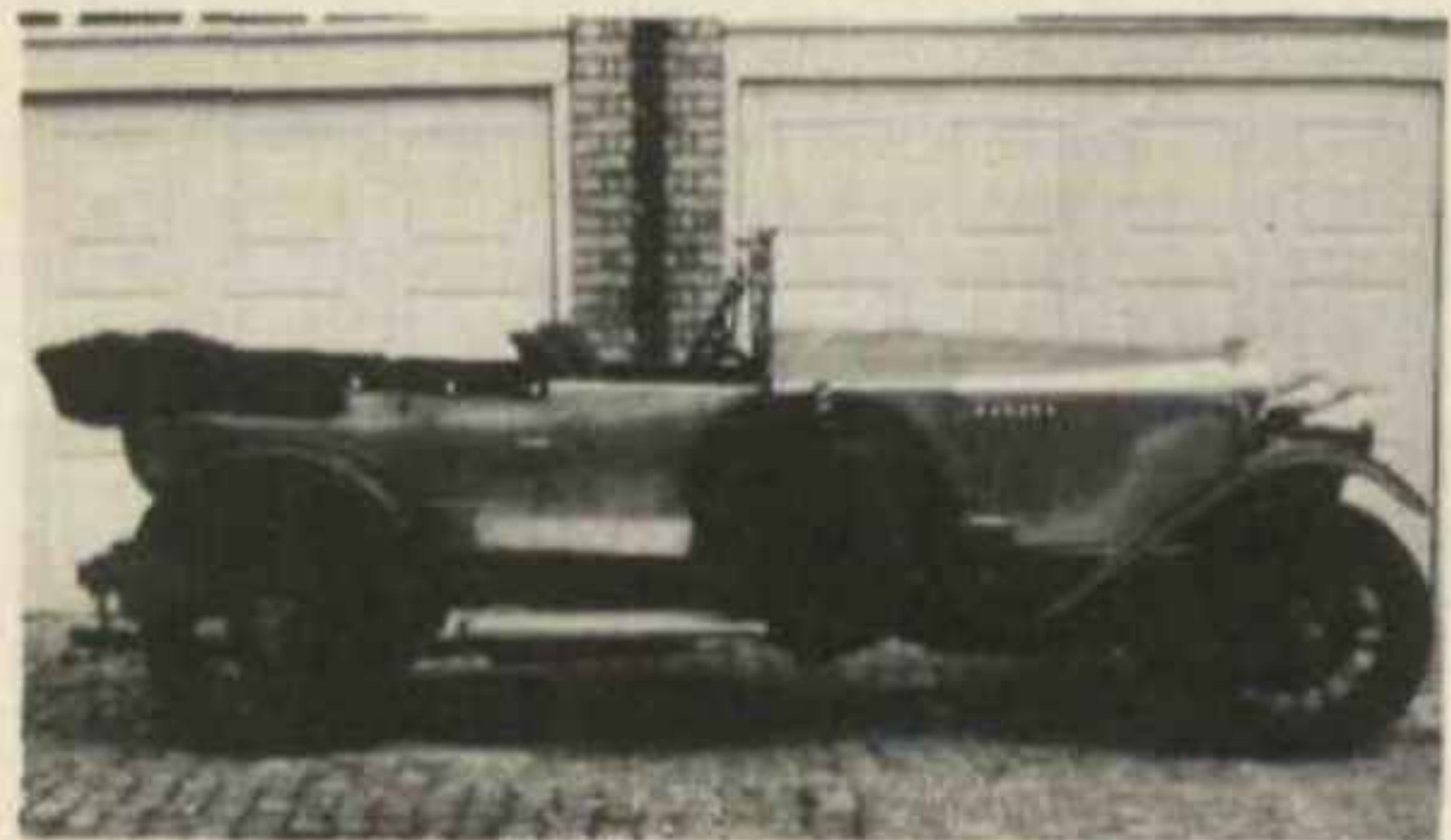
1932 ALFA ROMEO 8C 2300. Chassis & engine number 2211059. Engine rebuilt to full Monza specification.



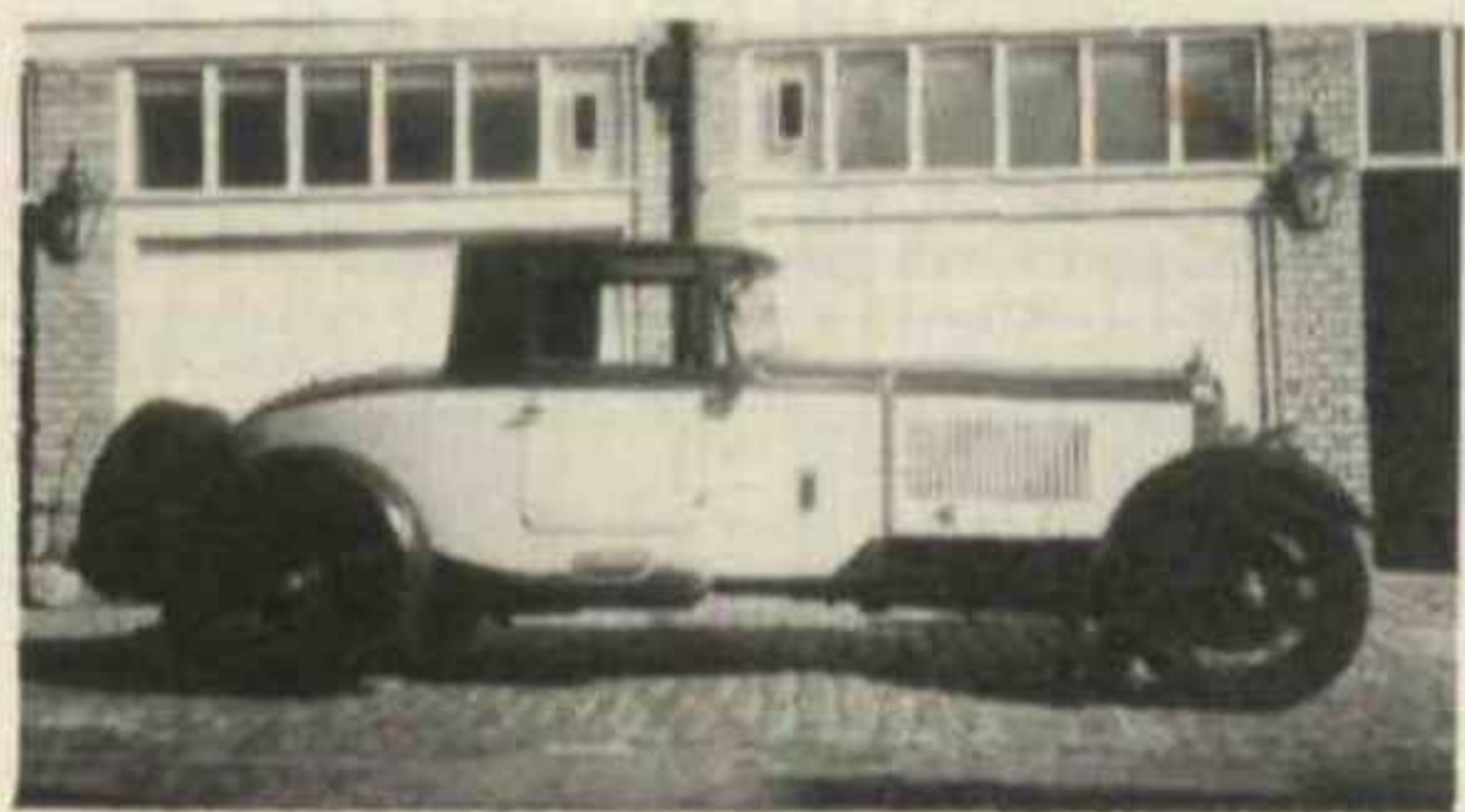
1927 BUGATTI TYPE 35. 5 chassis number 4887, engine number 131 rebuilt to full 35 B specification. Road equipped.



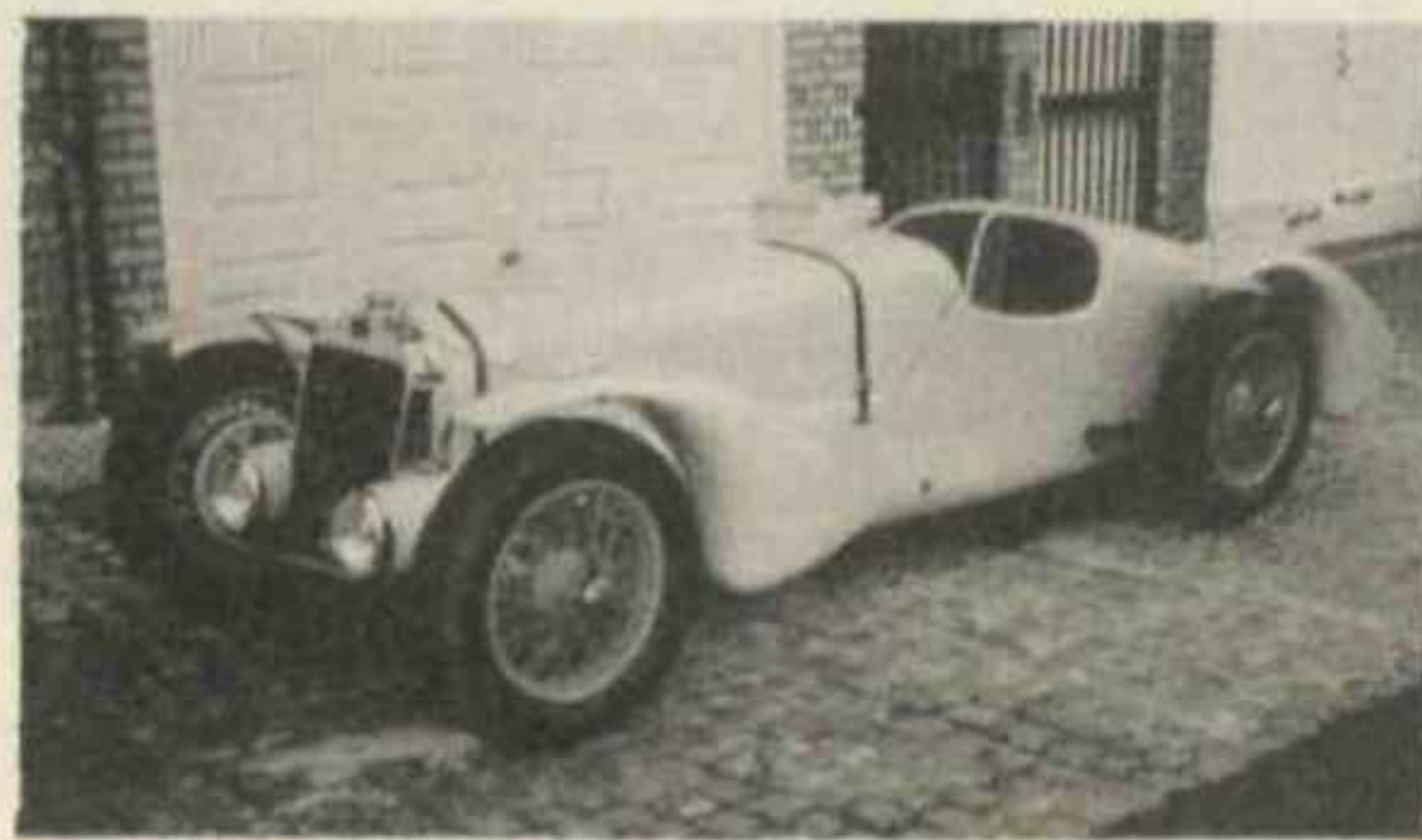
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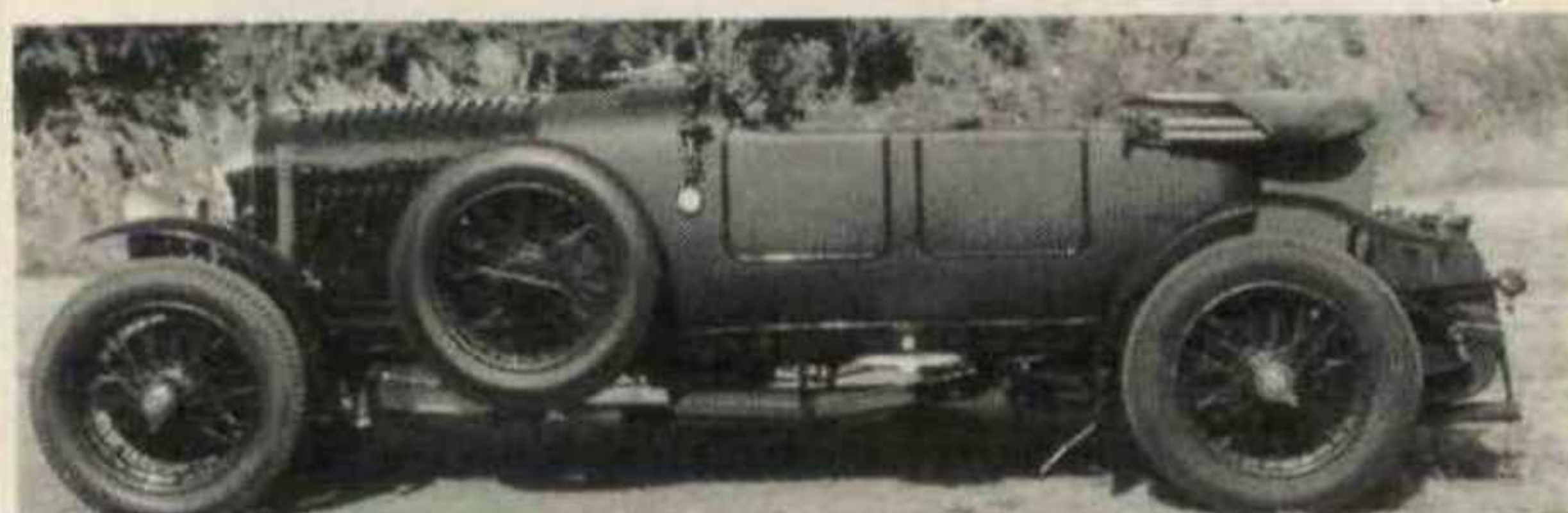
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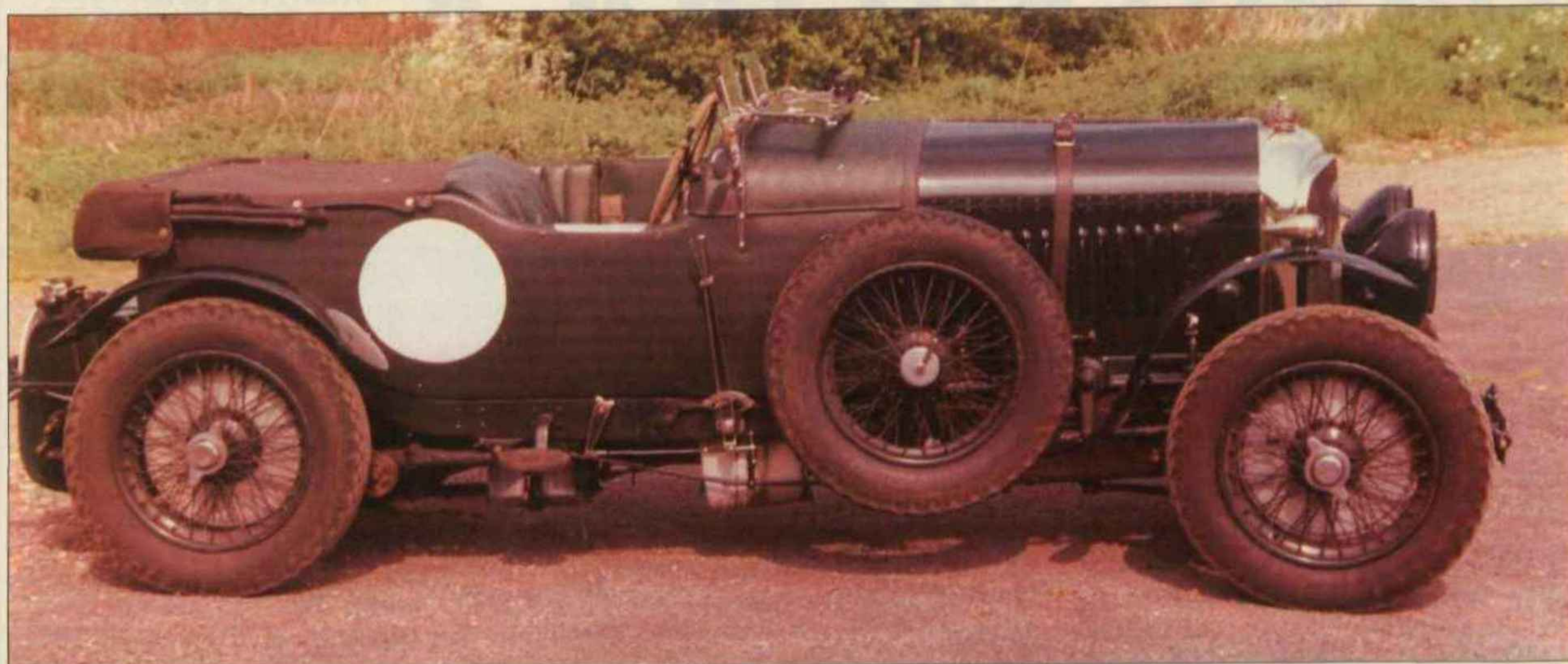
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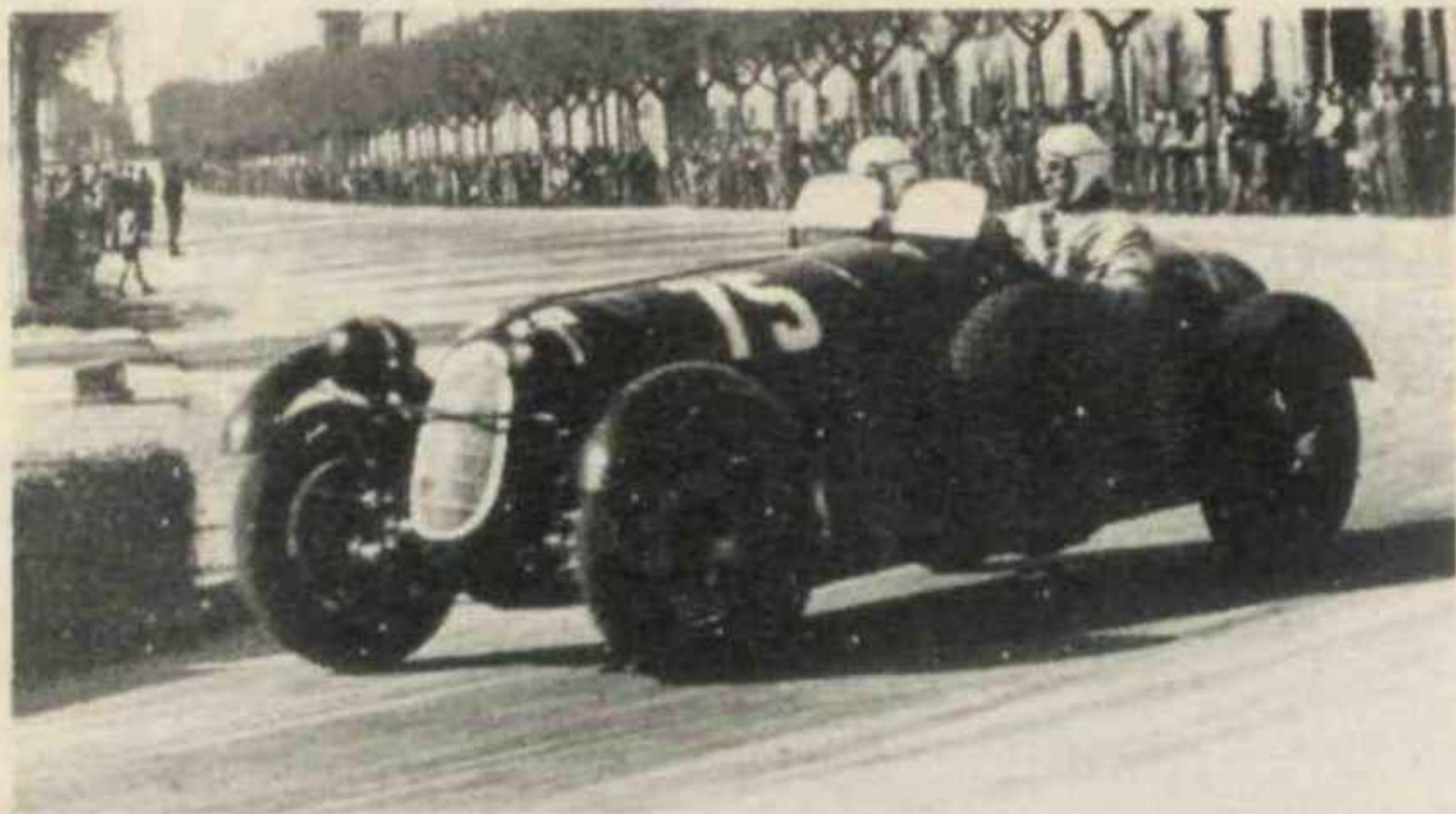


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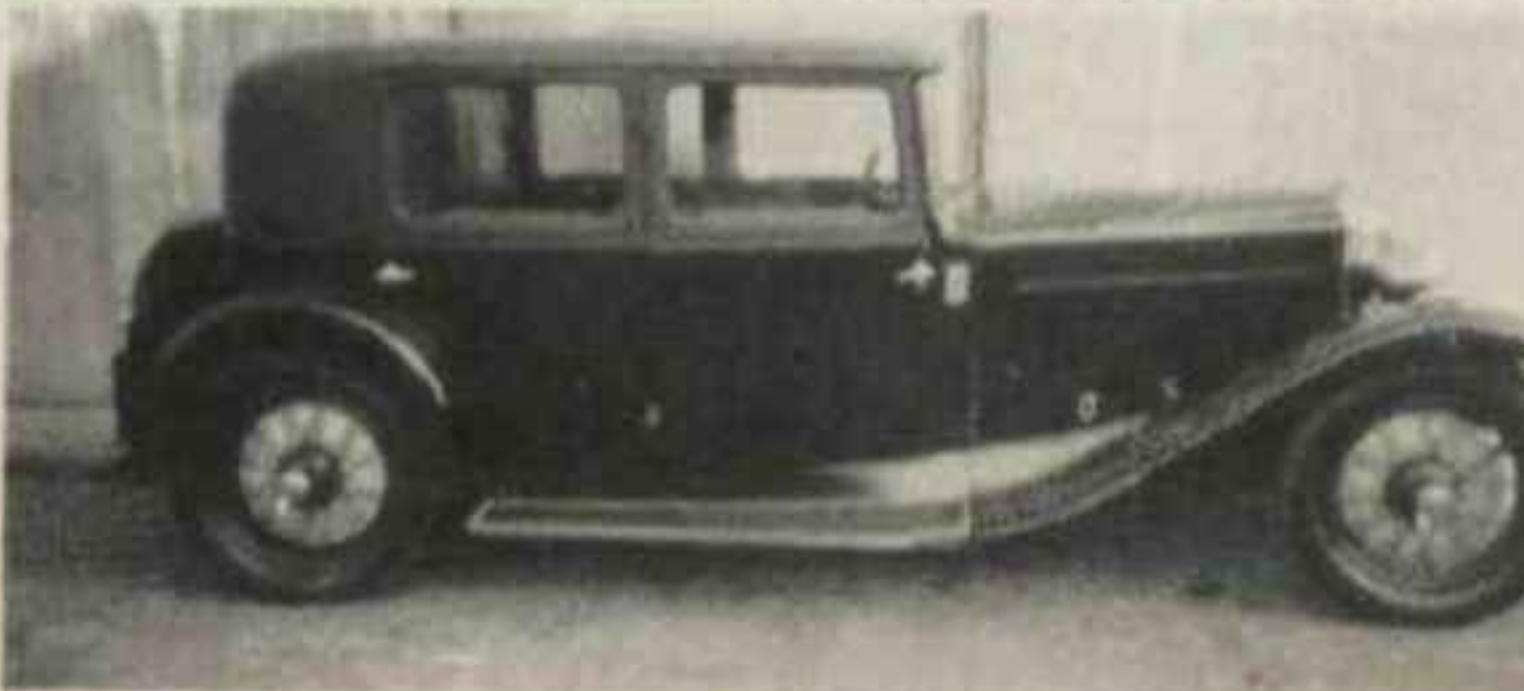
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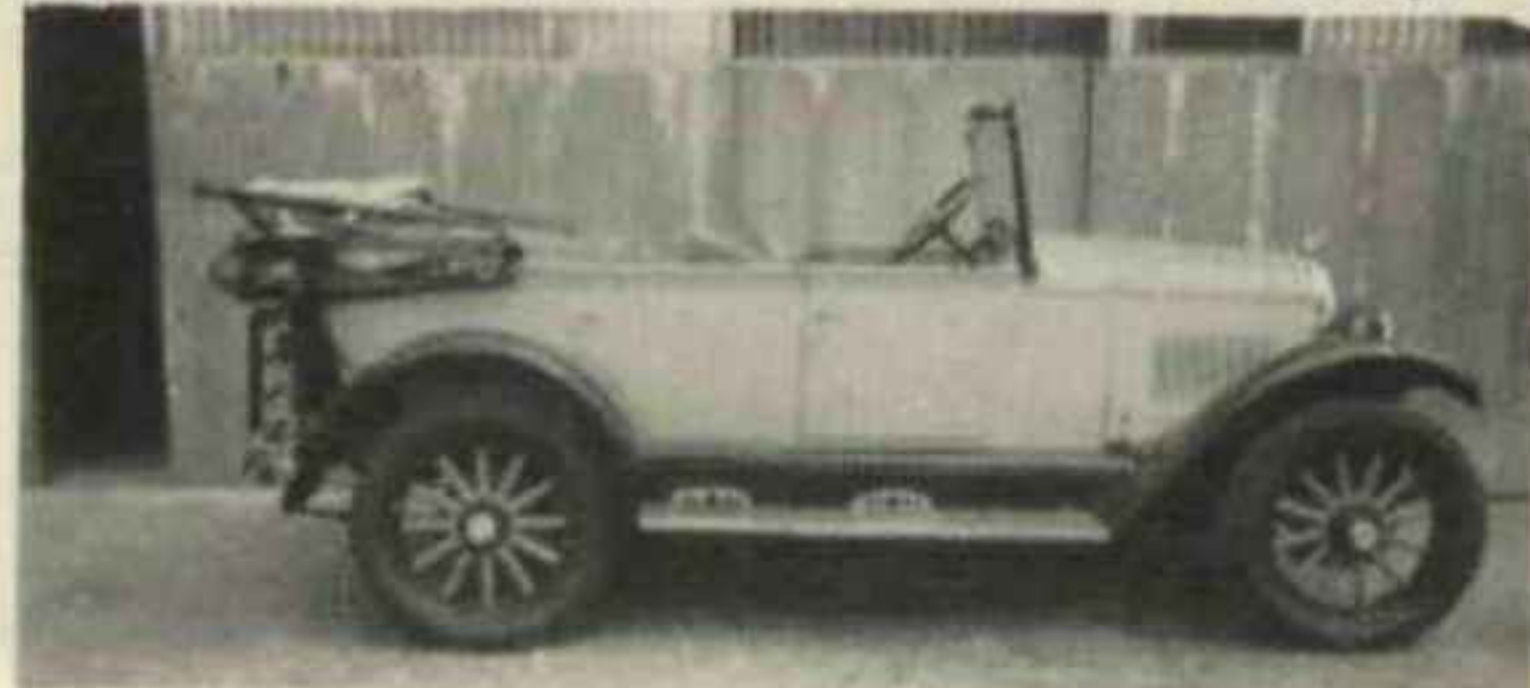
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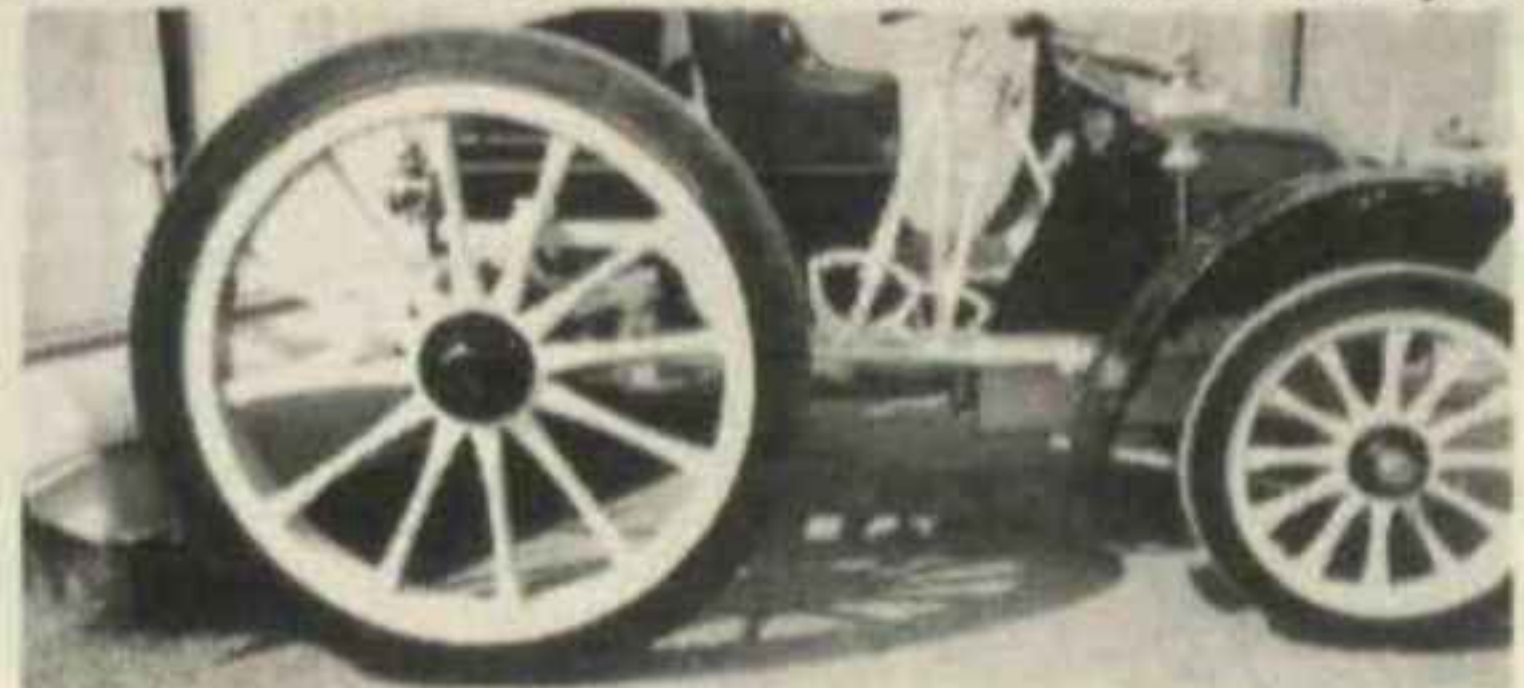
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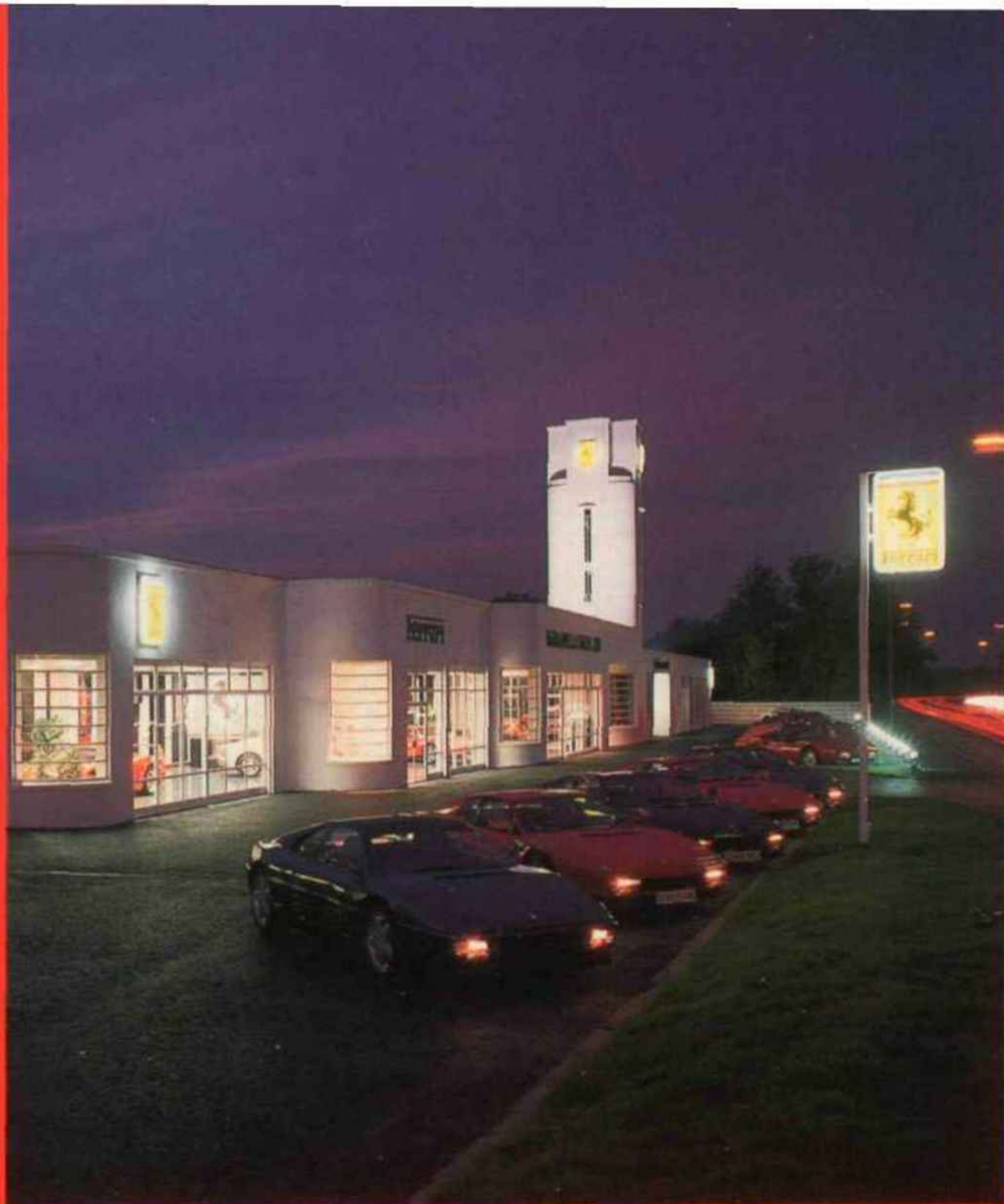
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