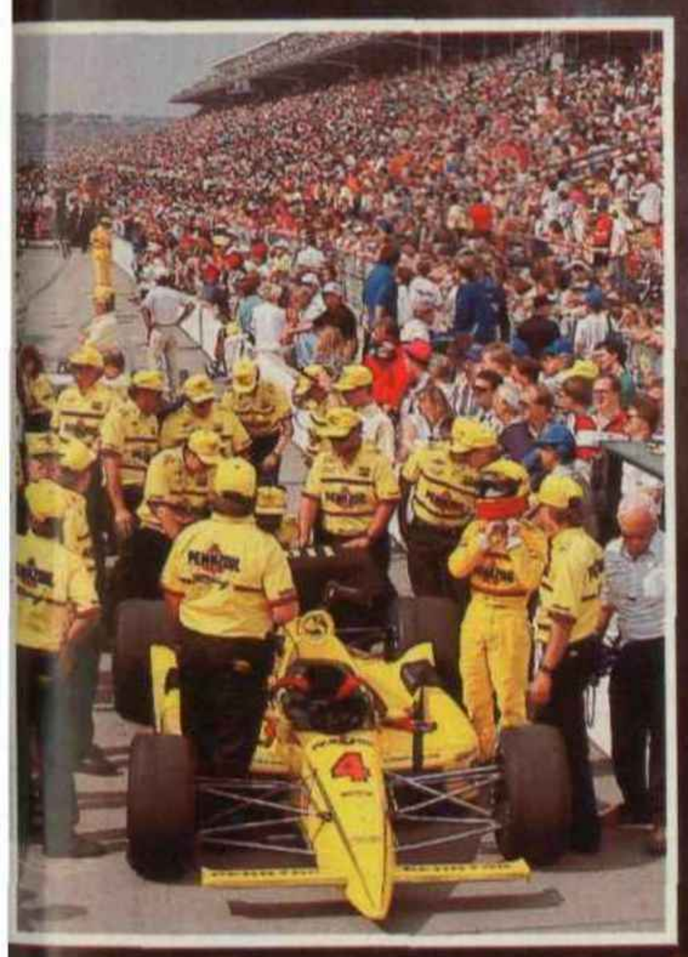
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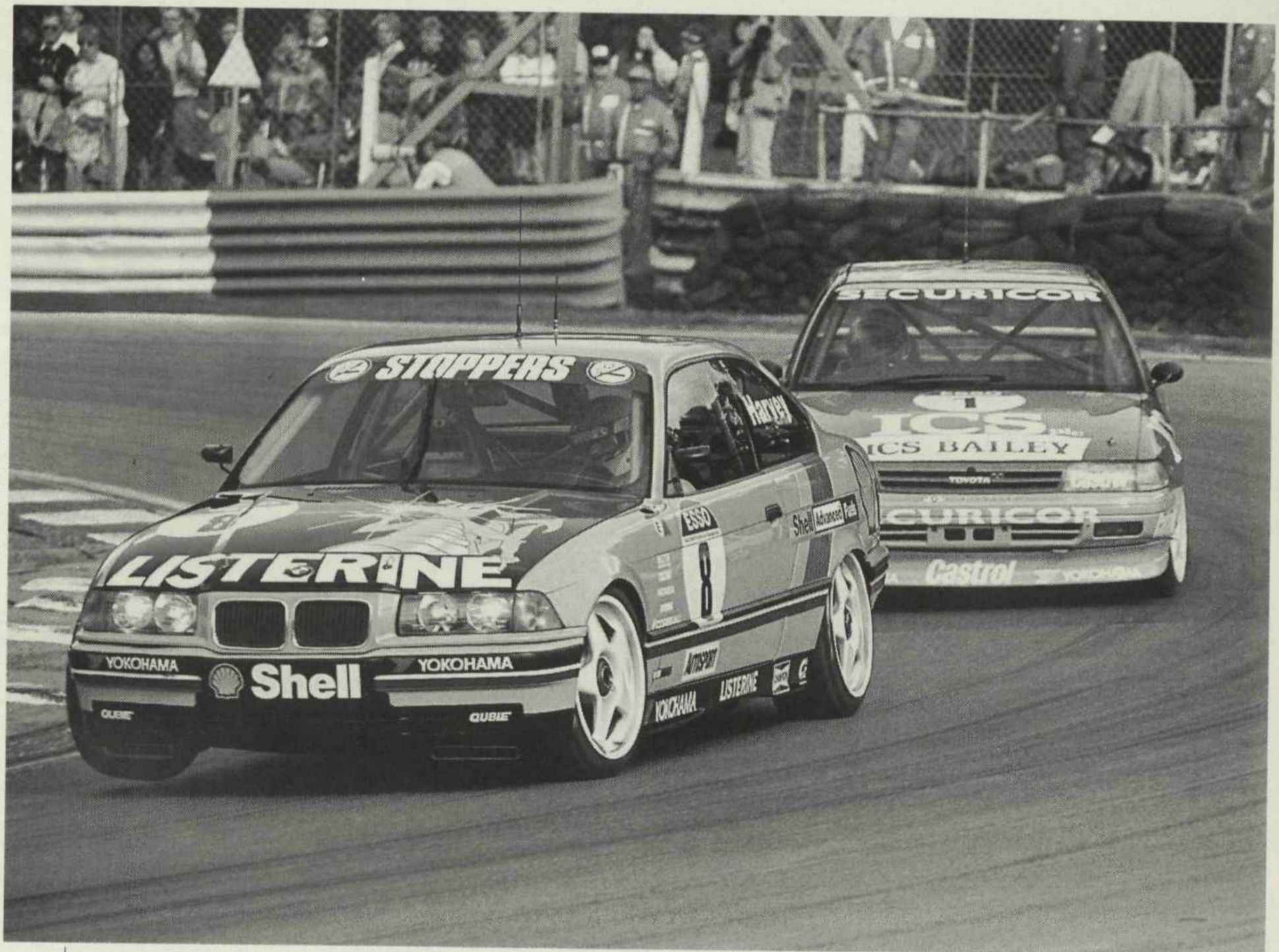
MOTOR SPORT



Indycar racing:
what the future holds for Nigel Mansell

Insight: pressure in the BTCC

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On October 4th, behind the wheel of a BMW 318is Coupe, Tim Harvey became the 1992 ESSO RAC British Touring Car Champion at Silverstone.

This crowns a remarkable year for Tim, during which he left behind Vauxhall, Peugeot, Nissan, Mazda...and, of course, Toyota.

Not bad for a new car in its very first racing season. Very good news, too, for people who love driving, because a road-going version of the BMW 318is is available.

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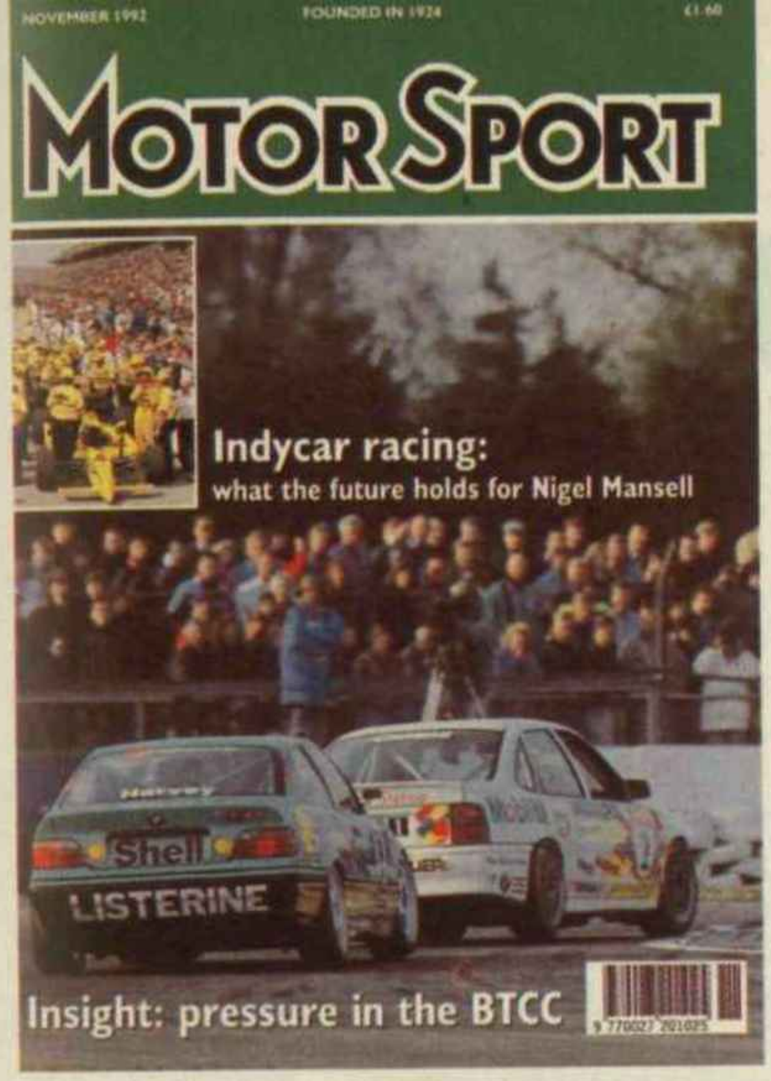
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Cover story: the BTCC concluded in spectacular, but controversial, style (main picture). See page 1042. Inset: What does the razzmatazz world of Indycar racing hold for Nigel Mansell? See page 1044.

MOTOR SPORT

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*

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Next issue out November 27

The month in MOTOR SPORT

Sep 12: John Gray takes his second successive outright victory in the Brighton Speed Trials, reaching 181 mph in his MPA-Judd V10. Bob Burrell triumphs in the Vintage & Historic section, at a more sedate, but worthy nonetheless, 126 mph.

Sep 15: Damon Hill shakes down the new Williams FW15 at Silverstone, setting encouraging lap times.

Sep 16: Japanese F3 champion Anthony Reid escapes uninjured from a huge testing accident at Fuji, during which his crash helmet flies off. The Scot was trying out an F3000 Lola, in preparation for next season.

Sep 17: Egged on by *The Sun*, running its own 'Save our Nige' campaign, Nigel Mansell fans gather outside the Williams F1 factory to express their disapproval of the team's failure to retain their hero's services for 1993. Few turn up, and the small crowd even includes dissenters registering their approval of Williams' decision, and waving banners urging the team to sign Ayrton Senna!

Sep 17: Derek Warwick concludes a two-day Indycar test with the Hall/VDS team. The SWC champion impresses the team with his speed at Mid-Ohio.

Sep 17: The British Rallycross Drivers' Association makes it known that it disapproves of Brands Hatch Circuits' 1993 grading system. It could spell the end of the sport at Brands.

Sep 18: Nigel Mansell announces that he is to race Indycars in 1993. The reigning world champion signs to drive a Lola-Cosworth for Newman-Haas.

Sep 18: Brabham confirms that it has officially withdrawn from the World Championship.

Sep 20: Despite trials and tribulations in the weeks leading up to the race, following the arrest of erstwhile team principal Vic Lee, Tim Harvey continues his run of BTCC victories for BMW. Aided by team-mate Steve Soper, Harvey storms through from 11th on the grid at Donington Park. The result leaves the top three drivers in the series separated by just four points, with only one race to go.

Sep 20: Kelvin Burt takes British F3 honours at Donington. Teenage prospect Paul Evans wraps up the class B title. Across the channel, the titanic struggle for the German F3 crown continues, Pedro Lamy and Marco Werner taking a win apiece at the Nürburgring. At the same meeting, GTCC spoils go to Mercedes, courtesy of Bernd Schneider and Klaus Ludwig.

Sep 20: Ricky Rudd wins an incident-packed NASCAR round at Dover Downs.

Sep 20: Russell Spence's Formula Atlantic title aspirations take a further battering in Canada, as an incident with a backmarker pitches him off the road whilst he's lying second. The Yorkshireman is lucky to escape with nothing worse than bruising; David Empringham wins.

Sep 20: A sixth place in one of two races at Zolder is enough to seal the GM Vauxhall Lotus Euroseries title for Gareth Rees. Promising Dutchman Jos Verstappen dominates both events.

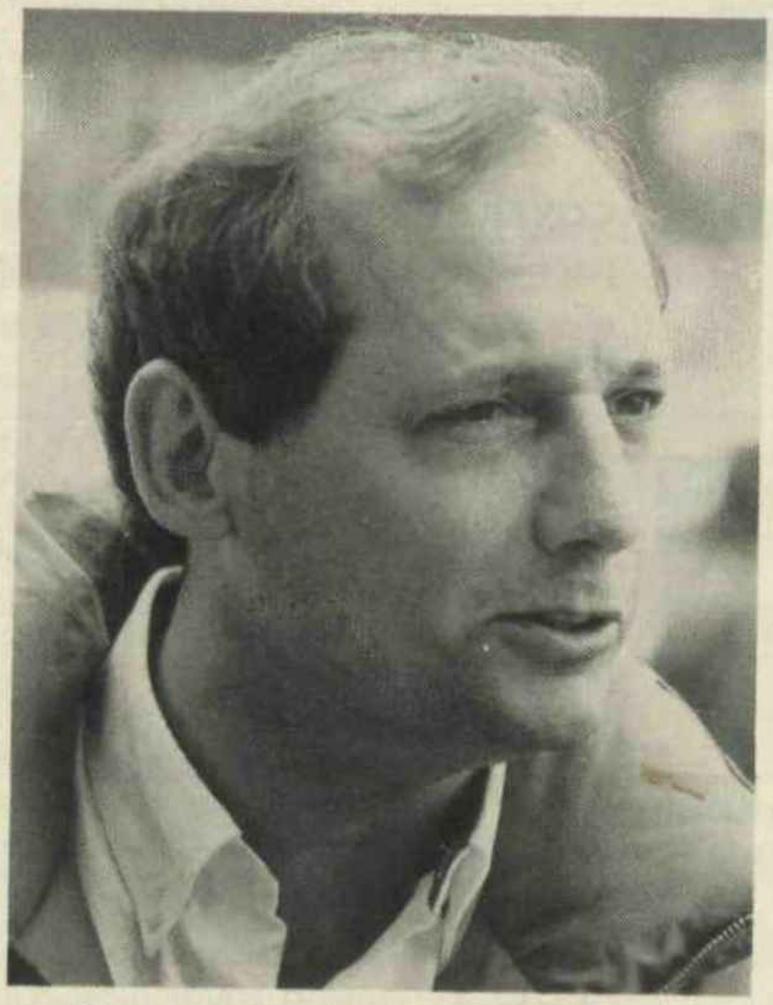
Sep 21: Despite continuing uncertainty in Europe, the organisers of the Ivory Coast Rally insist that it will go ahead as planned.

Sep 21: At the launch of a new book about him, in London, Nigel Mansell reveals that Williams' commercial director Sheridan Thynne resigned from his position during the Hungarian GP weekend, when it became clear that an offer made to Mansell for the 1993 season had been withdrawn by the team.

Sep 22: Didier Auriol edges closer to becoming France's first world rally champion, securing his sixth victory of the year on the Rally Australia. Main rival Carlos Sainz is beaten into third place by Auriol's Lancia team-mate – and reigning title-holder – Juha Kankkunen.

Sep 25: Having already terminated its world rally programme, Nissan Motorsports Europe halves its remaining workforce.

Sep 26: Third place on the Rallycar Forest Stages is enough to clinch the Mintex National Challenge for Richard Burns. Bill Barton wins the event.



Ron Dennis: tracking down Renault V10s?

Sep 27: To nobody's great surprise, Williams confirms that Alain Prost will be part of its F1 line-up in 1993. His team-mate's identity remains a secret. The rumour-mill is still in warp drive. Will McLaren get Renault engines? Will Derek Warwick sign for Footwork? Will Riccardo Patrese's Benetton deal collapse, enabling him to return to Williams? In that eventuality, will Al Unser Jnr sign for Benetton? Are Michele Alboreto and F3000 sensation Luca Badoer destined to drive Scuderia Italia's Lola-Ferraris? Will Honda be back with its own car in 1994?

Sep 27: Starting from pole position, Nigel Mansell utterly dominates the Portuguese Grand Prix at Estoril. Team-mate Riccardo Patrese is fortunate to escape without injury from a huge accident, after a brush with eventual runner-up Gerhard Berger. Earlier, the supporting Vauxhall Lotus Euroseries race fell to Swiss hopeful Christian Fischer.

Sep 27: After the Portuguese GP, third-placed finisher Ayrton Senna accuses Alain Prost of "being a coward", for insisting that his Williams contract should include a clause preventing the team from signing the Brazilian. Senna, who once refused to accept Derek Warwick as a team-mate at Lotus, says it's a bit like Prost "wanting to race a 100-metre sprint with running shoes, while everyone else is forced to wear lead boots".

Sep 27: British F3 champion Gil de Ferran drives brilliantly at Thruxton, fending off Kelvin Burt to take his sixth win of the year. Burt races under a cloud, facing the loss of 18 championship points after a sample of fuel, taken at Pembrey, was found not to conform on the grounds of excess lead content. The Fortec team accepts that the sample was not acceptable, but points out that the punishment does not fit the crime, and that Kelvin had done nothing wrong himself. The extra lead conferred no performance advantage, but resulted from human error. F3 teams often test with such leaded fuel, to prevent engine detonation, and rinse the tank before race meetings. Fortec explains that someone had either forgotten to cleanse the tank properly, or had else simply filled the car from the wrong churn on race day. An appeal is lodged on behalf of the driver, who has already signed to continue with Fortec in 1993.

Sep 27: Roland Ratzenberger heads a Lola clean-sweep in the ninth round of the Japanese F3000 series, at Suzuka. Rickard Rydell wins the supporting F3 race. Nearer home, Jules Boullion takes French F3 honours at Le Mans. Fourth place gives Franck Lagorce the series lead.

Sep 27: Dennis Biggerstaff finishes second at Croft, to clinch the British rallycross crown.

Sep 28: The Goody's 500 NASCAR race takes place on a Monday, having been delayed by rain. Geoff Bodine wins.

Sep 28: It seems increasingly likely that Didier Auriol will drive for Toyota in the 1993 WRC, which strengthens the probability of Lancia's complete withdrawal from rallying.

Sep 29: Gianni Agnelli, chairman of Fiat, announces that he is to step down in 1994.

Sep 29: It is announced that Aldershot Stadium, a bastion of stock car racing since 1954, will hold its final meeting on November 21. Thereafter, the track will close down to make way for a new road.



Alain Prost: first mileage for Williams

Oct 1: Three days of F1 testing concludes at Estoril. Alain Prost tries a Williams for the first time, and is fastest driver running to 1992 specification. Goodyear runs its 1993-spec 15in tyres. Damon Hill, on duty for Williams, is quickest on the narrower rubber, swifter even than Prost . . . Amongst the interesting combinations on view are Derek Warwick (Footwork), Jan Lammers (March), Giovanni Lavaggi (March), Luca Badoer (Dallara) and Diogo Castro Santos (Jordan).

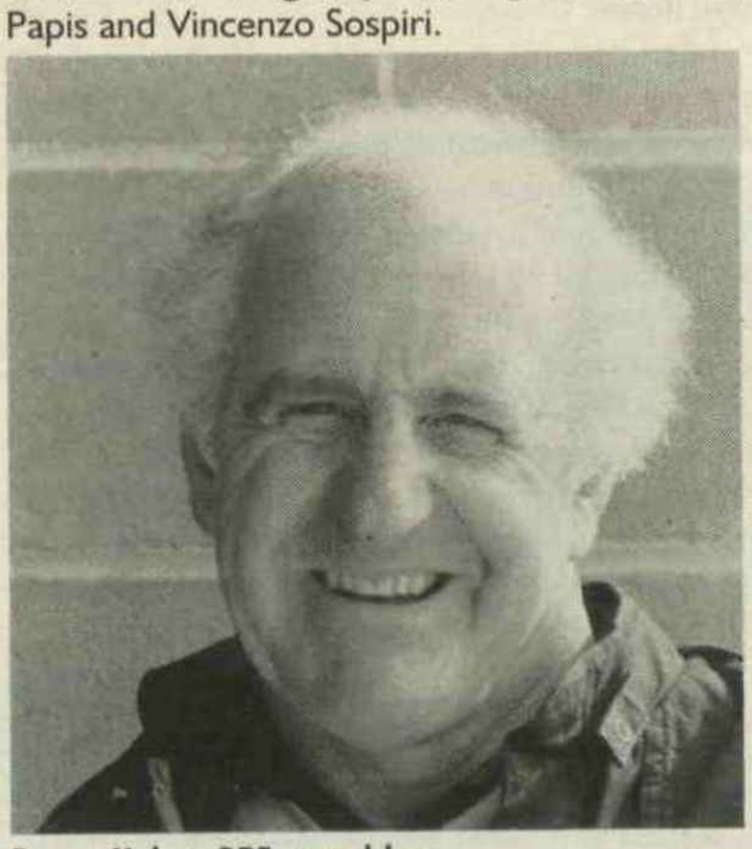
Oct 1: Renault confirms that it will run in the 1993 BTCC. GB Motorsport is entrusted with the programme. Robin Herd and John Miles are recruited to assist with development.

Oct 1: After another shake-up at Silverstone, Innes Ireland is voted in as head of a completely fresh board of directors at the BRDC.

Oct 2: Ferrari recruits Nicola Larini to replace Ivan Capelli for the final two Grands Prix.

Oct 4: Tim Harvey clinches the BTCC crown at Silverstone. Fourth place suffices for the BMW driver, after team-mate Steve Soper knocks Harvey's title rival John Cleland off the track with a couple of laps to go. The incident is highly controversial. At the time, Cleland was lying fifth . . . and on course to take the title. No action is taken by the stewards, who had earlier suspended national Formula Ford champion Jamie Spence for three months, after an unseemly accident in the Rapid Fit Championship finale. Almost unnoticed, Andy Rouse wins the touring car race for Toyota . . . and hints that he is considering retirement.

Oct 4: Also at Silverstone, Piers Hunnisett is crowned Formula Vauxhall Lotus champion and Gil de Ferran takes an easy win in the final round of the British F3 Championship, ahead of Racing for Britain's Kelvin Burt and Warren Hughes. Max Angelelli clinches the Italian F3 series at Vallelunga, by finishing third to Max Papis and Vincenzo Sospiri.



Denny Hulme OBE; a sad loss.

Oct 4: Denny Hulme succumbs to a massive heart attack while competing at Bathurst (see *Appreciation*, page 1021). The race continues in his honour, but is eventually curtailed by violent rainstorms. The Nissan of Jim Richards and Mark Skaife is declared the winner. Skaife departs immediately for Europe, where he is to replace the financially challenged Allan McNish in Mike Earle's F3000 team for the last two rounds of the championship.

Oct 4: Bobby Rahal improves his Indycar title aspirations with victory at Nazareth. Support race victories go to Harald Huysman (Formula Atlantic) and Robbie Buhl (Indy Lights). Buhl secures an unassailable series lead.

Oct 4: Alessandro Nannini and Roberto Ravaglia take a win apiece in the ITCC at Varano. Nicola Larini bags a brace of second places to maintain his championship lead.

Oct 4: Juan-Manuel Fangio gives Toyota another IMSA win at Phoenix.

Oct 5: Mitsubishi signs Armin Schwarz for its 1993 WRC programme.

Oct 5: Although the general feeling is that Lancia will withdraw from rallying altogether, rumours in Italy suggest that The Jolly Club may still run a Delta integrale for Juha Kankkunen in '93. Markku Alén is also expected to run with the Italian team.

Oct 6: With test driver Alessandro Zanardi taken ill, Benetton recruits Perry McCarthy to do three days' work at Silverstone. In France, Eric Bernard accrues his first F1 mileage since his accident at Suzuka last year. Bernard runs with Ligier at Magny-Cours.

Oct 6: Geoff Bodine wins NASCAR's second consecutive Monday race, at North Wilkesboro. Torrential rain had caused the postponement of Sunday's event.

Oct 7: FISA axes the SWC (see *Cotton On*, page 1041). At the same plenary meeting, Max Mosley is re-elected as president of FISA for a further four years.

Oct 7: Martin Brundle is told by Frank Williams that his services will not be required in 1993. The latest F1 rumour is that Jean Alesi will be released by Ferrari to join Prost at Williams, paving the way for Ferrari to buy out Nigel Mansell's Indycar contract with Carl Haas. Enquiries are met with the usual denials all round.

Oct 8: Brabham's assets are taken over by a group headed by Alan Randall, the man whose grandiose plans to run a multi-car Jaguar Group C team failed earlier in the year. He plans to have the famous marque up and running again by the start of the 1993 season. Mexican Carlos Guerrero is nominated as one driver.

MATTERS OF MOMENT

Indelible evidence

We applaud TOCA's decision to ask RAC stewards to make use of comprehensive TV footage to examine driving standards in the final round of the British Touring Car Championship, at Silverstone on October 4.

As you can read elsewhere in this issue, the elevated profile of the BTCC has brought about an increased commitment to win. With it has come a sharp fall in driving standards.

It's something British motor racing does not need.

Six days after the controversial BTCC finale, a successful Formula Ford racer lost his life as a result of injuries sustained while disputing the lead of a race that was crucial to his title hopes. No blame was apportioned for this particular incident, which received little media coverage, but for those of us close to the sport it brought the safety question into sharp focus once again. It was the third fatality at a British race meeting this year. It has not been a happy year for motor racing in general.

In an age when certain other sports cry out for umpires and referees to make use of TV cameras, TOCA's stance is a triumph for common sense, albeit belated. Unhappy batsmen, given out lbw, and disgruntled strikers, ruled offside, bemoan the fact that TV technology is not used to back their claims, as it is in horse racing, where the human eye is often incapable of ruling accurately.

This brings us to a separate, worrying aspect of the rumbustuous BTCC decider. If the series co-ordinator feels that its product needs to be scrutinised in the interests of future fair play, why is it that some of the unsavoury incidents in the race were not reported *at all* by the officially appointed observers? **S A**

DIARY

Oct 9: Informed rumours hint that Fiat might enter the 1993 BTCC, with Prodrive.

Oct 10: Mark Wagstaff (Vauxhall Astra) is the surprise winner of the Tour of Mull.

Oct 10: TOCA says that there will be a full investigation into driving standards during the BTCC finale. The enquiry will make full use of available TV footage.

Oct 11: Luca Badoer dominates the penultimate round of the European F3000 Championship, at Nogaro. With closest rival Andrea Montermini only fourth, behind Jean-Marc Gounon and David Coulthard, Badoer is assured of the championship title.

Oct 11: A misunderstanding over pace car regulations costs Yvan Muller victory in the British F2 finale at Donington Park. Series debutant Massimo Monti wins.

Oct 11: Germany's national racing championships are wrapped up at Hockenheim. Roberto Ravaglia wins both GTCC races for BMW, but Mercedes-Benz's Klaus Ludwig is champion. Portugual's Pedro Lamy takes a brace of wins to clinch the F3 title.

Oct 11: Mark Martin scores his first NASCAR win of the year, at Charlotte. Elsewhere in the USA, it's PJ Jones's turn to score an IMSA win for Toyota, in the final round at Del Mar.

Oct 11: Relative unknown Giancarlo Fischichella wins the Italian F3 finale at Imola.

Oct 12: Formula Ford racer Ian McArdell dies in Frenchay Hospital, Bristol. The 27 year-old succumbs to massive head injuries, sustained in an accident during the local championship finale at Castle Combe two days beforehand.

Oct 12: Toyota confirms that it has signed Didier Auriol for its 1993 rally programme. Almost simultaneously, the Frenchman's bid for the 1992 title receives a setback when his Lancia loses a wheel on the very first stage of the Sanremo Rally, forcing his retirement from the event.

Oct 12: Ford confirms that it will run a works Sierra Cosworth for Malcolm Wilson on the RAC Rally. Regular works driver François Delecour will not be taking part, due to other commitments.



Malcolm Wilson: Ford's RAC choice.

OBITUARIES

Cyril Posthumus

It was with great sadness that we learned of the death of Cyril Posthumus, who passed away on Saturday October 9.

Born on August 28 1918, he began his motorsporting career as Associate Editor of *Autosport* between 1950 and 1957, but eventually his untiring ability to mastermind the weekly publication of the magazine, against persistent odds, attracted the attention of our Chairman Wesley Tee, who invited him to join our emergent weekly sister *Motoring News* as Associate Editor and then, very quickly, Editor. He stayed until 1959, when he was succeeded by his assistant John Blunsden, and was invited back when John went freelance in 1961. This time Cyril left in 1963 to take up a position as Features Editor on *Motor* until 1966, whereupon he did a two-year stint with *Motor Racing*. After that he remained a freelance, more recently editing the Brooklands Society Gazette.

Cyril was of rather nervous character, and an excellent writer. He was very perceptive, and had a deep and enduring love of racing cars. He was the schoolboy motor racing fanatic, possessed of a plethora of facts and anecdotes.

I first became aware of him when I received a copy of his excellent book *Land Speed Record* as a Christmas present in 1971. It was, and is, the definitive work on the record. I felt honoured and privileged when, approached to update it in 1984, he no longer felt knowledgeable enough and suggested to Osprey that I do it instead. That gave me my first book opportunity and typified of his lack of ego, his desire for accuracy and his wish to help others. I'd devoured the book in one sitting first time around, and then I came to appreciate from the professional point of view too just what an excellent job he had done.

Arthur Benjamins, the motor racing and record breaking artist, once told me a story that epitomised Cyril's penchant for self-effacement. Arthur had asked him to autograph his copy of the revised *Land Speed Record* and had posted it to Cyril. The latter had returned it, duly signed, but with a note attached. Cyril was worried that his signature had become a scrawl and that Arthur might feel it had defaced his book, and therefore offered to replace it with one of his own fresh copies if necessary.

Cyril leaves a widow, Betty, and son, and to them we extend our condolences on the loss of a real gentleman. **DJT**

Ian McArdell

A terrible accident in the final round of the HEAT FF1600 Championship at Castle Combe claimed the life of Ian McArdell. The 29 year-old accountant from Farnborough, Kent, was disputing the lead with Bob Higgins when the two cars brushed wheels. McArdell hit the barriers with substantial force, and succumbed to serious head injuries two days later.

After attending the racing school at Brands Hatch, Ian started contesting that circuit's local series in 1985. A long-time devotee of Formula Ford, he was best known for his exploits at Snetterton, where he won the regional FF1600 title in 1989. After a year's sabbatical in 1990, he transferred his attention to the Castle Combe series, just being pipped to the title by Nigel Jenkins. He was again chasing championship honours at the time of the accident.

We extend our sympathies to Ian's family and his many friends in racing on their sad loss.

● Geoffrey Kent, the man whose innovative marketing ideas revolutionised F1 sponsorship, passed away recently. Kent was responsible for introducing John Player to F1 racing, via its Gold Leaf brand, with Team Lotus in 1968. We extend our sympathy to his widow, Brenda, and to all his family and friends.

NOVEMBER FIXTURES

Date	Venue	Event	Type
Oct 23/25	Brands Hatch	Formula Ford Festival	INT
Oct 24/25	Weston Park, Telford	Midlands Rally	N
Oct 24	Silverstone	F750	R
Oct 25	Mallory Park	FVee, F750	R
Oct 25	**Suzuka, Japan**	**Japanese Grand Prix**	**INT**
Oct 25	Rockingham, USA	NASCAR	N
Oct 27/Nov 2	**Abidjan, Ivory Coast**	**Ivory Coast Rally**	**INT**
Oct 31	Llandudno	Cambrian Rally	N
Nov 1	Hyde Park, London	London to Brighton Veteran Run	N
Nov 1	Donington Park	Touring cars (to be confirmed)	N
Nov 1	Phoenix, USA	NASCAR	INT
Nov 7	Brands Hatch	FF1600, GTs, F/First	R
Nov 7/12	**Lloret de Mar, Spain**	**Cataluña Rally**	**INT**
Nov 8	**Adelaide**	**Australian Grand Prix**	**INT**
Nov 14	Brands Hatch	FF1600, Minis	R
Nov 14	Snetterton	750MC Relay	R
Nov 15	Brands Hatch	FF1600, MGs, F/First	R
Nov 15	Suzuka, Japan	F3000	INT
Nov 15	Atlanta, USA	NASCAR	INT
Nov 22	Macau	F3 GP, touring cars	INT
Nov 22	Brands Hatch	FF1600, GTs, F/First	R
Nov 22/26	**Chester**	**Lombard RAC Rally**	**INT**
Nov 29	Fuji, Japan	F3	INT
Nov 29	Brands Hatch	FF1600, GTs, F/First	R

A Sale of IMPORTANT MOTOR CARS *including a* SIGNIFICANT PRIVATE COLLECTION *on* NOVEMBER 25 *at* OLYMPIA LONDON.

Brooks are proud to announce the sale of an important private collection, to be offered at auction on November 25th at Olympia, London.

The collection of eighteen cars is headed by the Alfonso de Portago 1956 Ferrari 250GT *Berlinetta*. This supremely historic car, chassis '0557 GT', was driven by de Portago to win the *Tour de France Automobile*, earning Ferrari 250GT *Berlinettas* the *'Tour de France'* title by which they became known. After de Portago's tragic death in the 1957 Mille Miglia, the car was sold to fellow Cresta Run exponent and good family friend Keith Schellenberg who preserved it for 25 years before selling to another enthusiast. With this impeccable provenance and maintaining superb originality this is the most important Ferrari *Gran Turismo* to come to auction for many years.

The collection includes such other rare Ferraris as a 500 Superfast, a 410 Super America and a 250GT *Lusso*, together with other interesting and attractive vehicles as diverse as a 1934 Austin Taxi *Landaulette* and a Messerschmitt KR200.

As in our sale of the late Peter Hampton's collection, these cars will form Part 1 of the forthcoming Olympia auction, with Part 2 offering entries which we now invite.

For information regarding the sale or to enter a motor car please contact James Knight, Mark Beattie or Robert Brooks on 071-228 8000.

BROOKS

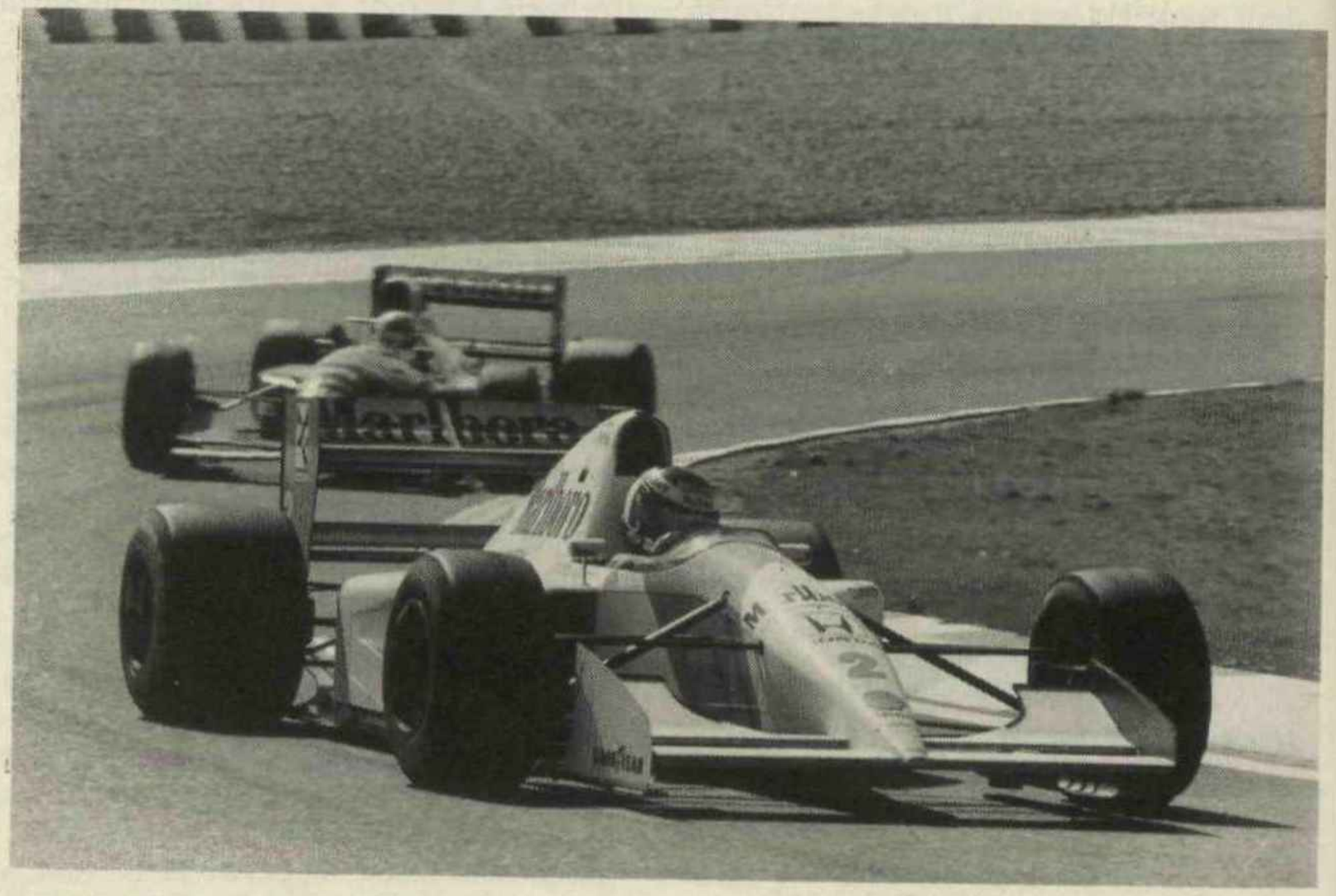
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Highs and lows

Mansell finally took a record ninth win in a season for Williams-Renault, but politics and Patrese's accident marred the victory

Heading for disaster: Patrese hounds Berger's McLaren.



No 1992 Grand Prix quite so encapsulated Formula One as it now is, than Portugal. Very much, the weekend in Estoril was one of highs and lows.

Since Monza, Nigel Mansell had, of course, made his Indycar bed. The signs in Portugal were that he was more than happy to lie on it. So much so, that one could not help but wonder, as Alain Prost did recently, just when the World Champion-elect really decided enough F1 was enough.

Around the time of the Hungarian GP, when everything was still up for grabs, Mansell would have been on the rev limiter after the first major failure of Williams' active ride suspension that he experienced on Friday morning. It happened at the end of the back straight, which leads down to the 180 degree left-hander. Fortunately, there was plenty of run-off area, but it clearly shook him, as well it might have. "It was a big, *big* moment, believe me," he insisted.

Estoril is one of those circuits that time forgot. You know, the sort of time that in England would insist on safety fencing all round the protect the spectators. Triple layer Armco barrier in strategic locations where, the other side of the current two tiers, lies a steep drop. When he first encountered it testing for McLaren last year, Michael Andretti could not believe it. And this is a man well versed in the fairground nature of Milwaukee's mile, or Nazareth's tight oval. It is not the sort of circuit that you want to leave involuntarily, Estoril.

For all that scare, Mansell was on his top form during Friday qualifying when he all but equalled the pole-winning lap Riccardo Patrese had set the previous year with full qualifying tyres. He was relaxed, and cautiously optimistic. In the back of his mind, however, were the niggling little problems that had – and it seemed incredible when you thought about it – kept him away from the victor's laurels since Hockenheim. Three whole races. The theory at Williams was intriguing. Since Hungary Elf's fuel has perforce been of different make-up, and Renault believed that the latest product made its V10 run less smoothly. The RS3C could withstand this, but the RS4's systems, particularly a plastic component in the pump that actuates the active suspension's hydraulics as well as those of the transmission, were having difficulty. The vibrations lost Mansell an ignition coil in Belgium, and shook off both cars' hydraulic drive belts in Italy. Now they had upset the pump again. The notorious bumps of the circuit hardly helped, either.

Optimism tempered by such thoughts, Mansell went to the line determined to win on what may be his last European appearance in a motor race. And he dominated throughout. It almost certainly wasn't, but it looked all the way through as if he was out for a Sunday afternoon drive. The Williams-Renault did not miss a beat, there was no drama in his pit stop which, sensibly, he delayed as long as he dared to cater for changing track conditions. He left with four wheels, and they stayed in place. He didn't even lose the lead when he came in, since everyone else had already lost time making their calls for fresh Goodyears before he pitted at the end of 29. After the misgivings, his record ninth win in a single season came easily.

Behind him, there was a fair degree of mayhem. Most of it concerned team-mate Patrese, who had one of the luckiest escapes we are ever likely to witness. The Italian had, as is the norm, backed Mansell in qualifying without realistically challenging him. And as Mansell pulled away comfortably in the opening stages, so Riccardo had outpaced the bucking McLarens of Senna and Berger. But when a rear wheel retaining nut stuck momentarily during his tyre stop on lap 23, he dropped way back to fifth place, behind not only the McLaren duo, but also Mika Hakkinen's finely-driven Lotus which temporarily occupied second place during the stops but otherwise ran a solid fifth.

Mile by mile Riccardo hauled in Berger's MP4/7A (the active MP4/7B might have been better suited to the bumpy course but was not deemed sufficiently reliable after prolonged testing). Thus the stage was set for the appalling incident that befell Patrese on lap 43.

For the previous handful of laps he and Berger had been circulating nose to tail, with Riccardo continually pulling out and drawing alongside, but never quite able to pass. Gerhard certainly knew he was there. Coming through the long, high-G right-hander that leads on to the main straight, the Williams was tucked right in behind the McLaren. As he had done for a couple of laps, Berger eased from the left-hand side of the road on the exit towards the right-hand side to hug the pit wall and, eventually, protect his inside down into the first turn, where overtaking is sometimes possible. At Estoril, that's saying something. This time, however, Gerhard decided to come late into the pits for another set of tyres, but did so quite without signal. Patrese, fullbore behind him, realised too late that the McLaren was slowing and as his front right tyre hit the MP4/7A's left rear the Williams was launched into a spectacular climb.

Watching it arc so high that it almost clipped the pedestrian bridge across the straight, was like seeing movie footage of a speedboat flipping, but fortunately the FW14B didn't quite

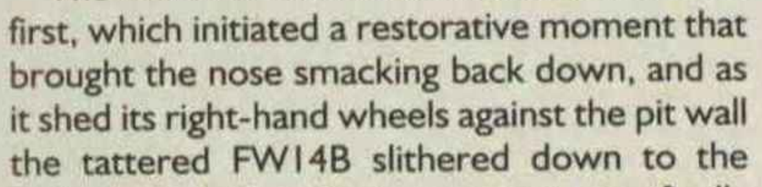
get to the point where the weight of machinery in its tail acted like a pendulum to drag it through a full somersault. Equally fortunately for Riccardo, although he probably didn't think so at the time, was that it landed tail first on to a medium that allowed it to keep moving. Gilles Villeneuve had been killed at Zolder because after taking off over the back of Jochen Mass' March, his Ferrari had dug nose first into soft sand which arrested it very suddenly and broke his neck.

The Williams' left rear wheel touched down first, which initiated a restorative moment that brought the nose smacking back down, and as it shed its right-hand wheels against the pit wall the tattered FW14B slithered down to the Ferrari pit before its momentum was finally expended. Shaken, Riccardo stepped out and hobbled to safety.

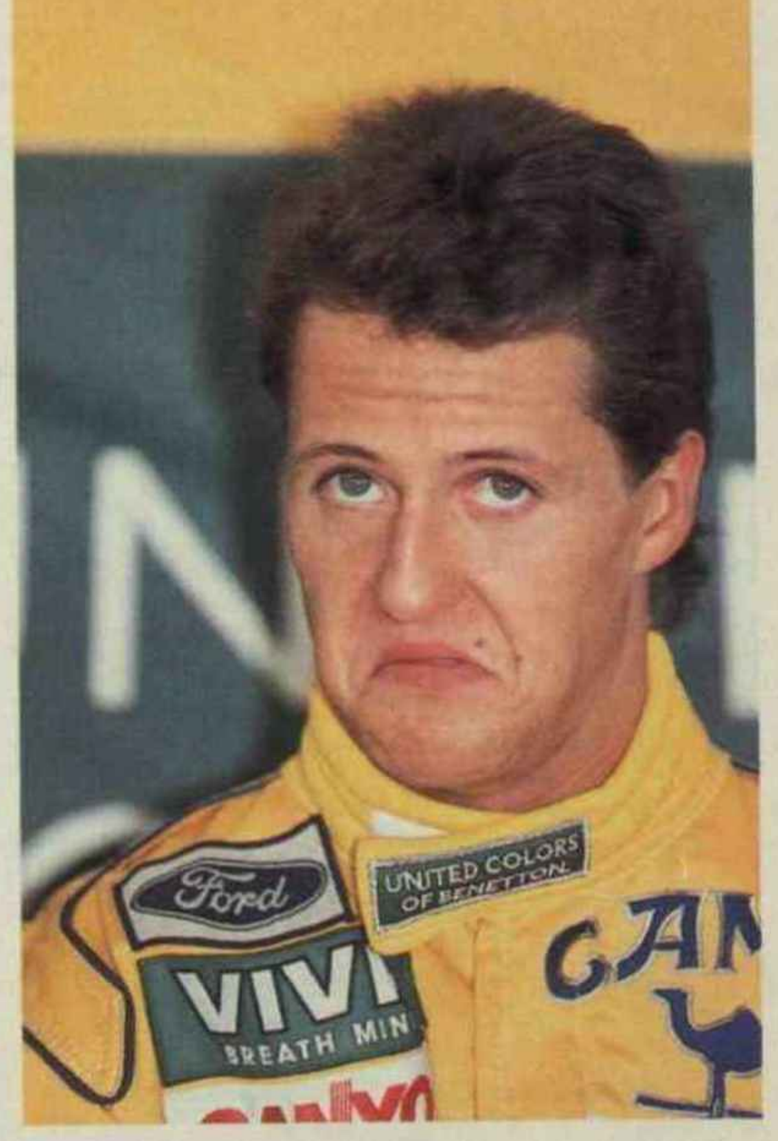
The incident raised some serious questions over pit wall safety, for this is the fourth time in the past five years that a car has nearly injured team personnel. Remember Alliot's shunt in Mexico, or Capelli's in Detroit in 1988? Gugelmin's Wall of Death in the rain in Adelaide last year?

It also raised questions over tactics concerning planned pit stops. Back in 1985 at Zandvoort Thierry Boutsen had had a nasty experience when René Arnoux pulled in without warning in his Ferrari and launched the Belgian's Arrows. After his shunt, Patrese demanded action from the stewards, who took the extraordinary view that it was simply a misunderstanding about which they could do nothing. Berger was contrite afterwards, but echoed their sentiments. Riccardo fumed. Nobody suggested for a moment that what Berger did was deliberate, but it was certainly unthinking. He knew he was going to come in for another set of tyres, something that, since they had already both stopped for that purpose, Riccardo had no reason to expect.

That incident put in a nutshell the Portuguese GP, and to an extent the current state of F1. There was a lot of chasing in Portugal, but not much racing, not much overtaking. Behind the two Williamses and the two McLarens initially, Hakkinen starred ahead of Brundle's Benetton after the latter's team-mate Schumacher had had to start from the pit lane after his engine cut out on the formation lap. Behind them once Alesi had eliminated Herbert on the first lap and then himself with a spin in his ill-handling Ferrari on lap 13, Alboreto had run a lonely seventh, clear of a frantic scrap between Gachot, the Ligiers of Boutsen and Comas, de Cesaris, Grouillard, Lehto and Capelli. One by one some fell out, Gachot with low fuel pressure, Grouillard with gearbox









Ayrton Senna (left) survived three tyre stops in the race to take third place, but for Mansell (below) a practice suspension failure was forgotten when he scored his record ninth win in a season.
Other faces told different stories. Prost (top right) was pensive until his Williams ride was confirmed on Sunday; Schumacher rued an engine problem which obliged him to start from the back; and Patrese was furious with Berger but grateful to have emerged unscathed.

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problems and Capelli with a down-on-power Ferrari V12. It was a telling indication, however, that having sliced through the field to 13th place by lap six even a talent such as Schumacher then found it very difficult to make further progress as he bogged down behind Comas. The straight is the best place to try and pass at Estoril, but if your rival has better top speed you can be stymied no matter how much better your car is everywhere else. This has often been true throughout the various GP eras, but never has it been more noticeable than it is today.

It was all a case of What Might Happen, rather than What Is Happening, and it took something like Patrese's accident to snap spectators from their stupor. Surely something is wrong with F1 if it takes an incident to raise the level of excitement. Whatever happened to passing and repassing?

Somebody had clearly omitted to tell the script to Mika Hakkinen. With Schumacher's grid slot vacant the Finn made full use of the empty gap and his own personal best F1 grid position to jump into fifth place at the start, and





PORTUGUESE GRAND PRIX

"It took Patrese's accident to snap spectators out of their stupor"

in the opening stages he was far from overshadowed by the McLarens. As Brundle lagged in sixth and Senna eased away from his teammate, Berger came under attack from the rapid Lotus driver. For a few laps it seemed he might even be deprived of fourth place, but the McLaren was always very quick down the straight and Hakkinen wisely accepted that a long race is not always won at the first corner. Later, as he and Brundle came up to lap the Lehto, Martini, Wendlinger battle for 13th place Pierluigi was in uncharacteristically selfish form and steadfastly refused to give way. Mika was already nursing a fourth gear that had taken a liking to jumping out of engagement, and Brundle jumped him in traffic on the 34th lap. That should have been the end of it, but Hakkinen had a re-write of the normal script and repassed the Benetton after four laps in sixth place. By that time they were finally clear of this little group, though, and Brundle was able to make a passing move stick on lap 44 and thereafter pulled away as Hakkinen looked after his transmission problem.

That, bar a frantic little battle between

Martin Brundle presses on hard (top left) in his initial pursuit of Hakkinen's Lotus, as they fight their way through a gaggle of backmarkers mid-race. The Briton finished fourth to maintain Benetton's unique achievement of points in every 1992 race.

Christian Fittipaldi looked more his old self towards the end of the race (middle, far left), but was unable to resist this pressure from Aguri Suzuki's Footwork.

In a fraught midfield battle (middle, left), Lehto leads Capelli (in his last race for Ferrari), Morbidelli, Martini, Wendlinger and Naspetti as Schumacher fights his way through from his blighted start.

Mika Hakkinen (lower left) was in excellent form all weekend. In qualifying here, he discusses chassis set-up with his engineer Andy Tilley. In the race he fought hard with Brundle until fourth gear began jumping out, and eventually took fifth place for Lotus.

STARTING GRID

5 MANSELL
Williams FW14B
1m 13.041s (1)
1m 13.961s (2)

6 PATRESE
Williams FW14B
1m 13.672s (1)
1m 14.305s (2)

1 SENNA
McLaren MP4/7A
1m 14.258s (2)
1m 15.343s (1)

2 BERGER
McLaren MP4/7A
1m 15.068s (2)
1m 15.117s (1)

19 SCHUMACHER
Benetton B192
1m 15.356s (1)
1m 15.890s (2)

20 BRUNDLE
Benetton B192
1m 16.084s (2)
1m 16.796s (1)

11 HAKKINEN
Lotus 107
1m 16.173s (1)
1m 16.213s (2)

9 ALBORETO
Footwork FA13
1m 16.282s (1)
1m 17.109s (2)

12 HERBERT
Lotus 107
1m 16.628s (2)
1m 16.755s (1)

27 ALESI
Ferrari F92AT
1m 16.884s (2)
1m 16.937s (1)

25 BOUTSEN
Ligier JS37
1m 16.930s (2)
1m 17.332s (1)

4 DE CESARIS
Tyrrell 020B
1m 17.240s (2)
1m 17.356s (1)

29 GACHOT
Venturi LC92
1m 17.250s (2)
1m 17.624s (1)

26 COMAS
Ligier JS37
1m 17.264s (2)
1m 17.384s (1)

3 GROUILLARD
Tyrrell 020B
1m 17.277s (2)
1m 17.512s (1)

28 CAPELLI
Ferrari F92AT
1m 17.287s (2)
1m 18.030s (1)

10 SUZUKI
Footwork FA13
1m 17.361s (1)
1m 17.675s (2)

24 MORBIDELLI
Minardi M192
1m 17.387s (2)
1m 17.973s (1)

21 LEHTO
Dallara BMS 192
1m 17.474s (2)
1m 17.847s (1)

33 GUGELMIN
Jordan 192
1m 17.631s (2)
1m 17.949s (1)

22 MARTINI
Dallara BMS 192
1m 17.661s (1)
1m 18.676s (2)

16 WENDLINGER
March CG911B
1m 18.060s (1)
1m 18.445s (2)

17 NASPETTI
March CG911B
1m 18.092s (1)
1m 18.531s (2)

32 MODENA
Jordan 192
1m 18.318s (1)
1m 19.314s (2)

30 KATAYAMA
Venturi LC92
1m 18.592s (2)
11m 36.224s (1)

23 FITTIPALDI
Minardi M192
1m 18.615s (1)
1m 18.823s (2)



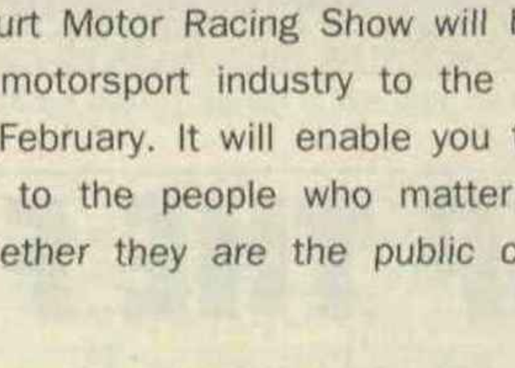
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PORTUGUESE GRAND PRIX

Naspetti and Fittipaldi for 11th place in the closing laps, was the final excitement in a dull affair. Senna, whose greatest drama had come with rear wing collapse during qualifying, stopped three times in total and made it through on four sets of Goodyears, complaining of a peculiar chassis imbalance that made the McLaren feel like a three-wheeler even on the straights. It says a lot about the kind of race it was that he still finished third.

In fact, for most of the weekend the on-track action was thoroughly overshadowed by the rampant politicking that characterised the meeting. If it wasn't a game of spotting who was locked away in the Williams motorhome this time – and there were visits from Prost, Senna (prolonged), Benetton's Flavio Briatore and Lotus's Peter Collins – then you couldn't fail to hear the screams of the injured egos. Senna's was the worst hurt, as he discovered finally on Sunday morning that Prost was going to be Williams' number one for 1993. Still he would not accept defeat, and launched into another tirade in which the word coward sprang to his lips to describe his detested nemesis.

Through it all, Mansell savoured a well-won victory and no doubt watched it all with wry amusement. Over breakfast the previous Thursday he had explained how he felt. "You know, when you really, really want something, it hurts. But when you decide that you don't want that something any more, the hurt goes away and you feel a profound sense of relief. That's how I honestly feel since making my decision. I wanted the World Championship and I won it. I wanted to defend it with Williams, but now I can't. But instead, I can let all the aggravation go over my head now."

In Estoril that wasn't such a bad idea. And neither, it seemed at times, was the thought of a switch to Indycars. . .

DJT

PORTUGUESE GRAND PRIX, Estoril, September 27
71 laps of 2.703-mile (4.350 km) circuit (191.910 miles; 308.848 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1st	Nigel Mansell	GB	Williams FW14B-Renault V10	1h 34m 46.659s	1m 17.137s	57
2nd	Gerhard Berger	A	McLaren MP4/7A-Honda V12	1h 35m 24.192s	1m 17.399s	60
3rd	Ayrton Senna	BR	McLaren MP4/7A-Honda V12	70 laps	1m 16.272s	66
4th	Martin Brundle	GB	Benetton B192-Ford HB V8	70 laps	1m 19.371s	54
5th	Mika Hakkinen	SF	Lotus 107-Ford HB V8	70 laps	1m 20.187s	30
6th	Michele Alboreto	I	Footwork FA13-Mugen V10	70 laps	1m 19.966s	63
7th	Michael Schumacher	D	Benetton B192-Ford HB V8	69 laps	1m 17.772s	62
8th	Thierry Boutsen	B	Ligier JS37-Renault V10	69 laps	1m 20.275s	46
9th	Andrea de Cesaris	I	Tyrrell 020B-Ilmor V10	69 laps	1m 20.515s	52
10th	Aguri Suzuki	J	Footwork FA13-Mugen V10	68 laps	1m 20.080s	46
11th	Emanuéle Naspetti	I	March CG911B-Ilmor V10	68 laps	1m 21.314s	32
12th	Christian Fittipaldi	BR	Minardi M192-Lamborghini V12	68 laps	1m 19.605s	57
13th	Stefano Modena	I	Jordan 192-Yamaha V12	68 laps	1m 20.889s	37
14th	Gianni Morbidelli	I	Minardi M192-Lamborghini V12	68 laps	1m 20.807s	58
15th	JJ Lehto	SF	Dallara BMS 192-Ferrari V12	51 laps – undertray damage	1m 21.874s	26
16th	Karl Wendlinger	A	March CG911B-Ilmor V10	48 laps – gearbox	1m 20.716s	28
17th	Erik Comas	F	Ligier JS37-Renault V10	47 laps – engine	1m 20.145s	27
18th	Ukyo Katayama	J	Venturi LC92-Lamborghini V12	46 laps – spin	1m 21.216s	45
19th	Riccardo Patrese	I	Williams FW14B-Renault V10	42 laps – accident	1m 18.349s	33
20th	Pier-Luigi Martini	I	Dallara BMS 192-Ferrari V12	43 laps – puncture	1m 22.156s	26
21st	Ivan Capelli	I	Ferrari F92AT-Ferrari V12	34 laps – engine	1m 21.799s	28
22nd	Olivier Grouillard	F	Tyrrell 020B-Ilmor V10	27 laps – gearbox	1m 21.906s	24
23rd	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	25 laps – fuel pressure	1m 22.394s	11
24th	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	19 laps – electrics	1m 23.606s	9
25th	Jean Alesi	F	Ferrari F92AT-Ferrari V12	12 laps – spin	1m 21.638s	9
26th	Johnny Herbert	GB	Lotus 107-Ford HB V8	2 laps – accident damage	1m 58.788s	1

Winner's Average Speed: 121.491 mph (195.520 kmh) **Conditions: warm, sunny**
Fastest Lap: Ayrton Senna, 1m 16.272s on lap 66, 127.579 mph (205.318 kmh)

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Farewell to The Bear







Denny the Racer: pushing hard in the Brabham BT23 at Silverstone's F2 encounter in '67 (main photo); unapproachable just before the start in Mexico the same year, when he clinched his Championship (inset top); and dominating at Kyalami with the new McLaren M23 in '73 (inset below). Except in the rain, he always raced hard.

The son of Clive Hulme, who had won a VC in Crete during World War 2, Denis Clive Hulme was an imposing man who inherited his father's flintiness and disdain for fools. On the surface he was a gruff, tough individual, but at times he indulged his sense of humour by scaring interviewers witless, before privately collapsing in titters at their anguish.

I was apprehensive the first time I met him. Here, after all, was the 1967 World Champion, the man who'd won two CanAm titles and countless Gp7 encounters, and who was the victor of eight GPs. Topped out with that grouchy reputation. The reality could barely have been more different. You had to prove yourself initially, but once you'd passed Denny's test – you never knew *what* it was, you just sensed at some point that you had been accepted – you were in. Then you could observe the real Denny Hulme, and that was something worth seeing.

Regular readers of MOTOR SPORT will recall our feature on his 25th anniversary visit to Monaco earlier this year (published in our July issue) and his contempt for Nigel Mansell's post-race histrionics. Also, his dismissal of an ageing Louis Chiron. "At the end of the '67 race I stopped at the Royal Box and he was Clerk of the Course. I'd been leading for at least two hours of the bloody race and he came over and leant in the cockpit and said, 'What was your name, Monsieur?' It bloody pissed me off. He was well past his sell-by date, I reckon!" The language was typically colourful, but that was Denny for you. If you got offended by it, you could always find somebody else to talk to.

The story of the burns he sustained at Indianapolis in 1970, only days before Bruce McLaren was killed, is one of the most uplifting in the sport's history, for in the midst of all this personal agony The Bear's broad shoulders had to carry the entire weight of the shattered McLaren team. Nothing much was written about it all at the time, because that was the way he wanted it. He still had to be drawn on it 22 years later. It's hard today to imagine a World Champion travelling by train to have his burns checked, yet there was Denny, hands bandaged, standing on the platform with his fare tucked into his wraps, waiting for somebody to open a door for him.

Just a month later he raced at Mosport's CanAm opener. Possibly only he knew how important it was for the team that he did, but beneath the gruff exterior beat a sensitive, compassionate heart.

"That day Bruce was killed was the worst of my life," he said. "I heard it on the radio coming back from Harley Street. I'd had no reaction to my hands, no shock, no self-pity. Then suddenly Bruce was gone. It was the worst ever in the week or so after that, because the reactions to both things hit me at the same time."

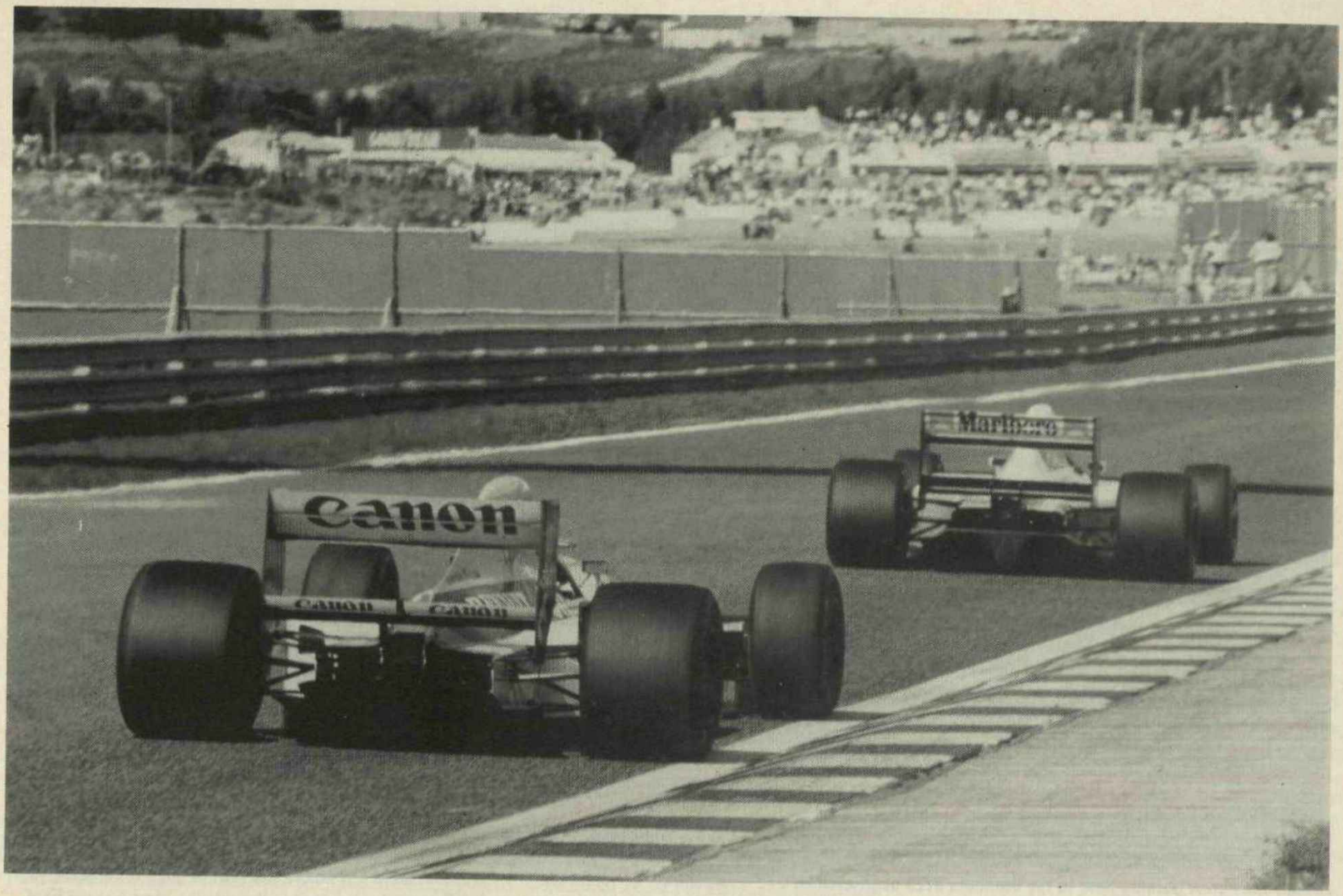
And still, Denny never said a word to the outside world. Never betrayed his emotion. Even when he removed his gloves after each outing and would peel away a layer of new skin as well, he never looked for sympathy. Clive Hulme would have been proud.

Denny shared Jackie Stewart's concern over safety issues, and felt the various tragedies of the era deeply. For a long time he was Chairman of the Grand Prix Drivers' Association but again he kept what he did quiet. On his day he could run with anyone in F1, as he showed with the new McLaren M7A in 1968, or at Kyalami in 1971 and '73, or Sweden later that year. But his real element was the CanAm, the Bruce and Denny Show.

"I always looked forward to the CanAm more than F1," he said. "The cars were so damned nice to drive. They'd get round the corners pretty good. They were so exciting, with instant power..." He loved his reunion with an M8D at Goodwood shortly after Monaco, on the 22nd anniversary of Bruce's death.

He lived his life his own way and quit F1 when the time was right, at the end of 1974, but he never lost his love of racing. He was quite happy handling the odd truck or, as he was in Bathurst, piloting a GpA saloon. He liked being involved, and was quietly proud of his own niche in the sport. He was finally awarded the O.B.E. in June, and it chuffed him no end.

The night I heard the news that Denny had gone, I sat straight down to write his obituary for our weekly sister *Motoring News*. And I kept thinking how shattered he had been by the death of his son Martin a few years ago. A phrase kept running through my head: the loss of men such as Denis Clive Hulme leaves the rest of us behind, his friends and his fans, in a world that is poorer for their passing. I smiled a little when I thought of him perhaps meeting up again with Bruce, of a CanAm-style welcome party in the sky. And I thought how grateful I was to have known one of the sport's true characters. He was a Good Bloke. **DJT**



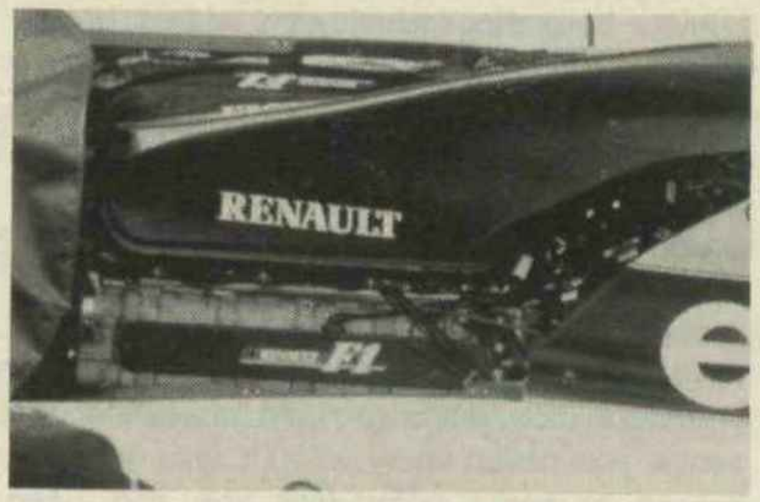
Behind the scenes

We all know that Nigel Mansell won the 1992 World Championship and some of us know that he drove a Williams-Renault FW14B in order to achieve it. Those who are really interested in motor racing know that Renault Sport supplied the V10 engines to the Williams team in order to power the FW14B, and the enthusiasts for the sporting activity of Formula One know that Elf supplied the fuel and oil, Goodyear supplied the tyres, and many other branches of the automotive industry were equally supportive of the whole Williams team. Sponsors such as Camel, Labatt's and Canon all played their part in financing the team and reaped their just reward.

While the Williams side of the equation was masterminded by Patrick Head and Adrian Newey and their strong team of engineers and designers at the Didcot factory, Bernard Dudot, and his equally strong team of designers and engineers, looked after the supply and development of the Renault V10 at the Renault Sport factory at Viry-Chatillon. Working very closely with the Renault people has been the team behind the racing branch of petrol giant Elf. This close liaison between Renault and Elf has produced spectacular results in the same way that Shell and Honda have worked together for the benefit of McLaren, and Agip and Fiat have worked together for the benefit of Ferrari.

During the 1992 season there has been a lot of misinformed comment about the fuels that are being supplied to the various leading teams. The technocratic journalists who have been writing about such things have been jumping to conclusions, seemingly oblivious of the fact that the specification for Formula One fuel has been strictly regulated for more years than I care to remember. If these fuel specifications drawn up by the FISA technical commission contain loopholes, it is not the fault of the fuel companies if they take advantage of the situation, especially if research in the laboratories has developed ingredients not previously used, though still permitted by the written regulations.

It is like trying to write regulations for airflow and aerodynamics to cover all future research and development in the wind tunnel. Written regulations can only be compiled from today's confirmed knowledge; you cannot legislate for what might happen. Obviously chemical research by people like Elf, Shell, Agip, BP and others has got ahead of the written regulations, even though the specification of their fuels complies with the existing rules. It should cause no surprise if the regulations are reviewed for the near future.



Top, Riccardo Patrese harries Gerhard Berger prior to their unfortunate collision in Portugal. The RS4 engine (above) in Patrese's Williams is the product of an extraordinarily rigorous test programme.

What has incensed most of the people in the fuel and oil industry, a very powerful group, is that FISA has acted prematurely and rather too hastily, without suitable consultation, in publishing new rules for fuels, and it has made some pretty wild statements. This has caused Elf to come out with a very serious document explaining why it is challenging FISA in public.

First of all, Elf states its history, having come into the sport in 1967, which means it is one of the newer firms. People like Shell, BP and

Mobil have been around for much longer, some of them supporting motor racing since the dark ages. Brand names of fuel and oil have been connected with racing from way back before my time, and I imagine even Bill Boddy cannot go back to the advent of fuel company support, but that is by the way. Since 1967 Elf has been a strong supporter in all manner of ways and for every aspect of racing, not just Formula One.

FISA states that racing fuel today is too expensive. Elf feels that this statement has no merit, for the cost of research and development is generally borne by the fuel companies themselves. The next point is that the cost of developing engines to take advantage of advanced fuels is too expensive, to which Elf replies that this is only partially true, but it cannot be corrected by simply stifling fuel development. There haven't been any complaints from Renault, Ferrari or Honda about the cost of developing engines. FISA goes on to say that F1 fuels give off more poisonous fumes than normal pump petrol, to which Elf replies that the smell of some of the Formula One fuels has nothing to do with poisonous fumes and that commercial pump fuel contains many components that are far more poisonous than anything used in Formula One fuel.

FISA states that laboratory-made fuels for F1 bear no relation to that delivered to commercial pumps, which is produced in refineries. My personal reply to this one would be "So what!" It was never mentioned anywhere that this was a requisite of Formula One fuel. Elf is a bit more serious on this point. After saying that the statement has no merit, it continues: "Until 1970, more than 80 per cent of pump fuel was produced by the simple distillation of crude oil. Nowadays, more than 80 per cent of lead-free fuel contains oil-based products which have undergone substantial chemical transformations carried out at refineries by additional installations which change the original raw components into synthetic components. The components of special Formula One fuels are produced in the same installations."

Now things get a bit serious. FISA states that research into F1 fuel has resulted in little or no improvement to pump fuel for the ordinary motorist. Elf replies that the statement has no merit. The experience acquired through Formula One has led to the development of lead-free petrol for the public, and manufacturers have been producing new engines developed through close collaboration between the engine designers and the petrol companies; that is one of the great lessons of using F1 as a testing place for research into fuels and oils.

FISA appears to be moving towards a pre-set list of fuel components and concentration limits, similar to those which apply to commercial pump fuel. If this is the case Formula One fuels would be derived from yesterday's pump petrol, instead of F1 testing tomorrow's pump fuel today. In which case there would be little incentive for fuel and oil companies like Elf, Shell, Agip and so on to put any effort into research and development, or support racing in any way at all.

All the foregoing is about one particular fuel and oil company, notable at the moment for the part it played in helping the Williams-Renault FW14B to sweep the board in the constructors' championship, and doing its bit towards allowing Nigel Mansell to achieve his goal. Similar situations could exist with all the engineering suppliers that do so much work behind the scenes to make Formula One cars possible. A list of all those that make parts or supply components for a GP car would more than fill this article. They range from obvious things, like tyres, to unseen things, such as the chemicals involved in making a carbon-fibre composite rear aerofoil. Rest assured they are not doing it all for fun. It is serious research and development in whatever subject they are involved with, for there is no harder test-bench than F1 racing.

It is difficult to describe adequately the part that Renault has played in this year's victories for the Williams team, just as in past years Honda, Porsche and BMW played their vital parts with teams that they partnered. All season the press department of Renault Sport has been putting out some very interesting information about the current RS3B and the RS4 engines, of which the power and reliability have been so impressive. Put simply we could say that Renault has won the 1992 engine race, its only real opposition coming from Honda.

"Elf replies that the smell of some of the Formula One fuels has nothing to do with poisonous fumes"

The latest information from Renault described what goes on in one of the test-beds at its Viry-Chatillon headquarters. There are six dynamometers for looking after all research and development on the V10 racing engines, but of particular interest is number four. On this one, the engine is coupled to a five-speed gearbox, driveshafts and brakes as on the real car. The test bed is in a closed room, with a large observations window, and all the controls are outside. Although the chamber is soundproofed to a high degree, it does not kill the glorious noise of a V10 on full song at around 13-14,000 rpm.

The purpose of this test bed is to simulate, as closely as possible, conditions on a racing circuit. The engine is controlled as it is in the actual car, the operator sitting in a racing bucket seat with pedals and a gear lever; the only thing missing is a steering wheel. The technician drives the engine as if he is driving the car, with an assistant to keep an eye on various special gauges and instruments, for there is a lot of information coming from the engine that a driver normally does not need to know about. The man in charge of this test bed is Fabrice Melandri, who joined Renault Sport in 1989, having come from another firm where he was doing normal test-bed work. As he puts it: "The Renault V10 engines are light-years from what I had been used to. The power output, the torque and the rpm are hard to imagine. It is as though I had been riding ponies and suddenly found myself on a thoroughbred racehorse."

He had to undergo six months of training before he was allowed to 'drive' the test bed. Nobody is simply let loose at the controls of a Renault Grand Prix engine, even though it is bolted securely to the floor. The work can involve straightforward test runs, 90-minute 'races' and even endurance runs to destruction. All the time that it is running, controlled in the normal way by its 'driver', the engine is sending out information which is gathered, collated and analysed. Individual parts are also endurance tested. The sound of the engine on full song is muffled to a point, but can be heard throughout the factory, and when an endurance run is underway everyone in the racing department tends to hold their breath, for it is their baby that Melandri is putting through its paces.

During the endurance run, most of the engineers and technicians pay a visit to test bed four to see how things are going. Destruction testing is something else altogether. The object is to take the engine to breaking point, not beyond it. The aim is to break the engine, not destroy it, and this distinction is very important. Breaking a component in an engine allows the engineers to establish the relative weakness of the parts. Simply destroying the engine doesn't teach the engineers anything at all. The difference between breaking and destroying is a very fine line, and the driver of the test-bed plays a very important part. He really needs to know what is going on inside the engine, detecting things by eye or feel, because when a needle on an instrument goes into the red it is usually too late. The operator really has to concentrate because one tenth of a second can be the difference between breaking and destroying, and there is no second chance!

If the man in charge does not have a love for engines, amounting to a passion, he would probably suffer a nervous breakdown. He certainly would not keep his job for long. This is just one small but important aspect of the effort that Renault has been putting into the Williams team to help it win. The same things are happening in any engine firm intent on winning races, the degree being larger or smaller dependent on the firm's resources and commitment to the whole project.

One world famous engineer was asked the size of his budget for the racing department. He smiled, and said, simply: "Big enough to succeed in our endeavours." Don't ask Renault how big its budget has been in the F1 season. It won the constructors' championship by an overwhelming margin, beating Honda, Ferrari, Cosworth, Ford, Lamborghini-Chrysler, Ilmor, Judd, Yamaha and Mugen-Honda, so it was obviously big enough. **D S J**

At 4.00pm, June 23rd 1991 the Mazda on the left screamed down the famous Mulsanne Straight at Le Mans, on past the chequered flag, and into the record books.

The first rotary engined car ever to win the celebrated 24 hour endurance race. An event so punishing that merely to finish is considered miraculous. There were twelve such miracles that day, out of an original field of thirty-eight, and three were from Mazda.

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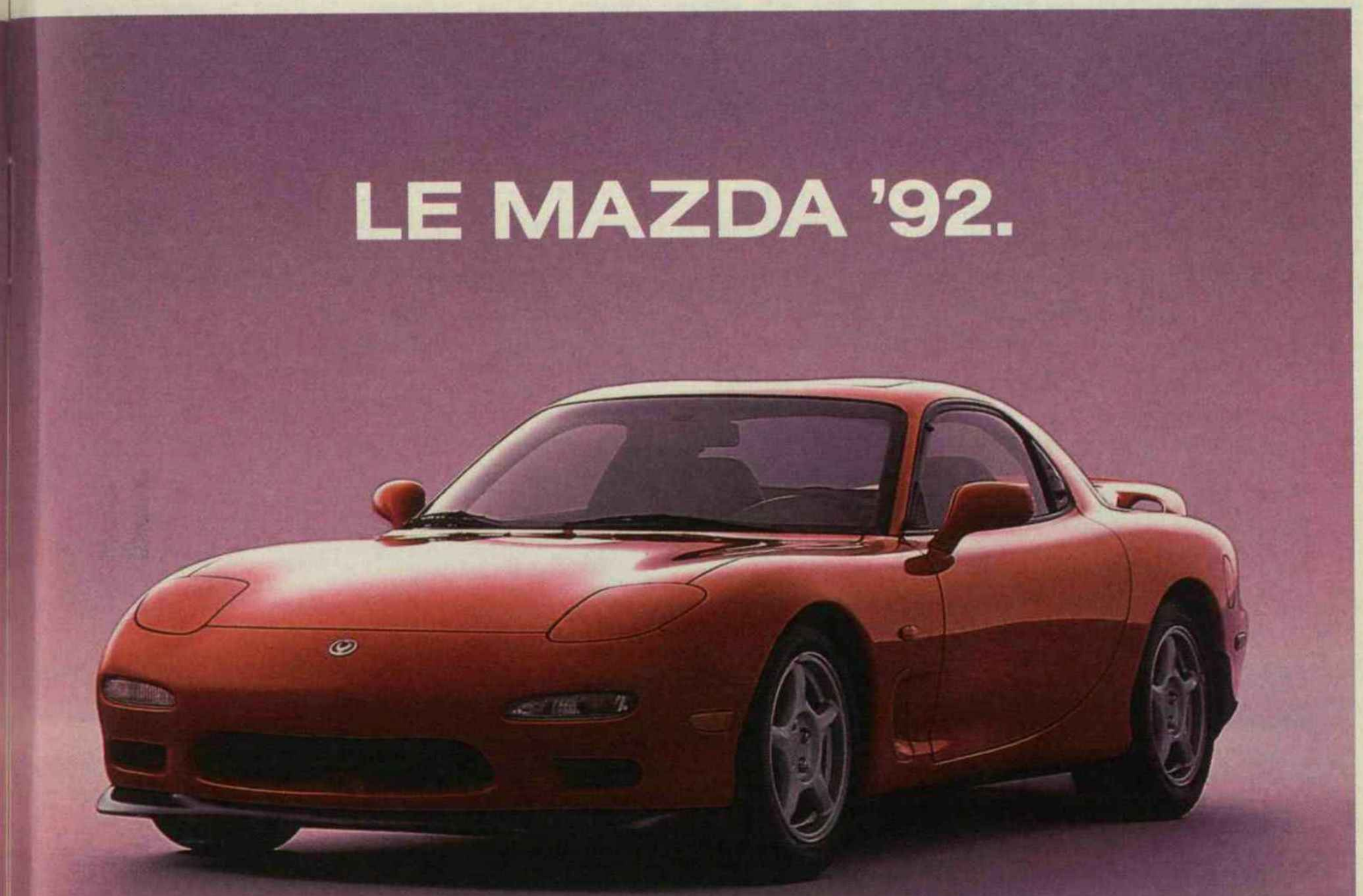
Admittedly, you'll find the classic tear-drop shaped cockpit a touch less austere than at Le Mans. Gone, for example, is the radio link with the pits in favour of a superb five speaker stereo. Air-conditioning and leather upholstery are both standard. And the voluptuous body, although honed by modern aerodynamics, is more an echo of those curvacious Le Mans-winners of old.

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Are drivers being moved around in F1 like pieces on a chessboard?

Contractual



Back in the winter of 1967 Cooper and BRM locked briefly in a battle over the services of Pedro Rodriguez. It scandalised F1 for an hour or two, and cartoonist Don Grant depicted the hapless Mexican being torn limb from limb in the ensuing tug-of-war.

What happened in Estoril last month made that little episode look like a squabble over Lego bricks in a kindergarten.

As Alain Prost sat at home in Yens firm in the belief that he would be driving for Williams-Renault in 1993, moves were afoot to change the scenario. The former World Champion had been encouraged in his belief by the fact that he had a contract which affirmed his position. Indeed, his Williams-decorated overalls and logoed helmet actually reposed in the Williams truck that very afternoon. It was not, it seemed fairly sure, a flight of fancy on his part to believe that he had everything in place. After all, hadn't Nigel Mansell been bleating all year how his presence as a new team-mate was so unacceptable to him? Hadn't Prost and Williams been speaking since the end of 1991?

We live, however, in a different world today than we did back in 1968. Today the drivers fight over the cars. Over breakfast just before Estoril, Mansell himself had expressed his view. We have had our differences of opinion with him all year on a number of subjects, but he was calm, reflective, at his 1989 best. "We are at the end of an era," he had said, and he wasn't boasting about his imminent departure for Newman/Haas and Indycars. In fact, the new World Champion was expressing his relief – and it sounded genuine – to be getting out of F1. "I think I'm getting out at just the right time," he said, "and I have to say that I am not disappointed. The new era of F1 is an era in which everything is controlled."

Ah! We agree on something at last!

The inference was clear, but just in case it wasn't, there in Estoril the following afternoon, Frank Williams and Ron Dennis, with Patrick Head as what one suspects was an unwilling accomplice, met to debate who would get Ayrton Senna's services for 1993. Frank was still desperate to have the Brazilian, Ron to patch things up with the Frenchman, who had confirmed that he would head for McLaren if Senna ever came to Williams. The hatches round the Williams motorhome were so well battened that one was prompted to suppose that the team had been closed down. The paddock was at the time aflame with rumours of McLaren buying Ligier to get its Renault engines; perhaps now somebody had bought Williams instead?

Thus, as Prost sat at home relishing the thought of testing a Williams-Renault at Estoril on the Tuesday after the Portuguese GP, Williams and Dennis were indulging in their bit of horse trading to decide his future for him.

Prost arrived in Portugal on the Saturday, and as it transpired, Frank was finally pressured into announcing him as his lead driver on the Sunday morning of the race, although it is clear that he would have prevaricated further given half a chance. And Prost duly did test the FW14B, coming away revelling in its complexity, and inherent excellence. Senna, it seemed, had once and for all been stymied. A torrent of abuse came forth as he accused Prost of cowardice in having a clause that prevented him – Ayrton Senna! – from running as his team-mate. Those of us who heard this tripe thought back to what Senna himself did to Derek Warwick at Lotus in 1986 and pondered

chess

on the way what goes around comes around. Of his innate capacity for self-justification. And as the triple World Champion hinted darkly that 'things could get very physical' in 1993, we remembered Suzuka 1990, the outburst there a year later in which he finally admitted that he had deliberately driven Prost off the road, and wondered what all the fuss was about. Would you want such a man as a team-mate?

The state of the world economy may have disrupted F1, but in its way it has played nicely into Bernie Ecclestone's hands, which must have been rubbing together gleefully as he watched the bottom fall out of the driver's market.

But . . . The corollary is that Senna, frustrated, angry, for the first time in his life denied something he really wants (and by a man he detests), again began threatening to take a year off.

The entire Senna, Prost, Mansell situation smacks of pieces being moved around a chessboard. Of efforts being made to control things totally but also to accommodate Senna at all costs. Why wasn't the same thing done at the end of 1991 in favour of Prost?

The Frenchman, whom Ecclestone has deemed the Lone Ranger, is too smooth in driving style to suit the sport's new confrontational image, and therefore, though fast, is less popular. Jim Clark drove in the same manner, so work out for yourselves how far motor racing has progressed if such style is now deemed a disadvantage in spicing things up.

Senna and Mansell crash much more, though, and are thus so spectacular that if they go F1 will lose its televisual appeal. Bernie is clearly worried about this. Hence the attempts to find Al Unser Jnr a seat. A sort of 'They've got one of ours, so we'll have two of theirs' equation. Unser and Andretti for Mansell. Tit for tat.

We have seen this 'stay away' tactic before from Senna, of course. In 1981 he went back home before the Formula Ford Festival and threatened to retire when it did not appear that he could find the money to continue racing in Europe. Surprise, surprise, money was forthcoming. It's the 'can't have, won't play' syndrome. It seems to be part and parcel of New Sportsman's morality.

In part, blame for that must be placed at the door of the technology that is rampant in F1, for without a Williams-Renault in 1992 – or without Frank's cars running into trouble – victory has been all but impossible. And these days it seems unthinkable for our heroes to race merely for their own satisfaction. Where are the Raymond Sommers and Gilles Villeneuves, to whom driving bad cars at 11 tenths was more important than victory itself? For them victory came in overcoming shortcomings in equipment, of having the satisfaction of knowing that you have done your utmost.

Yes, that's a naive, romantic view sadly out of kilter with today's values, but the situation was the same for reigning champions Jim Clark in 1966, or Jackie Stewart in 1970, as it could be for Senna in 1993, and neither in their championship years had enjoyed the sort of car/power advantage that Senna did in 1988, 1990 or even 1991.

In the year when power returned to F1, Lotus was left high and dry when the BRM H16 engine was delayed, and for much of the season Clark had to make do with the Lotus Climax, giving away a full litre to the likes of Ferrari, Cooper-Maserati and Brabham-Repco. Yet he damn nearly won the Dutch GP, from the front. He had no thought of 'sitting it out' until a decent car was available. Likewise, when Stewart lost his beloved Matra MS80 and had to make do with the ultimately disappointing March 701 (until Ken Tyrrell's eponymous vehicle appeared by surprise late in the year), he still fought tooth and nail and suffered in relative silence.

Perhaps the real answer is to create a set of rules that will produce cars that are spectacular when they are being raced, that don't just reward the brave but also favour the truly talented, that don't corner on rails, that can pass and be repassed, that do leave long braking distances, that don't glue themselves to the ground with ridiculous levels of downforce. Cars that give the very best drivers a chance to succeed even when the machinery is inferior. Teams spend ridiculous amounts developing machinery, then FOCA agrees not to make new rear wings for 1993 but merely to drop existing items an inch, in the spurious name of saving money!

Senna makes good copy and is a pivotal figure on the F1 scene, and with Mansell gone and quite likely to drag television viewers from F1 to Indycars next year, the Brazilian must be accommodated at all costs, even though FISA is so keen to see driver remuneration limited. It is a curious paradox that reveals a gaping lack of confidence in the sport's intrinsic ability to throw up fresh heroes.

Thus like chessmen on a board, the Sennas, Patreses, Brundles, Unsers and Hills are moved mentally from one square to another. Max and Bernie sit hunched like Bobby Fischer and Boris Spassky. Bernie said in Estoril, perhaps tongue-in-cheek, that he doesn't want Senna in a Williams, because it would be too boring. Prost in a Williams, Senna playing chase in a McLaren with similar power but slightly inferior handling, would do very nicely, you sense.

At one stage in Estoril on Saturday I bet Keke Rosberg and Williams PR Ann Bradshaw that Prost would not end up going to Williams after all, that he would be out-manoeuvred at the 11th hour, but I was wrong. For once in F1 a contract really was a contract. But then I never did like chess. It requires too much deviousness and too much patience. It's supposedly intellectual, which also lets me out, but what chess is played in F1 is not intellectual either, just naked commerce. The only difference is that in the F1 version the moves take even longer . . .

DJT



Undaunted, Clark faced the 1966 season as World Champion with only a 2-litre Climax-powered Lotus, and here at Zandvoort (far left) so nearly beat the 3-litre Brabhams.
In Estoril Senna (left) tells the media why he doesn't want to play in 1993 without a Williams-Renault, while Rodriguez (11, below) only raced for BRM in 1968 after a winter tug-of-war between the Bourne team and former employer, Cooper.



COMPETITION

Win a day at Silverstone







Last year, we invited readers to answer four simple questions. The prize on offer was a day at the John Watson Performance Driving Centre, as part of the MOTOR SPORT team taking part in the inaugural Pro-Celebrity Media Challenge. James Evans of Bristol's name came out of the hat (actually, it was a supermarket carrier bag now we come to think of it) first, and he joined Damon Hill and the MOTOR SPORT editorial team in what turned out to be a victorious campaign. He also got quite muddy.

The second running of the event has attracted greater interest, with the promise of satellite TV coverage. Teams will again consist of a mixture of journalists, readers and celebrities, and obstacles to be overcome include a skid car course, a rally stage, Honda Pilots (bring waterproofs for this bit . . .), a circuit driving stint, an autotest and a bout of karting.

In addition to team awards, there are several individual prizes for the most competitive readers, ranging from a one-day introduction to racing or rallying, with the JWPDC, to a skid control course.

Once again, all we're asking is that you answer the following questions. You'll have to hurry, though. The event takes place on November 12; entries should reach us by Tuesday, November 3. Address your coupons (answers will also be accepted on postcards or sealed envelopes, but make sure you include your address and a daytime telephone number) to: MOTOR SPORT , Silverstone Competition, PO Box 35, Standard House, Bonhill Street, London EC2A 4DA. Entrants *must* hold a full driving licence. No experience is necessary, but please let us know if you hold a competition licence and, where appropriate, the grade.

Dress is strictly casual, and a spare set of togs is strongly recommended. MOTOR SPORT takes no responsibility for damage incurred to Armani suits or Gucci loafers . . .

1) Where and when did Alain Prost score his most recent Grand Prix victory?

.....

2) For which GP team has Mark Blundell acted as full-time test driver this season?

.....

3) Name any three manufacturers who have supported the British Touring Car Championship in 1992.

.....

4) One of the partners in the Indycar team for whom Nigel Mansell will drive in 1993 is a famous film star. Name him.

.....

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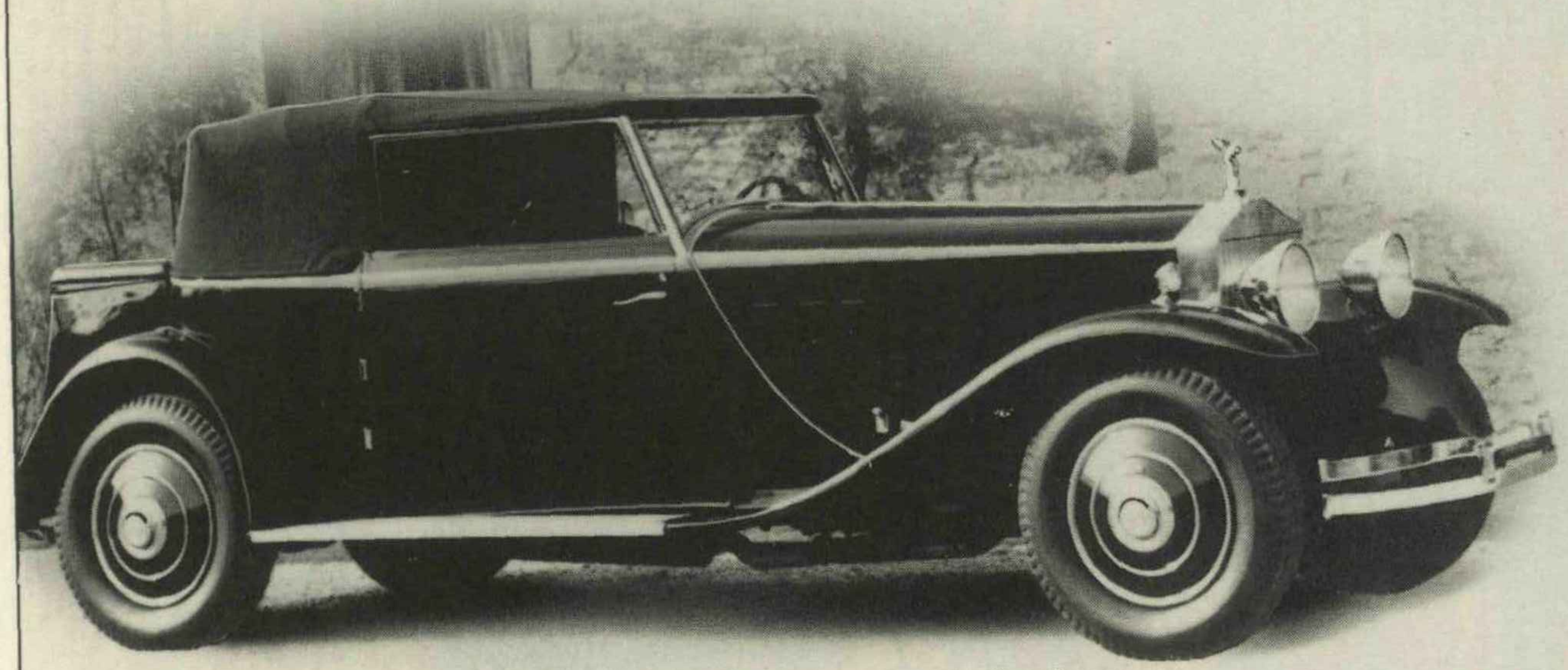
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Though Chaplin achieved his great destiny in America, becoming the best-known star in the golden age of Hollywood and one of its wealthiest men, he died Sir Charles Chaplin, KBE. Like most truly great men, Chaplin remained modest in his personal taste, like the character he always portrayed with the exception of his enthusiasm for motor cars. At the height of his powers and fame in the jazz age he chose this superb Rolls-Royce Phantom II "Croydon" Convertible. The motor car is supplied with documentation showing Charles Chaplin as the original purchaser and was subsequently passed to his third wife Paulette Goddard and believed to be used in several Chaplin Studios film productions.

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Rough or smooth?



Ronnie Peterson hammers through Woodcote in 1973 (see Memorable Moments).

Dear Reader,

Whenever I spend time in a non-Formula One paddock, be it a motorcycle, vintage car or modern meeting, I invariably find myself chatting to enthusiasts who follow the world of Grand Prix racing and the question always arises: "Why do you like driver A more than driver B?" or "Why do you think driver A is better than driver B?"

I will leave you, the reader, to fill in the names.

At a speed trial recently this subject came up and I was explaining to my friend that it was not so much *what* a Grand Prix driver did, but the *way* that he did it. If he is a race winner I like to analyse *how* he won before I get all excited about the fact that he has done so. A golden rule that doesn't often let you down is to see who was second, and why he was second. This will often put a star driver into true perspective. Naturally the 'pure racer' instinct has to be visible in any driver we are considering, and it shows in various ways, and after years of watching Grand Prix drivers I don't have to look very deeply to see it, whether the driver is first or last. If he is first, he will go on doing it race after race; if he's last, he won't be last for very long.

I have always liked a driver who can do a whole race on the absolute limit of endurance, yet when he takes off his helmet he looks as though he has been out for quiet Sunday afternoon drive. Others look as if they have been wrestling with a grizzly bear for an hour and a half. Both types of driver can produce the same end result – victory in a Grand Prix race.

One type of driver I find very satisfying to watch in a scientific sort of way, the other I find exciting. If you know what to look for there is nothing boring in Formula One, though this year it has been fashionable for some writers to whinge about how tiresome it all is.

During qualifying it is very instructive to stand near the pit lane gate, where the competitors have to stop and have their tyre marking checked, to make sure they are using those they chose after morning testing. The rules only allow them two sets of tyres for the qualifying hour. This mandatory stop is only for two seconds at the most, for there are four marshals, one for each tyre, and as soon as they see that the painted number on the tyre wall coincides with the number on the car they raise an arm. When all four have given the OK signal, the traffic light at the exit changes from red to green and the driver is free to go.

The whole operation takes very little time but it is interesting to study different attitudes. Some free-wheel up to the line, with the engine at a constant, fast tickover; as the arms go up the driver snicks it into first gear and as the green light shines the revs rise as he lets in the clutch and the car is just gone. No fuss, no bother, no time wasted, slick efficiency. Another driver will arrive blipping the engine, holding the car on the brakes while it is in first gear, then make a lot of noise and fuss in getting away and probably leave with smoke coming off the rear tyres.

There is nothing to be gained or lost because your timing mechanism doesn't start until you have done a warm up lap, so it's easy to read a driver's temperament in the way he tackles this small part of his job. As I have said, it's not *what* he does, but the *way* that he does it. It is particularly interesting to watch young, relatively new drivers. Some look quietly confident with their timing of clutch engagement and throttle opening, smooth and progressive; others have a 'hunted' look about them, all jerky and lacking confidence. If you match all this information to that gained from watching them closely as they arrive in their pit after a good fast lap, a picture of their natural self-confidence builds up quite easily.

Those drivers that can calmly analyse their actions and reactions are worth listening to; those that rubbish the car, the engine, the tyres, the team management, the circuit conditions, the traffic and so on as soon as they open their mouths are not. If you believed all that sort of stuff they would all be potential Grand Prix winners and world champions, and we know that is impossible.

While chatting at this speed trial, a standing start sprint, the two top stars gave us a classic example of what I am talking about. Both drivers had virtual Formula One cars and there was nothing to choose between their results. They both recorded over 160 mph along the narrow sea front and their times required two decimal places to separate them.

One driver free-wheeled neatly and quietly up to the timing line. The green light shone. You are then free to go in your own time, the clock starting when you break the timing beam. The revs rose from a fast tickover completely unhurried, until they reached 4000 or 5000, or whatever the driver had decided he wanted, and then in perfect co-ordination his left foot came off the clutch as the right one went down on the accelerator and the car disappeared as if it was geared directly to the road. The driver's race at all times was totally calm and displayed 100 per cent concentration.

The other driver came up to the line with much excited blipping of the throttle, the car apparently straining at the leash. It rolled smoothly away from the line and then all hell broke loose. It was very exciting to watch as it disappeared in a cloud of rubber smoke. If they had gone off together it would have been a photo finish, but it was a lovely example of two ways of achieving the same objective.

As I said to my friend: "There you are, you like what you like, it's as simple as that." My natural instinct is to enjoy the smooth and efficient driver, though I got a lot of pleasure watching the wild-and-woolly ones, providing they are as fast, of course. Wild-and-woolly drivers who don't go fast don't interest me very much and, by the same token, smooth drivers who are slow might as well be wild-and-woolly to give the public something to get excited about. At least they will stand a chance of getting on TV, whereas the smooth but slow driver will never excite a cameraman, let alone the producer.

This month sees a full year of printing readers Memorable Moments, and there is still a large backlog of post cards waiting to be used. For the future, it occurs to me that readers might like to recall the first racing car they saw in live action, smells and noise and all. Not in a film, a video or on TV, but the real thing. Mine was many years ago at a speed trial on the south coast of England. I had read about racing cars and seen photographs for years, but this was the first time I felt the *real* excitement of being there.

Yours, DSJ

This month's Memorable Moments come from Gary Ledden of Surbiton, Surrey. They voice the feelings of many readers, I am sure.

1. Standing in total silence, along with the rest of the crowd, at the 1968 'Daily Express' meeting at Silverstone, as a lone piper played a tribute to Jim Clark, who had been killed a week or two before.

2. Watching in disbelief, after Jim Clark had made a pit stop with a puncture in the 1967 Italian Grand Prix, as he proceeded to unlap himself from the race leaders, only to run low on fuel on the last lap, as the pump failed to deliver the last three gallons in the tank.

3. At practice for the 1973 British Grand Prix at Silverstone, watching Ronnie Peterson take the old Woodcote Corner flat-out. (That was a real Moment to Remember – DSJ)

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Name: _____

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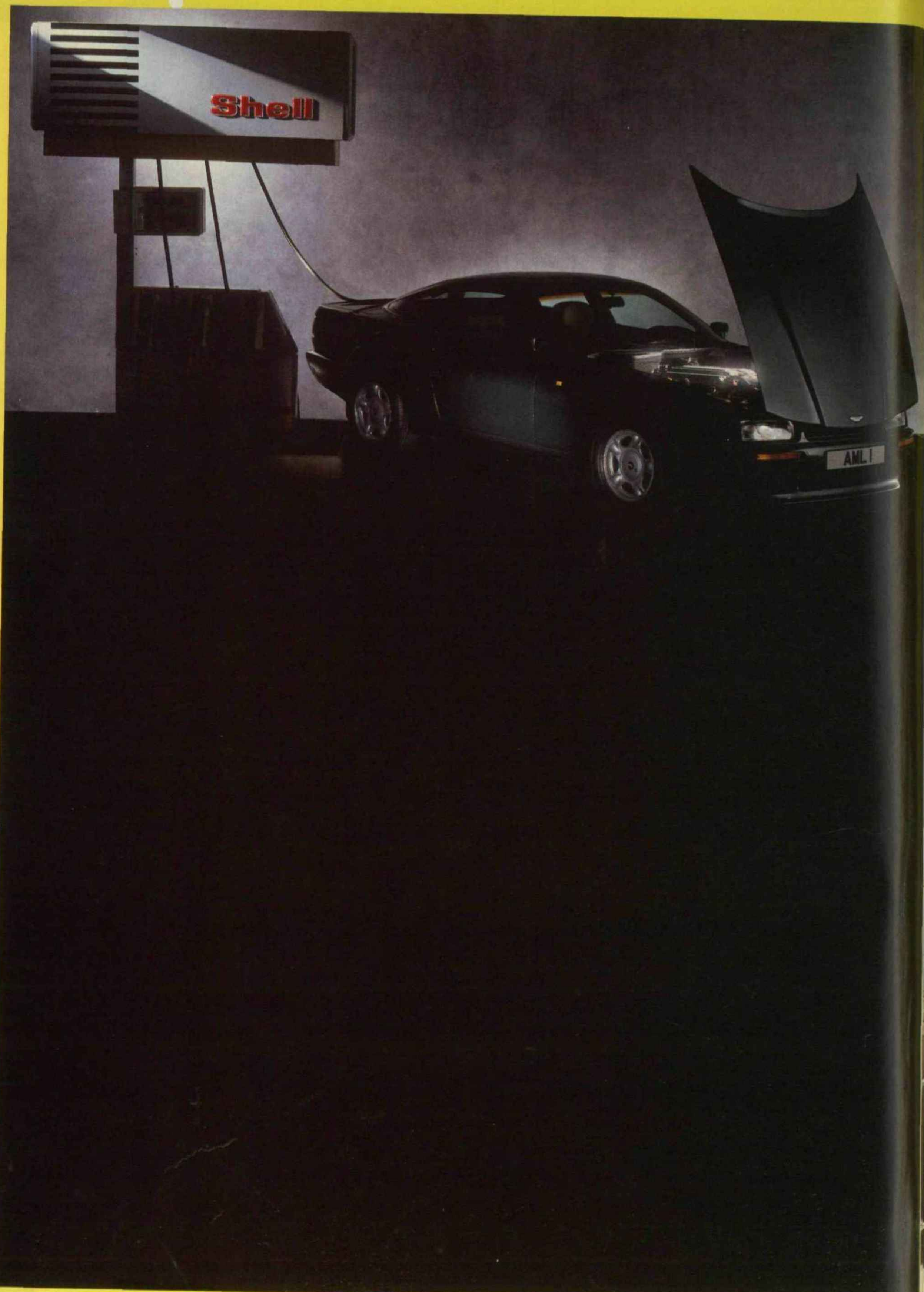
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Which model interests you? 3.0 V6 ☐ 2.0 TS ☐ M.S.11/92

A RACE APART

'Drive away' prices quoted are correct at time of going to press and include car tax, delivery, number plates, 6 months' road fund licence, VAT and labour cost of the first service. Car illustrated Alfa Romeo 75 2.0 LE.


Shell
AML 1

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Not all fuels are the same

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You might think that anyone trying to run this exquisite engine on washing liquid should be sent to the funny-farm. And that his Aston should be confiscated, and given to someone in possession of all his faculties.

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Not all fuels are the same

The washing liquid we're talking about is an extremely hi-tech detergent that's blended into Shell Advanced Fuels.

Aston Martin recommend Shell Advanced because it does their engine a huge favour: it cleans it as it's driven.

To be precise, it washes away the carbon. All engines, even hand built ones, are afflicted by this obnoxious dirt. It's a by-product of combustion, and it spreads like wildfire.

Heat bakes it into a hard black crust on the fuel injectors, inlet ports and valves.

Does it really matter?

When the carbon strangles the engine's breathing system, there will definitely be something the matter with its performance and fuel consumption.

Not all fuels are the same

By washing the carbon away, the detergent in Shell Advanced lets the engine breathe freely.

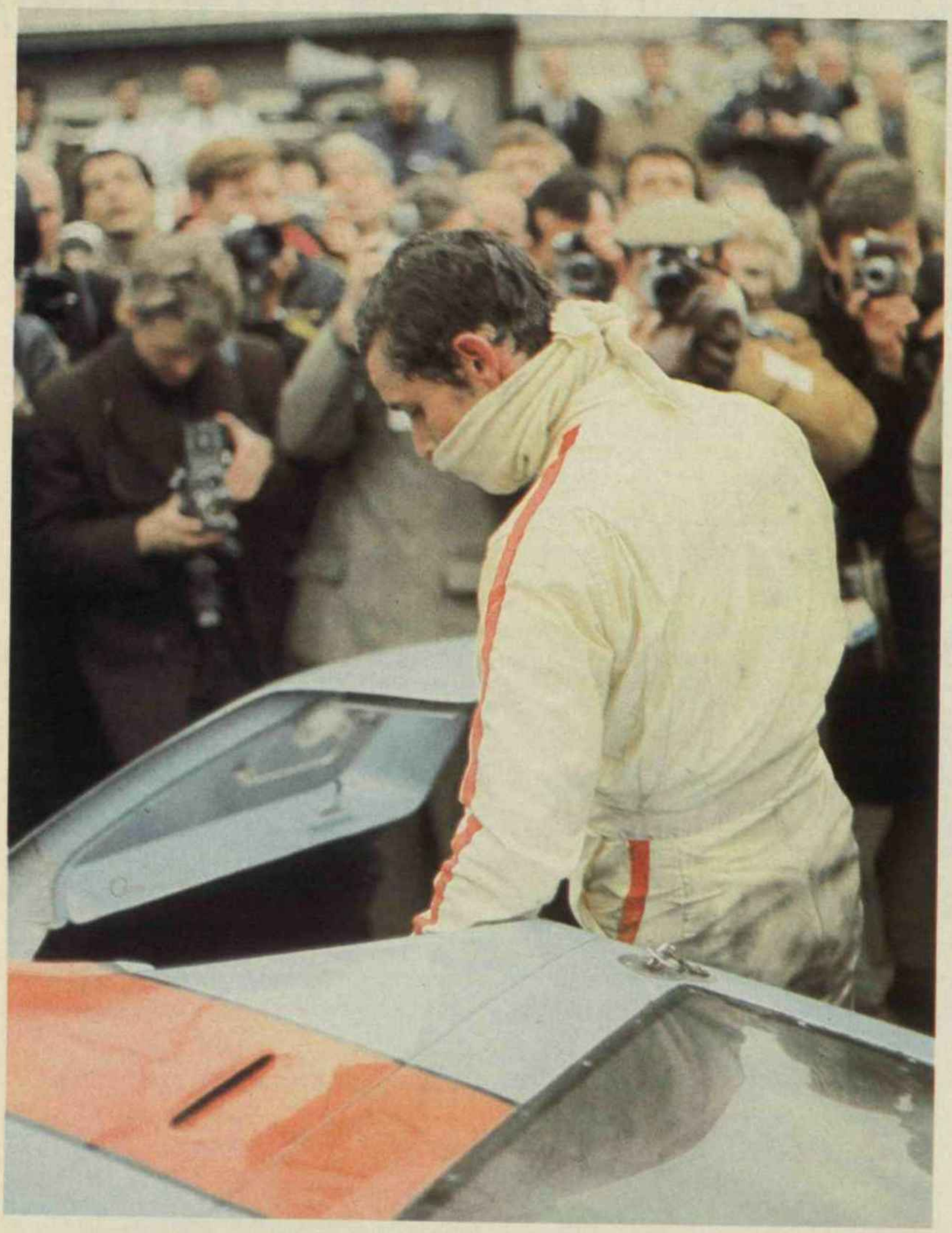
It maximises performance. And minimises fuel consumption and maintenance costs. (A clean engine performs better, drinks less and costs less to run.)

Independent tests have proved that, used regularly, Shell Advanced will keep your engine twice as clean as any other brand.

Which is why Aston Martin recommend you make regular use of the washing machines at Shell service stations.

Indeed, they think you'd be mad not to.

YOU CAN TELL WHEN IT'S SHELL.



"Amateur teams hold the key"

If sports car racing is to survive, attitudes need to change. Six-times Le Mans winner Jacky Ickx thinks there's still time

Belgium's Jacky Ickx is regarded by many as the world's finest exponent of endurance racing, joined at the pinnacle by his friend and driving companion Derek Bell. Six times a winner at Le Mans, twice a world champion sports car driver, Ickx's professional career started, and virtually ended, at the Spa-Francorchamps circuit where he was once the track director.

Currently Ickx is a consultant to Mazdaspeed, taking a share of credit for last year's Le Mans victory, and he is as concerned as any about the current poor state of endurance racing, nowadays known as the SWC. It becomes clear in conversation that he is ready, willing and able to play a part in the reconstruction of sports car racing, certain that the amateur teams hold the key to the future.

"The situation we are in today is not new, but it is a lot worse than before," says Ickx, who is 47 years old but looks hardly a day older than he did when he won his first Grand Prix, the French, at Rouen . . . in 1968.

"During the early '70s we felt that there was a reduced interest in sports cars, but that was the effect of the increase in the popularity of Formula 1. So it is today.

"There were only a limited number of prototypes in 1976, and in the early 1980s, but there was a much greater variety of cars. There was always Ford versus Ferrari, or Matra versus Ferrari, and Porsche versus someone, always at least two major teams battling it out. Today we have Peugeot, we have Toyota and we have Mazda, so it is not less good or less competitive at the front.

"But always, in the last 22 years, we had full grids, plenty for the spectators to see. We had Grand Touring cars, mostly Porsches, driven mainly by amateurs. So you had professional teams, private teams and pure amateurs, and without that mix you cannot have successful endurance racing."

My own belief is that the popularity of endurance racing is connected with the spectacle of big, powerful cars such as seven-litre Fords, the Chaparral, Porsche 917s, Ferrari 512s, Porsche 962s, Jaguar V12s and Mercedes C9/C11s. Ickx disagrees.

"I am not convinced that it was the size of the car that was important. Good racing *is*. I have noticed that the people who watch long-distance races are not the same as those who watch Grands Prix. As far as I am concerned the sports car category should be completely different from Formula 1.

"The mistake this season has been to have short, fast races which are soon finished, for cars resembling two-seater Formula 1s. People want endurance races to come back, I am sure, and for the manufacturers it is important to have the opportunity to show what technical heights they can reach.



Ickx enjoyed a successful sports car career. Above, he prepares to board his Ford GT40 at Brands Hatch in 1968. More recently (left), he has overseen Mazdaspeed's Group C programme with Hugues de Chaunac.

"We have never been in such a bad situation before"

"I do not object to people wanting to make the sport more professional, it is quite a normal aspiration, but they have to compromise with the amateurs. There are many aspects of the sport, in rallying for instance, where there is disaffection among the amateurs because they feel there is no room for them any more.

"The key is to encourage them to come back. Grand Touring cars must return, we must have more categories so that there is more choice for the private teams, and more for the spectators to see."

The speed differential between prototypes and GTs has been emphasised as a problem in recent years, as Ickx knows very well.

"At the drivers' meetings you hear people saying that the slower cars should be banned, but you know to ban the amateur drivers is a hell of a mistake. You need the amateurs in endurance racing and you have got to allow them to drive cars that they can afford to buy.

"The top drivers, the professionals, must accept that if they want to have a job, if they want to have a championship, there is the necessity to share the track with slower cars. And with less experienced drivers.

"It is the responsibility of the faster drivers to consider the slower drivers and cars, not to have accidents. As far as I am concerned, in 20 years I was never involved in an accident while overtaking, and if there was a near miss I considered it to be my fault."

Does Ickx consider that sports car racing can be saved from extinction?

"We have never been in such a bad situation before, but I believe in the new rules of Le Mans where they will increase the variety of cars, and certainly the numbers. If the formula works well we should see other organisers come back to promote events, which they will certainly not do for ten or twelve cars.

"Grand Touring has to be re-established as a category, and FISA has a great responsibility for that because in making sports car racing so professional they pushed out all the others.

"At the moment my dream is to have an extended number of categories in the series . . . but that's all it is, a dream. I would love to have the same rules for the Daytona 24 Hours, and Le Mans, and I would love to see Francorchamps become a 24-hour race for prototypes and GTs.

"I would move the date to early June, for example, and move Le Mans to the end of August. Le Mans would not suffer, it is the number one race and always will be.

"Then I would love to see a 24-hour race in Japan, because here they so enjoy the sport. It would be difficult, though, because they would have to change the law to race for 24 hours and that could take three years . . . they are forbidden to make a noise after seven o'clock.

"The priority," Ickx continues, "is to have more cars. When you have 30, 40 or 50 cars then the races will happen. The cars exist now. A number of manufacturers and teams have invested in the cars, and everyone is sure that Le Mans will be on next year. And if by luck Silverstone, or another classic long distance race, is organised, the teams can go there to prepare for Le Mans.

"It is very difficult to be optimistic when you see and hear all the things that are going on, but we must not be negative. The reason I am here is to be a consultant to Mazda, to persuade the management to keep an interest in the championship, but it is not easy because of the rules made by FISA; FISA's whole attitude doesn't help at all."

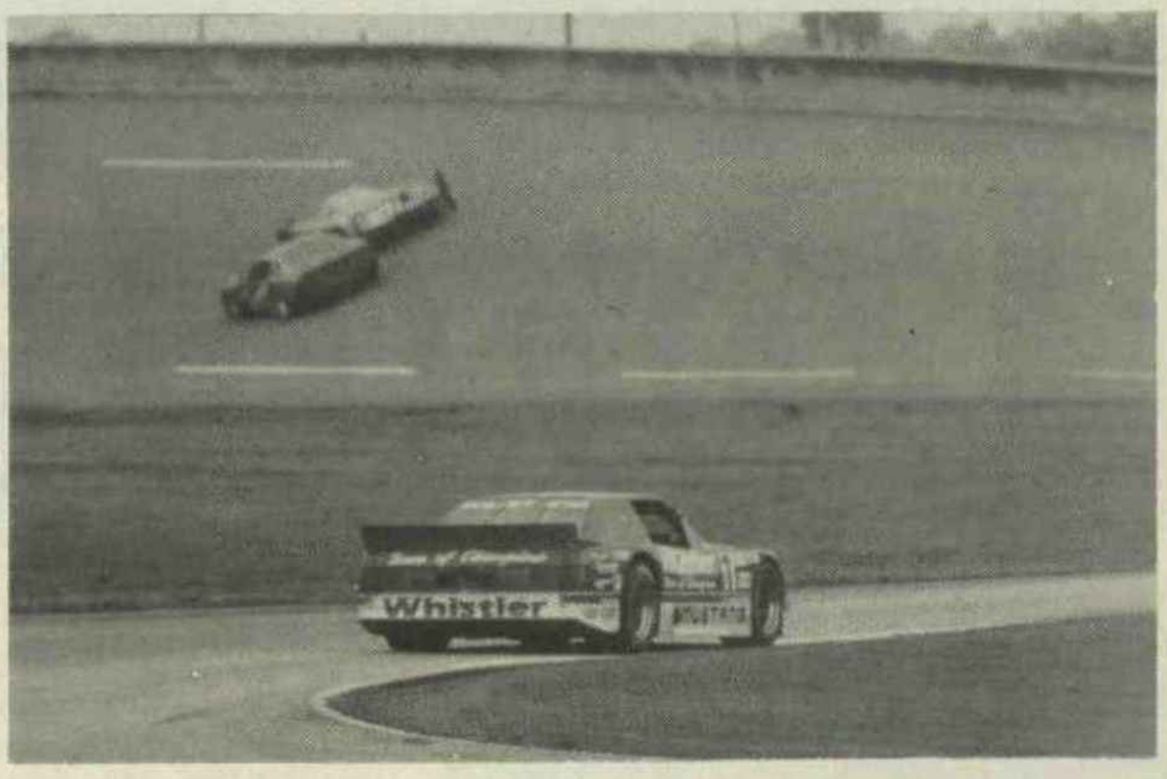
Would Ickx himself play any instrumental part in reviving endurance racing, perhaps in liaison with manufacturers and potential race organisers?

"To do so I would need a position in FISA, to be a part of the commission, to help to decide the rules and so on. But I am on the outside, so my answer is no. As an outsider I can only offer my opinion, be constructive instead of negative, and help Mazda to justify the budget they allocated to endurance racing. It is very difficult at the moment."

Supposing, I asked Ickx, he heard that Le Mans would become a saloon car event. How would he react? There was a long silence while the Belgian considered.

"I would be sorry. I would be sorry for the ACO, but the race would survive because all the top teams would go there. Le Mans would survive for a number of years with existing cars, but if there were no rules to encourage people to build new cars the race would die slowly.

"I think it inevitable that Grand Touring cars will have their place at Le Mans, and I approve of the Spyders they want to introduce. With variety, Le Mans will turn the corner and get better, and when that happens we will see a return of the classic events." **MLC**



IMSA (right) has the blend about right, feels Ickx, with its frequent mix of sports-prototypes and touring car-based GTO racers.

In 1972 (below), the leading Matras had to thread their way through battling BMWs and Capris. "It is the responsibility of the faster drivers not to have accidents," says Ickx.



Forza Fiorio





From top to bottom: This was Alex Fiorio's most significant and noteworty win to date. Former winner Dimi Mavropoulos finished second this time. Dave Metcalfe was doing extremely well until the later stages, when broken steering stopped him. He and Ian Grindrod were a popular pair in Cyprus.

Whilst World Championship devotees were busying themselves in Australia (see following pages), those concerned with the European series were getting ready for that championship's final co-efficient 20 round, the Rothmans Cyprus Rally.

That statement is not strictly true, however, for the championship had been settled, as it usually is, before this qualifier in the Eastern Mediterranean and those who were taking part in it were not doing so for the sake of championship points. The event attracts competitors on its own merit and those who tackle it are invariably rewarded with as tough and as satisfying a rally as any in the world.

Spanning just three days, it has many stages which can only be described as rough, and it would be a foolish crew indeed that would enter a fragile car. Rest stops meet FISA's requirements, but the first is in the evening, so there is still considerable rallying to be done in darkness.

Inaugurated in 1970, the event began as a kind of hybrid of RAC and Acropolis rallies, and it continues like that even today. However, that is not to say that it has no character of its own. On the contrary, it is distinctively the Cyprus Rally and is run by organisers who are as adept at locating competitive roads (not difficult in Cyprus) as they are innovative.

They have been using mountain-top radio repeaters to link controls directly with HQ by VHF radio for many years, long before the Safari established its now well-known network in Kenya, and last year they set up their 'timing by credit card' system.

When a car arrives at the end of a special stage, a plastic card is wiped through a sensor slot and the car number, with its time, is then transmitted directly to the HQ results computer via a modem connected to either a normal or a portable telephone. It's quick and efficient, cutting out the risk of misunderstanding, and even the drawback of a control sited where a portable 'phone will not work is overcome by taking, every five cars or so, a data disk to a convenient location where the modem/phone combination will work.

Organisational slickness and a network of demanding roads are not the only attractions of this rally. The people of Cyprus are friendly and hospitable, and there have been many competitors and mechanics who have enjoyed the pleasure of a meal in the home of a mountain villager. The weather is usually good, although warm sunshine can sometimes give way to wind and rain in September, as it did occasionally this year. But at least the dust was reduced!

Among the 90 starters this year were just nine from outside the country, a surprisingly low proportion when you consider the attractions of the event, even if the time-consuming sea journey is taken into account. There were three from Greece, two from Czechoslovakia and one each from Italy, Poland, Russia and

Great Britain. The usual visitors from Bulgaria and Lebanon were absent.

From Italy came the Astra Team with a Lancia Delta integrale for Alessandro Fiorio/ Vittorio Brambilla. It was their first visit to the event, but one which they will never forget as they emerged outright winners. Indeed, it was Fiorio's most significant victory since he began driving and he said afterwards that he would endeavour always to keep his Septembers free for the Cyprus Rally.

From Britain, David Metcalfe and Ian Grindrod took their Atkinsons-built Opel Corsa GSI which they entered privately. Metcalfe drove remarkably well until stopped by a breakage, and was often showing his heels to much more potent four-wheel-drive cars.

Marian Bublewicz from Poland drove a Ford Sierra Cosworth 4x4, as did Dimi Mavropoulos/Nicos Antoniades. Mavropoulos, a regular competitor in the Cyprus Rally and winner in 1990, actually lives in London but returns frequently to his homeland.

Czechoslovakians Josef Sivik and Miroslav Houst drove a Lancia Delta integrale and their fellow-countrymen Dawson and Bicanova a Skoda Favorit, whilst Russians Vladislav Shtykov and Yuri Baikov were in a Lada Samara. The Greek visitors were Panagiatopoulos in a Subaru Legacy, Gemenis in a Mazda 323 GTX and Margaronis in a Lada Samara.

Among the Cypriot drivers were 1991 winner Antonis Jeropoulos in a Mitsubishi Galant VR4 and 1981 winner Vahan Terzian in a Toyota Celica 4wd. Andreas Tsouloftas drove a Lancia Delta whilst Dinos Mashias had a Subaru Legacy.

The rally was based at Nicosia, where headquarters were set up at the Ledra Hotel in the suburbs, not to be confused with the Ledra Palace Hotel in the city centre. The first leg, which started at 14.30, went through the forests of the Troodos Mountains and included five special stages before arriving at the south-western coastal resort of Pahos just after 20.00.

The second leg began at 2.00 and went northwards into the desolate Akamas region before heading back to Nicosia, again via the Troodos, arriving at 8.15. This also contained five stages, the first of them being a particularly rough 14-miler close to the north-western coastline.

After some six hours' rest, the third leg ran from 15.00 to 20.45 and included six special stages, some in the moutains and some in the lower, but nevertheless hilly, regions nearer the coast. This leg skirted Limassol, passed close to Episkop and finished back at Nicosia. The final leg, on the Sunday, ran from 10.00 to 15.15 and included six special stages. These were to the south of Nicosia, on both sides of the main Limassol road. In that final leg there was also a scheduled 25-minute service stop at Larnaca.

From the start it was Fiorio who made the running, breaking the record for the first stage despite collecting a puncture. Jeropoulos and Mashias also had punctures, the former breaking a wheel rim and the latter finishing on a flat tyre. Mavropoulos suffered severe brake fade due to overheating and this persisted throughout the first leg. He also had trouble selecting first gear, often having use both hands on the lever, and this continued until he got back to Nicosia.

Panagiotopoulos lost all his gears except first and third and needed a new gearbox at Paphos, whilst throughout the field there was much evidence of the pounding as shock absorbers were changed regularly, exhaust pipes welded and worn-out wheels and tyres replaced. Bodyshells were also distorting, so much in one case that the driver could not open his door and had to resort to the window for entry and exit.

When Skevos Charalambous stopped his Opel Kadett for service after the third stage he knew that suspension attention was required but he didn't realise the seriousness of the damage until, seconds after the car stopped, its left rear wheel promptly fell off and rolled away down the road!

Sivik's alternator stopped working and he was given a new battery for every stage until he could have the alternator replaced back at Nicosia. Meanwhile, Metcalfe was playing himself in gradually, not risking the car on the rough stages but nevertheless recording respectable times. At Paphos he was fifth, but moved up a place soon afterwards when Jeropoulos retired after his clutch thrust bearing broke up and all the required parts were not available to replace the unit.

Terzian, who had earlier lost second gear, withdrew soon after leaving Paphos, there being insufficient time to replace his gearbox. Metcalfe also began having problems, firstly losing his right rear wheel in the seventh stage after a hub broke up and then continuing without brakes until new discs and calipers could be fitted. Later, at Nicosia, he said: "It was a really tough night, but the car is all sorted out now."

Fiorio's lead over Mavropoulos was more than five minutes after the second leg, whilst Bublewicz was only a minute and a half behind the leading Cypriot.

Fiorio began the third leg determined not to take any risks, but he nevertheless broke his front right suspension by hitting a bump too hard. However, this was quickly replaced afterwards and the Italian pair were not at all concerned. Metcalfe also hit a bump rather hard, the front struts denting the top front bodywork from the inside. Later, the left front strut was changed, along with the half-shaft. Back at Nicosia, his entire brake hydraulic system was replaced, along with the rear axle.

Alas, Metcalfe's rally came to an end in the first stage when, not far from the finish, his steering broke and the car became impossible



Fourth place fell to the home crew of Tsouloftas/ Achilleous.

to drive. Two mechanics, armed with replacement parts and tools, ran into the stage and got the car going again, but so much time was lost that they eventually withdrew, knowing that they would be declared beyond maximum lateness when they got to the finish. There were some smiles at the end of that stage when the Opel mechanics arrived at the end of the stage at the same time as the car itself!

Fiorio spend the remainder of the day at much less than 100 per cent, whilst Mavropoulos was making sure that Bublewicz did not catch him. During the day, his gearbox rear mounting bolts broke, and the temporary repair which got him to the finish consisted of wires pushed through holes drilled through the floor pan and welded to screwdrivers inserted from the inside.

Sivik cracked his windscreen against a tree branch, Shtykov collected a puncture, whilst Parellis, driving a Fiat Uno Turbo, spent the day continually wrapping grease-filled polythene around a driveshaft joint, the gaiter of which had broken and fallen off. Indeed, they had been doing this since leaving Paphos.

At the finish, Fiorio, Brambilla and all the Astra people were wild with delight. It was the Italian crew's best ever result, made even better by the fact that it was also one of the toughest events they had tackled, even though it only spanned three days. Another pair to celebrate at the finish were the two girls Nitsa Kyprianou and Mickey Christodoulou who finished 32nd in their Suzuki Cultus. It's not the first time they have finished the event, but they are the only ladies to have done so.

This is certainly an immensely satisfying event and one which should be on the short list of any privateer who likes his or her rallying to lean on the rough side. It isn't one for the faint-hearted but, on the other hand, neither are most others! **GP**

Rothmans Cyprus Rally – 25 - 27 September, 1992
European Rally Championship, Coefficient 20
Results

1.	Alessandro Fiorio / Vittorio Brambilla (I)	Lancia Delta HF Integrale, Gp A	6h 32m 43s.
2.	Dimitri Mavropoulos / Nicos Antoniades (CY)	Ford Sierra Cosworth 4x4, Gp A	(1) 6h 37m 15s.
3.	Marian Bublewicz / Gregorz Gac (PL)	Ford Sierra Cosworth 4x4, Gp A	6h 38m 57s.
4.	Andreas Tsouloftas / Andros Achilleous (CY)	Lancia Delta HF Integrale, Gp A	(7) 6h 52m 47s.
5.	Andreas Kalogeru / Andreas Christodoulides (CY)	Mitsubishi Galant VR-4, Gp N	6h 58m 02s.
6.	Josef Sivik / Miroslav Houst (CS)	Lancia Delta HF Integrale, Gp A	(5) 7h 01m 39s.
7.	Dinos Mashias / Nicos Panagides (CY)	Subaru Legacy RS, Gp N	(5) 7h 09m 06s.
8.	Vladislav Shtykov / Yuri Baikov (RUS)	Lada Samara, Gp A	(3) 7h 10m 34s.
9.	Kypros Kyprianou / Charalambos Anastasiou (CY)	Peugeot 309 GTI, Gp A	7h 15m 22s.
10.	Constantinos Georgallis / Athos Kollitiris (CY	Nissan Sunny GTI, Gp N	7h 18m 46s.

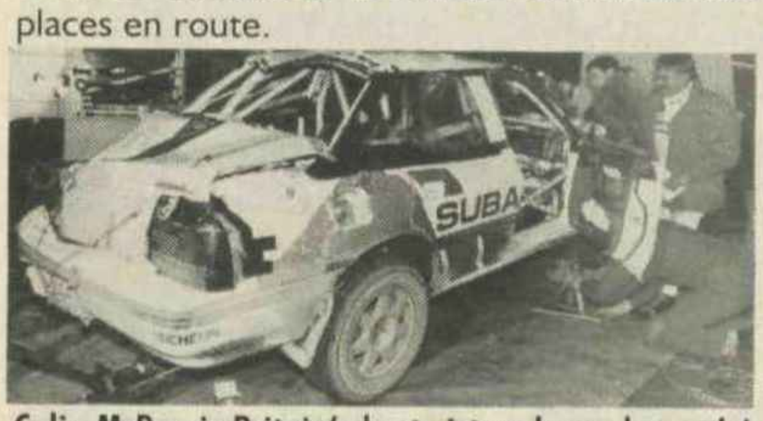
94 starters; 34 finishers.
Figures in brackets are road penaltes in minutes.

Preview: Lombard RAC Rally

Although it is the last qualifier of the 1992 World Rally Championship, both sections of which will have been settled before it takes place, Britain's qualifying round has nevertheless attracted a fine list of entries, each anxious to round off the year with a good result in the British forests. Whether a team has gained championship laurels or not, an RAC win is the perfect way to end the year.

This year, the last of many that the event has been handsomely supported by Lombard North Central, the rally will be based at Chester, to which it will return each night except that of the Tuesday, when the night stop will be at Carlisle.

Scrutiny will take place in the city during Saturday, 22 November, and the rally will get under way at 6.45 the next morning. For those who wish to go out to watch the event, *Rallypak* kits containing full spectator information will be available at Chester and at various places en route.



Colin McRae is Britain's best victory hope, honestly!

Reconnaissance of the route, including forest stages, is a recent innovation for the RAC Rally. Some approve of this, others don't, but it is being continued this year during strictly controlled periods between Friday 13 and Friday 20 November, various forest areas being open for recces on various days.

The first day of the rally will consist of a run through the park and circuit stages of Oulton, Weston, Sutton, Donington, Clumber, Chatsworth and Oulton, in that order, first car getting back to Chester at 18.20. During the first day a separation of one minute between cars will apply to the whole field, whereas from the second day onwards the leading cars will be separated by two minutes.

The Monday restart will be at 5.00, after which there will be 10 special stages in the forests of North Wales, beginning with Dyfnant and ending with Clocaenog. The second leg will end at Chester from 19.20.

On the Tuesday, after a 7.00 start, the route heads up through the Lake District, then back down through Kielder, finishing at Carlisle at 20.30. On the final day, competitors will tackle six stages in south-west Scotland, Dalbeattie, Glengap, Loch Derry, Glentrool, Lochfleet and the Forest of Ae, before returning to the finish at Chester from 20.00 onwards.

There are 34 special stages in all, fewer than before, but the total stage distance remains about the same at 353 miles.

As a gesture to mark the end of Lombard's long-running sponsorship of the event, that company has put up a special award of £100,000 which will go to the winning driver, provided he is British!

Auriol's six-pack

Not so long ago, Didier Auriol was known as the unluckiest driver in the World Rally Championship. During his days driving a Fina-backed Jolly Club Lancia he suffered setback after setback, mostly due to some mechanical failure of one kind or another. He showed excellent form and his potential was always evident, but the jinx struck time and time again. Last year he finished third in the World Championship but he won only one event and scored the bulk of his points from three second places, two thirds and a ninth.

After spending months struggling to get his Lancia set up as he wanted it, towards the end of last year he finally said that he felt at home in the car. This was just before the Sanremo Rally, which he promptly won.

This year has brought a remarkable change of fortune for the French driver. With the exception of the Portuguese Rally, from which he retired due to engine failure, he has won every event he has entered. In late September he raised his 1992 tally of victories to six when he won the Australia Rally, breaking Juha Kankkunen's run of three wins on that event in the previous three years.

Six World Championship victories in one year is a remarkable feat, certainly a record, and enough, one would have expected, to clinch the title of World Champion. However, Kankkunen and Carlos Sainz each has a chance of snatching the laurels even though the latter has only two wins to his credit this year and the former only one.

The Telecom-backed Australia Rally is a round of both categories of the series, for drivers and for makes, and, the makes' championship having already been settled in Lancia's favour, it would not have been surprising if Martini Racing had decided not to embark on the costly foray to Australia.

The series-conscious Italians have always placed greater emphasis on the car than the driver. In 1990, the fact that Toyota driver Sainz became world champion did not dampen one bit the enthusiasm of Lancia's celebrations after winning the makes' series, but there can be no doubt that it had secretly yearned for the grand slam. Lancia's presence in Australia this year clearly demonstrates that this is the team's 1992 objective, although there was a certain disquiet within the team as the Martini/Lancia contract had not at the time been renewed for 1993.

Initially, there were four A-seeded drivers entered, in four different makes of car: Carlos Sainz in a Toyota, Ari Vatanen in a Subaru, Ross Dunkerton in a Mitsubishi and Alessandro Fiorio in a Lancia entered by the Astra team. But this changed after the 1000 Lakes Rally. Martini Racing decided to send two Lancias for Auriol and Kankkunen, whilst Fiorio chose to take his Astra Lancia to the Rothmans Cyprus Rally instead.

Toyota Team Europe sent just one car for Sainz, the object being to gain championship points, whilst Subaru also had a single car from Prodrive for Vatanen, who was making his first visit to this event. Additionally, the Australian Subaru team had a similar car for New Zealander Peter 'Possum' Bourne and a Group N version for Australian champion Rob Herridge.

The Brussels-based Mazda team was not there, but there was a 323 GTX entered by the Mazda Rally Team Asia/Pacific for Rod Millen, the New Zealander who lives and works in California.

Similarly, not entered from Milton Keynes, there was a Mitsubishi Galant VR-4 driven by Ross Dunkerton and a Group N version by Ed Ordynski, both Australian drivers of considerable experience and ability.

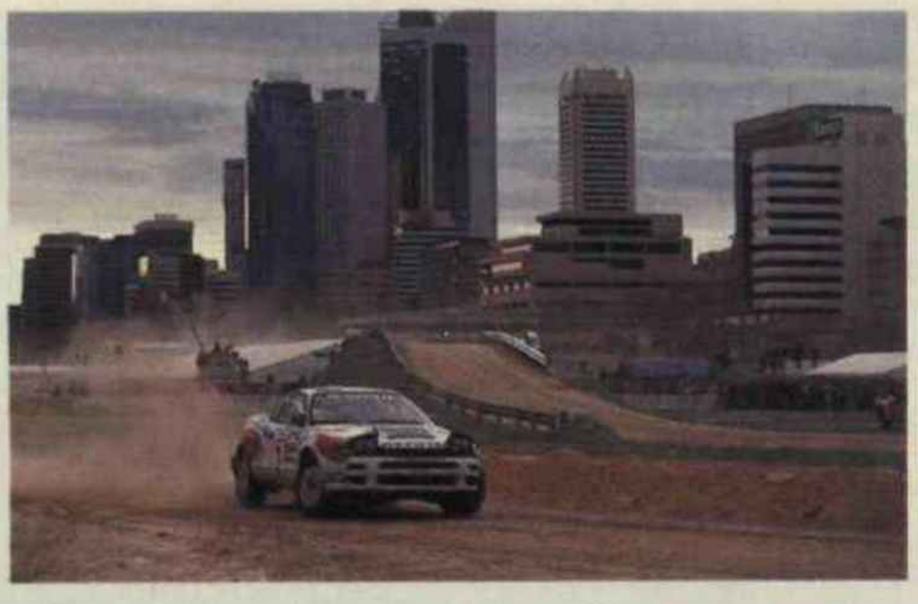
Argentinians Jorge Recalde and Carlos Menem Jnr were each in a Lancia Delta integrale, the former a Group A car and the latter a Group N car entered by Top Run Racing of Italy.

A Group N Mitsubishi Galant VR-4 was in the hands of Japanese driver Kyoshi Inoue, whilst Mohammed Bin Sulayem had his usual Group N Ford Sierra Cosworth, prepared in Cumbria by Mike Little Preparations.

Two Finnish drivers who merely crossed the start ramp then withdrew were Jarmo Kytölehto and Eija Jurvanen, each doing so in order to have started a championship qualifier outside Europe, the former being in with a chance for the Group N trophy and the latter for the ladies' cup.

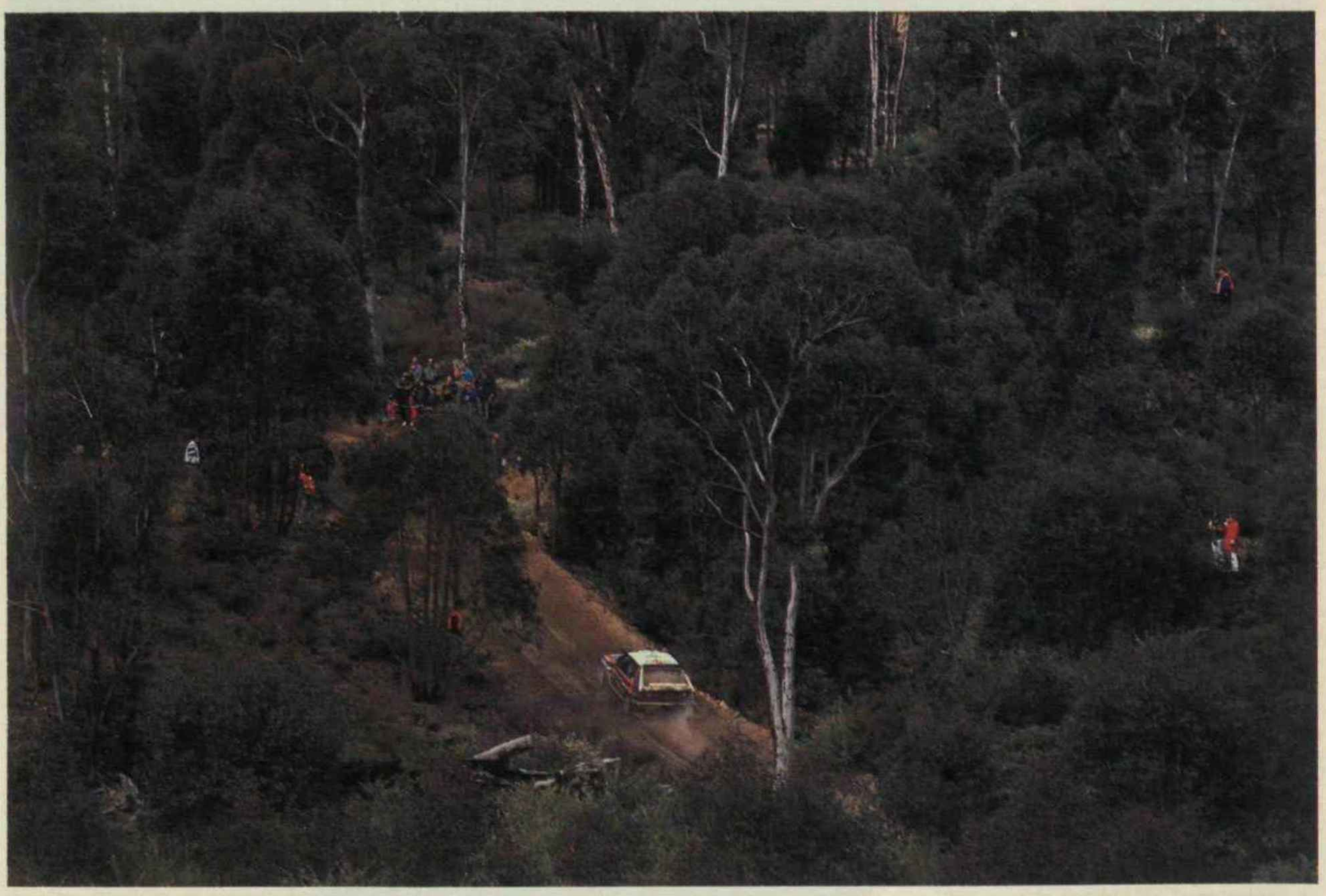
One of the main features of this event is the nature of its special stage road surfaces. They are anything but consistent, and can change from corner to corner. One moment the surface is firm and abrasive, providing plenty of grip; the next can see a driver struggling for adhesion on fine, loose gravel which can be likened to marbles. When rain comes, as it often does in the tail end of the Western Australian winter, the variations can be even greater and, even with the most refined of pace-notes, drivers have to be prepared for sudden and unexpected changes.

The rally was divided into four legs, each starting and finishing at Perth where Rally HQ and the three night stops were located. The first and fourth legs went eastwards of the city, whilst the second and third went to the south. The four days contained nine, nine, 13 and four special stages respectively, making 333 miles



Carlos Sainz, right, couldn't keep up with the brisk pace of the leading Lancias, though third place kept the Spaniard's hopes of a second world title intact.

Didier Auriol's sixth victory of the year – the record in a single WRC season – took him a step closer to becoming France's first champion, below. After Australia, he had still to be beaten on any rally he had finished this season.



within the overall distance of 1,217 miles.

The first, second and third legs each culminated in a special stage in Perth itself, at Langley Park, a city-centre area of greenery in which a one-and-a-quarter-mile track had been constructed, crossing itself by bridge thereby enabling two cars to run simultaneously. The stage was overlooked by Perth's tall buildings, and additional crowd-pullers were laid on each evening in the form of food, wine, music and amusements.

The first day was cold, wet and blusteringly windy, and it came as no surprise that the two Lancias of Auriol and Kankkunen recorded the best times on the first special stage. The surface was slippery, to say the least, and it seemed that the Michelin tyres of the Lancias were providing rather better grip than the Pirellis used by Toyota. However, Sainz got between the two Lancias after the second stage and ahead of them after the third. But this was short-lived. Auriol moved up to take the lead after the fourth stage and spent the remainder of the rally gradually extending that lead.

The only other drivers in real contention were Sainz, Kankkunen and Vatanen, the latter showing a remarkable return to form and demonstrating a Subaru prowess which surprised the other drivers.

Whilst the early stages were relatively fast, those of the afternoon were twistier and by the end of the day Auriol had opened up a considerable advantage. Vatanen, who also used Michelin tyres, was up in second place, ahead of Sainz, whilst Kankkunen had dropped to fourth after hitting a tree stump with his right rear wheel and requiring a suspension change.

Among those behind, Bourne had been experiencing trouble with his centre differential, caused by some electronic quirk, whilst Dunkerton's Mitsubishi also needed attention. Quickest among the antipodean drivers on the first day was Millen, whilst Ordynski led the Group N contingent.

The second day was dry. Indeed, the sun actually shone most of the time. But it didn't seem to shine on Vatanen who stalled his engine on the first stage and lost time trying to restart it. He said afterwards that he had at first mistaken the horn button for the starter! That indiscretion dropped him to fourth place.

Millen's rally came to an abrupt end when he rolled heavily and co-driver Sircombe had to be taken to hospital with suspected rib fractures. Menem, who had prospects of getting ahead of de Mevius (who was not in Australia) in the Group N section of the World Championship, also retired due to a crash, leaving Finn Kytölehto rather glad that he had made the trip to Australia without putting his car to any risk.

Sainz was continually trying various suspension and differential settings in an effort to improve the handling on twisty roads, but it seemed that he was not having much success. After one heavy landing the team doctor was called to look at co-driver Moya's neck, but

they nevertheless carried on, Moya wearing a surgical collar for the rest of the day.

The day's final stage at Langley Park was held in a real carnival atmosphere, as it had been the previous day, and the huge crowd loved it. As 'super-special' stages go, it was not really in the Mickey Mouse bracket and even the competitors voiced approval.

Auriol was an unruffled leader, enjoying handling which was just as he liked it. The diminutive Frenchman was coping well with the constantly variable surfaces and likened them to those of the Monte Carlo Rally which can also have sudden surface changes.

On the third day Vatanen's excellent run came to an untimely end when his gearbox seized on the second stage. It was later said that second and fourth gears had somehow managed to become engaged at the same time. Bin Sulayem lost a little time here when he stopped to see whether Vatanen needed assistance.

It was during the third day that Sainz found that his car's handling improved after suspension of the 1991 type was fitted, but by then it was too late and he could only hope that Auriol would lose time due to some problem – which he didn't.

Bourne's Subaru emerged from one stage considerably late and with its front right wheel missing. He had hit a rock carried on, only to go off the road the moment he applied his brakes due to the wheel folding up under the car. Getting back to the road was not easy on three wheels. Going backwards was not possible, and he eventually struggled out by going ahead through the trees, dropping from fourth to ninth in the process.

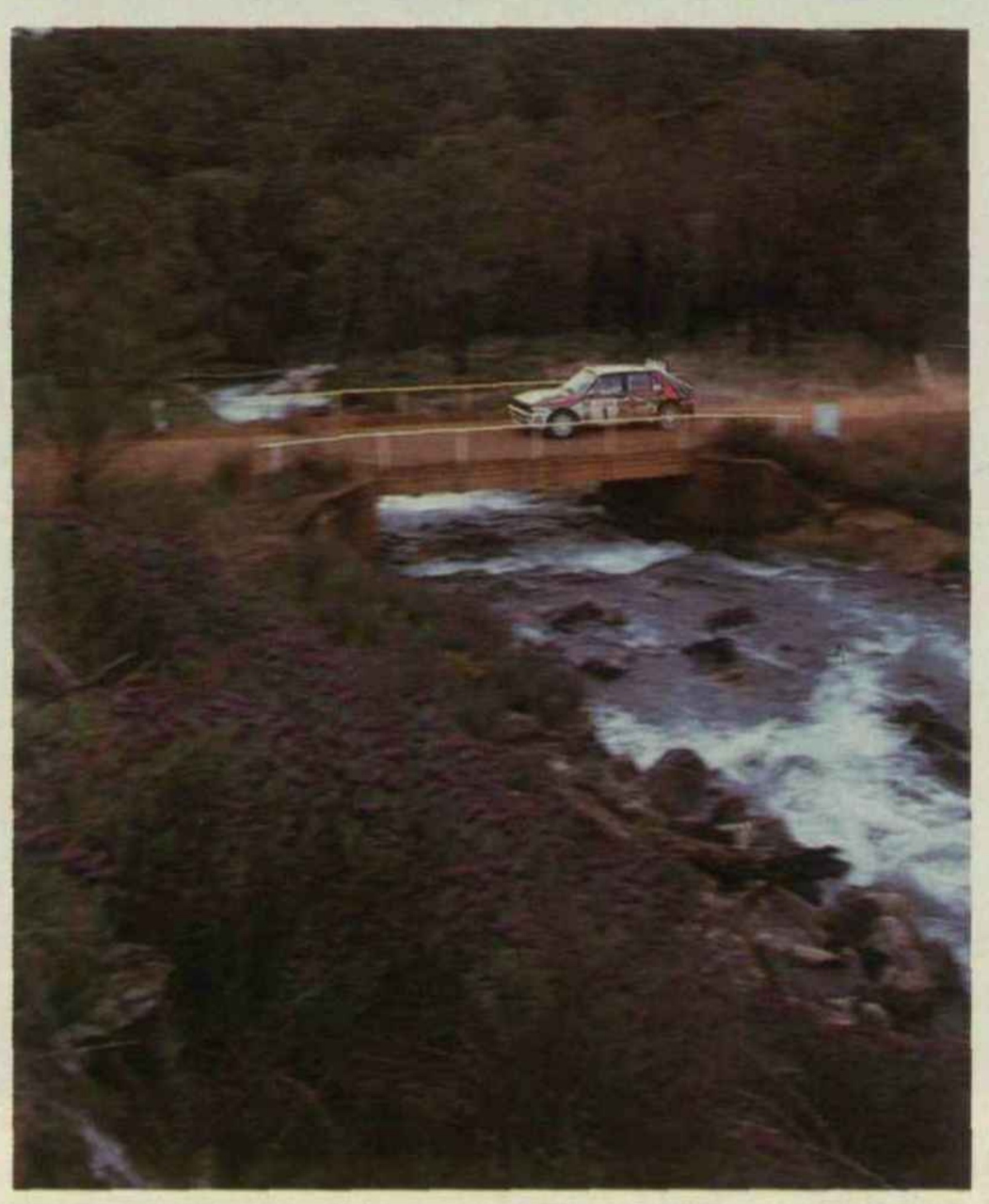
That afternoon, Sainz was concerned more with fending off Kankkunen than he was with catching Auriol, but when the rain came again the Finn gradually narrowed the gap. On the final stage of the day, again at Langley Park, Sainz lost time when he slid wide on the wet surface and stopped momentarily, this letting Kankkunen through to second place, the best part of three minutes behind Auriol. Bourne had moved up from ninth to seventh, whilst Group N man Ordynski was in sixth place.

The final day, a Tuesday, dawned bright and sunny, but there were to be no heroics in the four stages which remained. Auriol slowed noticeably to reduce risks, and Kankkunen recorded best time on each of the four, making quite sure that Sainz would not get ahead into second place. thereby to score 15 championship points rather than 12.

Recalde gained from the problems encountered by the leading Australians and New Zealanders and finished fourth, ahead of Dunkerton.

Auriol has a solid advantage in the chase for the world title, especially as he can enter three of the four remaining rounds if he wishes. The maximum number of appearances allowed title contenders during the year is 10 (of 14 rounds) and Sainz is only allowed two more, which is the reason that Toyota is not appearing at the Sanremo Rally, which will have finished by the time this edition of MOTOR SPORT appears. **G P**





Local drivers fared reasonably well, Ross Dunkerton taking fifth and 'Possum' Bourne (pictured above) coming in one place further back. Reigning world champion Juha Kankkunen, left, acted as a useful shield for his probable successor. The Finn took second, behind teammate Auriol.

Telecom Australia Rally – 19 - 22 September, 1992

Results

1. Didier Auriol (F) / Bernard Occelli (F) ..... Lancia Delta HF Integrale, Gp A ..... 5h 13m 12s.
2. Juha Kankkunen (SF) / Juha Piironen (SF) ..... Lancia Delta HF Integrale, Gp A ..... 5h 14m 53s.
3. Carlos Sainz (E) / Luis Moya (E) ..... Toyota Celica Turbo 4wd, Gp A ..... 5h 15m 16s.
4. Jorge Recalde (RA) / Martin Christie (RA) ..... Lancia Delta HF Integrale, Gp A ..... 5h 32m 05s.
5. Ross Dunkerton (AUS) / Fred Gocentas (AUS) ..... Mitsubishi Galant VR-4, Gp A ..... 5h 36m 15s.
6. Peter Bourne (NZ) / Rodger Freeth (NZ) ..... Subaru Legacy RS, Gp A ..... 5h 46m 52s.
7. Ed Ordynski (AUS) / Mark Stacey (AUS) ..... Mitsubishi Galant VR-4, Gp N ..... 5h 51m 19s.
8. Tolley Challis (AUS) / Rod Vanderstraaten (AUS) ..... Mitsubishi Galant VR-4, Gp N ..... 5h 54m 26s.
9. Kiyoshi Inoue (J) / Nakahara Yoshimasa (J) ..... Mitsubishi Galant VR-4, Gp N ..... 5h 54m 38s.
10. Craig Stallard (AUS) / Graeme Jesse (AUS) ..... Mitsubishi Galant VR-4, Gp N ..... 6h 06m 37s.

90 starters; 60 finishers

1992 World Rally Championship Situation

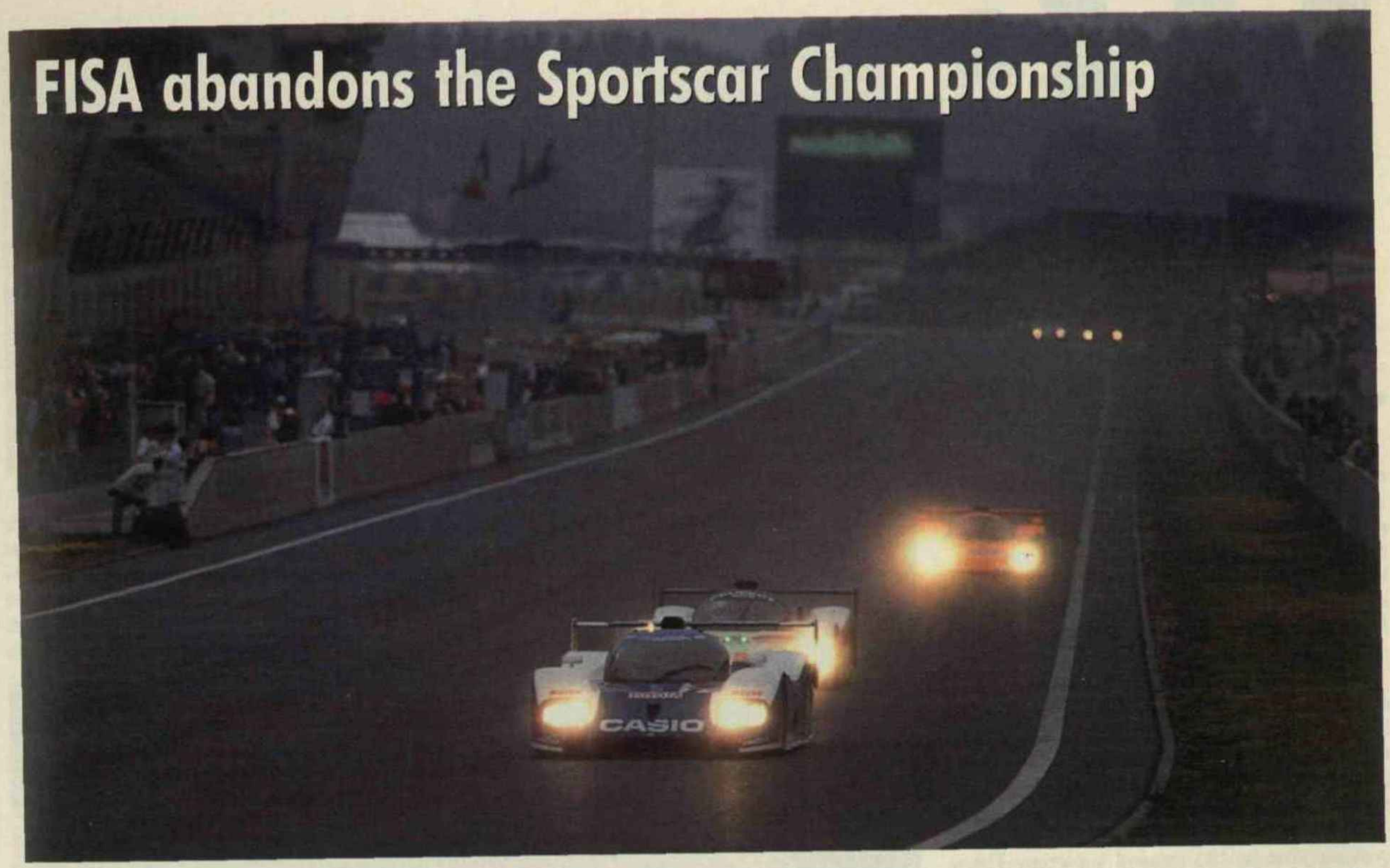
Drivers (After 10 of 14 rounds)

Didier Auriol (F)	120 pts.	Colin McRae (GB)	28 pts.
Carlos Sainz (E)	104 pts.	Jorge Recalde (RA)	28 pts.
Juha Kankkunen (SF)	92 pts.	Philippe Bugalski (F)	22 pts.
Massimo Biasion (I)	42 pts.	Mats Jonsson (S)	20 pts.
Markku Alén (SF)	40 pts.	Ross Dunkerton	20 pts.
François Delecour (F)	33 pts.	60 drivers have scored points.	

Makes (After 8 of 10 rounds)

Lancia	140 pts.	Mitsubishi	38 pts.
Toyota	108 pts.	Nissan	33 pts.
Ford	70 pts.	Audi	10 pts.
Subaru	43 pts.	Renault	9 pts.

FISA abandons the Sportscar Championship



Two lines in the FISA Bulletin published on October 7 sufficed to terminate a World Championship: "Due to the extremely small number of manufacturers interested in entering, the 1993 Sports Car World Championship has been cancelled."

Thank you, ma'am . . . next? A series with a bumpy 40-year history has been despatched with the minimum of ceremony, while FISA president Max Mosley – re-elected unopposed for the next four years – speaks of generating an ad hoc series of events in 1993 for Grand Touring cars. "No, I can't give you a calendar just yet," he says. "It may not be ready until December."

The first two rounds will be at Daytona and Sebring, thanks to an accommodation by the IMSA organisation, but the main body of the series should be in Europe.

Mosley speaks of regenerating the classic events and brings to mind the Nürburgring, Monza, Spa and Silverstone. And Le Mans too, but for the current dispute due to be heard in a Paris court on October 28, involving a claim by the Automobile Club de l'Ouest for damages amounting to six million francs.

Top ACO officials are not merely sore, they're angry at being tied to the mast of the sinking ship. This year's 24-hour race was at the low-tide mark with just 24 Group C entries and a crowd so thin that it didn't need an official count to pass judgement. FISA bound the ACO hand and foot, and the club was determined not to be in such a situation again.

Withdrawing from the Sportscar World Championship was a symbolic act. It didn't cause the death of the series and is now of no consequence. At the time, though, Mr Mosley believed that he'd been stabbed in the back, just after he had been to Le Mans, expounded elegantly at the annual press conference, and departed again in a flurry of handshakes and warm smiles.

Clever man that he is, it's a surprise that he never noticed the dagger up Monsieur Cosson's sleeve, revealed momentarily when he declared: "We can never let this situation happen again."

Trust has broken down on both sides, and the ACO's lawsuit is no trifling matter. It will be followed, a week later, by another lodged by Elf and Renault against FISA's mid-season decision to ban exotic fuels in Grand Prix racing.

An interesting, and well-founded rumour doing the rounds in Paris is that Jean-Marie Balestre withdrew his candidature for the presidency of FISA in order to maintain his authority as president of the FIA. Should either of these judgements go against the sporting authority, M Balestre might simply wind FISA up and establish a new sporting body over which he would preside personally!

Enough has been said about the decline of the Sportscar World Championship. It was, as MOTOR SPORT has maintained since January 1989, a ghastly mistake to impose the 3.5-litre formula, and the last three years have been like watching a man decay with cancer, a condition that accelerated in the last 12 months.

The ending of the SWC is no surprise, and is hardly even a matter for sadness except to the hundreds of people actually employed by the teams and their suppliers.

The future is in Grand Touring racing, as we have said all along, but we would have wished for a smoother transition. On the subject of the new series, which will not be a championship in 1993, Mosley has the fervency of a Jehovah's Witness; yet he lacks the two things that any prospective team owner would demand: a firm calendar, and a guaranteed trip to Le Mans.

All may not be lost, however. At the Paris Motor Show in the two days prior to the the FISA announcement, some ACO officials seemed to be almost conciliatory. "Certainly we could make a class for the FIA GT cars," said one luminary, "but they would have to make the request, and we have not heard from FISA."

The big stick treatment meted out by FISA in the past four seasons wouldn't work again. The use of force has sometimes been crude and ill-mannered, a denial of the basic tenets of sport.

Le Mans was dragged down by controversy in 1989 (outside the World Championship), in 1990 (when the chicanes were imposed), in 1991 (when it returned to the World Championship with the Nissans excluded) and in 1992 when FISA retained absolute control over the paltry entry.

It should not surprise Mr Mosley that the ACO simply won't put up with this treatment any longer. They have the famous race, they call the shots, and there isn't even a World Championship any longer for FISA to invoke.

It would behove Mosley to approach the ACO once again and ask for the FIA series for GT cars to be added to the Le Mans regulations, as a complete category. The ACO would agree, I believe, and this single act would persuade a number of other race organisers and circuit owners in Europe to commit themselves to the FIA series.

Who knows, a rapprochement might even persuade the ACO to abandon their awkward lawsuit. That might present a significant advantage to Mr Mosley in the coming months.

MLC

Winning at any cost?

The young kid in the works Formula Ford has been hyped up by his team, by the manufacturer of his car – which competes heavily in the racing marketplace with another – by his team manager, by the mechanics. He's only in his teens, seen nothing much of life out of school other than raced karts since he was nine or so. He's impressionable; he's particularly open to influence from those within his orbit he respects – people like his team manager, his mechanics. The very same people who with a 'go out there and get 'em' mentality have probably built up his confidence to the level where he's almost ready to fight a war. That's how intense it gets. So it's no real surprise when he takes his chief rival off, blatantly drives him off the circuit. He probably feels briefly satisfied, elated even, unaware that he has crossed a barrier. The hype, the building up of his confidence has gathered its own momentum and gone over-centre. He's now crossed the boundary of what racing officialdom deems acceptable behaviour. He is banned from racing for a period of several months, to give him time to reflect.

In a race on the same bill a vastly more experienced driver in a much higher profile championship commits a similarly cynical offence to the only driver in a place to deprive his team of the title. But this is no fresh-faced teenager lacking the experience correctly to distinguish acceptable boundaries within an adrenalin-blurred environment. He is perhaps the highest paid professional driver outside F1 and probably the finest exponent of his particular craft. However, this time the drivers represent not mere racing marketplace rivals, but manufacturers of road cars. The sales numbers, the stakes, are vastly higher. This is the British Touring Car Championship and for BMW's Steve Soper, who has just pushed Vauxhall's John Cleland into the gravel trap, this is just another race in a hectic two-country schedule in which he is paid to represent the German manufacturer. No action is taken against him.

To those who two years previously watched the F1 World Championship being decided by Ayrton Senna simply not lifting for the first corner and punting Alain Prost off the track, there is probably a touch of dêjà-vu about the conclusion. No action was taken there either.

Touring Car racing is big news, and getting bigger. Its inherently spectacular nature has ensured that it has maximised its regular TV coverage, to the extent where members of the general public – not just hard-core racing followers – are aware of it. Combine that with



PRESSURE IN THE BTCC



the strong identification these people make with the cars they drive on the road and implications of the potential sales value of the series to the manufacturers is obvious. Money. It's hardly an original theory, but that, by common consent, is what is increasing the pressure to win in Touring Cars, what is making incidents like that at Silverstone for the BTCC finale predictable and what — it is suggested — is responsible for the apparently easy-going outlook on driver discipline within the series.









Opposite page: Tim Harvey (BMW) fends off Andy Rouse (Toyota) and the Vauxhall Cavaliers of John Cleland and Jeff Allam. The 1992 BTCC has always been confrontational, but sometimes things have gone too far. Top, John Cleland spins out of championship contention in the controversial Silverstone finale. His aggressor, Steve Soper, joins him in the gravel, leaving Harvey, above left, to celebrate. Above right, Nissan and Mazda have both made progress this year, as has the fledgling Peugeot team. Above right, seven of the first eight cars on the Brands grid have major works support. David Leslie's Ecurie Ecosse Vauxhall, on the outside of row three, is the interloper. Below right, defending champion Will Hoy, in a Toyota this year, only just failed to retain his crown.

Four-and-a-half-million people in the UK tune in to each round of the BTCC. Placing a total cash valuation on such things is difficult. There are two components to it. There's the direct exposure of the company's name and, in air time, that's worth an estimated £200,000 per race. At a budget of around £1.5 million per 15 race season for a two car BTCC team, that figure appears realistic. In comparison, a three month slot for a British TV ad would cost around £6 million. But additionally, there is the less easily definable, and longer term, value of brand image that involvement in such a series gives the manufacturer. As one entrant commented: "In that sense it's not really a question of can a manufacturer afford to be involved, but whether it can afford not to be." At the time of writing BMW, Toyota, Vauxhall, Peugeot, Mazda, Nissan and – for next year – Renault have decided that they cannot afford not to be there.

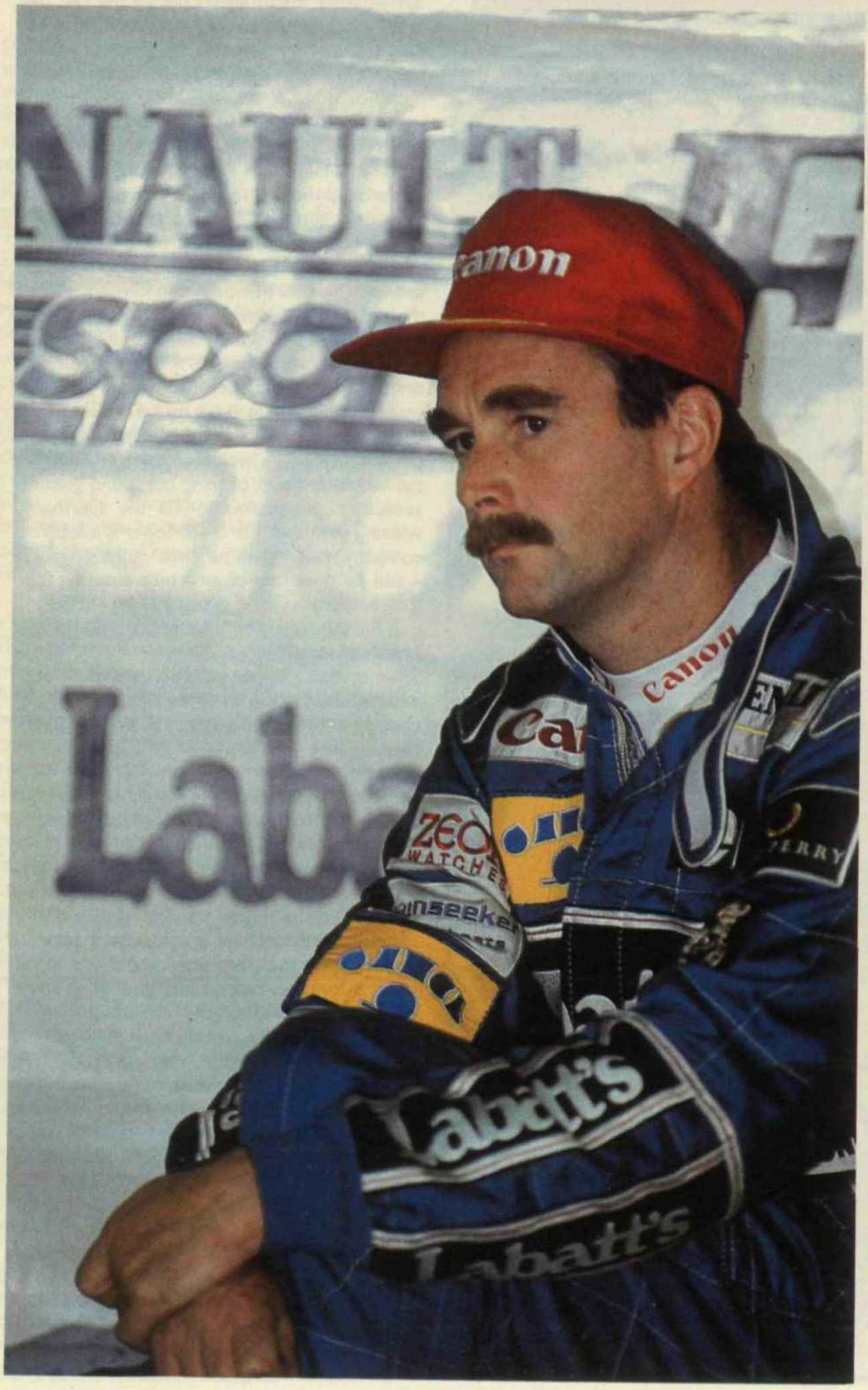
But that's only the value placed upon being involved. It doesn't fully explain the 'win at all costs' mentality that decided this year's title. Ask around the paddock and a surprising twist begins to surface. When not racing in the BTCC, Soper races in the German Touring Car Championship, a series with an even higher profile than its British counterpart, even though the gap may be narrowing. There, escapades such as that between Soper and Cleland are commonplace. A BMW driver will drive a Mercedes pilot off the road or vice-versa pretty much at every round once the title battle has begun to hot up. There are the perfunctory angry words exchanged, but on the whole this sort of thing has found greater acceptance in Germany. To the Germans, winning seems all. For them Soper is a sublime company man. When he's not winning himself – and he does that often – he's ensuring that the company is winning, regardless of how. It is an ethic he seems to have imported into the British series.

After that controversial Silverstone race, where BMW's Tim Harvey became BTCC champion, there were said to be some embarrassed faces within the BMW GB camp. In contrast the German faction present was apparently delighted. "For me, that was a low-life form of winning, especially for a prestigious company like BMW," said Cleland. "If we accept this type of attitude and don't fight it, we're on the slippery slope. After that race I thought 'am I going to have to review how I approach this and take up a different stance?' Then I think 'no', because then I would be giving in to what I disagree with." The words echo those of Prost on the same matter in F1.

It all conforms to something of a pattern within a sport where now in F1 drivers are excluding others from the same team, trying to wrap up the title behind the scenes before it has even started or screaming petulantly when they can't get the car they want. It's winning that counts, no matter how it is achieved. That is an intellectually inferior ethic. Given that the sport – and Touring Cars in particular – is now generating interest from the masses, rather than only those with a knowledge and love of the sport, perhaps it's not an altogether surprising one. But for its own sake, it's to be hoped that Touring Cars doesn't become too like F1 for its own good. **MPH**

Transatlantic challenge

What can Nigel Mansell expect on the Indycar circuit?



One of the more pleasant aspects of the Portuguese GP weekend was the presence of Emerson Fittipaldi in the paddock, celebrating with sponsor Marlboro the 20th anniversary of his first World Championship (ironically taken at the wheel of a John Player Special!).

The double title holder resuscitated his fading career in the PPG/CART Indycar series in 1984, winning Indianapolis and the championship in 1989 and establishing himself firmly as a leading contender. He was amused by all the ballyhoo surrounding Nigel Mansell's forthcoming switch to American racing, especially when we told him some of the national daily papers' scare stories about hitting a concrete wall at 220 mph at Indianapolis or Michigan, and the treatment of the death of Jovy Marcelo, the injuries suffered by Nelson Piquet and Jeff Andretti and Rick Mears' qualifying shunt.

Like us, Emerson saw most of it as a product of sensationalism and ignorance. But just what *does* Mansell face?

Clearly, the Brazilian has a deep affection for Indycar racing, as do most of its protagonists. "I love it for the sport," he says immediately, his face alight. "It is like it was back in Formula One in the Seventies. It's relaxed. There aren't the politics like there are in Formula One. People are here because they love the sport. They settle the challenge on the track. They don't need to do it out of the car."

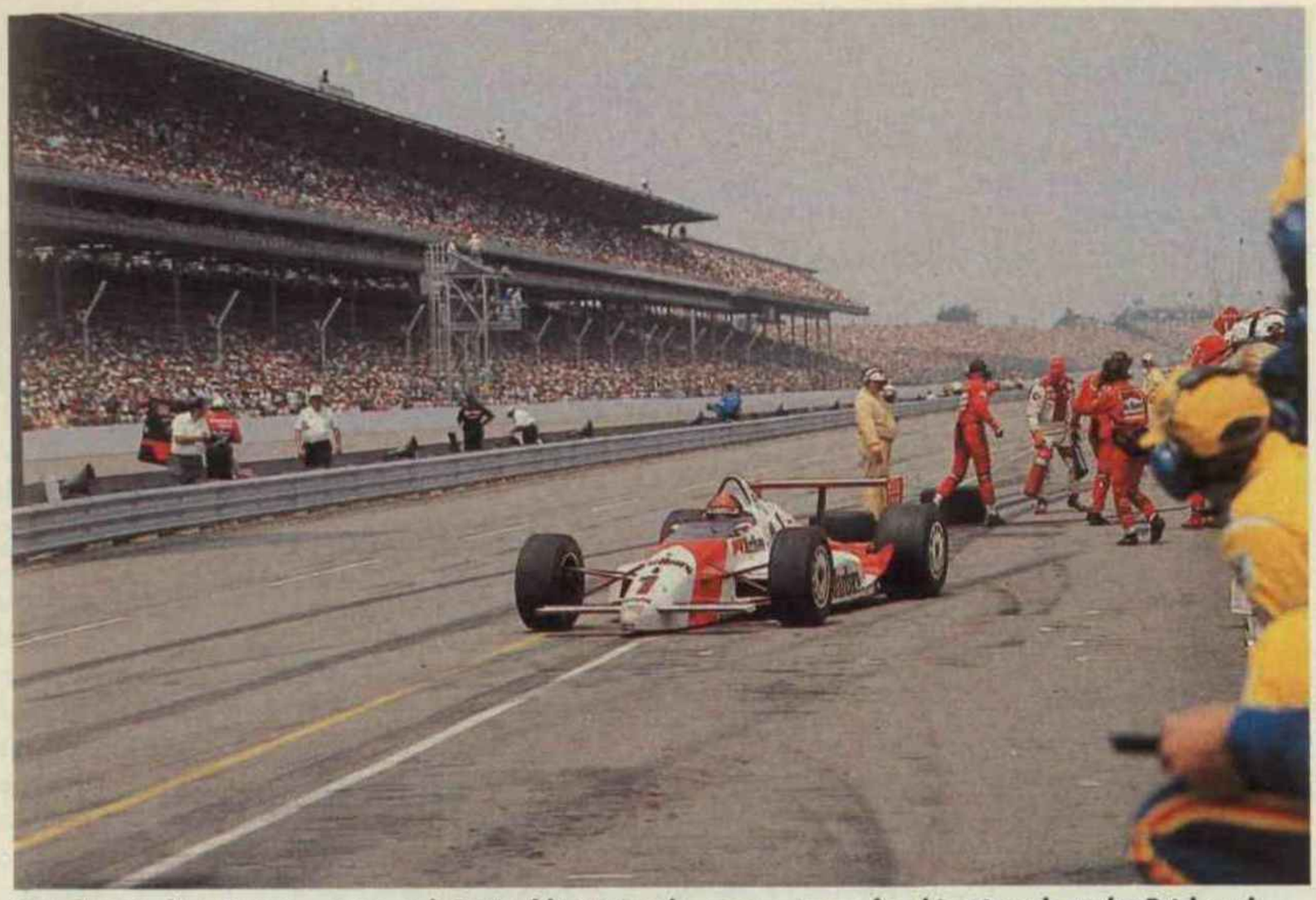
In 1988 at the Meadowlands he took the pole but later had a run-in with Al Unser Jnr that sent his Patrick Lola bouncing into the wall and out of the race. As Unser came by next time round, Emerson shook his fist at him. They sorted it out sensibly a fortnight later, and in 1989 when the boot was on the other foot after Emerson had tapped Junior out of the Indy 500, the American stood trackside giving him the thumbs up to indicate that he was okay. Not exactly what you'd expect in F1 . . .

"Nigel is an incredibly strong driver and a great champion, so we are all very happy that he is coming," stresses Fittipaldi. "I think he will have no problems with the transition from Formula One to Indycar racing on the street circuits and the permanent road courses." That's the majority of the races, because only two of the 16 take place on superspeedways and four more on mile ovals.

"But for sure," he continued, "it will be difficult for him going to the oval tracks. For them you have to have a different approach; you have to be very settled, you have to give time to yourself and not just jump in the car and try to go fast straight away. Mentally, it is a different procedure to be able to achieve the speed and be safe. That is one of the things that I am going to discuss with him. He needs time to make this transition as smoothly as possible. The speeds are much higher than Formula One. It is not forgiving; if you make a mistake on an oval track, you will never recover the car again and you are going to hit the wall. But I am sure that Nigel, with all his talent, will be very fast, for sure."

"He must learn to relax and to respect the circuits. It took me three to four years to be comfortable on the superspeedways, and even now I still don't feel *comfortable*!

"He needs to learn the tactics in the slipstream on superspeedways. You cannot



At Indianapolis pit stops are crucial; Fittipaldi rejoins the race, a year after his triumph at the Brickyard.

"You cannot use Formula One tactics, such as cutting in after overtaking"

use Formula One tactics, such as cutting in after overtaking. That's something that Eddie Cheever does which still upsets other drivers. You need to give the guy behind the room or you take away the air from his front wing.

"One time I saw Eddie give Rick Mears a really hard time when he only got away with it because Rick saw just what was happening and gave him some extra room. With anyone else they would both have spun, but thanks to Rick, Eddie got away with it. He didn't even know what he'd done."

It's endearing, the way Fittipaldi speaks about his Penske team-mate. I once asked Mears if it really was possible to catch an oversteer slide on an oval, as most believe that if you try to correct one you'll end up in hospital because the car tends to regain grip just as the nose is pointing at the wall. "It is. I caught one today," he replied, as nonchalantly as if we were discussing fishing. "But you really have to be ahead of what the car is telling you, to know what it is thinking of doing, and if you haven't already started to get the lock off the other way the moment you've started to put it on, then you're in real trouble." I asked Emerson the same thing, and he smiled. "It is a very difficult thing to think of. The best way is to set the car up to push, rather than be loose. It's not something I want to do, but these superspeedways aces can now and then." This is from a man who is now capable of racing anyone on any American circuit, but who has a big enough heart to recognise superiority where it exists in another driver. Again, it's hard to imagine in F1...

"He will have to go through two stages. First, he will start training by himself, probably at Phoenix, to get used to the oval tracks, get used to the set-up of the car, and to learn the technique of setting it up. The second stage will come when he has to go racing.

"It is difficult to imagine, I know. At Indianapolis we are approaching Turn One at 240mph – that's close to 400 kmh! – and when you are behind two or three other cars, the turbulence is so great. That is another experience that Nigel has to go through, not just driving by himself but going through traffic and dicing. He will need lots of miles and plenty of time to get used to it. The car has different reactions when you are behind someone, and this is the second stage to which he must adapt. Provided that he works with Mario, in a very competitive team like Newman/Haas, he should be able to go through this stage much faster than I did. I think the learning process is going to be much faster for him . . ."

The full-course yellow is another aspect of Indycar racing which takes some learning, along with the multiple pit stops, generally two a race, for fuel and tyres. On the road courses drivers generally run as long as possible before pitting in the hope of catching a yellow. If he can make the fuel last an extra lap or two, there is always the possibility of an incident which would enable him to pit under the yellow while the rest of the field trundles around behind the pace car, having already pitted under full 'green' racing conditions. That way he loses less 'racing' time.

On the ovals, where full-course yellows accompany even the most minor incident and are thus a lot more frequent, the situation becomes a great deal more complex. Do you pit early to take advantage of a yellow – effectively gambling that there will be others – or do you stay out? Arie Luyendyk won the 1991 Phoenix race basically because he didn't pit under an early yellow, and so was able to move up from 11th to second when the early leaders did. Later he lucked into another yellow the lap before he would have run out of fuel . . .

Emerson remembers his worst experience of yellows. "I had fought through and taken the lead, then I pulled clear," he recalled of his maiden CART victory in the 1985 Michigan 500. "It was one of those days when everything went right – tyres, pit stops, working the traffic. Everything! Then everything went wrong with a yellow right at the very end. The track went green with a lap to go, and there right behind me was Al Unser Senior! All round that lap I was flat. I had never taken that chance before. I thought for sure he'd pass me. But I did take the chance that day, and I finished in front but with him still right on my gearbox! A fantastic moment for me!"

There are other factors to consider, such as single lap qualifying (already familiar to him from the days of Goodyear's F1 qualifiers), rolling starts, the constant traffic of 22-second laps on the mile ovals, the unique pressures of the month of May at Indianapolis. And dealing with a press that expects – demands even – that the drivers are available and approachable after the race. We await with interest the reaction if and when Mansell does his first whining conference once the inevitable honeymoon period has faded away.

One thing he *won't* miss is the endless polemics of F1. Political intrigue does exist in CART, particularly at Indianapolis, but it is in its infancy in comparison.

One thing he definitely *will* miss is the car advantage he enjoyed in 1992. "Formula One is in a technical war that will destroy it," predicted Fittipaldi. "For two years Penske worked on an electronic gearbox, then two weeks before it was due to run the CART Board said it didn't want anything like that and it was banned. Likewise active suspension. It was the best thing. It is good for racing not to have a technical war, it keeps the balance between the teams. You can have Penske building specialist cars in Poole, in the south of England, and then you have Lola building production cars. You can buy a Lola and a Ford or a Chevrolet and go racing and be really competitive. But this technology here, it stifles the sport."

Therein, along with the sheer speed on the ovals, lies the greatest change Mansell will face, for the sport is still uppermost in Indycars. In truth, though, his switch may not be so much a matter of how Nigel Mansell adapts to Indycars, as how F1 adapts to life without him. Will there be a big television switch off from F1 in Europe, and on to Indycars? The indications are already there. The European ground stations are bidding seriously for the rights, and even that most Establishment of BBC programmes *Sportsnight*, which normally cares not a jot for motor racing, recently devoted time to a feature on Mansell, Paul Newman and Newman/Haas Racing. Perhaps it's writing, rather than blood, that is on the Indy walls?

D J T/D P

Opposites

Britain is almost as rich in one-make sports car series as it is in monotype saloon categories. Here, we try two varieties at different ends of the subtlety spectrum

There is something deliciously satisfying about defying the apparent laws of gravity. Out of the third gear left-hander, change up to fourth, and rush headlong towards Gerards, the first corner after the start at Mallory Park (and subject of a rambling thesis in last month's MOTOR SPORT). Your brain thinks 'The brakes, you clod, the brakes'. Your eyes tell you 'The bloody brakes, you fool, the bloody brakes'. But you're into your rhythm by now.

And, more critically, you're in a Caterham Seven.

Thus you can sail, smugly, beyond what common-sense tells you are sane parameters, knowing that the Caterham will stick.

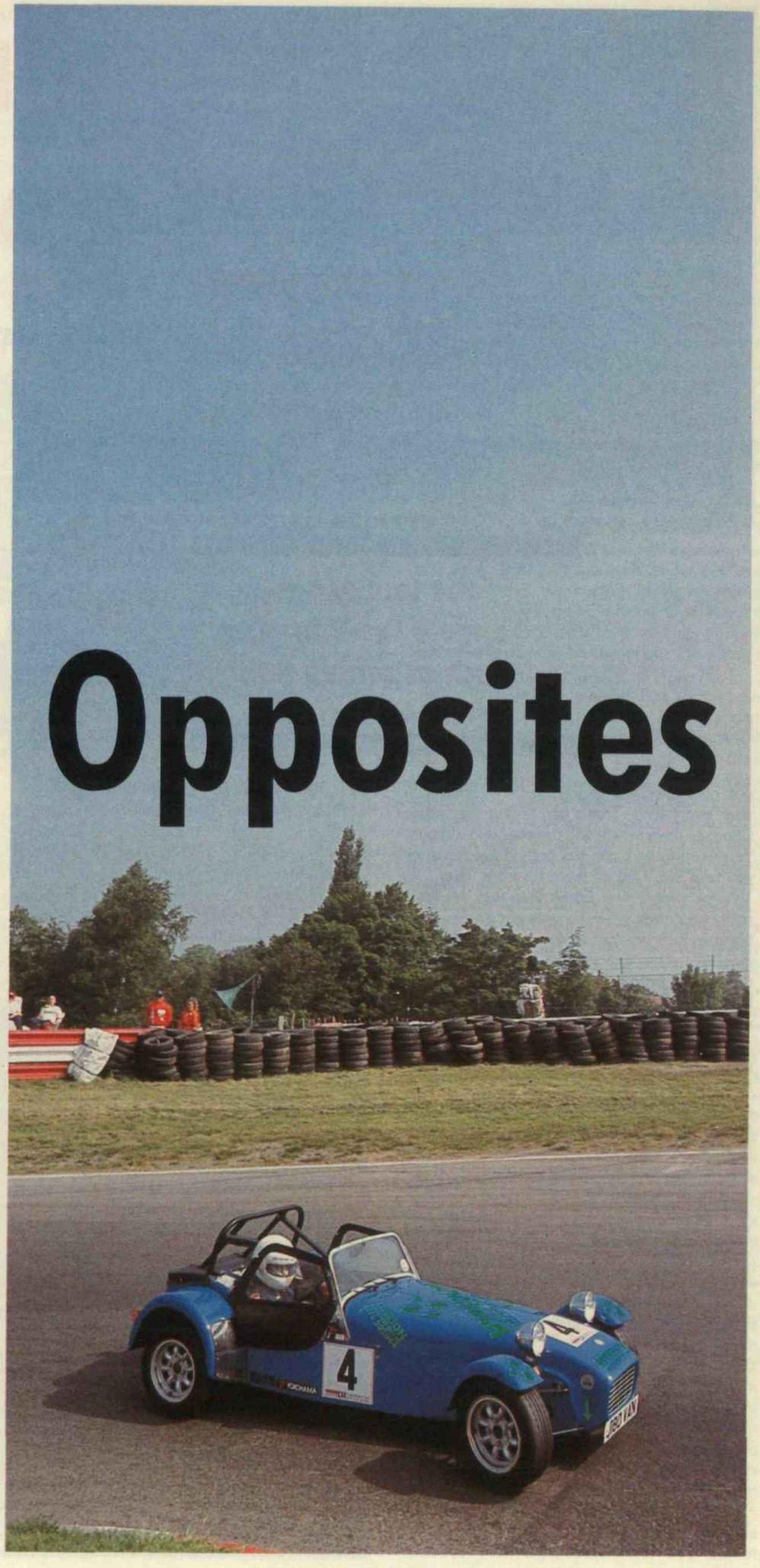


There are, however, less edifying sensations in motor racing. Such as finding yourself firmly rooted in a gravel trap after only a couple of qualifying laps.

Having shared a TVR Tuscan with a handful of fellow wordsmiths during the inaugural season of the Tuscan Challenge, in 1989, and having thoroughly enjoyed the experience, I was looking forward to renewing acquaintance with the 420 bhp renegade at Brands Hatch.

A TVR doesn't offer the same sensory relationship as a Caterham, nor does it have the kind of telepathy that knocks tarot cards into a cocked hat. It is nonetheless stimulating, however, to try and contain its apparently wayward character. It's a bit like an affectionate boxer dog. It'll give you a hard time, but it seldom bites. You can feel the car lurching all over the place, particularly when the tyres are cold, but if you're awake, and you're prepared to wrestle a little with the persistent undulations of the steering wheel, you can keep it pointing more or less in the intended direction of travel. It will pop sideways under hard acceleration in *fourth* gear as you thunder out of Brands Hatch's Clark Curve and steam towards Paddock. The previous lap, the Tuscan had felt a little *too* light at the rear as the road dropped sharply away at the downhill right-hander. This time it felt lighter still, and as the message gradually percolated through to the driver's brain that more opposite lock was required, the brain had already ascertained that the steering was against the rack stops, and that fast approaching, to the left, was a gravel tr . . .

The flurry of sideways motions ceases suddenly amidst the clatter of pebbles on fibreglass and the arrival, in the cockpit, of a shower of small stones. No point even trying to give it a bootful of revs. As this impromptu piece of investigative journalism had just proved,



Brands Hatch's gravel beds are devilishly effective. You're already up to your axles, and you're not going anywhere without the assistance of a bucket, a spade, half a dozen highly amused marshals and a sizeable tow truck.



Back at Mallory, we're in a similar Rover K-Series-powered Caterham to that with which we fell irretrievably in love during a brief encounter at Snetterton last autumn (see *Track Test*, January 1992). The Caterham we had begged to race ever since. It's a boom time for Caterham racing. If the world was in perpetual recession, you get the feeling that Caterhams would always sell. Makes no sense at all really. For similar money, you can buy a sporting hatchback which comes, ready built, with four seats and space for luggage. Might not have quite the same acceleration, and the handling might not quite be as sharp, but as an overall package the hatchback formula still offers a lot more car for the money.

But still people buy Caterhams, and anybody with a soul will understand why. You don't so much sit in a Caterham, you put it on. It's you, four wheels and the elements. Sod the luggage.

The size of the entry – with around 30 cars in the more powerful B class (pushrod Ford power, around 160 bhp) and 14 in 'our' C division (125 bhp pushrod Fords, and the lighter, 110 bhp K-Series cars) – demanded split qualifying sessions, Bs and Cs being mingled together. At times, that was quite frustrating. The B cars slam past down the straights, but have to pull up far more sharply at the entry to Gerards and the Lake Esses. They are less agile, too. It soon became clear what fellow journalist, and Caterham regular, John Barker had meant when he muttered about the likelihood of being impeded by the B cars. The quickest of the latter were around two seconds per lap faster than the C class pace-setters, but catch one at the entry to a corner and you'd be momentarily held up, the nimbler car's superior agility instantly trampled.

Although Mallory is short, and not exactly teeming with corners, it takes time adjusting to the Caterham's uncanny adhesive properties. Like anything, when pushed hard, the Seven slides around, and your right elbow gets to learn all about the ripples at Gerards as it snags the top lip of the body. Balancing a Caterham is a precise art, though. Even the more violent twitches require only modest corrections at the wheel, but ninth place on a grid bolstered by non-qualifiers from class B suggests that you still have to learn to provoke it some more.



Ninth on the grid? A pipedream in TVR land. Having watched qualifying continue from behind the barrier closest to the spot where the Tuscan finished up, and having observed everybody else going faster and faster as the early mist succumbed to hazy sunlight, you'd be lucky to be far enough up the grid to see the green light.

To be 15th of 18 is actually an unexpected bonus. Never thought I'd never been so pleased to be so far up, so far down the grid, if you follow.

Offer a Tuscan anything more than a couple of thousand revs and you won't get far in first gear. The starting technique is to trickle away at 2500 rpm, then floor the throttle once you've worked up some momentum. On a starting grid, the onset of the red light is usually the cue for an ear-splitting cacophony. In a field full of Tuscans, there is a mild increase in the throaty burble which accompanies the TVR at tickover. Then, a few seconds after the green light, the din becomes awesome.

Previous experience tells you that Tuscan starts can often be accompanied by showers of fibreglass. They are big cars, and most British racing circuits aren't very wide. The

attract

Sporting contrasts: the Caterham (opposite page) requires a blend of finesse and aggression. The Tuscan (below) doesn't suffer fools quite so readily . . . (Caterham pictures: LAT Photographic. TVR pictures: Bob Collier)



Mobil 1 Tuscan, prepared by the factory for the use of assorted guests, seems strong on initial acceleration (hardly surprising, with in the region of 500 bhp per ton when fully laden with fuel), making up a couple of places well before Paddock. With the field bunching towards the apex, it looks as though there is time to be made around the outside . . . but perhaps not quite that far wide. Trying to slot back into file before Druids, one of the early places gained has already been reclaimed by its original owner. With a jostling knot of TVRs to the inside, you have to stay wide at the hairpin, too. Where are we now? 14th? 15th? Who knows? Concentrate. Concentrate. The tyres are still cold. Change up early to fourth for Graham Hill Bend. Let the car settle. Allow the massive torque (360 lb/ft) to pull you through cleanly. Traffic bunches up again for Surtees. Car very skittish through there. Down to third for Clearways, then hard on the power and up to . . .

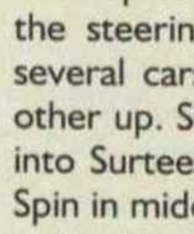
The accompanying rumble tells you that you've snicked neutral.

There are two transmission options for Tuscans. The Borg-Warner T5, a five-speed, all-synchro affair. Or, as fitted to the guest racer, the four-speed Quaife dog 'box, developed in conjunction with TVR. This requires a firm hand. "Just bang it in," advises TVR's John Reid, who finds time to race a Tuscan when he's not fettling a whole fleet of them. On this occasion, one bang wasn't enough. It goes in at the second time of asking, and the car spears mildly sideways at the resumption of acclerative force.

Martin Crass, just ahead, runs wide into Paddock. Quicker through the corner, you draw alongside into Druids. He starts to close the door, but you're already there. There's a kerb on the inside, and you're virtually on top of it. That gap is getting smaller . . .

After a gentle brush, Martin bounces off to the left and you are through. The incident is later discussed, amicably, in the paddock. One of those things. No hard feelings. There is damage to the left front wing though. Getting back up to speed through Graham Hill Bend, the steering feels OK. There's a cluster of several cars up ahead. They're holding each other up. Should be able to catch them. Turn into Surtees. Steering doesn't want to know. Spin in middle of track. Roll gently backwards, trying to get out of the way of the oncoming traffic. Dealt a glancing blow by Crass, for whom the Mobil logos seem to be something of a magnet. Driver out. Car stranded on edge of circuit. Red flags appear.

The initial impact had actually pressed the bodywork hard into the front left wheel, and had mildly rumpled other ancillaries. Consequently, chassis balance had been impaired. No chance of making the restart. The race is later red-flagged again when leader John Kent's car blows its engine, spews oil everywhere and spontaneously combusts. With the results taken back a lap, Kent still wins. You spend the rest of the day as a frustrated spectator. Bit like qualifying, really.



The Caterham is prepared by Hyperion Motorsport whose proprietor, Magnus Laird, is something of a whizz in the cockpit himself. The personable Magnus's startline



Mallory's hairpin never permits much room for manoeuvre, even to spindly Caterhams.



Running for cover: SA's sandy sprint at Brands.



John Kent's weekend comes to a fiery end at Brands. He still won . . .



Colin Blower tries some unsubtle persuasion to shift Simon Wayne (above). It ended in tears . . . Right, rural pursuits.

tip is to aim for the centre of the track at Gerards. "A lot of people get bunched up on the inside. It's a good way to make up ground."

It works, too. The Seven snakes away from the line at 4500 rpm. Up ahead, another car tries the outside route but goes too far and slithers around on the grime. Sticking doggedly to the centre of the track, you exit Gerards on the tail on the leading quartet, thereafter running side-by-side most of the way up to the hairpin. At the last moment, slot to the inside to fend off potential challenges from the rear. The non-qualified B cars have been tagged onto the rear of the field, and are sure to make their way through at some point.

Into Gerards for the second time, the first seven cars are still together until Paul Trevor, just ahead, spins two-thirds of the way through the corner. As he loops one way then the other, you hesitate. Off the throttle briefly, then back on again as he finally slides off to the left and you can see a safe route through the tyre smoke. The first four have broken clear now. You're left scrapping for fifth with Pippa Jacobsen. Have a peep around the outside at the Esses. Not really on. Tuck back into line, just in time to notice Alex Rae, eyeballs out almost as far as his vizor, thundering up the inside at the hairpin. Let him go, take a wider, slower approach, and nip back ahead as he scrabbles for traction on the exit.

Rae is just the type of keen novice Caterham was hoping to attract with the K-Series car. Feasibly, the machine can be driven to and from events on the road. Several competitors do just that. Aware of the ferocity of the competition, Rae prefers to cosset his with a trailer. Particularly as the closest circuit to his native Durham, Oulton Park, is a good three hours away by road.

He's shaping up to have another go into Gerards. Leave the dab on the brakes a little later this time. Still, the limits of tolerance haven't been breached. It's sliding more, but the cloud of blue smoke in your mirror tells you that the immediate pressure is off. Unsighted, a marauding B class car was somehow trying to slot *between* you and your pursuer, causing the unamused Alex to spin off. A lap later, said vehicle blasts by down the Stebbe Straight and thereafter edges away to finish a class-winning fourth overall. The frantic activity of the first few laps is over. Henceforth, it's a simple question of consolidation. Sixth in class, seventh on the road is there for the taking. Enjoy the Caterham's poise while you can. At around 55/56s, laps at Mallory are disappointingly short.

The first foursome continue to dispute the lead fiercely. The late arrival of Peter Fiddes' B machine makes it a five-way squabble, but the C cars fend him off. Rupert Douglas-Pennant wins, despite Barker's last-ditch bid to patent a new line in passing manoeuvres around the outside of the hairpin. Barker gets *so* sideways that there his no room for any of the following cars to squeeze past, and he retains his second place. Just. Everybody returns to the paddock, still the best of mates, and sits down to discuss the afternoon's activities over a cup of coffee.

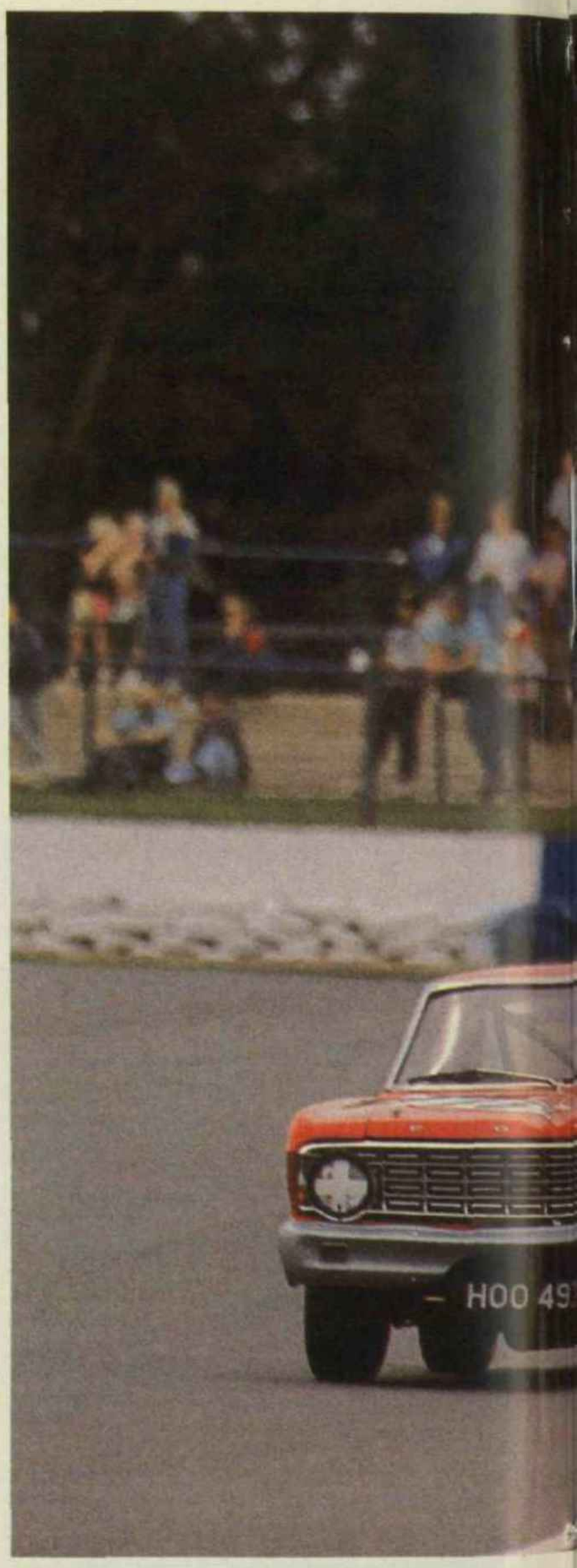


Strange as it may seem, these two apparently disparate series have a few common elements. (Indeed, the most potent Caterham series, for the 188 bhp, slick-shod Vauxhall-engined variant, produces lap times on a par with the planet Tuscan. It's just that two *very* different techniques have to be employed to obtain the same result.) Both are crowd-pleasers. The Tuscans look, and sound, like racing cars should. Big. Noisy. A touch brutal. The Caterhams are quite the opposite, particularly in their humble class C format. Slight and spindly. Mildly rasping. A paragon of balance.

Both are immensely attractive to both competitors and spectators. They provide close racing, are immense fun and feature a level of paddock ambiance that certain other manufacturer-backed one-make series would do well to match. Of the two, the Seven is clearly the cheaper, more practical, option, but any comparisons in terms of price and performance are wholly irrelevant. Even around Mallory's short lap, a quick Tuscan would be around six seconds faster. The TVR is a racing car, pure and simple. No road-going version yet exists, though one is promised. The mighty Griffith might give you half an idea. The Caterham K-Series is a road car which doubles up as a weekend racer. If you fancy a crack at something more muscular later on, this is an excellent starting point, a place to learn all about racecraft in a car with exquisite manners and a most forgiving disposition.

Perhaps the strongest connection between the two is the proof positive they provide of the ongoing love affair between the British and low-volume, thoroughbred sports cars. After all these years, the passion rages on. **SA**

Formula fraud?



Silverstone, Northants. It's late July and the second biggest crowd of the UK season has come to bask in the nostalgia of the third Christie's International Historic Festival. On raceday, the jams stretch back to Towcester. Old, familiar faces are almost as numerous as the hundreds of Ferraris assembled in and around the central paddock.

Some stray far from the purist crowd. They have come to witness the FIA European Challenge for Historical Touring Cars, a one-hour recreation of the pre-1966 contests waged between Alfa Romeo, BMW, Lancia, Austin-Morris and Ford. They are not fooled by the Opel Olympia Rekord with the cuddly toy in the side window. Some serious racing with factory money is still to be found in a series all too frequently marred by eligibility disputes and post-race disqualifications.

Pacesetter is Scuderia Bavaria, with a trio of 192 bhp 1800 TI saloons. Backed by BMW, with a budget reportedly running beyond *two million* Deutschmarks per annum (over £700,000), the team deploys wickedly effective preparation. Although these four-doors are much better presented than their road-registered cousins that you will find in marque history books, their multiple sidedraught carburated power units are matched by driver talent. The line-up included former world champion Denny Hulme (who sadly died recently — see elsewhere), Monte Carlo Rally winner Rauno Aaltonen and multiple European Touring Car champion (for BMW) Dieter Quester, an Austrian who must have enjoyed the longest, and most loyal, factory driving contract in motor sport history. He started with BMW in 1966!

Similar financial support comes from Alfa Romeo for Italian and German teams (the bitterest of rivals) running beautiful GTA coupés, whilst Ford is numerically strong because the '60s marked the international homologation of the American Mustang and Falcon – an example of which we were to share – as well as the Lotus Cortina, winner of the 1965 ETCC in Sir John Whitmore's hands.

"Pacesetter is Scuderia Bavaria, with a budget reportedly running beyond *two million* Deutschmarks per annum"

Ford offers no support to its teams (a case of "History is Bunk?"), but there were a dozen assorted Mustangs and Falcons plus nine twin-cam Cortinas, the fastest of which (for Simon Hadfield/Michael Schryver) was recently offered for sale at £28,000. A total of 44 cars practised and my initial priority was simply to be amongst those to get a race. Simple enough in a V8 at this circuit, surely? Not when history is being rewritten around you . . .

At Silverstone, admirers of the Detroit school of iron V8 charm ran their palms slowly over my borrowed mount. Its extensive steel and glassfibre body panels in white and blue brought onlookers into our garage as if a missing link in Ferrari history had materialised. They gazed at the Sports Car Club of America sticker on the back panel and puzzled over the number plate 'Balena'. The latter means 'white whale' in Italian, a strictly European view of what was regarded as a compact car back home in the '60s. Some even whispered reverentially about of the car's "wonderful patina of constant use." A few spotted the alloy fabrication of the oil catch tank by Lockheed Aircraft Corporation, which sent them muttering off to look at other apparently similar Fords, which actually had little in common with our car save the *theoretical* specification.

At that worshipping point it was time to remind ourselves that what we had here was a rebodied 1963 (load bearing body) and 1964 (homologated outer panels) Ford, albeit one that has competed for most of its life with regional success in California. That this charismatic Ford, with its unique wheel arches, was present in England was due to the generosity of owner Mark L Dees, a Californian Allard fanatic, Bonneville salt flats regular and attorney at law. That I was to co-drive was due to the loyal lobbying of number one driver Bob Sherring, former Speedwell employee in the Graham Hill era and now known for his expertise in guiding giant Ford Galaxies to front running performances at historic events. A chance meeting the week before the race attracted some petrol and tyre money from the UK arm of the Australian vintage and veteran oil specialist Penrite, courtesy of well-known TR4 driver Evan Mackenzie.

Dees had come over with the 4.7-litre Ford to co-drive it in the Mitsubishi Marathon. He retained his enthusiasm, despite a rocky ride into a Belgian marriage garden and an engine expiry that terminated the Falcon's participation in Czechoslovakia. The Falcon, formally titled Ford Falcon Futura Sprint V8, was returned to Britain and to the overall care of fellow historic Ford racer Nicky Torregiani at Classic Affaire in Dorset. We shared Silverstone garage space with the Torregiani équipe, who ran a Mustang for Nicky and Rod Birley, plus a Lotus Cortina for Amanda Torregiani/Stephen Damant. We would not have got past scrutineering had it not been been for the efforts of Classic Affaire's Doug Forbes and my lead driver's mechanic, Dave Huffer.

By the Silverstone weekend I had grown accustomed to its LHD girth. Besides, MOTOR





In the old days, V8 power was usually enough to snuff out the challenge of four-cylinder opposition. But not any more. One of the several Ford Falcons entered fends off a Cortina (main picture), while the overworked JW hustles to keep a Mini Cooper in check (above).

SPORT is not unfamiliar with the Falcon. In March 1964 the late Michael Twite assessed a factory rallying example, one of 14 Falcons used by Ford for its 1964 Monte Carlo Rally assault. That practice car of 28 years ago had its 4727 cc uprated by Carroll Shelby to give 285 bhp at 6000 rpm, a capacity we shared, though our version of the iron eight was assembled by ex-All American Racers employee Larry Ofria at Valley Head Services, San Fernando Valley. It yielded an estimated 325 bhp with a safe limit of 7000 rpm (we actually used 6200-6500 most regularly).

The Dees Falcon weighed about the same 2800 lb as the factory Ford of 1964, and we initially used a 4:1 final drive from the Marathon specification, not dissimilar to the 4.5:1 of the factory rally car. The latter, tested in '64 with a then-new fifth wheel speedometer and stopwatch, returned 0-60 mph in 6.9s, 0-100 mph in 16.9 and a standing start quarter mile in 14.8. Comments from the MOTOR SPORT test

included: "Figures such as 11s from 0-80 mph are as good as one can expect from the most accelerative of European sports cars." Obviously we had lost nothing with the advent of another 40 bhp, but back in 1964 Shelby was able to provide 350 racing bhp at 7200 rpm from this unit.

Following a fraught practice session, spent with the engine hammering away at maximum rpm for much of the 3.19-mile Historic GP lap (as for current cars, but quicker, as it omits the Vale complex between Stowe and Club), we opted for a 3.7:1 final drive in the (very) live axle. This naturally meant we gave away a lot on acceleration, compared to that rally car of the '60s, but gave the engine an easier time for a one-hour race and improved consistent lap times.

"The occupant of the following Mini could be seen wondering which way this lunatic was finally going to spin."

At first sight of the Falcon, at a midweek practice session on Bruntingthorpe airfield, I had grave misgivings of whether we would qualify. Nicky Torregiani had brought along the Mustang in which he had set the 1991 record for historics in FIA European trim at 2m 21.9s (81.08 mph), the same black V8 as he would share with Rod Birley in 1992.

Driving said Mustang alongside the Falcon, I saw little comparison. They may both have been based on the same floorpan and shared the common starting point of pushrod eight, four-speed Borg Warner with Hurst quick shifter, double wishbone front suspension, multiple leaf and Panhard Rod linked live axle, yet one was a soft tourer, rich in history and period furniture, whilst the other Ford was a ferociously quick c evice that turned into every corner very rapidly, showed a clean pair of heels to a Sierra Cosworth beyond 137 mph and braked with equal efficiency.

Sherring and I sat down with pen and pad to list what needed altering, just to get a run that weekend (about 10 items, including removal of a pair of nail scissors and the radio!). Then we thought about lap speed and asked for a foot brace, plus the same Corbeau seat and modern harness. I felt like a vandal modifying such a genuine car, but Classic Affaire not only carried out that list but made sure that – in every instance – it could be returned to original specification, including blanking off that protruding fuel filler with its emotive chain link cap retention. There had been no time to work on the handling and this immediately proved to be our biggest Silverstone handicap. That we qualified 28th of 44 cars, with a lap of 2m 24.52s (79.61 mph) and within 0.47s of the Torregiani Mustang, was the most satisfying personal lap I have completed.

However, both drivers knew that such a sideways performance and continuous use of 6700 rpm in top were unlikely to bring a racing result. An overnight change of diffe ntia e finally had four to choose from – and a last-minute tyre swap saw Bob Sherring lined up for the 1pm Sunday start. We were way behind the trio of factory-backed BMWs that dominated practice in 1-2-3 formation, but even the fastest Falcons had been almost four seconds adrift of the four-cylinder BMWs' pace. I don't remember race results like that when I was a *Motoring News* saloon car reporter in the late '60s; then, V8 power reigned supreme.

Still, I was happy just to be taking part. The meeting had the most relaxed air of affluence and pleasure, something that used to be a feature of Silverstone Grands Prix in its 'garden party' era. Where else would you find Derek Bell's ambitious young son Justin hiking a lift over the bridge after racing a friend's Alfa, just for fun?

The opening laps saw the lead BMW of Quester/Aaltonen stamp away from its team-mates and the Alfas. Best Brits were Hadfield and Schryver in the A-bracket Cortina, but even that flying machine lapped more than two seconds slower than the factory BMW's amazing record lap of 2m 13.86s (85.95 mph), which was fractions faster than Quester had managed in practice.

Again, history was being rewritten, for BMW legend Alex von Falkenhausen originally picked the 1.8-litre capacity for the four-door saloon to avoid direct confrontations with the 1.6-litre Alan Mann Cortinas, knowing them to be faster.

Our race progressed as quietly as it can in a 4.7-litre V8, which had a penchant for imitating a forest rallying Escort driven by a deranged Finn with an alcohol abuse problem. In fact a very sensible Finn, Aaltonen, climbed out of the winning BMW at the finish and smiled. "That slides a lot, even for a Ford. I don't think it should be that bad. How does it feel?" I replied, ungraciously, of my faithful race companion, that it was "a very big taxi cab."

I had spent much of my closing stint looking for the chequered flag, startled to discover that the 13 laps I covered felt more like 133. In the large and airy cabin, I cursed that we had not put a piece of masking tape on the straight ahead steering position. In the slow infield sections (Priory, Brooklands and Luffield), neither both Bob nor I could keep tabs on how many turns of opposite lock had been applied. It was desperately embarrassing if you came into that complex with any rival, especially one that stopped and handled, for the braking took an agonising age. Then you would put on an act like a performing seal, trying to balance 25 cwt, 325 bhp and tiny contact patches, while the occupant of the following Mini or Lotus Cortina could be seen grumbling and wondering which way this lunatic was finally going to spin in the tortured haze of Dunlop smoke.

To be fair to the Falcon, it never did spin. To be fair to Dunlop, there was still work left in those abused covers, despite their obvious (and mandatory) undersize dimensions on such a heavy car. It may help to understand the relative lap speeds when I tell you that the Scuderia Bavaria BMWs used a broader section tyre for a car that must weigh 800 lb less . . .

Much of my race was spent in solitary confinement scanning the SW gauges. I had the moral lift of passing another Falcon, that had qualified at the back of the grid, at regular intervals, and also had time to feel sorry for Torregiani as he surveyed our progress from the banking, the Mustang's motor having expired in his stint. Although



Variety pack: the Silverstone grid featured just as much diversity as it did quantity.



Eventually, the Walton/Sherring Falcon was classified 14th overall, and fourth of the lumbering V8 brigade to make the finish.

we had lots of minor motor troubles in pre-event running (the rockers clouting the ornate aluminium covers), the high compression V8 ran perfectly at the easier 6500 rpm of the taller differential (circa 120 mph in a straight line). It completed 25 laps at a 77.32 mph average, a race speed that covered the slickest of pit stops and driver changes, an art which we had not previously practised at all. We simply talked through a good exchange, which worked better than we had a right to expect. We had rumbled our way to 17th overall of 31 finishers, but that was before the apparently inevitable disqualifications. BMW lost its third-placed 1800 TI (Hulme and Prince Leopold von Bäyern). In the end, five cars were excluded, most of them Minis.



Finally, long after our celebratory glass of champagne became a memory, new results were issued to classify us 14th, fourth amongst the V8s. Our best lap was in the closing stages of the race, a tenth slower than I managed in practice. A more important factor had been that, with the taller diff ratio, the Falcon stayed in the same second bracket for both drivers, most of the time.

Dees and his beautiful plum red Allard have now returned to the USA, whilst the Falcon is sharing garage space with big brother, Sherring's seven-litre Galaxie. There is talk that we may be allowed to sort the handling out and run it again in FIA European trim, but this may well prove too much of an imposition on an American private owner's generosity.

It's pleasing to note that Bill Sollis and Duncan Heard took revenge for their Silverstone disqualification by taking their Cooper S to a mighty victory at the subsequent Nürburgring round of the series. Our congratulations to them. I hope that some common sense prevails on vehicle preparation for this increasingly popular category, before its enormous crowd appeal is soured by background wrangling, even if such argument is a more authentic recreation of period factory fighting than the present performance of the V8 cars against the four-cylinder brigade. **J W**

Civil service

It seems that BMW can do little wrong in the public eye at present. True, the 7-series is suffering from a worldwide aversion to buying European luxury cars in the Lexus's wake, and Mercedes-Benz's 190E 2.5-16 is giving the old-style M3 a fair old pasting in Germany's mildly depleted touring car series, but the overall future for an independent BMW looks brighter than ever.

BMW's US factory could even provide us with affordable sports cars in the MX-5 mould. (The Mazda is a lovely car, but it's nice to have a choice.)

Amid BMW's armoury, the 3-series is a particularly good piece of news. The 1990 four-door saloons took BMW's tiddler into the aerodynamic age (and not before time), whilst the recently launched coupé alternative has commercial cunning, competition pedigree and customer appeal on its side.

The overwhelming demand for the 3-series is expected to take BMW ahead of Mercedes in production volumes in the immediate future, the first time such a feat has ever been thought feasible. After all, in 1959 the German banks were ready to sacrifice then-bankrupt BMW, to allow it to be swallowed by a division of its bitterest rival . . .

The coupé cleverly positions the two-door BMW in a new niche. Instead of being the range starter, customers have been herded into the oldest motor industry con of all. Put simply, this means paying more for a two-door of reduced accommodation than you would for a more accessible four-door. BMW has played the game far more astutely than before. Munich ensures that engines such as the 16-valve dohc unit of the test 318is are not available in four-door format, a sales policy that will be repeated when the replacement six-cylinder 286 bhp M3 comes on stream later this year.

At £17,250 the 318is coupé slots between the four-door, four-cylinder, sohc, 113 bhp 318i (£15,570) and the 150 bhp, six-cylinder 320i saloon (£17,750).

Performance was well up to BMW expectations. Test track results matched factory predictions of a 132 mph maximum and it was easy to accelerate from standstill to 60 mph in under 10s (Munich claims 0-62 mph in 10.2s).

Our fuel consumption reflected little town use and a lot of country life. Running on 95 RON unleaded, we returned over 28 mpg; BMW quotes 25.9 in urban conditions.

Despite these statistics, which are impressive for a 140 bhp 1.8-litre shouldered with the task of shifting 2728 lb, the 318is did not *quite* live up to excitement expectations, which had been raised considerably after sharing wet weather track time (thank you, Brands Hatch) with the 318is racing coupés of Steve Soper and Tim Harvey, the latter of whom recently clinched the BTCC title.

UK range

Across Europe, there are three coupé derivatives on offer, the test 318is ('injection sport') being priced to provide a tempting alternative to the shoals of Japanese machines that dominate the sector.

All the coupés offered in Britain (and most other markets) share their own design of multiple alloy wheel, anti-lock brakes, central locking (with dead lock), leather rim steering wheel and firmer, lower M Technic suspension.

The traditions of a rechargeable glovebox torch and the finest tool kit in the business also feature, as does the treacherous German practice of offering 'radio preparation', including rear screen aerial and six speakers, rather than actually including anything which plays tunes within the price . . .

As ever, the options list on all models is a masterpiece of staged extortion, ranging from air conditioning (£1,505) to an M Technic steering wheel (£35 over the price of the standard tiller, which is unique to the coupé). The only extra on our test car was an effective, and superbly integrated, electric sunroof (£790).

Apart from this £17,250 'entry level' 318is, BMW also offers its usual 24-valve, six-cylinder powertrains within the coupé outline. The 150 bhp 320i is £18,950 (neatly below the chancellor's £19,250 company car tax threshold), and the 192 bhp 325i chimes in at £21,750 (without the inevitable options).

The coupé range is not yet complete, however. There has already been a static preview of the understated new M3, which also uses the two-door outline. This is a suave contrast to its chunky ancestor, and may meet the previously loyal demands of the market BMW vacated when it deviated from the 6-series coupé to the bloated 850i.

As a 286 bhp 3.0, with the variable valve timing system (VANOS) that will be widely used to boost low rpm torque curves on other BMW sixes, the latest M3 will be available for test drives at the end of this year. Unlike its four-cylinder antecedents, we expect the 155 mph in-line six to be available in rhd by September 1993. UK price is likely to be between £30-35,000; 0-60 mph acceleration is expected to occupy less than six seconds of your time.

Technical analysis

Compared to the existing 3-series saloons, the primary innovations are the coupé's dimensions and the partial redevelopment of the 16-valve motor.

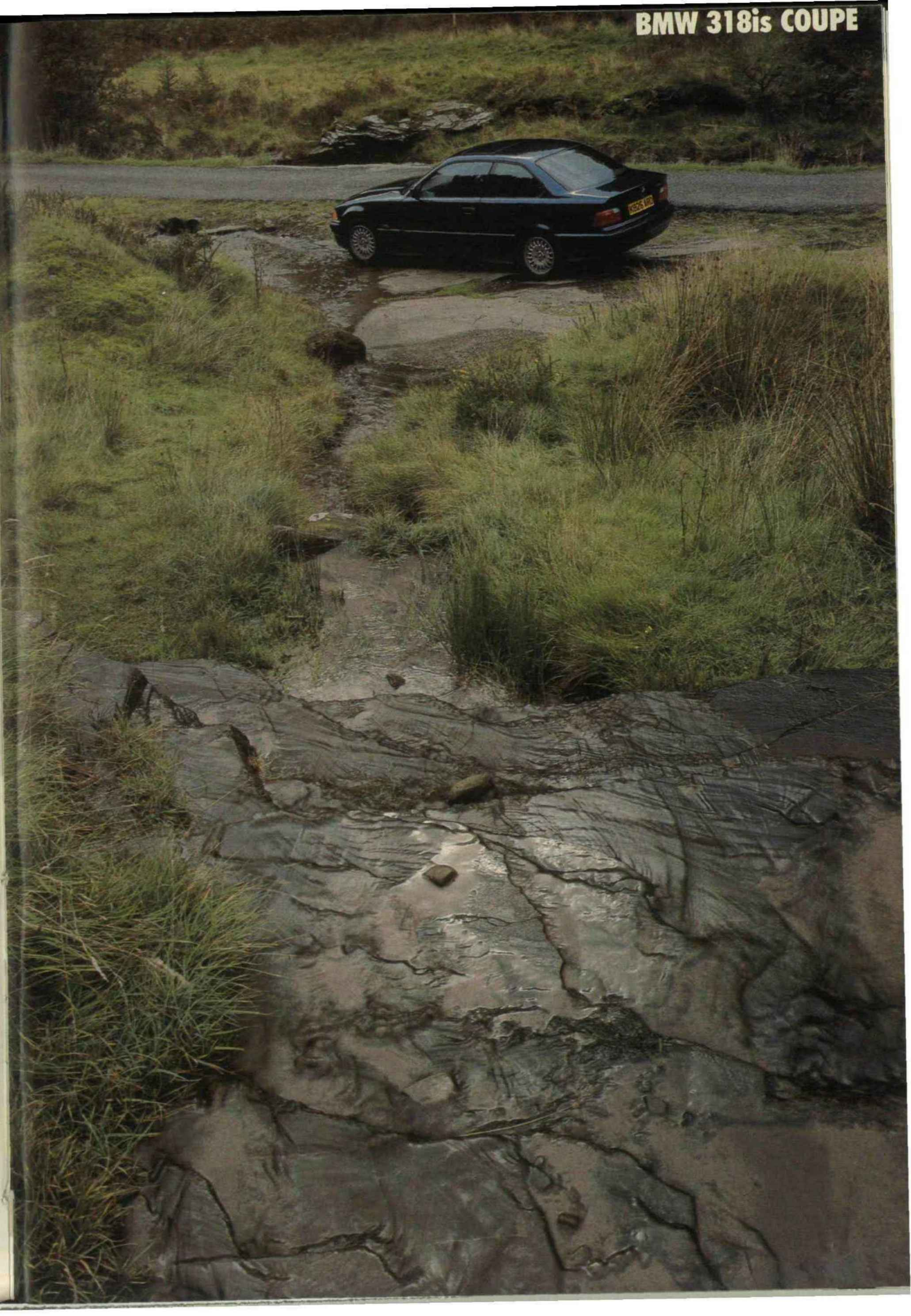
Although the coupé body obviously springs from the same streamlined inspiration that conceived the saloon, we were genuinely surprised to find how many sheet metal changes BMW had made to achieve a very subtle variation on a theme. (Incidentally, the coupés are primarily built at Regensberg, rather than Munich, the latter being preoccupied with meeting four-door demand.)

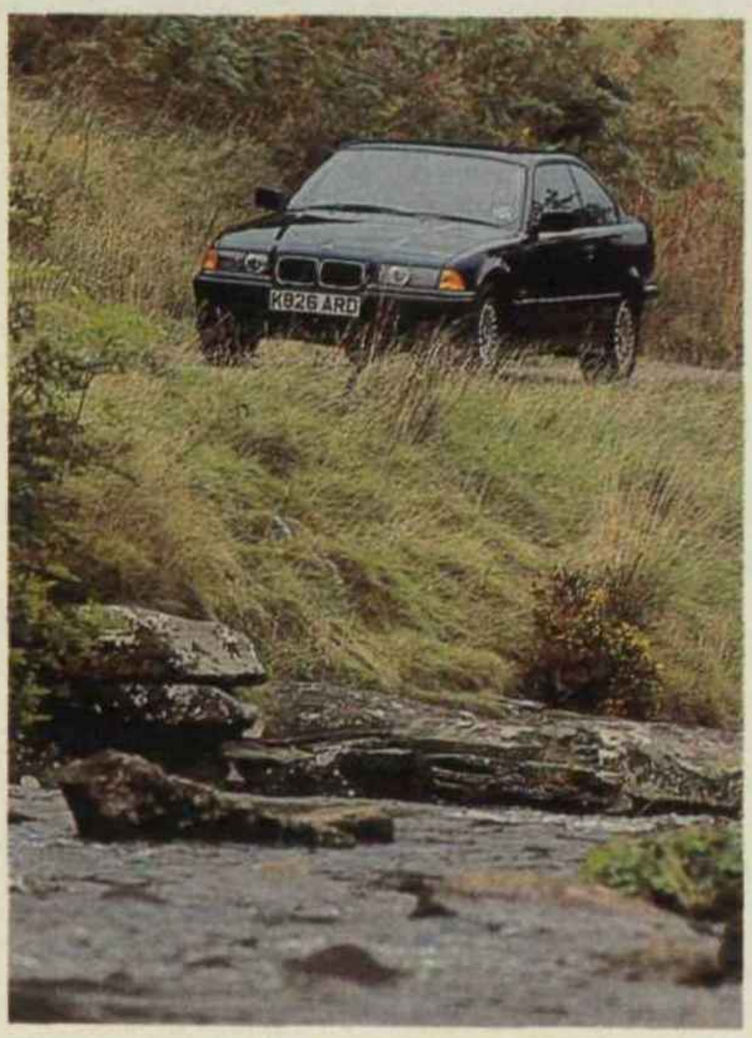
The 0.31 Cd and very low aerodynamic lift figures emphasise that substantial changes *did* take place . . . aside from the insertion of two long doors. Aerodynamically, the biggest benefits came from a lower stance (down by 1.18 in) and the revised rake of front and rear screens, which are now more steeply inclined as the roof is also 1.18 in shorter.

Other key dimensional alterations are a



BMW 318is COUPE





Cabin moves back within same length for sporty look.



Assembly quality of attractive interior is improved, though it's not ergonomically flawless.

wider girth (by 0.4 in) and a rather more significant 3.15 in extension to the section forward of the windscreen. Identification points are few and far between, but the bonnet is slotted for the coupé, and the lamp clusters at the rear are both extended and lowered.

To restore the same overall length as the saloon (a tad over 14.6 ft), an abbreviated luggage bustle is provided. The generous 106 in wheelbase is also unchanged, an important concession to ride comfort with the inevitable tendency toward firmer suspension settings on cars such as this. British specification coupés all come on the M Technic sports systems, which lowers ride height just over half an inch; customers can keep the softer standard ratings as a no cost option.

Since its last saloon car incarnation, the M42 engine has been substantially modified. The dohc, 16-valve principles remain intact, but the neatly packaged slant four has a replacement intake manifold. As with many Japanese manufacturers – notably Toyota and Honda – BMW has decided to let us have some four-valve-per-cylinder pulling power *beneath* 4500 rpm. They have achieved this with (effectively) variable length intake tracts. Access to the shorter tract lengths, used beyond 4800 rpm, is via a butterfly flap which controls a system of primary and oscillating intake tubes to aid the generation of low-end torque.

On paper, the result does not appear to represent a great leap forwards (up 2 lb/ft some 100 rpm earlier and 4 bhp at the previous 6000 rpm peak). Yet the spread of power from 3700-6000 rpm was notably improved for the coupé, and that counts for a lot when kerb weight has increased by almost 8 per cent

Mind you, BMW prices have accelerated just as fast: that old two-door 318is saloon was priced at £14,750 (without ABS or alloy wheels) to appeal to hot hatch graduates. Today, those features are included in the coupé, but the cost has risen by over 15 per cent . . .

Action

The kerb weight becomes most relevant at the test track, as do gear and final drive ratios that are shared with the 320i. The four-cylinder revs casually up to 6400 rpm, with the support of an electronic limiter just 100 revs away. That permits just under 52 mph in second gear, so there is always going to be one more shift than most spirited four-pots require on the 0-60 mph rampage.

When the change from second to third is made, the chasm between ratios is obvious, BMW's traditionally clear instrumentation recording a drop from 6400 to 4800 rpm . . .

Getrag has co-operated with BMW to supply a superb gearbox in which speed-orientated changes are kindly received and swiftly executed. The 'box is also one of the easiest units it has been our pleasure to use, and is mated to a progressive clutch, brake and throttle action.

Backed by excellent, though not foolproof, rear end traction, this BMW sauntered from 0-60 mph in some 9.5s and called for third gear at 80 mph, just before the standard quarter-mile elapsed (at an average just beyond 17s). From rest, it reached 100 mph in less than half a minute. Fourth was fit for 109 mph at the rev limit, and top was precisely chosen to give the claimed 132.

Impressive top speed apart, these are not figures to frighten the latest generation of 16-valve hatchbacks. Even the aged, but thrusting, eight-valve pace of the 1.9-litre Peugeot 205 GTI is distinctly more accelerative than the weighty BMW.

However, in a German context, where the 16-valve Volkswagen Golf GTI has still to debut and the eight-valve has been such a performance disappointment, BMW has not received many complaints about lack of performance from the whining, chain-drive, 16-valve unit. It has deliberately engineered a degree of mechanical muttering at lower revs, but from 5000 to 6400 rpm the traditional harder edge reappears, capacious catalytic converter not-withstanding.

Where the 318is *does* have a failing is in the constant fussiness of the unit during motorway use. To be honest, we were not at all bothered on this front: 90 mph, 4250 rpm and 29 mpg seemed civilised enough. Yet others that we respect, especially those who have had do undertake trans-European mileage in the current 318is, always complained first about the engine noise. This could be because you really do get a chance to use the excellent aerodynamics and sustain an average of 120 mph on the continent. This demands around 5300 rpm, and over prolonged periods the unit is a lot harsher when thus pushed.

Overall gearing is particularly accurately chosen. As previously stated, the maximum speed was recorded with the tacho needle nibbling away at the rpm limiter. Despite this frenetic activity, the 318is felt utterly unstressed as it strolled around Millbrook's bowl at over 132 mph. It was a convincing display of true high-speed ability. Thundering down *autobahns* at 130 mph in a 325i saloon was never this steady.

The M Technic suspension of the 318is provides a ride that is still amiable to the point of floating over crests, and we would not mind if some of that self-conscious understeer was removed to provide a more communicative and entertaining chassis. There is absolutely nothing wrong with the competence of the system, especially in the high levels of grip generated by Dunlop's second-generation D8 tyres, but it is very hard to get excited by a four-cylinder 1.8-litre hauling 1.2 tons when the chassis has been honed to the point of dead accurate efficiency.

BMW promised us that the teething problems of the 3-series interior were over with the launch of the coupé, and there have been detail improvements. However, our colleagues at *Motoring News* drove a 325i coupé down to

BMW 318is COUPÉ

ENGINE

Location	longitudinally front-mounted
Cylinders	four, in-line
Bore × stroke	84 × 81 mm
Capacity	1796 cc
Compression ratio	10:1
Valve gear	dohc, four valves per cylinder
Power	140 bhp/6000 rpm
Torque	129 lb ft/4500 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual

GEARBOX

Gear	ratio	mph / 1000 rpm
First	4.23:1	4.9
Second	2.52:1	8.2
Third	1.66:1	12.5
Fourth	1.22:1	17.0
Fifth	1.00:1	20.7
Final drive	3.45:1	

SUSPENSION

Front	MacPherson struts, co-axial coil springs, lower wishbone, anti-roll bar
Rear	independent via multiple links, coil springs, gas dampers, anti-roll bar
Wheels	alloy, 7 × 15
Tyres	Dunlop D8 Sport, 205/60 R15

BRAKES

Front/Rear	vented discs/discs, ABS

STEERING

Type	rack and pinion, power assistance
Turns, lock to lock	3.4

DIMENSIONS

Wheelbase	106.3 in
Front/Rear track	55.43/55.94 in
Overall length	174.52 in
Overall width	67.32 in
Overall height	53.78 in
Kerb weight	2728 lb
Fuel tank	14.3 gallons

PERFORMANCE

0-30 mph	3.35s	0-70 mph	12.64s
0-40 mph	4.86s	0-80 mph	16.19
0-50 mph	6.72s	0-90 mph	21.97
0-60 mph	9.59s	0-100 mph	27.88

50-70 mph in third/fourth/fifth gears 5.9/10.4/11.7s

Maximum speed ..... 132.2 mph

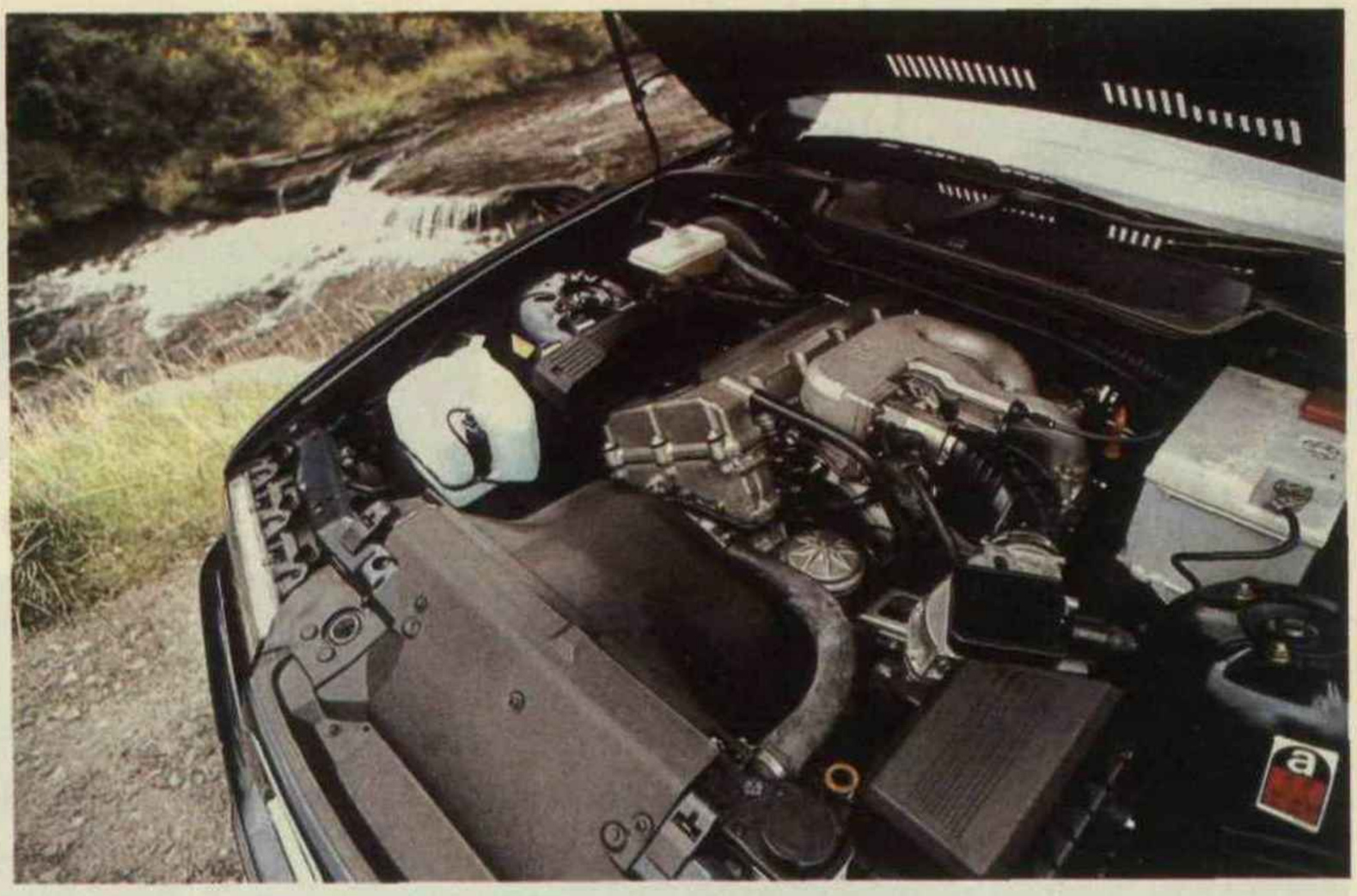
FUEL CONSUMPTION

Average for test ..... 28.1 mpg

Government figures:

Urban	25.9
56 mph	44.1
75 mph	36.7

LIST PRICE £17,250



Variable-length inlet tracts add flexibility to the 16-valver, but it's noisy when stressed.

Le Mans this year, and we regret to report that both door panels unclipped major portions of trim. If this had happened on a test Rover for a tabloid, we can imagine the headlines, but BMW has such an order bank of goodwill that it seems able to sail past such hiccoughs.

Our test car did not disgrace itself in any such dramatic fashion, but we are still not satisfied with some interior details. The heated rear screen button is so small it is hard to find, we find the side-mounted seat adjusters as ineffective to use as those of the later Escorts and the seats themselves could definitely do with offering a little more support to the occupants. The unique lights behind those haute couture panes are excellent, but the lens covers did suffer a degree of 'morning after' condensation that promises to be a nuisance in later life.

Verdict

Before we drove the 318is, we were excited by its combination of price, suave style and lines that do not exclude passenger and luggage accommodation. When the demonstrator was delivered and sat twinkling outside, shimmering through the deluge that signifies summer has arrived in Britain, we thought we were in for a memorable treat.

The first scribble in the notebook was the subjective analysis that the 318is was "the most beautiful BMW since the CS coupé".

The driving experience failed to match that initial enthusiasm.

Even though it costs less than £20,000, we had hoped for a bit more dash for our cash. However, price aside, the M3 is likely to provide a full excitement quotient, as it will be as powerful as an old M635CSi or M5 in a compact and attractive parcel.

The 318is is a civilised, refined (at low engine speeds) and practical coupé, but it does not engender the raffish excitement that a good two-plus-two *should*. We still search for the '90s European equivalent of the Alfa Romeo 2000 GTV or Lancia's Beta coupé, albeit built to German standards. **J W**

BMW M3



Things to come: imminent new M3 has 286 bhp six replacing the sturdy and successful race-honed four, which should bring back some enthusiasts of the old 635 CSi model.

Trident missile



The distinctive TOY 123 registration makes it tempting to dismiss the riotously overblown style of the Maserati Shamal as a plaything suitable only for use as an adult Tonka toy. However, when the British concessionaire asks for it to be insured for *at least* the basic £63,450 asking price, frivolous inclinations disappear and you seek genuine merit. We are glad to report that we found it, the six-speed Shamal emerging as a truly fine motor car . . . without the hysterics we had half expected.

It is a long time since MOTOR SPORT mentioned Maserati in anything other than a historic context, but the V8 Shamal has antecedents that go back many years. The chunky body rests on the same 94.5 in wheelbase as the older Spyder convertible, which in turn traces back to elements of the original Maserati Biturbo V6 models that debuted in December 1981. Since then Maserati's flamboyant majority stakeholder (at 51 per cent), Alejandro de Tomaso, has worked so many twists to the Biturbo tale that even partner Fiat has a job imagining what further permutations the Modena marque can possibly wring from the twin-turbo V6 format.

The Biturbo started life as a two-litre, with some 220 bhp in three-valve-per-cylinder trim. Today, it has four-valve heads and capaci-



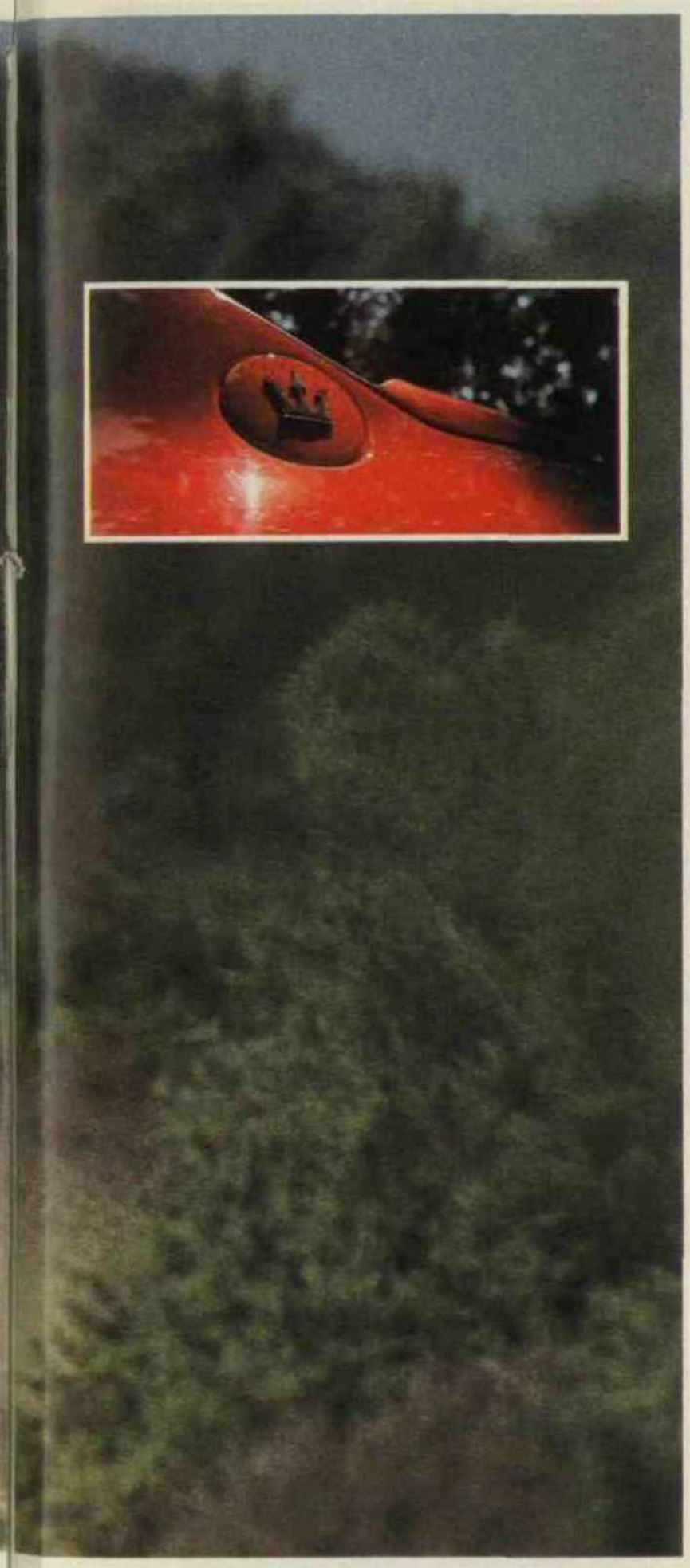
Shamal is latest twist on 12-year old outline.



Limousine appointments in a supercar package.



Four-cam V8 is a super-responsive, despite turbocharging.



ties of 2.5 and 2.8 litres, which yield between 245-250 bhp. There was also the potent, 24v Biturbo Racing . . . which generated 282 bhp from the original short stroke (82x63mm) 1996cc V6. To save us the headache of tracking down yet more V6 Biturbos, Britain's current concessionaire arranged the loan of a V8 Shamal.

This two-door two-plus-two was first shown in December 1989 and is notable not just for its all-square (80x80mm) alloy, 3217 cc V8, but for the incorporation of a superbly synchronised Getrag six-speed gearbox. As with the V6s, the motor is constructed around aluminium cylinder heads and a 90deg block, but the heads carry double overhead camshafts on each bank, rather than the sohc design of the older three-valve V6s. The underbonnet layout of the north-south V8 is dominated by the red rocker covers and crackle black finish of the intercooler tubes. No maximum boost figure is declared, but the 7:1 compression, amiable road manners and production of 101 bhp per litre tell us that Maserati has been relatively modest in its demands of the twin IHI turbo installation.

Nevertheless claimed (and subjectively observed) performance is suavely impressive. Alfieri Maserati SpA claims a 168 mph maximum and the ability to sprint from rest to 62 mph in 5.3s. Fuel consumption of cheaper unleaded – even the mystique of Maserati extends to complying with the catalytic converter movement these days – varies wildly, according to circumstances. The factory says that 28 mpg can be achieved at 56 mph, but other reports admit that you will return under 13 in more demanding use, particularly in city traffic.

The independently suspended rear-drive layout is supported by trailing arms, coil springs and electro-hydraulic adjustable Koni shock absorbers. The latter, which also feature on the well-located MacPherson strut front end, are endowed with four-way adjustment, actuated via a switch in the cockpit. We ran most frequently on the penultimate hardness setting, and approved of the excellent ride/handling compromise.

Naturally the Shamal has disc braking all round, but the handbrake operates on an independent drum. Rack and pinion steering is similarly taken for granted, and the welcome evidence of carefully graduated power assistance, which provides excellent feedback *without* faithfully relaying every road shock, greets your palms immediately.

Fearsome wheel and tyre dimensions are to be expected below those wildly flared arches, and so it proves. Enticingly crafted Ruote OZ 8J (front) and 9J (rear) rim widths share a 16 in diameter. The factory specifies ZR-rated 225/45 and 245/45 Michelin MXX covers, which are usually most effective. I was not to know that some oik would have ground away the edges before we took delivery . . .

Much the same applied to the brakes, which were not at their best and (unusually, in this class of car) lacked ABS.

We enjoyed our sunny day with the Maserati far more than we had originally anticipated when easing away from the well-stocked premises of Meridien Modena, in the New Forest town of Lyndhurst. For a start, the Shamal is very well managed in the engine bay by Weber Marelli IAW. The clutch takes up drive exceptionally smoothly, and the stretched girth (a plump total of 72.8 in) proved easy to manoeuvre past the Porsche and Rolls-Royce classics that also inhabited that forecourt.

The cabin looks like that of a £60,000 car. If there is an area that isn't wrapped in luxurious leather, it's only because it's already capped by opulent wood. The result is an amalgam of luxury limousine and true grand tourer in a manageable package. Effective air conditioning was a plus point, but we did not avail ourselves of the "£4-5000" Kenwood sound system that took up some of the already modest boot. This sounded convincing in a brief trial blast, but we lacked classical music CDs to evaluate its worth fully.

Besides, in any Italian car worth its salt, the music should come from the engine bay. (Maserati has avoided the temptation to reproduce shrill arias, but the V8 doesn't exactly grumble in the American tradition.)

A most impressive trait is the supply of power from 1000 rpm to the 6200 rpm warning band. It really does not matter too much which of the six gears you are in (why are all six-speed production cars so ironically flexible?); the Shamal has power to spare. The official torque peak is 318 lb/ft at just 2800 rpm, but the boost gauge speaks of the advantages of relatively compact turbochargers serving four-cylinder banks of 1.6 litres apiece. Response is ultra-rapid, even during cruel deployment of top gear from 1000 rpm (around 25 mph). At 100 mph in top, the V8 thrums along at 4000 rpm and the bluff body cuts through the air so lazily that you know this is barely cruising pace by Maserati standards.

Working through the pleasurable gearbox (it has the highest quality six-speed change we have experienced in a road car), Maserati allows the engine to exercise its lungs. This is especially true beyond 5000 rpm, but the general tone remains that of a tourer with sheathed teeth.

Cornering behaviour on dry roads is composed and rapid, but you are acutely aware of the pulling power at the rear wheels. The steering is notably accurate in plotting a course, or even correcting it under duress, but does exhibit a mildly disconcerting tendency to wander over road cambers, particularly when one considers the otherwise excellent chassis manners and compliant ride.

We did not drive the car in damp conditions. It is unlikely that Maserati has found an instant cure for the powersliding waywardness exhibited by all the other powerful, rear-drive, turbocharged cars we have encountered in recent years (yes, even the Lotus Esprit, fun though it is in downpours), so preliminary caution is advised.

The answer, of course, can be found in a sensitive right foot, the finest and cheapest traction device yet discovered by man.

On this short acquaintance, we liked the Maserati Shamal far more than expected. We did not expect to find such a superbly detailed and developed car behind the emotive trident badge. Its appearance is a matter for personal taste, but there is no doubt that this is a very serious contender for the cash of the buyer who wants the fragrant smell of supercar performance within a practical outline. It also offers reasonable accomodation for human beings and their trappings.

Highly recommended. **JW**

The latest UK concessionaire, Meridien Maserati, can be found at 77 High Street, Lyndhurst, Hampshire, SO43 7PB; ☎ 0703 283404.

Back to the future



850 looks the part (above), but don't expect to find much room indoors. V12 (right) packs a silken wallop.



The modern safety crusade by automotive manufacturers hasn't entirely led to reduced accident statistics. A survey in Germany, a couple of years ago, revealed that the increasingly widespread availability of four-wheel drive and ABS in ordinary family saloons merely served to breed an aura of invincibility in customers, who continued having accidents. They just had them at higher speeds. ABS, the true purpose of which many motorists continue to ignore, and permanent four-wheel drive cannot overcome the natural laws of physics.

All the same, electronic technology continues apace and there are more and more systems being developed to make vehicles as driver-proof as possible. One of BMW's latest innovations goes by the name of Active Rear Axle Kinematics, or AHK for the acronymists amongst you. AHK governs the build-up of lateral forces, and adjusts the position of the rear wheels accordingly. In effect, it's a variable rear-wheel steering system, which comes into force during extreme cornering loads in order to increase the predictability of the vehicle's responses. It is not designed to facilitate parking for the hard of judgment.

In its initial application, AHK is available on the 850 coupé as part of what BMW calls its Active Driving Package. This added £4710 to the £61,495 list price of the 850i automatic (henceforth to be known as the Ci, as distinct from the new, sportier 850 CSi that has recently been announced) that we tested, and includes EDC III (cockpit adjustable damping), ASC+T (traction control), Servotronic (power steering with speed-variable assistance) and an electrically adjustable steering column. (One of only two other extras on the already lavishly equipped BMW range-topper was an automatically dipping interior mirror, self-indulgence gone mad for £105.)

In standard trim, the 850 requires no great effort on the driver's part, habitual road manners and concentration apart. It is, without question, one of the world's most comfortable means of storming down continental motorways at high average speeds. It is relaxing off the beaten track, too, though this is partly due to the fact that its size discourages vim on narrow, serpentine lanes. This is not always the case with large BMWs. The beautifully balanced 735 (recently superseded), for instance, could always be hustled along country lanes with all the vigour of a 325. The 850 cannot. It has to be one of the most curious pieces of vehicle packaging of all time, offering precious little space for some of the largest external dimensions. It's the Metro effect in reverse, if you like.

For all that it understeered and wallowed around slippery, damp Belgian hairpins, however, it did grip well. Whenever the traction control is working, a flashing light on the dash indicates that an electronic saviour is keeping you out of the trees. If deactivated, via an on/off switch housed within the central console, you'll soon spot the difference. Return to the same corner, take it at the same speed and the inside rear wheel spins for an instant before the car flops sideways.

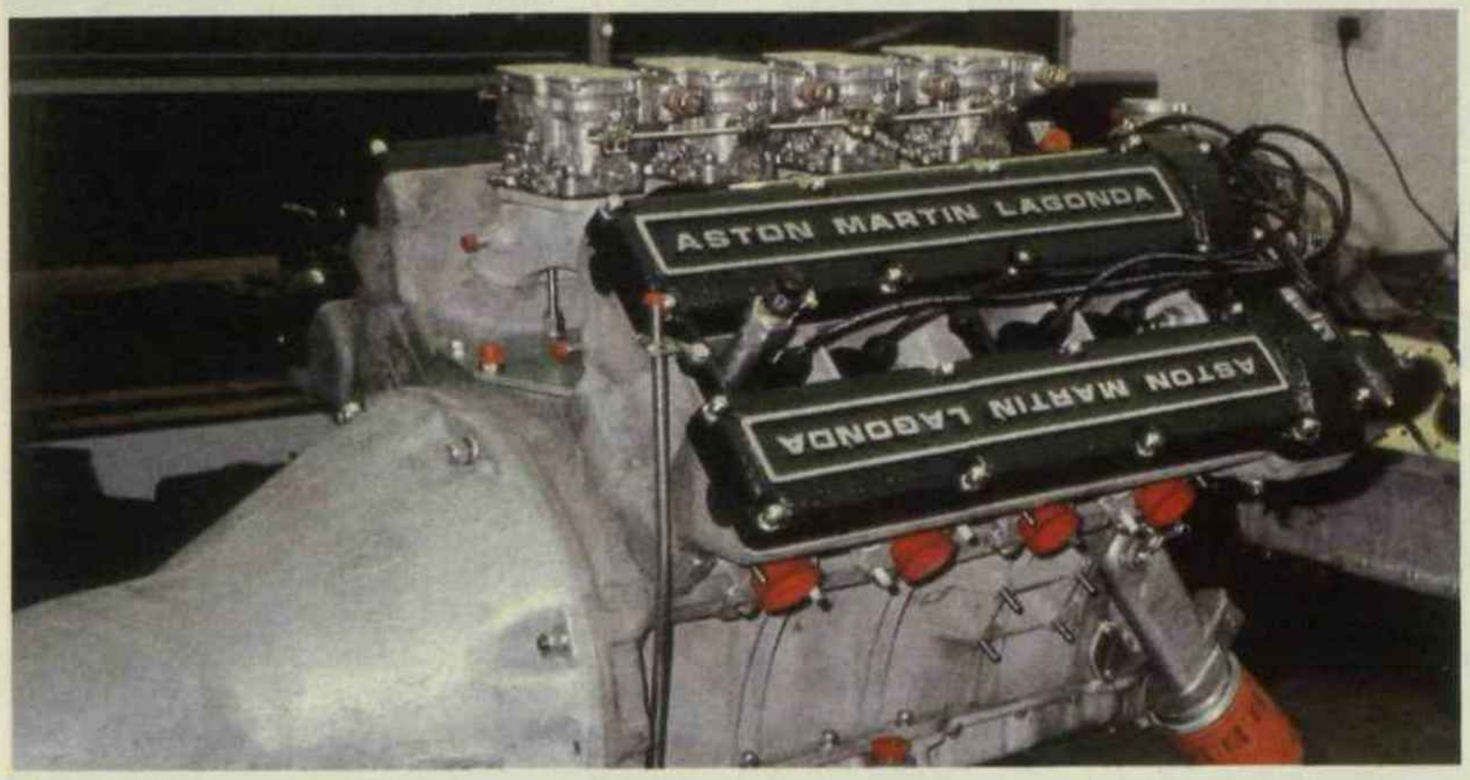
Some might argue that such frippery detracts from the art of driving. If you feel that way, you always have the option of switching the system off, but bear in mind that, at 1790kg, roughly 1.75 tons, a wayward 850 packs a lot of kinetic energy if you do overstep the mark . . .

It might be hard to take seriously any car which features buffalo leather as a £950 option (just in case you shouldn't be satisfied with the 'cheaper' bovine wrapping that comes as standard). You must, however, appreciate BMW's commitment to keeping the unskilled – or even the skilled, but over-ambitious – out of trouble.

While the 850 may be regarded, in certain quarters, as a status symbol, pure and simple (and it's difficult to defend the car's viability, when the same company produces the M5, which is more accelerative, more practical, more fun, and around £12,000 cheaper), the wizardry lurking beneath its seductive shell should not be ignored. There will never be a complete panacea for stupidity at the wheel, but this goes some way towards cancelling out common rudimentary errors.

It may take some time before such technology is available on models that fit everyman's idea of 'affordable'. Purists will fear its arrival, but surely that day will come? **SA**

Aston thriller



Aston Martin specialist Richard Williams, who managed the firm's Group C racing activities from 1984-1989, has developed a lusty seven-litre conversion for the race-bred V8 engine.

Even before the Newport Pagnell company announced the Virage Vantage with its 550 bhp twin-supercharged engine, Williams – based in Cobham, Surrey – had already eclipsed the factory by putting his seven-litre, two-valve engine on the market with 510 horsepower, or 480bhp for automatic transmission models.

The Williams SEV8N, as he calls the conversion, is not cheap. The cost is £25,000 before tax and VAT are added, and includes modifications to the engine, gearbox and differential mountings, redesigned torque converter, oil cooler and a special alloy sump.

"It makes a lot of sense if your engine has done a high mileage and needs a rebuild," says Williams. To make his point, he made available a customer's Aston Martin V8 saloon first registered in 1974.

Despite the automatic transmission, the heavy brakes and floating suspension characteristics, the old car responded well to the tuning treatment. The seven-litre engine bellows through the huge silencer system, attracting a good deal of attention, but the car lunges towards 120 mph like a hunting dog on a leash.

The full value of the conversion became apparent in a Zagato Coupé, no lightweight at 1650 kg but far lighter than the V8 saloons. The fully-tuned seven-litre engine endows the Aston with astonishing performance, possibly on a par with the Ferrari F40.

The Aston Zagato reached 130 mph in an unbelievably short space of time on a dual carriageway . . . in fifth gear, accelerating like most cars do in first and second!

The Williams version retains the two-valve-per-cylinder layout, but adds a 'beak' in the combustion chamber to induce squish. The inlet ports are offset to improve efficiency and flat-top pistons replace the standard domed pistons.

Williams doesn't reveal the exact bore and stroke ("there are too many people copying us in this business") but says that the V8 has reached its limit at seven litres. The two-valve, 5.3-litre V8 was producing 305 bhp when it went out of production, so the conversion increases the output by well over 50 per cent.

No matter how old the engine may be, it can be restored with new liners, pistons, rods and crankshaft. As the cylinder heads are rebuilt they are adapted for lead-free fuel, and a catalytic converter is on the options list. This, Williams says, "reduces the exhaust noise to quite acceptable levels". **MLC**

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Where there's a Williams . . .

Yet another Williams victory! Mansell? No. Patrese? No. Prost doing some pre-season testing? No — they were racing for the MOTOR SPORT Trophy for historic F1 and F5000 cars, and the victorious Williams pilot was John Fenning. That was the headline race at the HSCC meeting at Silverstone on September 19, which also featured the annual MOTOR SPORT concours, bringing together sporting cars of pre- and post-war.

Drophead coupé Morgans are rare, but there were two to be seen in the concours corral: Bob Harper's is one of only two dhc Plus 8s built as prototypes for Morgan in 1989, while Tony Dillon's 1962 Plus 4 was judged the overall winner of the day, taking the MOTOR SPORT Trophy. A whisker behind came an MGB restored by Bill Lodge, who had also brought a car well-known to older MOTOR SPORT readers. This was the white 4.2 E-type in which DSJ covered so many miles as our Continental Correspondent and which he recalled in his column last month. Off the road for many years, but still owned by the magazine, this was its first public appearance after a long restoration. Paul Wood's Mulliner-bodied S2 Bentley Continental looked magnificent, and placed third overall.

The judges were of course awarding marks for condition and originality rather than outright rarity, but amongst the more exotic entries were a brace of Roesch Talbots, a Brooklands tourer and the imposing VdP of Derrick Venn, Nigel Dawes' TT Invicta S, and a Bizzarini Strada. Zagato badges appeared on two Alfa Romeo 1750s and a DB4 Aston. And my vote for most unspoilt car went to Elsie Smith's 1958 Alfa Guilietta Sprint, which she has owned since 1960.

Most Interesting Car of the Day was judged to be the extremely handsome 4¼-litre Bentley which Coys of Kensington brought along; its rakish drophead coachwork was hidden from view for 30 years after its owner apparently put it in for a service in 1950 and forgot about it!

Track action began with the HSCC Classic Sports Cars for the MAst Trophy, in which Denis Welch's Big Healey ruined a Marcos 1-2-3, beating the GTs of Dave Methley and Barry Sewell, but giving a full ten seconds away to victor Roy Eaton. However, Welch's second place gave him the championship.

Open to pre-74 Lotus-built 6 and 7 cars, the QED 7 Club challenge race offset a small grid with some good racing. Kevin Musson spun away his early lead at Copse, letting Wally Liles and Andrew Noble past, Wiles winning by 0.4sec.

Swiss Lotus collector Fredy Kumschick added another to his run of victories in the European Historic F2 series and sealed the championship, his 69 heading John Harper's Brabham despite several challenges from the latter.

More Lotuses disputed the Barley Improved Road Sports round, Barry Ashdown trailing Tim Wright in similar Elans by a couple of lengths at the flag, but it was the big machinery which made the impact. Bernie Chodosh hustled his flame-painted '58 Corvette up to third at one point, but Aidan Mills-Thomas soon slotted his AC Cobra in there, with Jarmen's Datsun 240Z behind. By the flag the eye-catching Chevrolet had also been passed by Ralph Avis' steady advance in his Shelby Mustang.

Even louder than the American V8s was the MOTOR SPORT Trophy grid, F1 and F5000 cars running together just as they did here in the Seventies for the International Trophy, and at Brands for the Race of Champions. John Surtees was on hand to inspire Willie Green, not that he usually needs inspiring, in the Surtees TS20 last raced in the US GP by René Arnoux, while former F5000 champion Teddy Pilette was at the helm of Jean Blathon's Wolf WR1, in which he has this season been showing all his old abilities despite his lay-off of many years. Blathon was a familiar name to racegoers in the 1960s and '70s, competing under the pseudonym 'Beurlys'.

Paul Smith's Ensign started on pole amid the thunder of three- and five-litre V8s, but when Ean Pugh's McLaren M10A baulked him on lap 3, he was jumped by Pilette and John Fenning. Wolf and Williams then set the pace, while Green also pushed his Surtees past Smith's Ensign. This trio treated us to some close-quarter scrapping: Fenning was determined to elbow aside the black-and-gold Wolf (which he used to own himself) and managed it on the last lap, Green making it a close third after a dynamic race.

An excess of Elans sewed up the QED Standard Road Sports race, eight of them finishing in the first nine places, though an Alfa Spyder, a Giulia Spyder and the Lancia Fulvia of Paul Howarth added unusual Mediterranean spice.

Paul Sleeman's Jamun ran out a clear winner amongst the Historic FF1600s, before this varied and exciting day's racing wrapped up with a sportscar handicap in which Mills-Thomas's Cobra was fastest, and John Clark's two-litre Marcos GT finished first. **GC**



John Lyon's Lotus Mk VI has A-series power.



Alfa Giulia spyder with rare hard-top.



Continental veteran — D S J 's E-type, with second-placed MGB behind.



Elegant view from outside, no view from inside — Coys' 4¼ Bentley.



Ground-hugging Invicta contrasts with Van den Plas Talbot.



The concours was open to bikes too — Manx Norton heads the line.

Opposite above: Teddy Pilette (Wolf) under pressure from John Fenning and Willie Green in the exciting MOTOR SPORT Trophy race. Opposite below, sound and fury as Mills-Thomas (Cobra) prepares to wrest third from Chodosh's Corvette.

Go-slow Britain

Of course child safety on our roads is rightly the concern of the Government. The risks are increased when youngsters have to cross roads without grown-ups' help or a lollipop lady to steer them. So there are suggestions that drivers should go more slowly past school areas and in blinkered city streets. No way can one side against that. But the thought occurs that 15mph, even 20, is quite a crawl and that, if to exceed such a pace became illegal in these places, we might be encouraged to glue our eyes, or one of them, to our speedometers, instead of keeping a continual watch along the pavements for hovering pedestrians, whether so young that they should not be trying to cross a road alone, so old that the same might apply or those of any age addicted to carelessness. In that case, the hope of fewer being bowled-over might unfortunately be cancelled out?

As you get older you worry more. For instance, when I drive ten miles to the nearest main post office with these gems of non-wisdom, it will worry me to read that the next collection will be made at 3.1pm. Do they really wait a full minute after three o'clock, before opening the mailbox? In the same way it troubles me that if we have ever-lower speed limits and more of them, traffic in this country will join the national economy in adopting a disastrous go-slow. If lives are thereby saved, well and good. However, if parking (free) in narrow streets were prohibited, more public car-parks provided, and 'buses discouraged from stopping at dangerous blind-spots to set down or pick up passengers, the same laudable end might be accelerated?

VSCC RESULTS

Light Car & Edwardian Section Driving Tests, August 30.

First class Awards; P Morgan (Humber), E Riddle (GN), D Marsh (A7). **Second class Awards**; T John (Humber), I Stevens (1912 Rover), A Tarring (Humber). **Third Class Awards**; R Barnett (1911 Knox), A Marsh (A7).

Kentish Rally, September 27; **Newcomer Award**; M Barker/S Thorning (s/c 4.3 Alvis). **Novice Award**; P Knill-Jones/C Shipton (Alvis). **First Class Awards**; D Rouse/S Rouse (Singer Junior), D Johnson/D Roberts (Alvis), J Creed-Miles/A Jones (A7), A Lunton/T Cartwright (Lea-Francis), P Cattell/T Cork (Riley). **Second Class Awards**; P Weston/J Agar (A7), J Potter/H Kettlewell (Lea-Francis), D Johnson/S Harvey (Lea-Francis), D Harris/M Harris (MG), J Gathercole/J Lee (Riley), J Ruggles/C Bowyer (Lagonda Rapier). **Third Class Awards**; F Moore/M Stenhouse (AC), K Burnett/J Warburton (Alvis), D Lake/D Evans (8-litre Bentley), W Mahany/ R Hernaman (Lea-Francis), R Fayter/R Goodwin (Riley), N Wood/J Wood (Riley), A Mortimer/P Castle (Aston Martin). Only an A7 Special came on a trailer and the only retirements were a 12/60 Alvis and an A7 Nippy. **W B**

The things they say

"During the month (of August) the sales of 160 motor cars, compared with 138 last year, included delivery of 21 Bentley Continental Rs with a retail value of £3.5 million. There is still a two-year waiting list for the new Bentley. Commercial MD Michael Donovan (of Rolls-Royce Motor Cars) commented: 'In the face of continuing world-wide recession our sales performance is very pleasing'." From a hand-out issued on September 3. On September 24 Rolls-Royce announced that it was cutting a third of its workforce — who, unlike Mr.Donovan, are hardly likely to feel very pleased. . .

"Morris Oxfords, VW Beetles and Royal Enfield motorcycles are still being made in India and Mexico. Chris Godfrey explains how to acquire a brand-new anachronism on wheels." The Daily Mail, reviewing a week's TV programmes. Apart from the fact that I used to say that the VW Beetle will never die, what are Beetle fans going to say to this description of their favourite car?

"Anyone wanting to book a day on the hallowed tarmac of the world's first motor racing circuit should contact Keith Griggs at Brooklands." When I used to go there it was made of concrete.

Incidentally, we hear that Morag Barton, Director of the Brooklands Museum, has written to 400 motor clubs requesting that they increase subscriptions to their members in order that they can send her donations towards just the running of the Brooklands Museum site, which needs now £350,000, apart from anything towards further restoration work; the older Brooklands Society, which started the revival of Brooklands interest far earlier, isn't mentioned and perhaps would not be quite so audacious! **W B**

OBITUARIES

R C Vickers, MC



Ralph Cecil Vickers MC died at the age of 79 last September and was buried at Holy Trinity, Brompton. Educated at Cambridge, he acquired a Lea-Francis before leaving University, thus following in his father's wheel-tracks, as this gentleman was a great enthusiast, who at one time contemplated financing the Zoller supercharger business. On leaving Cambridge Vickers entered the family stock-broking business in which he remained until his retirement, earning high respect in the City.

He proved a good amateur racing driver, at first with a Lea-Francis and then with a GP Bugatti, and proposed by his friend C T Delaney, was elected to the BRDC in 1934. He had a nasty experience in one long distance race when one of the wheels of the Bugatti collapsed. Good company, always cheerful, it was said of Vickers that whenever he entered a room it was as if another light had been switched on. **WB**

Dennis (Bill) Elwell-Smith

The death of Bill Elwell-Smith on September 11, his 82nd birthday, has robbed the AMOC of one of its most stalwart, enthusiastic and knowledgeable members. Bill joined the AMOC when it was re-formed in 1948 and was, for many years, the technical consultant for pre-war cars.

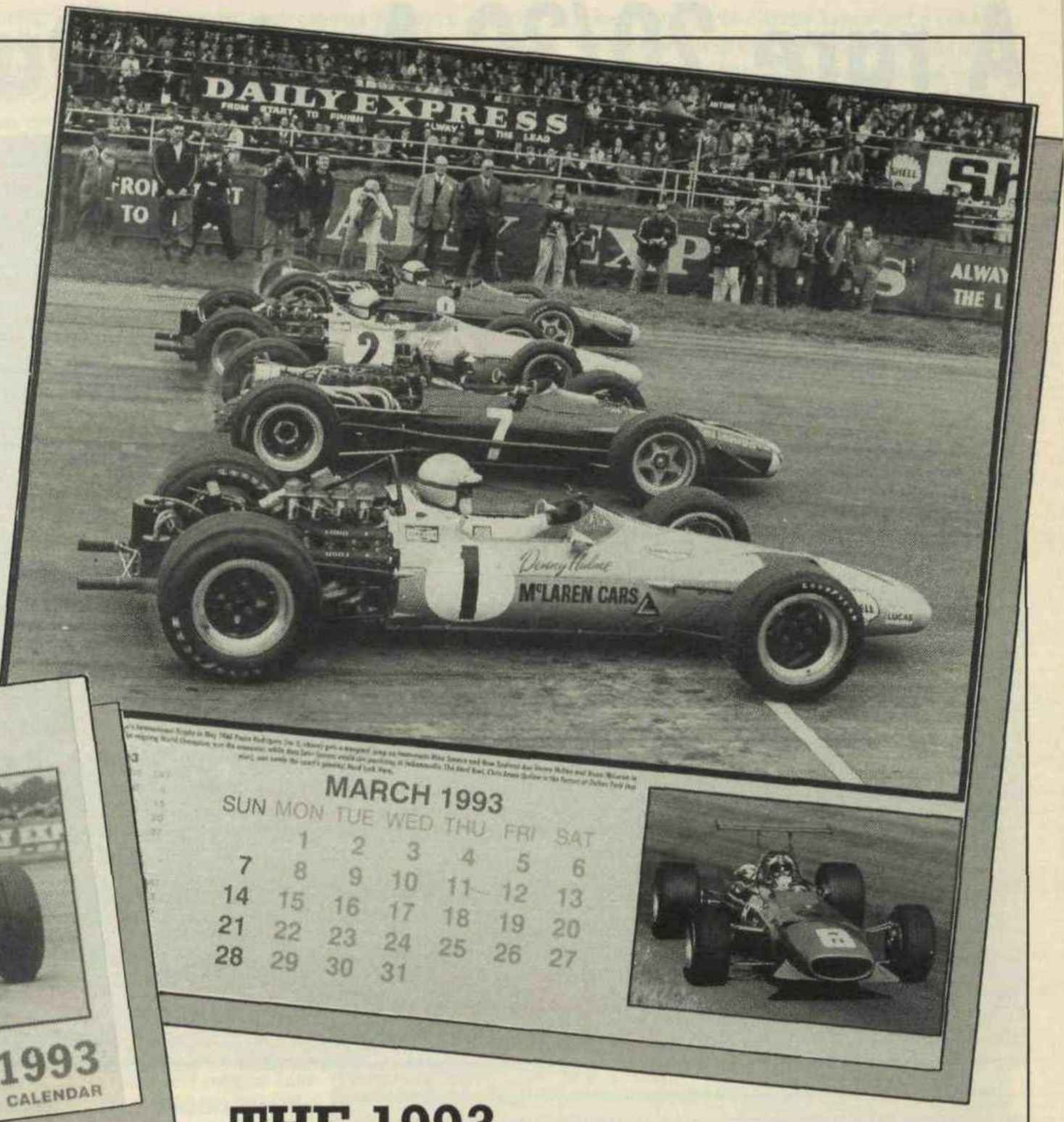
Bill left school at an early age and after the war built up his business as a precision engineer and consultant. In 1962, representing the club, he took over the stock of AM spares, patterns and drawings from Friary Motors, and since then has been virtually the sole manufacturer and supplier of parts for the pre-war cars. With his two Aston team cars, LM2 and LM10, he competed for forty-four years at VSCC, AMOC, BDC, and many other club events, gaining countless awards. Last year he took LM2 to the Le Mans retrospective.

One of Britain's true eccentrics, he could be both dogmatic and modest. He will be sorely missed by all pre-war Aston owners and their cars. Our condolences go to his sister Yolanda and to Rob Davies his partner, who fully intends to continue the business. **Pat Filsell**

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A rare 20/30 Austro-Daimler



I had an interesting experience the other day; I drove out of Wales and into the fascinatingly sinuous and narrow Shropshire lanes, even through fords, to visit Tony Mitchell and see two of his unique motor cars. Especially, in fact, to have a drive in his rare 20/30 hp Austro-Daimler. It is a car with a fascinating history. A 1914 model, it was owned by one family living in Oxford from new, and was laid up when war broke out in 1939. It was then purchased by a bee and poultry farmer, a Mr Painter of Appleton, near Abingdon in Berkshire, who removed its body (no great loss, as this was of Teutonic ugliness) and used it to tow hen houses round his fields.

That might have been the end, eventually, of a very fine motor car, although one rugged and flexible enough to be ideal for hen-house shifting. Fortunately the farmer's GP was Barry Clarke's uncle, who told Barry about the Austro-Daimler, with the result that he was able to save it. In May 1954 he advertised it for sale in the VCC circular for the modest sum of £5. This brought Bill Frazer in N Ireland on the scene, because he had another 20/30 of this illustrious make. As the one advertised, in spite of its hard life on the farm, was in a better condition, he decided it was more deserving of his restoration efforts. This work occupied some 25 years, during which the engine was rebuilt, although the cylinders did not need re-boring and the original cast-iron pistons were retained, and he did other jobs, to good effect. However, feeling that time was running out, he passed the car on in pieces to Lyndon Kerney, who put in another ten years' work on it, then decided to throw it all together in the hope of a quick sale. Which is when Tony Mitchell acquired it.

As for the present body, here is another astonishing story. A Director of Maples, the furniture people in the Euston Road, London, had the curious hobby of buying good new cars and then having the radiators from other makes grafted on to them. When I saw some of these hybrids in the Company's basement many years ago, the body from this Austro-Daimler graced the chassis of the ex-Brooklands Straker Squire Six, which had also been given a circa 1910/12 Vauxhall radiator. Eventually the correct radiator and racing body were re-united with the Straker Squire chassis and the car has since had a notable VSCC career in the hands of Philip Mann, Adrian Liddell and now N J Howells. The touring body was then put on an Edwardian 15.9hp Straker Squire, which was also in the Maples basement, together with the Vauxhall radiator in order to sell it. Cyril Peacock bought the body for his 15.9hp Straker Squire, but sold it in 1955 to Mr Frazer. Tony Mitchell acquired it in 1990.

Tony has spent the last two years working on the A-D; although he did not strip it down and start again, at least it is now 100% better than it was. The reason why Tony was glad to take on this Austro-Daimler is also interesting. As is well known, he has for many years owned the only remaining belt-drive GN, the oldest (pre-1916) cyclecar of this make in captivity, with wire-and-bobbin steering, and he is an admirer of the late H R Godfrey, who as everyone knows, or should, was the "G" of GN. Now Godfrey had one of the famous overhead-camshaft Ferdinand Porsche-designed 27/80hp Austro-Daimlers, of the kind made famous by their splendid showing in the highly competitive 1910-1912 Prince Henry Tours. So what more logical than to acquire an A-D, albeit of a different type, to keep the GN company?

This GN has a unique history of its own. It was ordered by a Russian Prince who paid 95% of the price. But before it could be shipped out to him, in single-seater form, the 1917 revolution had intervened and the Prince disappeared. The GN remained in the Hendon works for some time and was then sold to Tom Faulkner of Kempsford, who had several exciting cars, including the white Mercedes he raced at Brooklands and an Austro-Daimler like Godfrey's, so that Godfrey used to visit him to compare the two cars. Faulkner showed interest in this GN and it was sold to

him, Capt Archie Frazer Nash (the "N" of GN, but you know that) brushing aside Godfrey's objection that it had been all but paid for already..!

It was later found in Brighton, was given a two-seater body, and changed hands a time or two before Tony Mitchell obtained it. It has the i o e engine, but for the 1914 racing GN "Kim", Godfrey is said to have adapted the A-D valve-gear.

Back to the Austro-Daimler. These Austrian Daimlers, made at Wiener-Neustadt, with designers like Paul Daimler and Dr Ferdinand Porsche, were high-quality cars, the Austrian Mercedes if you like. The 20/30 PS model which Tony Mitchell has was said to have been designed especially for the English market. Announced by 1913, it was listed here up to 1922. (It seems that before the war these fine cars were known as Austrian-Daimlers, afterwards as Austro-Daimlers. The horsepower definitions also seem to have varied, so if you do not agree with the aforesaid 27/80 designation, please refrain from writing to me).

It has a side-valve four-cylinder 95 x 140mm (3065cc) engine, with a three-bearing crankshaft. On the near-side one finds a four-branch exhaust manifold of sporting aspect, and the piston-type Friedman lubricator, which delivers oil via three pipes to the main bearings; a supply of lubricant is also directed to the pistons. At the front of the engine the Bosch ZU4 magneto and the water pump are mounted transversely, the latter on the near-side, with a spring-actuated greaser. Also on this side is the exhaust-gas feed for the petrol tank. I was surprised to find that Tony had retained this system, as all the known 20/30 A-Ds have been converted to air-pressure; but he says that properly adjusted, exhaust pressure works admirably, and this was confirmed by the steady reading on the dashboard gauge.

On the off-side of the engine the Zenith carburettor, with a barrel-throttle and three air-inlets, is water-heated. The rear fuel tank holds a useful 18 gallons. There is no cooling fan, because the flywheel has vanes to suck air through the radiator. For the British market a pointed radiator was fitted, although the Austrian-orientated cars had flat radiators. That on the car we are describing had a new Serck honeycomb put in it in Ireland but it required a higher pressure before the pump was effective.

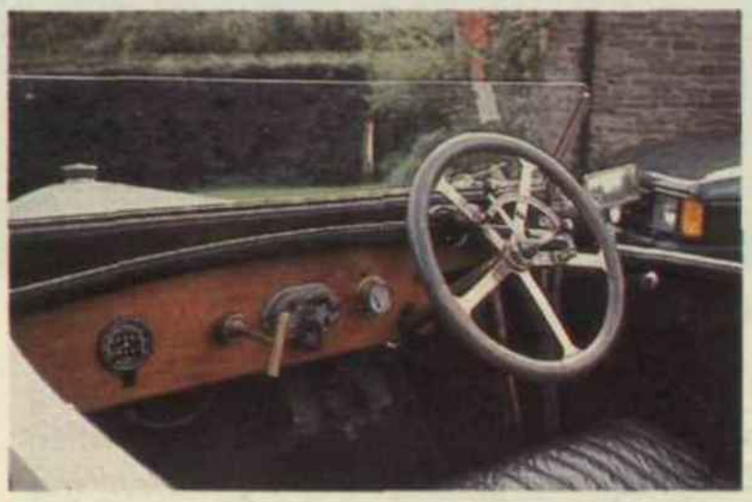
The drive goes via a Hele-Shaw multi-plate clutch which has proved entirely reliable, and is dressed from time to time with a paraffin/oil mixture; the same kind of clutch on my Calthorpe light-car has been equally dependable over many years. The four-speed gearbox is controlled by the expected truly massive right-hand "signal-box" lever, matched by an equally impressive brake lever, applying the rear-wheel brakes. The foot-brake actuates the large transmission brake, seldom resorted to, to spare the transmission. The accelerator is central, between clutch and brake pedals. The engine responds immediately to a pull-up on the substantial starting handle, and the adjacent half-compression control can then be as rapidly put out of commission, the engine idling smoothly without spitting back.

This 20/30 A-D has a fairly massive style, typical of Teutonic practice, and it seems as if the car has not covered a large mileage, for the pedals are unworn, and the gears scarcely marked, and the quality is born out by the hardness of the steel used for the chassis members. Apparently the English motorist was catered for by a decent top-gear hill-climbing ability, and as we drove along the Shropshire lanes in the autumnal sunshine second gear was needed only for the steeper gradients, while in bottom gear the A-D would "climb the side of a house".

The body seats three abreast and has silver-plated fittings. These blackened with exposure and were thought to have been nickel-plated, so they were re-plated in Ireland; but the hood-sticks and some other fittings still display the original silver-plating, suggesting that this was probably a special-order or a Show car. Incidentally, had it rained, as it was doing further north, the hood could have been pulled over us with one hand, without stopping the car. During this enjoyable drive I noted that although the engine made some determined sounds, the chassis was quite devoid of gear howl, back-axle whine or other noises representing worn machinery. It also rode smoothly, on its Dunlop 820 x 120-shod wire wheels. You steer with a massive five-brass-spoked wheel with wooden rim, above which are the knobbed ignition and hand-throttle levers, their dimensions in keeping with the general demeanour of this rugged motor car. Cruising speed is an easy 40 to 45mph, with a top pace of perhaps 60, making for effortless touring. As I have noted, the original cylinder bores and c i pistons are still in the engine of the A-D, which says much for its longevity. Apart from new rings, that was all that was required in that department, and only a very long downhill spell on over-run caused the plugs to oil-up; even this was cured by fitting Champion-50 plugs with their high nickel content.

The body construction is as substantial as the rest of the A-D but the wooden dash is not cluttered with instruments. The central electrical box is flanked by the fuel-pressure gauge and the small speedometer and on the extreme left a temperature gauge has been added. The speed-ometer is driven from the prop-shaft by a flexible drive typical of Dr Porsche's thoroughness — it consists of some 200 metal links, hand-pinned with tiny pins. That sets the seal on the car in its entirety.

I have referred to this Austro-Daimler as a rare possession. This is justified when I say that, apart from Cecil Bendall's well-known o h c Prince Henry A-D, the only others known to survive here are three 20/30s, one in Ireland, and of these only Tony Mitchell's is running as I compile these observations. Incidentally, Tony knows very little about his car and does not even have a hand-book for it, so if anyone can help, he would be glad to hear from them. **W B**







Rare and rugged: Tony Mitchell's imposing Austro-Daimler (opposite page).

Temperature gauge is a later addition to a simple dash, top left.

An exhaust bleed pressurises the fuel system, top right.



Even the three-abreast body has an intriguing history of its own, above right.

The Godfrey connection: Mitchell's belt-drive GN makes an appropriate stablemate, right.

Bi-motore burblings



Photo: Gary Scott

Rebirth: Rodney Felton tackles Wheatcroft's exciting Bi-motore on home ground.

I reckon that Rodney Felton did well to finish fifth in the Alfa Romeo Race in Tom Wheatcroft's rebuilt and rebodied Alfa Romeo Bi-motore at VSCC Donington, remembering how other drivers, up to the calibre of Nuvolari, the Senna of his day, disliked the handling characteristics of these twin-engined Alfas. It was a tribute to Rodney's enthusiasm for the marque that he was lent the car — mark you, I bet old Tom, had he entered, would have been as fast. . .

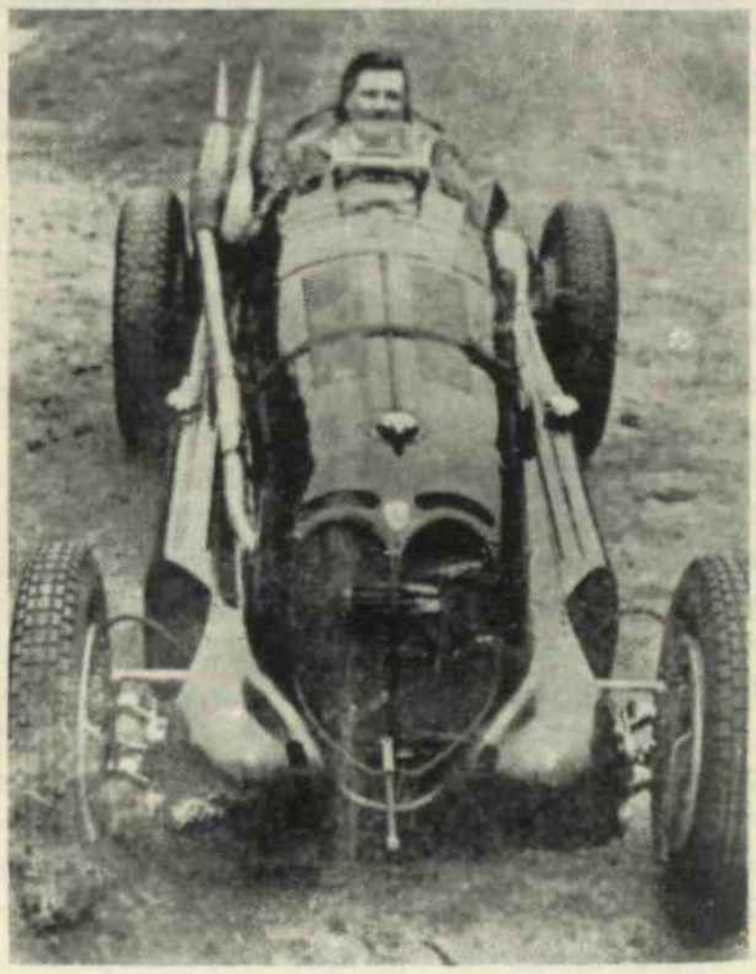
The history of the two Bi-motores has been well told in books and articles, starting with Peter Hull's standard work on Alfa Romeo (Cassell, 1964) The larger-engined one gave Nuvolari records at just over 200mph on the Lucca autostrada in 1935, but the origins and design of these exciting cars does not need retelling here. However, it is worth recalling what happened when the smaller-engined of them came to this country, which happened a long time ago, when Brooklands was a race-track. The Bi-motore built by the Scuderia Ferrari for Louis Chiron, with two 2.9-litre Tipo-B engines, seemed a likely extension of his racing activities to Austin Dobson, a wealthy poultry farmer I believe, who had run monoposto "P3" Alfa Romeos with enthusiasm. I suspect that he had the Brooklands lap-record in mind (standing at the time to the credit of John Cobb and the Napier-Ralton, at 143.44mph and never beaten), when he made a bid for this ultimate in fierce Alfa Romeos.

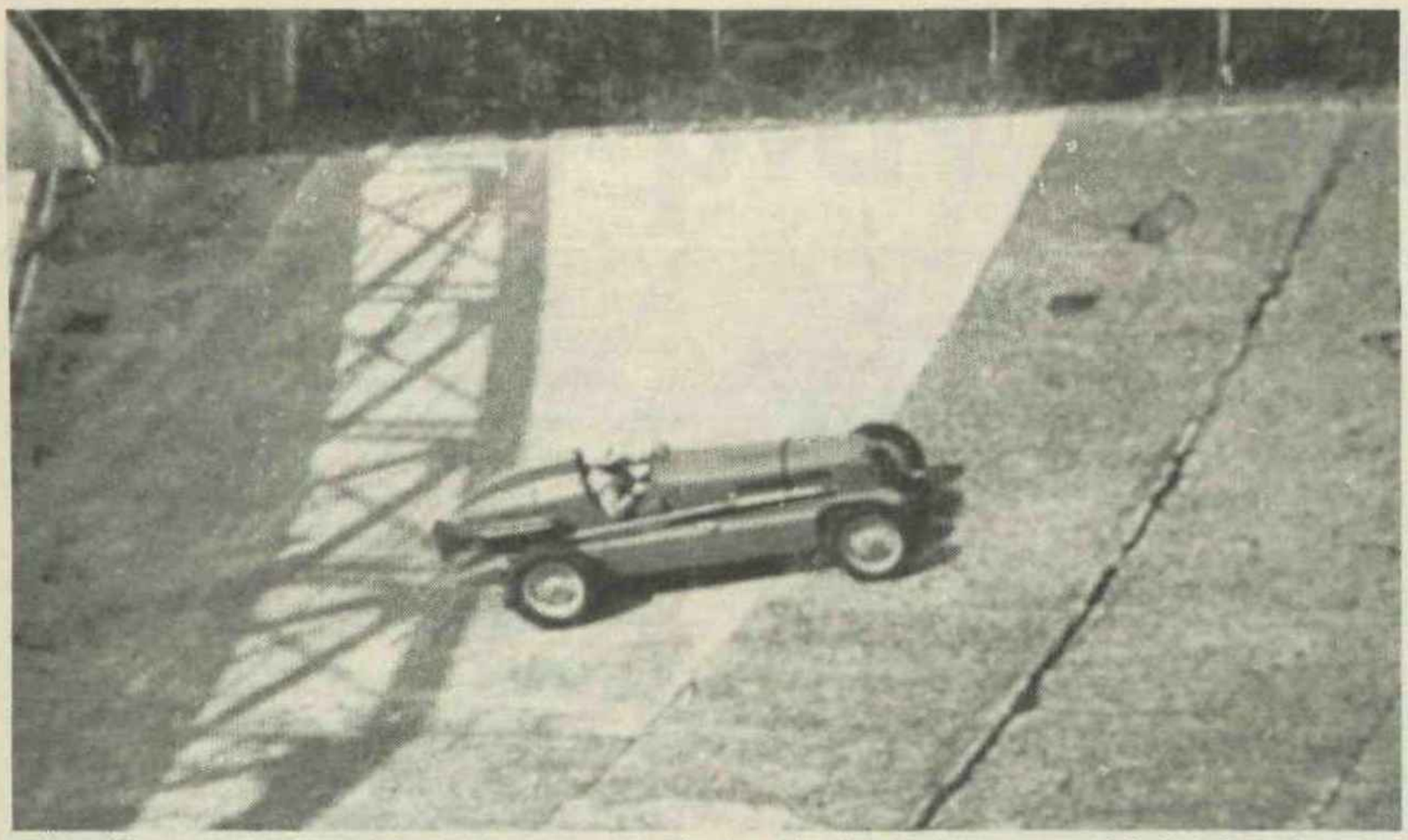
As Nuvolari had not been enamoured of his drives in these cars (although he was fourth at Tripoli and Chiron second at Avus, with the Bi-motores, in 1935) no doubt the Scuderia Ferrari was glad to dispose of the less powerful one to an English bidder. However, when Dobson's move became known, rumour was rife. It was said that the car was only on loan to him, with certain parts of it sealed to prevent inspection, and that Ferrari was sending to Britain his own mechanics to look after it. All untrue. Having taken possession of his fantastic motor-car Austin Dobson, whose brother Arthur raced ERA R7B, had to rely on the skill of his faithful mechanic Querico to keep it running. He also had to have the exhaust system made to comply with the Brooklands' silencer regulations, no easy matter with the front and rear mounted straight-eight engines. (When that chore was over it was said that Austin was disappointed at the Bi-motore's lack of bark.)

The Bi-motore was unsuited to Donington Park circuit (more sinuous then), so Dobson's first venture was to book Brooklands in March 1937 for an attack on the Mountain-circuit lap-record, held by Raymond Mays's 1½-litre ERA at 84.31mph. The brakes had weakened during practice so Dobson had to cut out early before the Fork hairpin. But he was timed by the then-new light-beam apparatus to do his fastest lap at 77.84mph, a record far Class B. This was not such a worthy achievement as it may seem. It was slower than the course lap-record in all classes except those for 750 and 1100cc cars, and that held by Malcolm Campbell's 4-litre Sunbeam in Class C, set up in 1934. What the Bi-motore had bettered was Campbell's Class B record, by 2.85sec, set six years earlier, with his Mercedes-Benz, an impressive motor-car, which would now be termed a vintage sports-car.

The first time the British race-going public had a chance to see this Bi-motore in action was in the first race over the new Brooklands Campbell 'road' circuit, on May 1, 1937. Andrew Leitch was to have been Dobson's co-driver, but his gyrations on the Test Hill hairpin made him a wiser man! In fact, the allegedly difficult Alfa went very well. After Earl Howe, who was leading in his ERA, had crashed and "Bira" in the big Maserati had gone into that position,

Austin Dobson in his Bi-motore Alfa Romeo, below. Note the twin Brooklands silencers.





Austin Dobson coming out of the banking corner on the Brooklands Mountain circuit while breaking the Class B lap-record in 1937.

Dobson was in second place. But the Bi-motore's brakes were not up to the corners and the back-axle broke up after 31 of the 100 laps. Nevertheless, Dobson entered the car for the BARC Whitsun Meeting, or rather, the Hon Peter Aitken did. The idea was to run it in the seven-lap Coronation Handicap, for the Star Gold Trophy. There was then the possibility of seeing whether the red 16-cylinder 5808cc Bi-motore would lap the outer-circuit at record speed. It was handicapped to give John Cobb, in the 24-litre Napier-Railton which held it, a start of 12s, and the successful 6597cc Bentley-Jackson was to have left 24sec after Dobson! Alas, the back-axle could not be repaired in time. The Alfa Romeo was indeed such an attraction that the Brooklands authorities put a notice on the entrance gates to the track announcing that it wouldn't be running!

By this time Austin Dobson must have been wondering whether he was wasting his money, and a little mystery intruded when although his entry of the Bi-motore was again posted as a non-runner in the 1937 JCC International Trophy race, his van nevertheless arrived at Brooklands labelled "B Alder" (who turned out to be Austin) containing the 1½-litre Maserati he was to drive in the race. It retired when the shock-absorber brackets broke. However, the Bi-motore had been repaired in time for the BRDC 500-kilometre outer-circuit race at the end of that 1937 season. Chris Staniland, the noted test-pilot and racing driver, shared the car with its owner and did a lap at 132.8mph (BRDC timed) and they finished in sixth place, at an average speed of 110.2mph, winning their class. Only the winning Napier-Railton and the V12 Sunbeam went quicker.

In 1938 the Hon Peter Aitken bought the Bi-motore and there were hopes of better things. G P Harvey-Noble, who had an intimate knowledge of Brooklands, did innumerable fast laps in it. But it never showed the desired promise and the following year Aitken virtually cut the chassis in half and used the front engine to form the Alfa-Aitken. How good it is that Tom Wheatcroft, who loves single-seaters (his Donington Museum is full of them) has had the car rebuilt as a twin-engined Alfa Romeo! Incidentally, I believe that at VSCC Donington the Bi-motore was tow-started. But years ago George Harvey-Noble told me that although it was possible to hand-start each engine independently, he preferred to get the front engine going, warm it up, then engage the dog-clutch, controlled by a cockpit lever, and so start the rear engine of this remarkable motor-car. **W B**

V-to-C Miscellany

Reverting to that Wolseley Hornet Special OC's re-enactment of the 1932 Brooklands Relay Race at Silverstone last July, it is interesting that two of the Morgan three-wheelers that competed in this race attended, Jerry Larke's ex-Clive Lones' Morgan and Bill Wallbank with the Morgan Rhodes raced in 1932. Other Morgan topics — historian Jake Alderson has been investigating the twin-rear-wheel conversion of two-speed models, and 32 three-wheelers were at this year's "Morgans at Brooklands" day, including the Blackburn-engined ex-Geoff Harris Brooklands racer now owned by Chris Booth, Mrs Beryl Harris being re-united with her late husband's car. Peter Morgan watched the Test Hill ascents; his father was using Brooklands 80 years earlier.

As the interview with Ian Connell in the August issue was well received, may we say that we have published similar WB interviews with racing drivers Basil Davenport, Jack Bartlett, Jack Dunfee, W B Scott, Charlie Martin, Ron Horton, His Grace the Duke of Richmond & Gordon, "Archie" Frazer Nash, R G J Nash, Comdr H G Dobbs, A H Lindsay-Eccles, the Hon Patrick Lindsay, Harry Rose, E C Gordon England, Capt G E T Eyston, C T Delaney, F H Boyd-Carpenter, George Caldicott, Sir L Ropner Bt, Vernon Balls, G P Harvey-Noble, Jack Field, T P Cholmondeley-Tapper, Sir Francis Samuelson Bt, Aubrey Esson-Scott, Charles Follett, E L Bouts, J C Byrom, Kaye Don, L P Driscoll, rally drivers Bill Bengry, Ralph Stokes, Christopher Jennings, and the Hon Victor Bruce, and photographer W J Brunell? Photocopies are available from the MOTOR SPORT offices.

The Morgan Sports CC is a thriving organisation, with a magazine the advertising support of which would make some professional journals jealous. Its president is Peter Morgan, the chairman John Worrell and the club's events and services are legion. At the "Morgan at Brooklands" day over 200 four-wheeler Morgans were present. In presenting the awards Peter Morgan said that the essential feature of driving these cars was having FUN. The club operates more than 37 centres, including those in the USA and Hong Kong. Details from; Christopher Wood, Rushford Stables, Henfield Road, Poynings, Brighton, Sussex.

Twenty cars were due to take part in the Brooklands—Le Mans Run from October 8/11 but as only about five were pre-war cars and not all of these makes would have been tested on the Track before going to the Sarthe in those days, the ploy would seem to be what DSJ would term a "public demand" kind of outing. "Tony the Kellogg's Tiger" was there to please the sponsors and the children, Sky Sports was filming. Lledo who made the toy cars for the current Kellogg's Brooklands promotion were represented and David Gower went along in a 1926 Bentley. The only actual Le Mans competing car seems to have been the ex-Paddy Hopkirk MG-B of Barry Sidery-Smith; but no doubt all had fun, which is what matters. Brooklands Museum Curator Morag Barton drove a 1993(!) Bentley Brooklands and is to be congratulated on thus obtaining long-term experience of this car which many motoring journalists lack. Funds were raised for restoration of the Campbell sheds, Sir Malcolm's grandsons representing the family.

A late-season race meeting which has the attraction of motorcycle as well as car races is that of the MCC, at Silverstone on October 24.

Entries for the 1993 Exeter Trial (January 8/9) have closed.

The Rally Britannia Classic Cup rally, in which classic rally cars compete over stages set up for the Lombard RAC RAlly, takes place on November 22. It will be based on Nottingham. You can watch at the following stages: Donington, 7–10am; Clumber Park, 9–11.45; Chatsworth, 10.45–1pm; Oulton Park, 12.45-3.15; Sutton Park, 3-5pm. More details from: Historic Rally Car Register, Tibberton Court, Tibberton, Gloucs GL19 3AF. Tel: 0452 790648.

Stuart Tallack, 26 Middleton Road, Felpham, Bognor Regis, Sussex PO22 6BT, is anxious to hear from owners of Hastings or Croydon-built Elva Couriers in order to form a Register. **W B**

Elusive Talbot



The recent Brooks Auction Sale of aeronautica and automobilia included papers and pictures from the collection of the late Georges Roesch. Among the interesting items in this sale of the great Talbot designer's effects was a picture of a little Talbot racing car, which has always been something of a mystery to me. The picture concerned has, so far as I know, only appeared in print once, when *The Autocar* published it, in September 1924, accompanied by the caption: "As has been announced already, Mr F W Shortland has returned lately to Clément-Talbot Ltd, with which he was so long associated, as sales manager. He is seen in a special 10/23 hp Talbot, which has been prepared for competition in various hillclimbs." The photograph shows the gentleman sitting in a nice-looking little car with cowled radiator, short-tailed single-seater body, outside handbrake, wire wheels with knock-off hub-caps, and streamlined fairings, rather like those used by Capt A G Miller for his Wolseley Moth racing cars, for the mountings of its ¼ elliptic rear springs. The picture in the sale catalogue is slightly different from that published in 1924, but was almost certainly taken at the same time.

Nothing very mysterious here, you may say. Except that I have never been able to discover that Mr Shortland, or anyone else for that matter, ran this little Talbot in speed trials or in any other kinds of competition. Now when in doubt about matters associated with the Roesch Talbots, one consults the 'bible' of the late Anthony Blight (Grenville, 1970) or the learned outpourings of James Fack. If you read the former you will see that Blight was quite convinced that no car, not even a Rolls-Royce or a Bentley, was so well engineered as those London-built Talbots . . .

Well, Blight does refer to how Georges Roesch, having improved Louis Coatalen's lively little 8/18 hp Talbot into the four-seater 10/23 hp chassis and after good sales following its debut at the 1922 Motor Show, set about developing a more powerful 1100 cc power-unit which was the test-bed, as it were, for his subsequently famous 14/45 hp and larger Talbot motor cars. This engine, Blight tells us, developed an astonishing 56 bhp at an equally astonishing 6000 rpm, with the help of George Day, head of the Ladbroke Grove experimental department (from which, in later times, those very successful sports-racing Talbots were to emerge), and would stand up to 7500 rpm for brief periods. Truly remarkable, when racing engines, even those built for Grand Prix racing, hardly attained such crankshaft speeds.

James Fack tells me that the high output of this experimental Q10 engine was obtained by using enormous ports and valves, a compression ratio as high as 8.5 to 1, a counter-balanced crankshaft with massive webs and superb tubular con-rods. It is also thought that a centrifugal blower was employed, driven directly off the front of the crankshaft, running at engine speed, perhaps more to increase gas velocity through the big ports rather than to provide true forced induction. But if this was so it was surely against the principles of Roesch, who never used supercharging to improve engine efficiency in his competition cars?

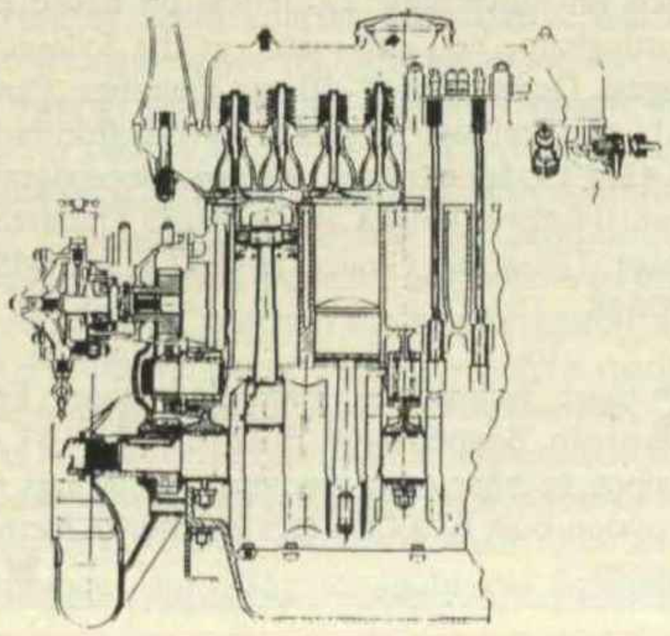
To prove that this wonderful little push-rod ohv engine was no freak, Roesch put it into an 8/18 chassis with a single-seater body "which Segrave put round Brooklands at over 90mph". This must be the car in which the newly-reappointed Clément-Talbot sales manager had elected to be photographed. What is mysterious is why that was, so far as I can ascertain, the only publicity it ever received. By 1924 Major H O D Segrave was our most famous racing driver, having driven the first British car, the two-litre Sunbeam, ever to win the French GP, at Tours in 1923. Moreover, 90mph was an excellent lap speed for an 1100 cc car at Brooklands, even in single-seater form, although it has to be said that before the close of the 1922 season J A Joyce had recorded a lap at 103.54 mph in the single-seater AC; but that was a 1.5-litre car.

The power output of this Roesch 1100 was astonishing. It can be compared to that of the racing AC in its ultimate 1922 form (55 bhp) and the 12/50 Alvis which won the 1923 JCC 200 Mile Race (just under 70 bhp at 4400 rpm). Both were, of course, 1.5-litre cars. Nearer home, the special twin overhead-camshaft 1.5-litre Talbot engine, designed by Bertarione for Segrave to use at Brooklands in 1925 and built in Talbot's London works, which took class records at up to 114.71mph, gave only 17 more bhp at 5000 rpm, before it was supercharged, than Roesch's 1100 at the same crankshaft speed.

It was all so promising! So why was nothing more heard of this brave little car? The 8/18 Talbot was seen in many trials, speed trials and hillclimbs. Indeed, E R Hall, who was to become so successful with Bentley, MG and other cars, cut his racing teeth on a very standard-looking 970cc 8/18, C J Randall raced another at Brooklands which eventually, with a streamlined body, lapped at 70.74mph, and the Talbot Simmins was campaigned in sprints. Indeed, they were excellent small cars, as I well know from owning one for many years (just running again, after a rebore), although I would not quibble about the following Blight observation: "There's was no doubt that the 8/18 Talbot *was* extremely fast, reaching 45 mph in the second of its three gears and encouraging the proud owner to sail past all his friends on the straight at a speed in the upper '50s; but humiliation followed swiftly, the moment a corner loomed ahead, for a real battle with the steering wheel was then bound to develop. The trouble was that the drag of the solid back-axle was too much for the little car to shrug off, inducing chronic 'understeer' which was as wearing to the tyres as to the driver's wrists, and which could under extreme provocation cause breakages of the bolts securing the springs to the chassis."

Anyone who has failed to read Blight has missed a wonderful account, not only of the Roesch Talbot saga, but about car design of the 1920s and 1930s, together with splendid accounts of the important races and international trials of those days; there is even a graphic description of the early morning scenes at a JCC Double 12-Hour race; although Anthony once confessed to me that he had never been to Brooklands . . .

Alas, this great one-make history does not tell us why this promising 8/18 single-seater Talbot never appeared in public. Even if Roesch was not then ready to indulge in competition forays, as he was to do so very convincingly (especially in Blight's estimation!) later on, one would have thought that, after Segrave, someone, even Mr Shortland, who was proud to be photographed in it, might have given this promising racing car some further exercise. But apparently not. A strange case of the Talbot that vanished. **W B**



The mystery Talbot as illustated in Brooks' catalogue, above. Left, a sectioned drawing shows a centrifugal attached to the crank nose.

MGs at play



Mike Hawke checks the J2 single-seater before the record runs while Foster's C-type gets its bonnet back.

Seven miles of the historic sands were closed for the attempts (below).

Rural setting for early MGs meeting at Llandrindod Wells (bottom).

The recently-formed Early MG Society (Secretary Peter Mace, Kimber House, Hurston Lane, Storrington, W Sussex), which already has a magazine and had access to the MG archives of the late Wilson McComb, rallied to Mid-Wales over the weekend of September 19/20. It was mainly an 18/80 occasion and when we caught up with them at the Lakeside Restaurant at Llandrindod Wells on the Sunday, eleven of them were present and it would have been a round dozen had not one driver suffered the misfortune of a broken crown-wheel and pinion at Crickhowell.

These big MGs are among the most handsome of the Abingdon breed. They were supported by two 14/40 MGs, Phil Jennings' boat-tailed two-seater, and a more standard two-seater with dickey. Also present, as a reminder of MG origins, was an upright Morris Six saloon — but I was assured that it has an 18/80 MG engine — and a "gate-crashing" Vauxhall 14/6 convertible, and Mrs Cook, daughter of Cecil Kimber, was happily recalling the past of the *marque* her father created.

The next Sunday more MGs were at play, on Pendine sands. This "Pendine Dash", ably organised by Geoff Shirt of Cambridge, commemorated G E T Eyston's Class H 118.39mph two-way mile record with the MG Ex 127 "Magic Midget" in February 1932. The MG Roadrunner Club had, remarkably, got seven miles of the famous S Wales beach closed by permission of the Commandant of the MoD establishment, for record attempts officially timed by the RAC MSA. To emphasise Eyston's two-miles-a-minute run with a 750cc MG, 118 of these cars, in date formation, converged on Pendine from Glamorgan, to be greeted by Cecil Kimber's daughter, Jean Cook, in her MG Metro. Unfortunately, John Thornley was not well enough to attend.

In all Geoff Shirt reckoned that perhaps 500 MGs, from J2s to MGB V8s lined the sands. The record-bidders were led by John Banwell's J2 single-seater with engine short-stroked to put it in class I for cars of 350 to 500cc. He shared it with Mike Hawke, who set 22 records in this category in 1989 at Millbrook. It was hoped to improve on these figures and establish a f s mile record. The engine will run to 9000rpm, encouraged by a belt-driven Marshall supercharger. Piston speed is comparatively low but, to keep the valves seated, MGB valve springs are fitted. The chassis had a propshaft set to the near-side and angled, to give a low seating position, using a transverse chaindrive behind the bell-housing. In third gear 8000rpm equals 90mph. The John Burgoyne body is attached by six quick-action clips and small wheels were used for the attempts.

Another contender was Barry Foster's 1931 C-type Montlhéry MG Midget, out after short-distance class H targets. In the morning the special Bengry diesel-Peugeot 205 did a two-way 95mph, and the odd 3.6-litre VM turbo-diesel Ibex was after its own Elvington records. It was a great occasion, centred on the historic Beach Hotel. The records established set were, subject to official confirmation:- Class-H Half-Kilometre (f.s.): Barry Foster (MG Montlhéry Midget C-type): 93.32 mph. British Class-I One mile (s.s.): Mike Hawke (MG J2 Special): 39.67.

(Before the war International Class-I (s.s.) mile record was held by Count Lurani's 494 cc Nibbio, at 76.0 mph).





Economy Peugeots



A Peugeot Talbot Motor Company hand-out citing the Peugeot 205 Diesel, which was launched in 1983, as the best-selling diesel-engined car in Britian, with 88,200 sold over the nine years of its existence, and claiming a fuel thirst of 72.4mpg from this lively little oil-burner, sparked off a recollection of pioneering by Peugeot in this field.

As far back as early 1923 the Peugeot engineers were ready to publicise comparisons between petrol and oil-engined cars. This is all the more remarkable when it is remembered that in 1950 MOTOR SPORT was quite excited that David Scott-Moncrieff, who was in Germany, was able to provide us with a road test report on a small Mercedes-Benz saloon powered with a diesel engine. He headed his article "D for Diesel Day", and at the time this proclaimed a revolutionary development to which other manufacturers might eventually turn, but not, it was considered, for a long time to come.

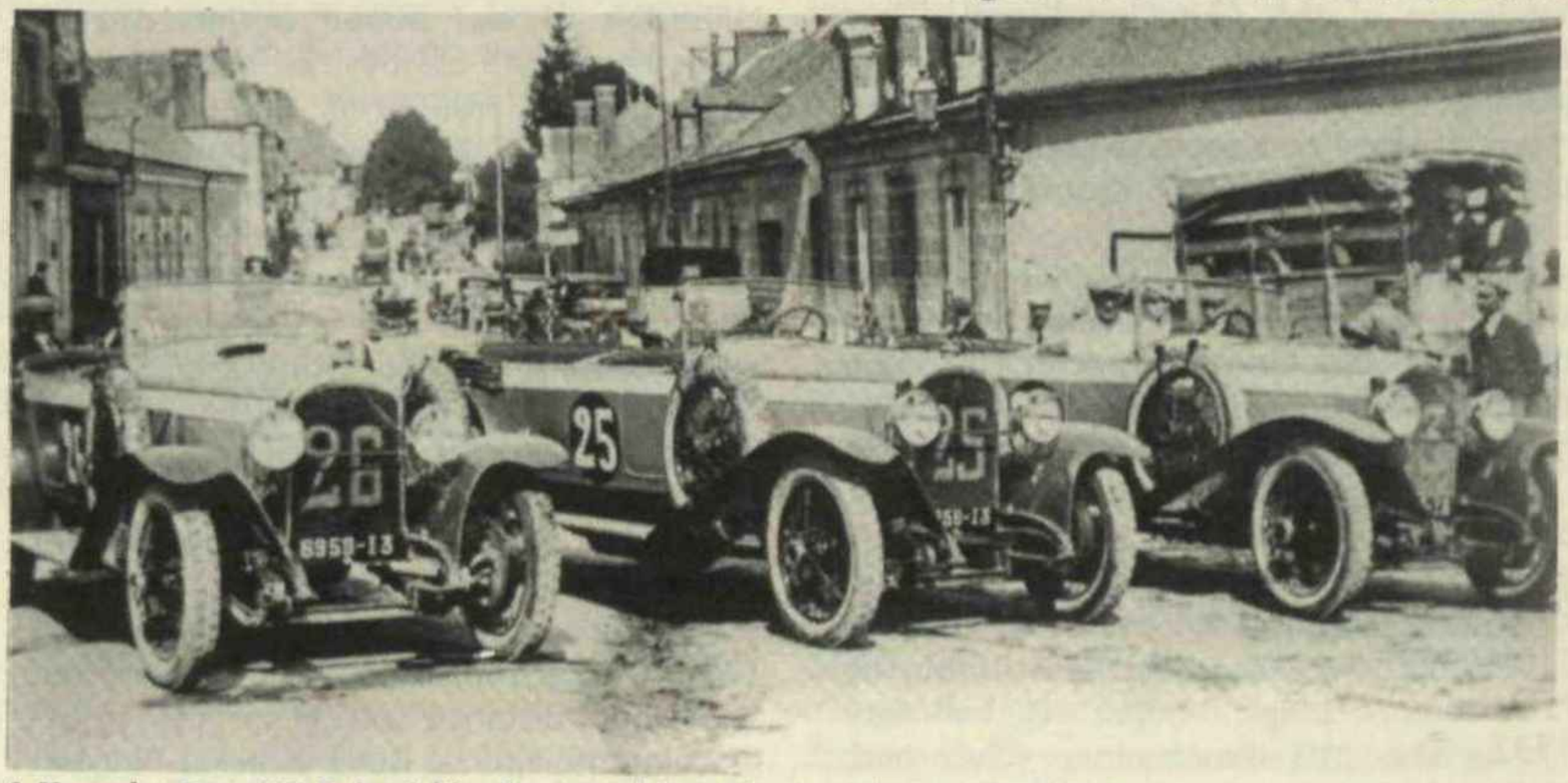
Yet Peugeot was working towards these lines 28 years earlier. . . Their comparison demonstration, observed by a delegate of the AC de France, was between two virtually identical cars, both the well-liked and high-grade 15hp Colonel model, which sold in Great Britain (let's include "Great" to cheer us up in these difficult times!) for £640 as a chassis. But whereas one had the four-cylinder 85 x 130mm (2951cc) petrol engine, the other Peugeot had a two-cylinder two-stroke 100 x 140mm (2199cc) Tartrais-type "gas-oil" engine. Both Peugeots had what were described as six-passenger open touring bodies, although I would have thought that this implied sitting in close proximity, which is perhaps a French characteristic. To make the petrol/diesel comparison fair, both cars had final-drive ratios of 4.58 to 1, and ran on 880 x 120mm tyres — Michelin of course. The respective weights were 31cwt 2lb and 31cwt 106lb. But it was estimated that the heavy tool kit brought along by a mechanic accompanying the oil-engined car increased the weight of this one. After four passengers had got into each car (four, not six, note), the weights were adjusted to 37cwt 57lb and 37cwt 45lb respectively, the diesel Peugeot having the slightly lighter crew.

The petrol Peugeot had the usual Zenith carburettor on the off-side of the side-valve engine, fed by Autovac, and the normal transversely-driven SEV magneto. The Tartrais two-stroke oil engine had fairly normal cast-iron cylinders, but special cylinder heads with two rings of ports, one for inlet, the other for exhaust. A low-pressure compressor driven from the crankshaft fed air into the cylinders, driving out the spent gases via the upper ring of ports. Vaporised fuel was injected into the cylinders. Nor was that all, because as the piston got close to the top of the head it forced the air into a special ring-shaped combustion chamber, into which the fuel was injected. The shape of the deflector, and especially the form of the combustion-chamber and the fact that air was forced upwards into it, whereas the fuel was injected horizontally, gave a very high degree of turbulence. It was this that enabled the Tartrais engine to run on so many different fuels — crude mineral oil, vegetable and animal oil, cotton-seed oil, even coco and castor and cod-liver oil. The war having not long concluded, the claim was naturally made that such an engine could dispense with imported petrol.

The combustion chambers were uncooled, made of chrome nickel steel, and able to expand and contract as they were not solidly bolted to the barrels. External bronze castings were bolted to the cylinder barrels, air passages providing cooling while maintaining the very high temperatures of the inner heads. The fuel injection pumps used variable-stroke pistons to control engine speed by hand lever and accelerator, one pump feeding one cylinder. It was claimed this gave nicer control than with a four-stroke, and that "conking out" on hills was avoided. Ignition was self-obtained on the diesel principle, with a sparking plug to warm things up from cold, perhaps with an initial supply of petrol. In 1922 these engines were being experimented with in three Paris 'buses, in twin-cylinder 120 x150 mm size, giving 25 bhp at 1200 rpm. Peugeot had commenced trials with a 3393 cc version, developing 50 bhp, also at a modest 1200 rpm, for a weight/power ratio of only 11lb/hp.

Very soon they were ready to demonstrate the smaller 2.2-litre Tarttrais engine in their 15 hp car, as aforesaid. The day before the trial, both cars were locked away, fuel (both heavy oil and petrol) being checked for density at 15°C. The radiators were filled with cold water (but the diesel car had a radiator muff), the cars were weighed, the passengers, including the famous 46-year-old motoring and aviation journalist W F Bradley — he had been *The Motor*'s continental correspondent until 1919, then worked in this capacity for *The Autocar* until 1956 — climbed aboard, the weights were checked again, and the signal given for the electric starters to be operated. The petrol Peugeot fired in 35sec, the diesel car in 45sec but on only one cylinder, so it was stopped and restarted ; total time 67sec. It had been started on petrol but was changed over to oil after three or four minutes, without stopping. Peugeot engineers drove the cars.

To summarise the tests, the diesel car ran down to 5.9 mph, the petrol could only manage 6.17 mph. In a short hill-climbing comparison the diesel Peugeot was slower by eight seconds, and 8.32 mph slower over a public road f s kilo, where the petrol car got up to 45.48 mph. (Even good cars were slower then!) There were a few more not enormously convincing timed tests. But more significant was that on the 103.15 mile outward run the diesel car kept up the same 32.06 mph average speed as the standard Peugeot. Fuel consumption came out at 19.88 mpg from the heavy-oiler, against 18.87 mpg. The important aspect was the fuel costs which were, respectively, 7/3d and £1.8.2d, in 1920s terms, and at a rate of exchange calculated for the francs used that



**A Mercedes Benz 170 D (top) like that tested for us by Scott-Moncrieff in 1950.
The Peugeots (above) which finished the 1923 Tours GP de Tourisme in the first three places, led by André Boillot, brother of the great pre-war driver, Georges Boillot.**

was regarded as not altogether favourable to the oiler. Up to then the oil engine had been used for stationary power and boats, but had been too heavy for cars. Now Peugeot was considering the Tartrais engines, which they were building themselves, worth investigating, especially for their commercial vehicles. However, I have found no evidence that the Tartrais venture was proceeded with; Peugeot would have had to pay royalties on four of the main engine features and probably were not sufficiently impressed to take up production, preferring to wait until the time was riper, such as in 1959 when the Indenor diesel engines appeared in the 403. Incidentally, in 1922 Peugeot were doing well with the little economy 668 cc Quad, which sold here for £230.

Nor was the long-established French manufacturer slow in supporting other economy events. For instance, in the 1923 Touring Car GP at Tours, run over the GP course, Peugeot ran three 18 hp five-seaters in the appropriate class, headed by André Boillot, who also managed the team on the road. For this speed-v-economy race, the petrol allowance was at the rate of 18.8 mpg for the 311 miles. Boillot had as team drivers the brothers Morillon. They came home 1,2,3, Boillot in his yellow waistcoat averaging 51.6 mph and declaring that he had two gallons of fuel left and could have gone faster, had the only class challenger, an Aries, troubled them. Not only that, but in the four-seater class, restricted to 28.3 mpg maximum, Peugeots came home in the first three positions, Cabaillot averaging 43½ mph. These Peugeots had the c r raised to 7 to 1 and special cylinder heads gave a good circulation of water round the equally special sparking plugs. This was definitely a case of trying out a new car in racing, because the Knight-type sleeve-valve 80 x124 mm engines were not then in production, although due at the Paris Salon later that year.

According to Shell Oil UK, whereas ten years ago diesel car UK sales numbered less than 1%, this year they have been running at over 12%. This in spite of 85% of those Shell questioned still thinking diesel engines noisy, 70% that they still smoke, 64% that they are smelly. Well, reverting to that 1923 Peugeot comparison test, it was reported that the petrol Peugeot smoked for the first three miles and when accelerating, whereas the diesel car smoked considerably when starting up but this had stopped within three minutes. As for noise, the difference was described as being very slight, and the smell was rated as not really objectionable, caused no inconvenience "but one could not forget there was a smell". But that was aeons ago, with a very experimental oiler. . .

Shell also reminds us that Dr Rudolf Diesel patented his compression-ignition engine back in 1892. The first production diesel cars were those of Mercedes-Benz, with their 2.3-litre 260D, and Hanomag's 1.9-litre Rekord D, both of 1936. The Mercedes-Benz D S-M wrote up for MOTOR SPORT in 1950 was the 1697 cc 170D, but Britain did not join in with a c i private car until 1954, with the Phase II Standard Vanguard.

It is gratifying that Peugeot diesels are selling so well, remembering that the company commenced experimenting in that category 70 years ago. **W B**

Tiger, Tiger, burning bright



Photos: Island Photographic

The Manx Motor Racing Club's popular Manx Classic took place from September 24-26. Highlights included a new lap record on the Willaston circuit, used for Saturday's pursuit sprint, and the successful inauguration of a new 1.3-mile hillclimb, running up a section of the TT course from Ramsey.

The pursuit sprint was dogged by several unforeseen hurdles, including red-flag stoppages to attend the inverted cars of William Withey (Sunbeam Tiger) and Gerard Macquillan (Triumph TR4), both of whom escaped unhurt. There were other delays, too, as the circuit had to be closed to allow, firstly, a fire engine and, later, an ambulance access to a nearby housing estate, to attend a domestic fire. Eventually, the decision was taken not to bother with another restart, and results were based on positions after two laps.

This gave outright victory to Jackie Cochrane, team-mate of the aforementioned Withey, who kept his Tiger on all fours to post a best lap of 2m 34.97s (an average of 76.89 mph around the 3.31 miles). This knocked almost half a second from the previous record, set two years ago by Geoff Harris (Aston Martin DB4 GT).

Class honours went to Adam Smith (Frazer Nash), Peter Jackson (BMW 328), Julie Daniels (Vauxhall OE), Sydney Gilmore (Bentley Derby), Spencer Flack (4½-litre Bentley Le Mans Replica), Mike Sayers (Riley Sprite Special), Cochrane, Bill Goodall (Ferrari 275 GTB), Anthony Binnington (MGB), John Gray (Lotus XI Le Mans), Nick Cussons (DB4 GT Zagato) and Allen Lloyd (3.8 Jaguar E-type).

Fresh from clinching the FIA Historic GT Cup at the Salzburgring, Willaston class winner – and Manx resident – Cussons powered his DB4 GT Zagato up the new hillclimb course in 1m 13.20s on Friday afternoon, this being sufficient to clinch overall victory. Amongst the class winners were Sayers' Riley Sprite (again, in 1m 17.24s) and former Cooper and Lotus GP racer Henry Taylor, who travelled from his current home in the south of France to record a 1m 17.49s in his short-nose Jaguar D-type.

On Friday evening, Manx Airlines sponsored the Douglas Promenade Sprint, in which David Gerald's TVR Griffith recorded a best time of 13.32s over the standing quarter-mile, pipping Cochrane's Tiger by 0.3s.

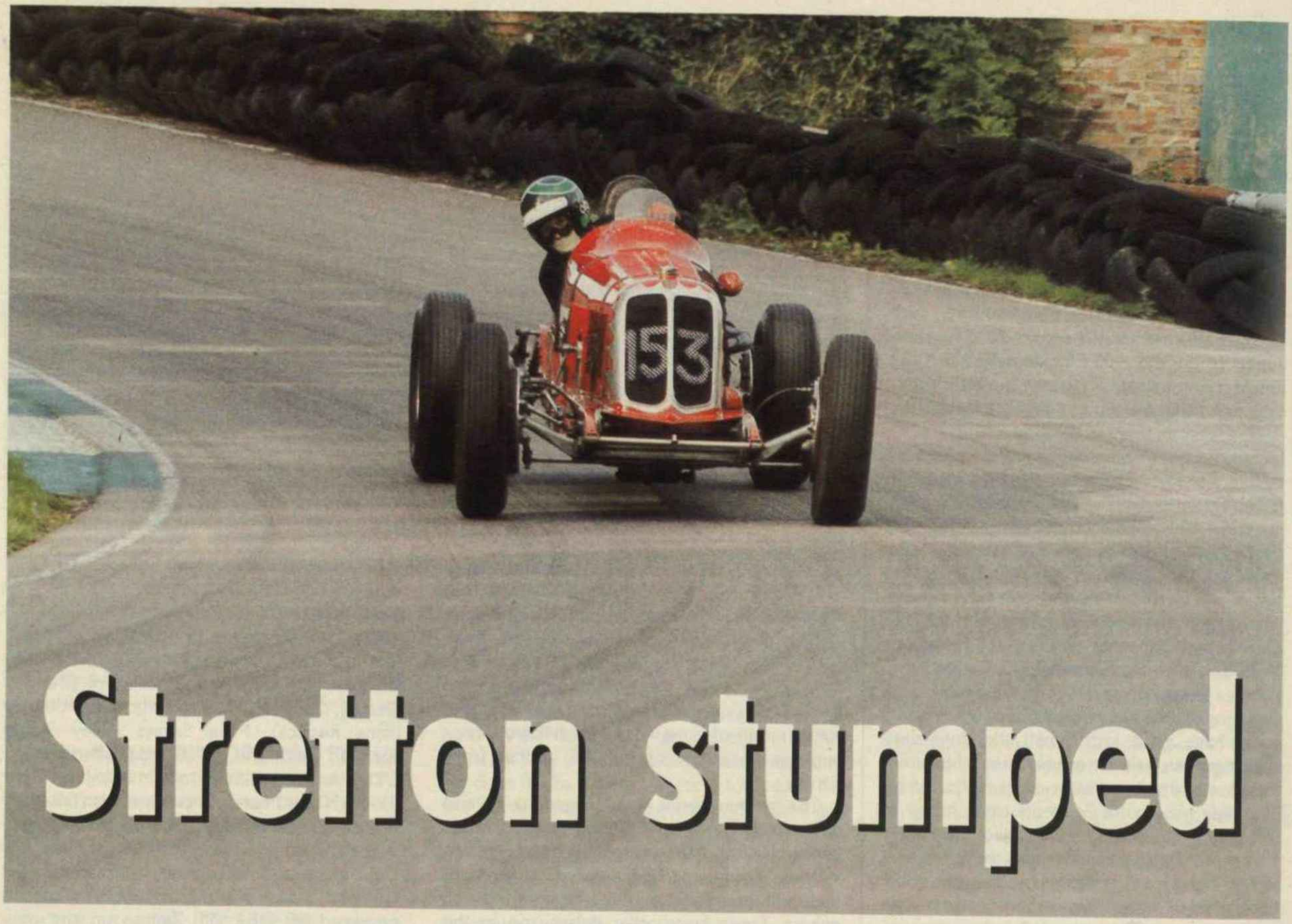


Jackie Cochrane (top), had a fruitful time on the Isle of Man, setting a new outright record over the Willaston circuit.



Mike Sayers' Riley Sprite Special (left) was quickest of the pre-war contenders.

Nick Cussons rushed back from Austria to set FTD in the inaugural Ramsey hillclimb.



Stretton stumped

Cadwell Park hosted the VSCC's final race meeting of the year, the event moving from its traditional August Bank Holiday slot to September 20. With the Williams Trophy now having moved to Mallory Park, the main race was for Pre-War Racing Cars, supported by John Scott & Partners. Considerable interest centred on Martin Stretton's chances of challenging traditional ERA supremacy in this class, with Sean Danaher's ex-Furmanik Maserati 4CM record car (now fitted with a 1496cc engine). Lack of a limited-slip diff allowed three ERAs to head the Maserati after lap one, but Stretton was quickly up to second, and closing on leader Anthony Mayman in R4D, only for the pipe between the blower and engine to come adrift and end his challenge. Duncan Ricketts (R1B) headed Bruce Spollon (R8C) home in second. Stretton had the consolation of setting a new pre-war lap record of 73.1mph.

Freddie Giles in the Cognac Special won the Frazer Nash and GN race from son Jon in the AC/GN Beetle. Mark Walker inherited third place in his Ford A-engined GN after a keenly-contested scrap with Chris Chilcott's Nash, which ended in the latter's retirement.

The vintage scratch race only ran for half of its scheduled eight laps after David Densham inverted his Aston Martin and precipitated the red flag. At that time Tim Llewellyn's 3/8 Bentley was keeping Freddie Giles' Cognac at bay, a long way clear of Alex Boswell in the Bequet Delage. It was pleasing to see Bill Summers record his first finish with the very attractive 1922 Targa Florio Diatto, albeit at the tail of the field.

The race for Two-Seater Racing Cars (a form of substitute for the Williams Trophy) was bedevilled by non-starters and saw something of a walkover for Sir John Venables-Llewelyn in Lord Raglan's T51 Bugatti, after the Bequet stalled on the grid and got away last. Mark Gillies (Dixon Riley) took up the chase and was rewarded with second place from a subdued Terry Cardy (Bugatti 35B).

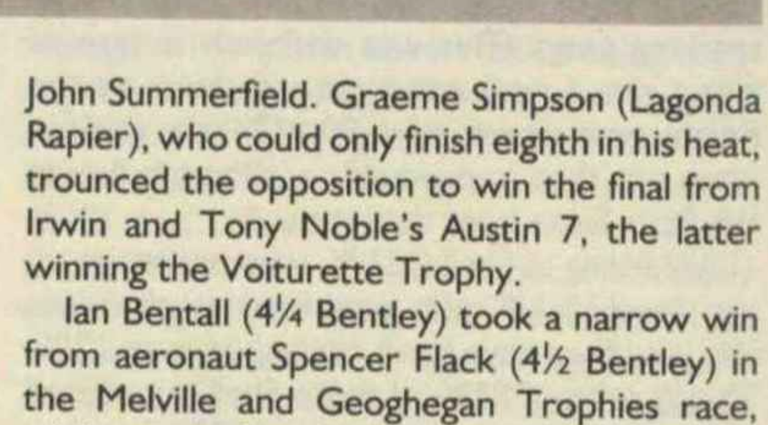
The oversubscribed Spero and Voiturette Trophies race merited two heats and a final, heat wins going to the Rileys of Tony Irwin and John Summerfield. Graeme Simpson (Lagonda Rapier), who could only finish eighth in his heat, trounced the opposition to win the final from Irwin and Tony Noble's Austin 7, the latter winning the Voiturette Trophy.

Ian Bentall (4¼ Bentley) took a narrow win from aeronaut Spencer Flack (4½ Bentley) in the Melville and Geoghegan Trophies race, while young Ben Collings made it a Bentley 1-2-3 driving sister Sally's 4½ litre.

John Seber (Wolseley) took wins in the short scratch race and one of the handicaps, the other handicap going to Robert Welch (Riley).

ASDC

Only a mechanical snag stopped star all-rounder Martin Stretton (top) from disputing Mayman's victory in Pre-War Racing Cars.



First finish — Bill Summers in the rare and interesting Targa Florio Diatto.



Mark Walker (GN-Ford) plotting a way round Chillcott's Frazer Nash, before the latter's demise.

Seaside Vintage

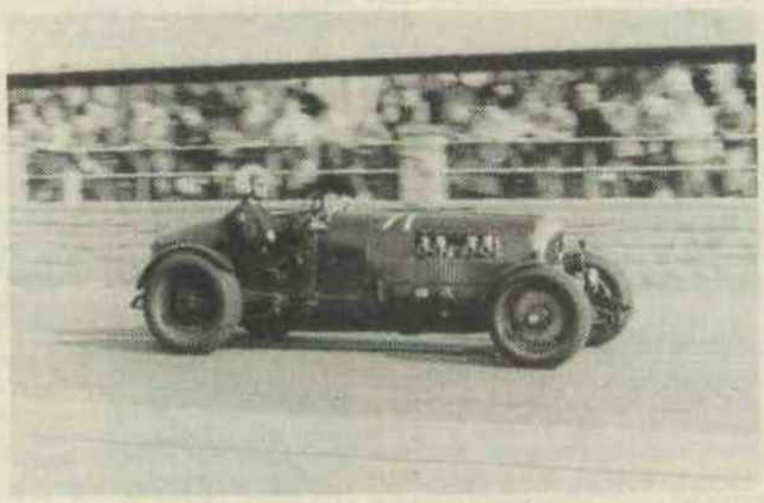
The VSCC added to its wide repertoire a speed-trial along a seaside promenade in 1987, over Weston-Super-Mare's Marine Parade, as pioneered at the Promenade des Anglais, Nice, in 1901 and at Bexhill in 1902. Weston is a pleasant venue, even if the course is now only a half-kilometre long, and entries have risen from 91 to 130. VSCC FTD has been made by Jaye (Attenborough Special): 15.65s, A J Mayman (ERA R4D): 14.70s, Rod Jolley (Giron-Alvis): 15.54s, A J Mayman (Lotus 16): 14.33s and A J Mayman (ERA R4D): 14.34s. It was a relief, after a half-hour delay at the Severn Bridge's one-lane system (propaganda for the new bridge?) to get to Weston, where the grass paddock and enormous car-park were both completely full of cars and trailers.

This time VSCC President Bruce Spollon drove ERA R8C to FTD, in 14.70s, taking the Doc Taylor Award. Jaye in the 2-litre ex-Beadle Alta he shares with Baldock was next quickest (14.72s), and 18-year-old Ben Collings did a magnificent 15.53s in the family 8-litre Bentley, best vintage time, and faster than the LSR Sunbeam "Tiger" at a previous meeting. He changed up at "4000 and a bit" rpm and crossed the finish at 115mph. Miss Burrell set fastest time by a lady, 17.79s, in the 8-litre V12 Bentley-Royce, Burrell doing 16.15s in his other hybrid of this exciting ilk, aided by a supercharger. Miss Jo Moss, having run a big-end on her Invicta at Cadwell, was lent the Collings' 4½-litre Bentley (19.68s), thus promoting young Ben Collings to the big one! Two other Altas ran, Redmond in the ex-Hugh Hunter 2-litre (17.64s) and Margulies with the ex-A J Cormack (another Brooklands driver still with us) car, who clocked 18.52s on his only run.

Of the sports-cars, Densham's 1930 Aston Martin (19.50s) won both sections of Class 1, as did Jo Moss, in Class 2, Howatt's hybrid Morgan (18.29s) took Class 3, with Beebee's Lea-Francis scoring the vintage win (21.55s) and Class 4, for big 'uns, was the preserve of Ben Collings, who was only 0.21s slower on his second run. He defeated the blown Burrell Bentley, the Avon-Bentley, Birrane's Bentley, Goldsmith's Bentley, Felton's 2.9 Alfa Romeo, and the rest of this well-supported class.

Of the racing cars, Barry Foster's well-known blown MG Midget led the 1100cc class (19.25s), while best vintage was Noble's A7 (21.25s and only 0.01s slower on its next run!). Sayer's blown Riley (16.34s) scored in Class 6, in which the vintage winner was Benfield's 1924 Alvis (21.52s), opposed only by the quite sprightly Silver Hawk (23.88s). Spollon had the over-1500cc class tied up, where Hulbert's blown Alvis took the vintage category, (18.84s) and of the ancients, Moore's 1907 21-litre Metallugique-Maybach led with a good 20.74s run, Roger Collings' 1903 Mercedes, also in touring guise, second (24.54s). The only post-war entry, Clement's 1953 Cooper-Bristol, took 17.38s. The MG Midget Rivers Fletcher was to have driven broke its differential coming to the line, and Bronson's supercharged Riley failed at first, recovering to clock 18.73s. On a demo run Henry Body's 600cc Douglas motorcycle treated us to a 15.06s performance, going over the line at 110mph. Seven VSCC class-records for the course were broken. A good day, which those in the crowded stands seemed to enjoy.

W B



Ben Collings in the class-winning 8-litre.



Coroline Burrell unleashing the V12 Bentley-Royce.



1931 Bentley 8 litre Dual Cowl Sports Tourer.
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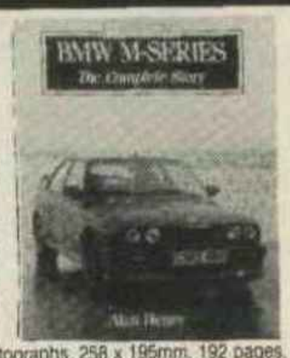
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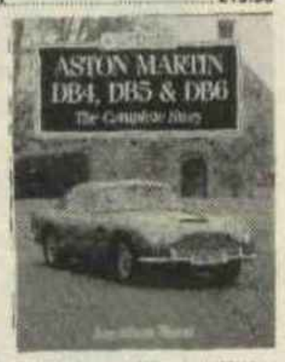
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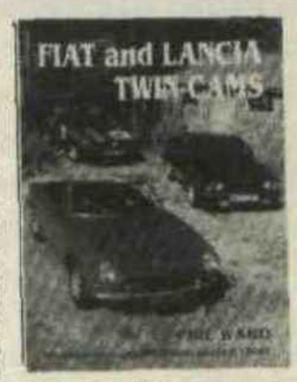
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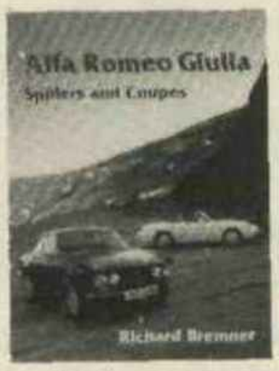
ALFA ROMEO GIULIA COUPE GT & GTA by John Tipler. Conception, development and production of the Giulia Coupe and the GTA racing versions with their track record. Buying, selling and investment: restoration: spares and repairs and a range of very useful appendices. 250 x 207mm, 160 pages, 200 colour and b/w photos **£22.50**



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FIAT AND LANCIA TWIN-CAMS by Phil Ward. Phil Ward examines the origin of the twin-cam engine before detailing the production applications of the Fiat unit in the 124 and later Fiat models and explores the family relationship with the Beta, Delta, Thema and Dedra Lancias. Twin-cams in competition, modification and tuning; ownership and maintenance and overhaul. 246 x 186mm, 192 pages, 300 ills **£19.95**



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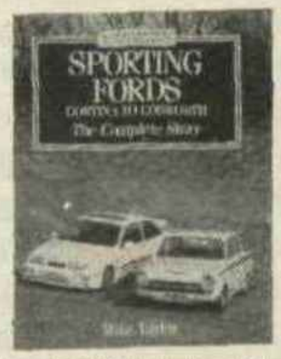
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JEEP OWNER'S BIBLE by Moses Ludel. Covering all models from the military MB thru CJ and Jeepster this book offers high-performance modifications, accessories, Jeep history, tips on buying and selling and best of all step-by-step service and even emergency welding on the trail. 212 x 279mm, 424 pages, 715 photos/ills **£19.95**



THE PRINCE & I – LIFE WITH BIRA, THE MOTOR RACING PRINCE OF SIAM by Princess Ceril Birabongse. B. Bira as he was known was a famous and popular racing driver of ERAs and sometimes Maseratis in the 30's and 40's. The story of a golden life in the golden age as told by Bira's English bride. Evocative pictures from the family album include socialising with Noel Coward, Antony Blunt and Guy Burguss! 232 x 153mm, 218 pages, 89 pix **£14.99**



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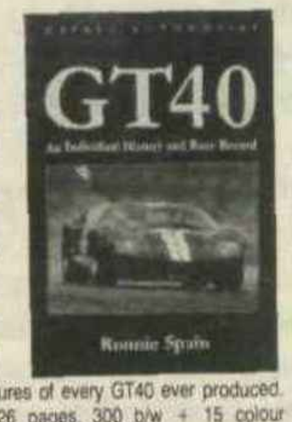
SKODA by Ivan Margolis & Charles Meisl. The definite history of one of the oldest automotive manufacturers in the world including VW's recent involvement and many previously unpublished photographs. 269 x 198mm, 192 pages, 200 b/w pix **£25.00**



ALFA ROMEO MODELLO 8C 2300 by Angela Cherrett. The pre-8C story, design development, original owners, production dates and volumes. Thumbnail histories of associated coachbuilders, original colour schemes, technical specifications and drawings, the racing 8C's with results and thumbnail biographies of their well known drivers. 250 x 207mm, 192 pages, 170 ills **£45.00**



TAZIO NUVOLARI by Franco Zagari. Published in a similar edition to 'Klemantaski & Ferrari' this is a limited luxury edition of 1200 containing the finest photographs of Nuvolari from the start of his career to his last year in 1953. 350 x 280mm, 248 pages, 420 photos **£99.50**
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GT40: AN INDIVIDUAL HISTORY AND RACE RECORD by Ronnie Spain. Chronicles the individual history of every single car, a mammoth undertaking, including comprehensive race records and full specifications. Pictures of every GT40 ever produced. 269 x 198mm, 326 pages, 300 b/w + 15 colour ills **£40.00**



GRAND PRIX REQUIEM. A celebration of motor racing greats who paid speed's ultimate price by William Court. An affectionate thanksgiving for 77 Grand Prix drivers who, during the period 1897 to 1986, paid the ultimate price for speed, with their lives. Not just another motorsports fact book, it examines the drivers' attitude to life, risk and death, as well as describing their lives and times in fascinating depth. 234 x 153mm, 30 pages, 100 b/w pix **£20.00**



AUSTIN HEALEY by David McLavin. One of the large series of Osprey Colour books this is not only a pictorial celebration of the Big Healey but because of the detail shots is also useful to the restorer. 228 x 210mm, 120 colour **£10.99**

LEGGENDARIE ALFA ROMEO: 33 Alfa Romeo da collezione by Luciano Greggio. With a text in Italian this is really a beautiful photographic celebration of 33 of the most collectable models. 310 x 240mm with slipcase, 200 colour & 100 b/w photos **£69.95**



LANCIA DELTA by Nigel Trow. This book follows the complete history of the car which first appeared in 1979 and became the best selling, longest surviving Lancia and the best rally car ever produced. 269 x 198mm, 200 b/x, 16 colour ills **£25.00**



BUGATTI TYPE 57 – THE LAST FRENCH BUGATTI by Barrie Price. INTERNATIONAL LIMITED EDITION OF 2000. From the chairman of the Bugatti Trust comes this important record of the 57 and its derivatives 57S, 59 & 64. The book is packed with period photographs, factory drawings, details of technical development, chassis numbers and much more. 250 x 207mm, 192 pages, 250 pix **£50.00**
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GRAND PRIX SUISSE by Adriano Cimarosti. Reviewed in Italy and France in extatic terms this huge tome (over 5kg) must be the book of the year. With 580 fantastic black and white photographs beautifully reproduced in 624 pages this covers all the events (racing and sports car) including those held outside the country after the ban on racing in 1954. The appendices include full race results and there are 29 full colour reproductions of the original race posters. Text in German and French. Cloth bound in a stout slip case. 258 x 350mm, 624 pages, 580 b/w photos & 29 colour **£150.00**



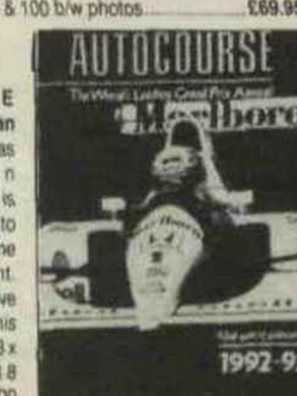
ALFA ROMEO LEGENDS by William Stobbs. A colour panorama of the outstanding Alfa Romeo coupes and four-door models with sporting aspirations drawn mainly from the post-war years. 228 x 210mm, 128 pages, 120 colour **£10.99**



MIDGET AND SPRITE: RESTORATION, PREPARATION, MAINTENANCE by Jim Tyler. History, buying, mechanical and bodywork maintenance, annual service, mechanical and bodywork restoration and modifications, form the main sections. 269 x 198mm, 240 pages, 220 b/w pix, 50 line **£19.99**



BENTLEY FACTORY CARS 1919-1931 by Michael Hay. The book's scope encompasses the engineering story; finances; areo engines; Le Mans; a complete racing history; the R-R acquisition; the personalities, including Wolf Barnato and the Bentley Boys. It also includes the only authoritative chassis and engine number list of both production and competition models. 269 x 198mm, 240 pages, 220 b/w ills **£40.00**



AUTOCOURSE 1992/93 by Alan Henry. Coming as usual in December this is to remind you to order early in time for that present. No need to give you details of this 42nd edition. 313 x 232mm, 288 pagews, over 200 colour photos **£25.00**

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Edoardo Bianchi, by Antonio Gentile. Veloce Publishing, £39.95.

Veloce has provided for those historians who collect one-make books this very complete coverage of the Bianchi concern, from Giorgio Nada Editore. It is no compilation of facts gathered together in this country, but has the authority of the 46-year old chairman of the Italian Edoardo Bianchi Historic Register. He is also a journalist who likes motorcycles, and their racing activities are very well portrayed. The successes of riders such as Nuvolari, Moretti, and later Serafini and the other Bianchi riders, are seen in many of the book's fine photographs, which total 485 in mono and colour. Even Nuvolari's helmet and goggles, now in the Mantua museum, are included.

Not only that, but cycling folk have many pages and pictures devoted to Bianchi bicycles, and the commercial and military vehicles, including WWI armoured cars, have equal coverage with the cars. The text is in English beside the original Italian, and there are 248 10½in x 9¾in pages. I am tempted to pick out interesting facts about the cars, quote designers' names, discuss technical items, the less successful aero-engines (Gentile is quite honest about this), the competition ventures and so on, but this would be unfair to author and publisher. Let me say that not only is the history from 1865 to 1964, when finance failed, highly detailed, but the technical specifications run to more than 28 pages. I like the chapter divisions, with titles such as *The Legendary Twenties*, *The Legend of the 350 Freccia Celeste* and *The Unrepeatable Thirties*. So here is the definitive work on Bianchi — embellished by fine art paper, by reproductions of advertising posters, badges, share certificates, and other pleasing clips from the past. The reproduction and presentation are first-class, although I did notice touring cars full of people wrongly captioned as at the Bianchi stand at Olympia in 1914 and celebrities said to be in a Bianchi Tipo 20 limousine when it was clearly a touring car, and there is no index. But these are mere flea-, or Bianchi-bites in a very fine and worthwhile book. **W B**



● Fingers on the pulse department. Nintendo, supplier of pocket computer games to the young . . . and the not so young (there are more racing drivers with Game Boys than there are without), is pushing its F1 Race cartridge with some vigour, in the wake of Nigel Mansell's championship success. Up to four machines can be interconnected to allow simultaneous competition between players, though each will require both a Game Boy machine (RRP £69.99, though you might find one a couple of pounds cheaper if you shop around), and the relevant F1 game (one of the more expensive in the range, at £29.99, though it does come with a four-player adapter). In the world of motor racing, the popular target is to set the best time around Australia, one of 15 imaginary tracks within the computer's memory. We hear that Venturi F1 racer Bertrand Gachot has set a 37.3s. Any challengers? **S A**

Alfa Romeo Zagato SZ, TZ, by Marcello Minerbi. Veloce Publishing, £12.95.

Veloce is now the UK distributor for Giorgio Nada Editore, one of Italy's leading automotive book publishers. Of GNE's 60 or so titles, many in English, we have been reading this 194-page book on those lovely Zagato coupés which dominated small-capacity European racing in the first half of the '60s.

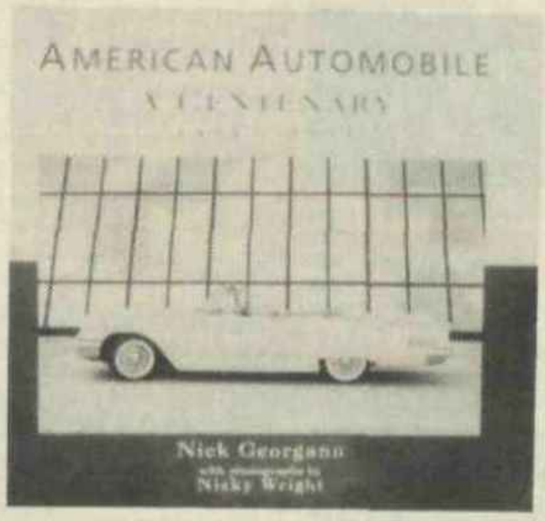
With parallel English and Italian text, this is very much the inside story, quoting directly from the engineers in charge, and explaining the reasons behind various stages of development. It spans a great Zagato era, when the Milanese firm was building some of its most beautiful cars and Elio Zagato regularly drove them to victory on the track, from the SVZ of 1956, built on spec as the result of a crash, through to the works Autodelta TZ2, untimely snuffed out in 1966 by a policy change which favoured the production-based GTA and the 33 prototypes. Technical details are grouped separately from the overall story and the racing, making this both enjoyable to read and handy to refer to; it includes a complete register of chassis numbers. **G C**

Guinness Current Car Index, by Ivan Berg. Guinness Publishing, £9.99.

This is not quite such an eccentric volume as Berg's other new release, in that it does at least contain some photographs. It's similar in conception, though, with comprehensive league tables formulated according to particular abilities of the cars of today.

Guinness Publishing reckons it's an 'ideal Christmas gift'. If you start digesting the facts this coming December, you'll still be poring through them by the time half the cars have been superseded . . . **S A**

The American Automobile — a Centenary 1893–1993, by Nick Georgano. Prion, £27.95.



Usually my heart sinks at the word 'American' in a book title, having seen so many gushing tomes about fins and chrome in the visually inventive but mechanically sterile '50s. This, however, is entirely different: a complete picture of the American car from its inception to the 1990s. Georgano's name is almost a synonym for 'encyclopedic', and he deals with the cars and their commercial environment in chapters which reflect the economic cycles of the USA. It's entertaining and informative, talking of the social background as well as technical progress, illustrating the dreadful roads which persisted for years as well as cars from splendid to laughable. Nicky Wright's fine photography is very well presented in a large, high quality format.

It is such a huge subject that individual models cannot receive detailed coverage, even in a weighty 228pp volume; perhaps you would not read this for the whole Tucker story, but you will learn of its significance within an industry which has built some 1.7 billion motor-cars to date. And if you find the end of the book less interesting than the beginning and middle, blame, not Georgano, but a timid, conservative and often out-of-touch industry concerned more with marketing than machinery. **G C**

The World Car Record, by Ivan Berg. Guinness Publishing, £14.99.

To a professional motoring journalist, many of whom will receive a free review copy, this is a potentially useful tool. Its 768 pages contain facts, facts, a few facts and, here and there, the odd fact or seven. There's no room for photographs. It's just solid, wall-to-wall, six-point type, listing cars in order of power, weight, acceleration, economy and various other parameters. After each entry, there is a code number which refers to an extraordinary directory of specifications, where you can find comprehensive information on over 5000 cars dating back to the late 1920s. Here, you can cross-check the wheelbase of a 1961 Singer Vogue or the fuel consumption of a 1935 Armstrong Siddeley, though we couldn't find anything on the metal deterioration rate of a 1977 Nissan 120Y. It's an extraordinary work, but are there that many members of the general public who care if the Jaguar XK120 has a higher piston speed at peak rpm than the XK140? **S A**

Alfa Romeo Modello 8C, by Angela Cherrett. Veloce Publishing, £45.00.

Angela Cherrett's name is already well-known to connoisseurs of the vintage Alfa Romeo, and this book confirms her position as one of *the* marque experts. It has only

192 pages, yet it is bursting with information, including an outline of Alfa's history, profiles of Jano himself and many other 8C people – designers, drivers, coachbuilders — technical facts, racing records, and production data. Woven



through all this is the story of the glittering career of the 2300 and its exquisite engineering.

Amongst the many B&W pictures are technical drawings and reproductions of the original sales brochures. A great deal of Cherrett's research has been done in Italy, and the whole has the stamp of real authority.

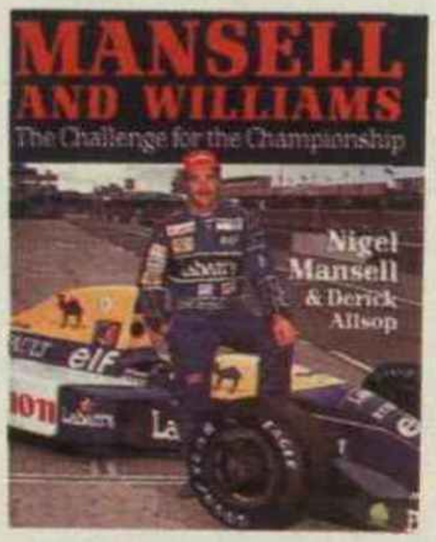
Veloce says it is a limited edition of 2000 copies only, though it is difficult to imagine that they would refuse to reprint if it sold out. Not cheap, but worthwhile, and direct buyers of this one (from Veloce, Godmanstone, Dorset) can also have Cherrett's previous well-received work on the 6C Alfas for £15 instead of £24.95, which makes a high-value package for your library.

There is also a 'limited limited edition', bound in leather, at £200. **G C**

Mansell and Williams – The Challenge for the Championship, by Nigel Mansell and Derick Allsop. Weidenfeld & Nicholson, £20.00.

There are several kinds of motor racing book. There are thoughtful autobiographical studies, in which the author's interest in his subject is admirably clear. There are novels, which tend to be hit and miss. There are statistical tomes, which all of us find handy from time to time. And there are blatant attempts to cash in on a particular set of circumstances, of which this is a particularly insipid example.

Seldom has a book been so utterly devoid of objectivity, and the rush to get it published while Mansell is still a marketable commodity means that there is precious little evidence of his status as world champion. The dust jacket says: "Only chance has denied him the Formula One championship." Two pages later, there is a photo of him, with family, holding the World Championship trophy, the caption bearing the legend: "Champion at last" . . .



Ironically, commercial opportunism means that the chance to get stuck into one of the most intriguing motor racing stories of recent years – the newly-crowned F1 champion's defection to Indycar racing – has been missed. Therein would lie a tale *worth* telling, rich in cloak and dagger politics.

As it stands, the end product is a tame summary of Mansell's recent F1 career, which uncovers no fresh ground. Nor is it high on humility. Talking of Senna, Mansell says: "There is no disputing that he's a tremendous driver: fast, competitive, committed, a true racer. He may be one of the all-time greats, but if he is then maybe I am one of the new greats." Readers are welcome to send in suggestions for their top 10 'new greats', whatever one of those might be.

This is certainly lavishly produced, but its 'innovation' goes no further than mislabelling an oven at the Williams factory as a wind-tunnel . . . All in all, it adds up to a colour scrapbook of Mansell's recent stint at Williams. There is only one shot of him in a Lotus, one in a Ferrari and there are no pictures of his formative career.

The distressing thing is that this will probably sell in high numbers, while altogether worthier volumes on subjects lacking Mansell's tabloid magnetism gather dust on the shelves at WH Smith. **S A**

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LETTERS

Weights and measures

Sir,
The data table in the article on the TVR Griffith (August 1992) is an ingenious example of the gratuitous mixing of systems of units. Power is quoted in bhp, torque in lb/ft, speed in mph, fuel consumption in mpg and tank capacity in gallons. Yet the linear dimensions, wheelbase and track etc, are in millimetres and the car's weight is in kilograms.

For the sake of (I think) a majority of your British readers and all your American ones, can you not give specifications in both imperial and metric units? Until, like the clever French, we all learn to pace out distances in millimetres, why frustrate a high percentage of your readership?

RJ Wyllie,
Troy,
Virginia,
USA.

Open letter to DSJ . . .

Sir,
I discovered the world of F1 motor racing as a teenager, when my father took me to the British Grand Prix at Brand Hatch for 'The Return to Power', the new three-litre formula (or half that size supercharged – how absurd). I was bitten immediately. Soon afterwards, I discovered MOTOR SPORT, and your excellent articles, full of facts and insight, brought alive all the races I would never see at first hand. Thus you were instrumental in weaning me into the venerable publication, to which I have remained loyal for many years. I consider myself to be a member of the great British 'Joe Public' as far as motor racing goes. I go to the British Grand Prix as often as possible (working in the Middle East doesn't help), and would *never* consider running onto the track while the participants were still at it.

I used to attend some club events when I lived near Oulton Park, and I've turned out for some drag racing and motorbike events. I was also a co-founder of a very small motor club many years ago.

I drive a Mazda 929 (my wife's) – nothing spectacular, but, at least, it's rear-wheel drive, as the Good Lord intended things. My own vehicle is a Honda VF-400. Yes, I know it's rated as a café racer, but, on a limited budget, there's not a lot of choice out here. My all-time heroes are Jim Clark, on four wheels, and Mike the Bike on two.

You have been/still are a mentor to me. Apart from that, you are a champion yourself. Your Mille Miglia win, with the greatest racing driver never to have won the F1 Championship, quite apart from all your other achievements, give you your well-deserved place in the history of motor racing.

I am so sad to say that you are now turning me away from MOTOR SPORT, because of your witch-hunting whinge against the man whom you so often accuse of whingeing.

Please, Denis, if you cannot say anything good, or at least objective, about Nigel Mansell, then don't say anything. We all know you liked Keke Rosberg, that Nelson Piquet was a particular favourite, that Alain Prost has tremendous style, and that Mr da Silva is the second coming. In your August outburst you said: "Mansell may be fast, and may win races, but no way is he in the same class as Prost or Senna in driving artistry." I seem to remember that Gilles Villeneuve became a legend, even with you, because he was fast. Yes, he broke cars, but, so what? F1 is about being fast. The champion at the end of the season is not the one who records the least wear and tear on the machinery.

Yes, Mansell has the best car (thanks in vast proportions to Renault/Elf *et al*). For how long did Senna enjoy the same, yet you wrote eulogy after eulogy about him? This year we have, at long last, a British F1 champion. Patrese had nothing to prove. He is a race winner under the right circumstances. Chauvinistically, I would like the champion to drive a British car, with a British engine, with British fuel and British tyres (the car to be a Lotus in BRG?), but we can't have everything, can we?

Mansell, in so doing against the might of Honda and McLaren, will vindicate what have always been to me two wrongs: John Watson's peremptory dismissal from McLaren and Honda's removal of support from Williams, because Williams failed to win the championship (because Piquet couldn't accept the Patrese-style team player role, recognising the superior performance of his team-mate).

You may of course, disagree with much, or all, of what I say, but my view is representative of many. Mansell is one of the best, and is entirely deserving of one championship at least. So please, DSJ, don't demean yourself with petty sniping. Leave Mansell alone, please.

Michael Stokes,
United Arab Emirates.

Petty sniping! There was nothing petty intended in my remarks – DSJ.

A question of sport

Sir,
I am surprised MG Baldwin (*Letters*, August) emphasises the sport aspect of modern Grand Prix racing when the whole activity is so money based.

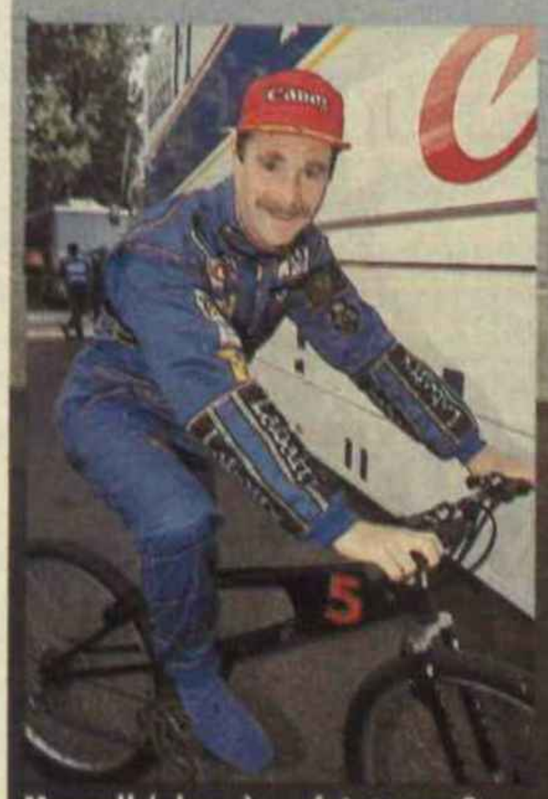
I agree with fellow August correspondent Richard Hinton, who points out that that VSCC and 750 MC racing is still sport, mainly because it takes place between genuine club members who are self-financing amateurs.

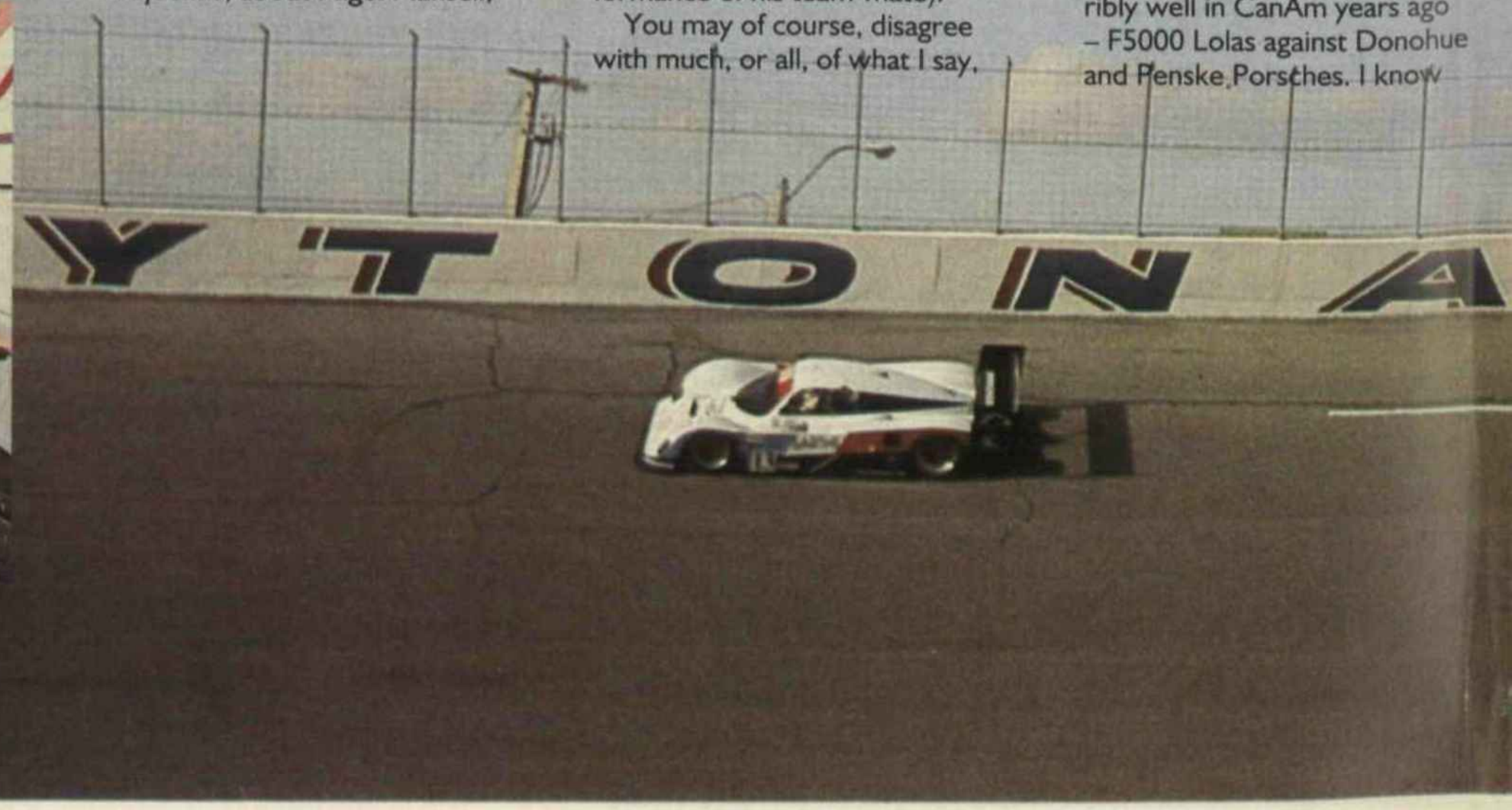
If sponsorship takes over or intrudes, as the RAC intends, then the sport is lost.

Richard Hulford,
Westerham,
Kent.

Lesson from America

September 1992's *Cotton On* ('Step forward, men of vision') smacked the nail right on the head. Max Mosley wants to come up with grid-stuffers, converted F3000 cars to appease the three-million dollar men of Peugeot, Toyota and Mazda. It didn't work terribly well in CanAm years ago – F5000 Lolas against Donohue and Penske Porsches. I know





Mansell (above): unfair target? Main photo: can FISA learn a few things from the Americans?

they eventually won, but who was left in the series?

If anyone has been to an IMSA race, or seen one on the tube, they will know who has the key. An easy solution and a viable alternative to Europe would be to sub-contract the running of the SWC to IMSA. A bit of fine-tuning, and add Peugeot to the list of big-name teams and drivers that are already in place – Toyota, Mazda, Jaguar, Nissan, Chevrolet and Buick.

The short-term cure is to learn from the Americans and then to formulate a world series to incorporate all sanctioning bodies. If the *right* decision is not made, then *adios* SWC.

Tony Clegg-Butt,
Nairobi,
Kenya.

An officer and a gentleman

Sir,
One reads with increasing astonishment and boredom about the hype and psychoanalysis of F1.

No one expressed surprise when my firm sacked Frank Williams as an engineering apprentice for not complying with his terms and conditions of employment, least of all Frank.

He is equally entitled, surely, to fire his employees if he is not satisfied with their attitude and application.

As life progresses one learns that past achievements are of little commercial value to those seeking to create the future, and [illegible] seems to be all about [illegible] and money – not much sportsmanship.

Nothing can be taken away from the skill and dedication over many years that has finally rewarded Nigel Mansell with the championship, and he richly deserves the rewards, both prestigious and financial

But – oh dear!

Now he is world champion, and a millionaire, wouldn't it be great if he could continue to perform for the glory of his country and to justify the adoration of his admirers – or has greed distorted the best thing British motor racing has had to cheer in decades?

I was mildly amused recently when apprehended by the law for a slightly over-enthusiastic performance in my Astra. "Who do you think you are, sir, Stirling Moss?" inquired the officer. The temptation to reply "No, Nigel Mansell" might have earned me more than just a warning. At least I was taken for a gentleman.

Allan Wildsmith,
Chesterfield.

Fond farewell

Sir,
So Nigel Mansell really has quit F1 this time, has he?

Good.

Much as I enjoy watching British success in any sport, I also appreciate it when our sportsmen show good grace. As gifted as he may be behind the wheel, Nigel Mansell's post-race manner always grated with me.

I look forward to Martin Brundle, Johnny Herbert and, hopefully, Damon Hill and Mark Blundell getting their chance to follow in Mansell's footsteps as future British F1 champions.

Having watched a substantial amount of Indycar racing via satellite TV, I wonder how Mansell will adapt to giving interviews the moment he steps out of the car, win or lose? Even after bitter disappointment, the leading Indycar racers show their class, and are prepared to spare a few seconds politely explaining what has happened for the benefit of the TV viewer. Nigel will have a lot more to learn than the different driving technique demanded by high-speed ovals.

Don Keyfield,
Hale,
Cheshire.

Stars on P45?

Sir,
In his report of the Italian GP, DJT wrote: "At Monza we saw what deserves to be remembered as one of the best sporting gestures in F1." Sporting gesture, my eye! If Mansell was going to give Patrese the race he should have kept quiet about it. To this day I don't expect Stirling Moss knows if Fangio 'gave' him the 1955 British Grand Prix, and that was 37 years ago. That's what I call a sporting gesture.

Why don't we get rid of the current batch of front-runners, with Prost and Senna following Mansell's lead? They wouldn't really be missed, would they? Into their place would come a new bunch of racers, and within a couple of Grands Prix they'd be going as fast as their forebears. It would also be a good way for Frank Williams and Ron Dennis to bypass the big wage deals we keep reading about. When a star gets greedy, kick him out and break in a new one . . .

John Olliver,
Ashford,
Kent.

Collectors' corner

Sir,
I have been a regular reader of MOTOR SPORT for over 40 years, but now I find I must dispose of my collection of motoring books due to lack of space.

Among these I have three bound volumes of MOTOR SPORT, numbers 25, 26 and 27 (1949, 1950 and 1951). I was wondering if any readers would be interested in them?

Finally, I would like to congratulate you for producing such an excellent magazine. I find it most enjoyable.

CE Paine,
Olney,
Bucks.

Letters will be forwarded – DJT.

Taxing question

Going through papers of my late father-in-law, I came across the depicted tax disc (below).

A man with a fund of stories and recollections told me that the car, a 'Soryana Pedrosa', was bought by one of his four brothers from a gentleman in the '20s and used by them until being left to rot in a farmyard. The last bit of it I remember was a front wing, used as a makeshift rainwater pipe, but even that has gone now.

Perhaps someone could shed some light on this make. Being 55, and a reader only since the war years, my knowledge of the older makes is sadly lacking.

Terry Weaver,
Bembridge,
Isle of Wight.



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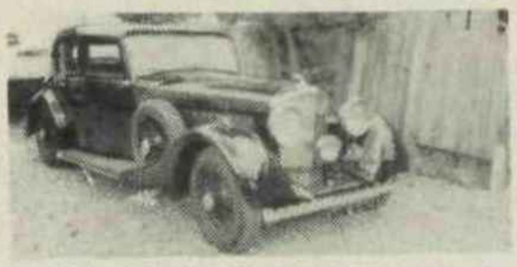
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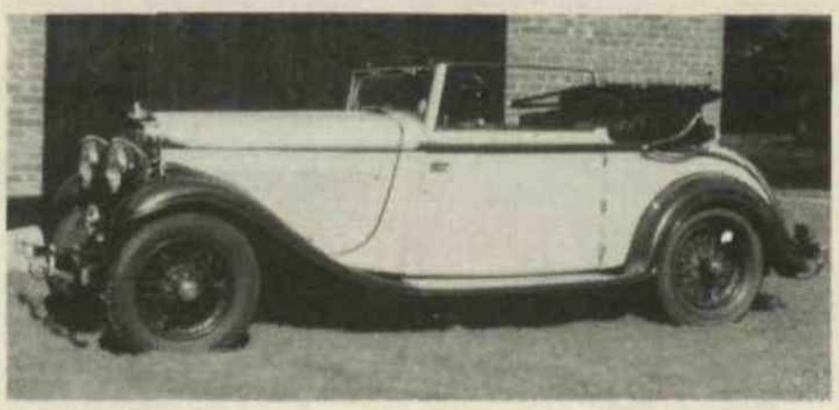
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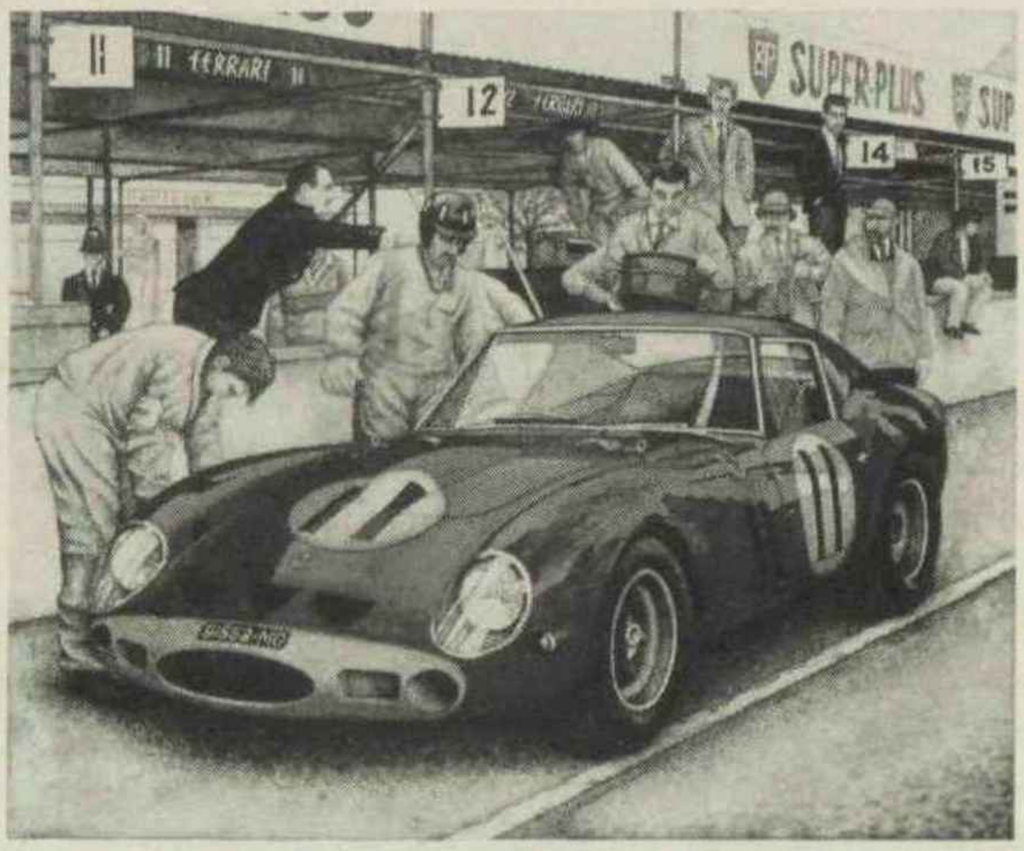
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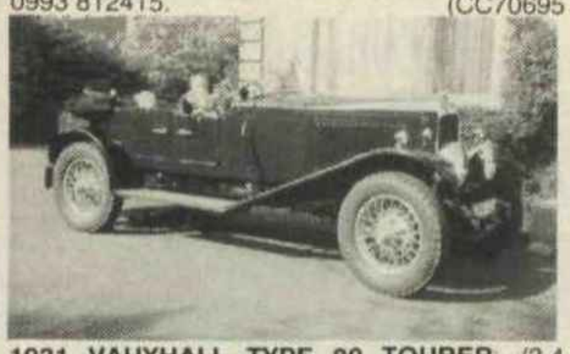
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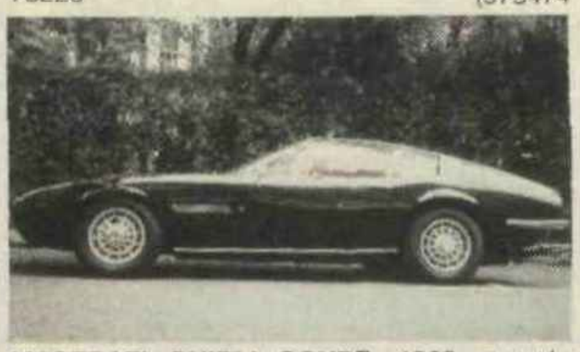
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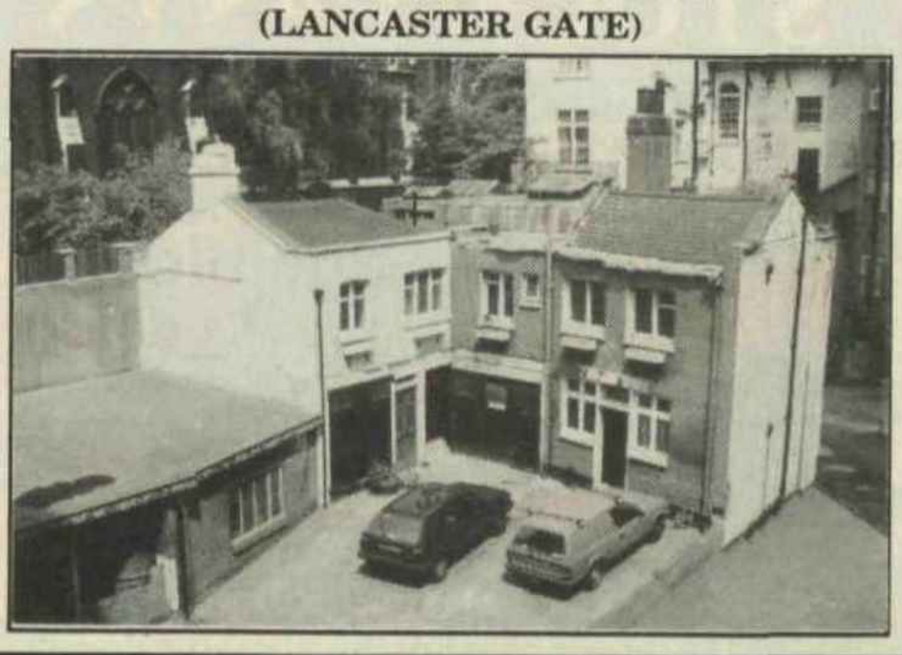
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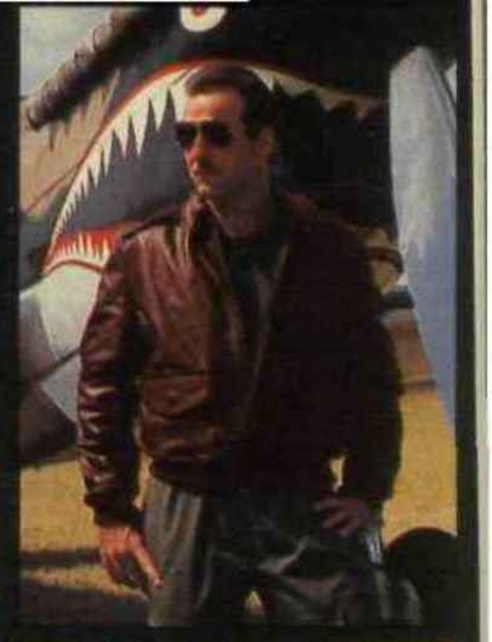
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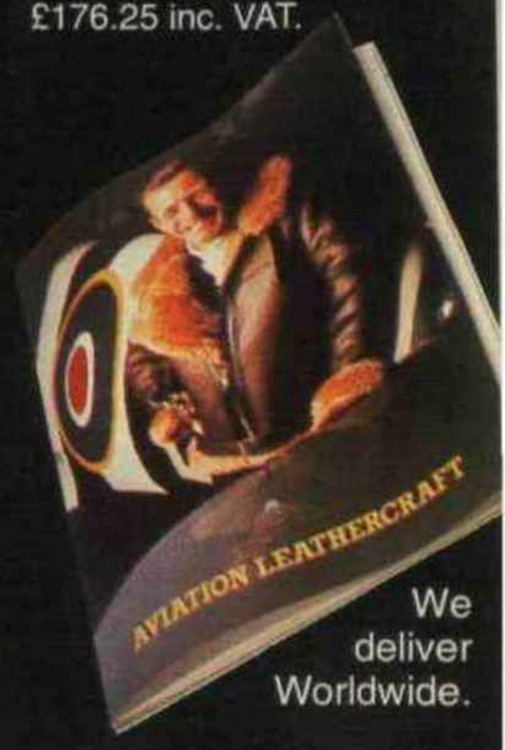
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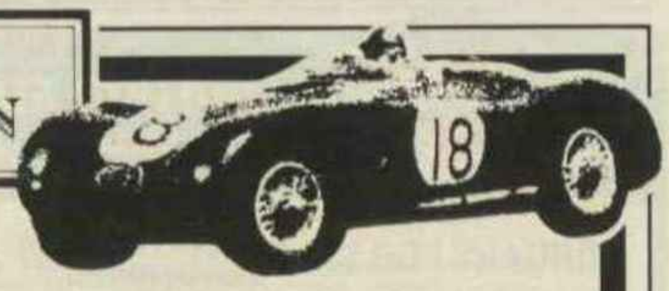


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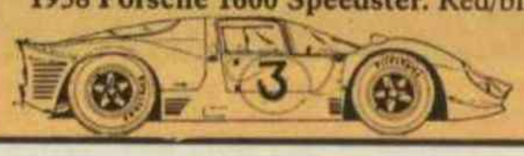
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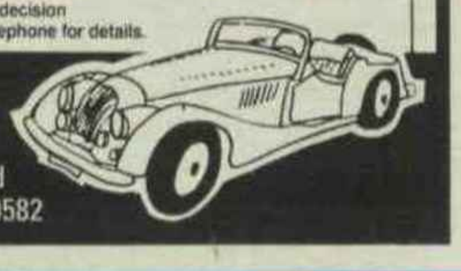
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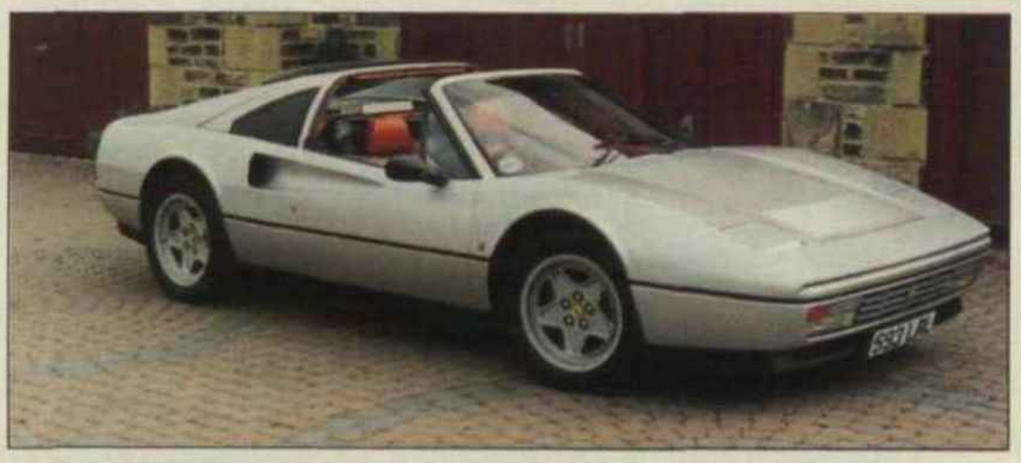
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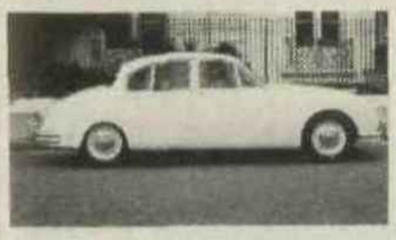
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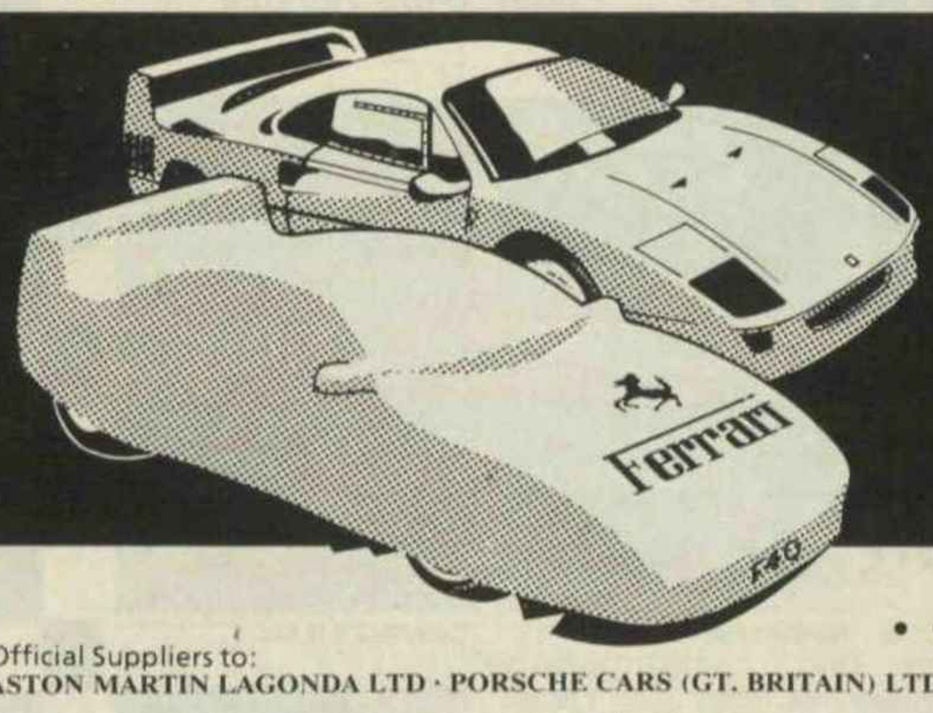
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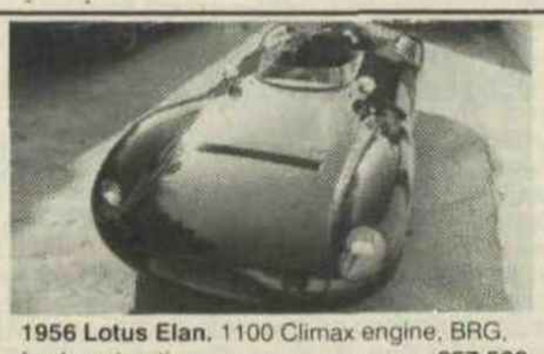
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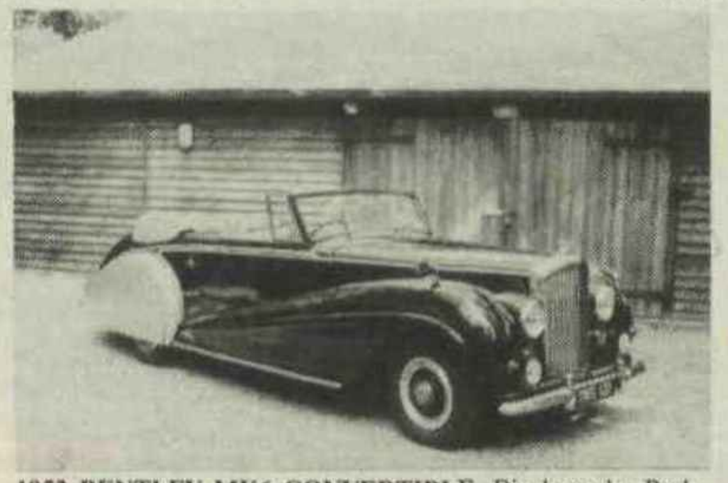
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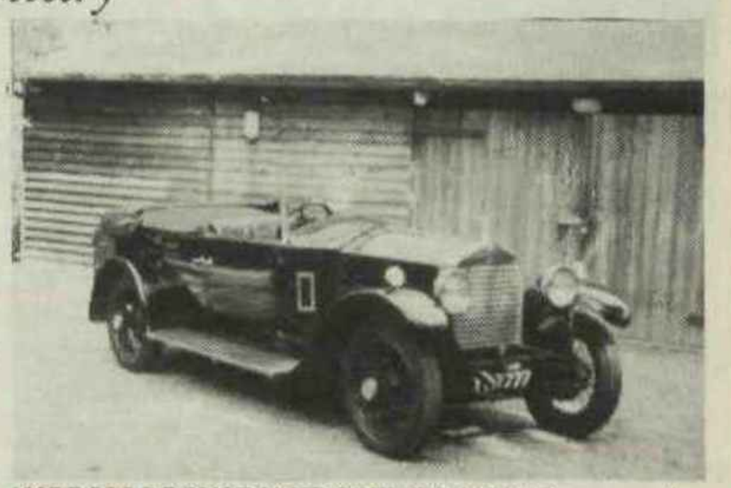
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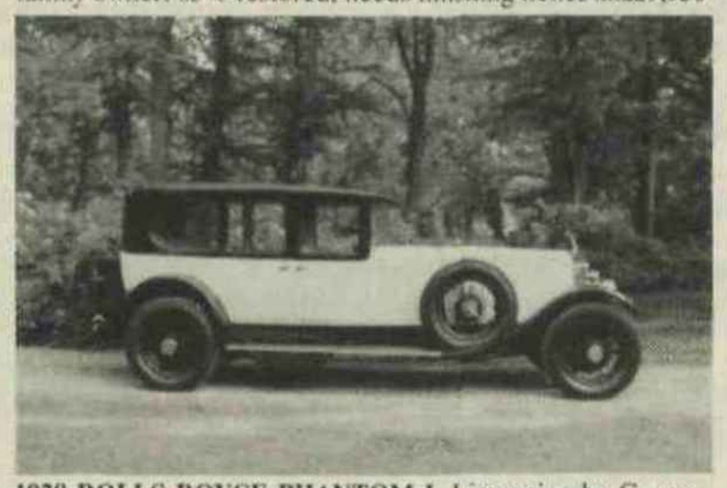
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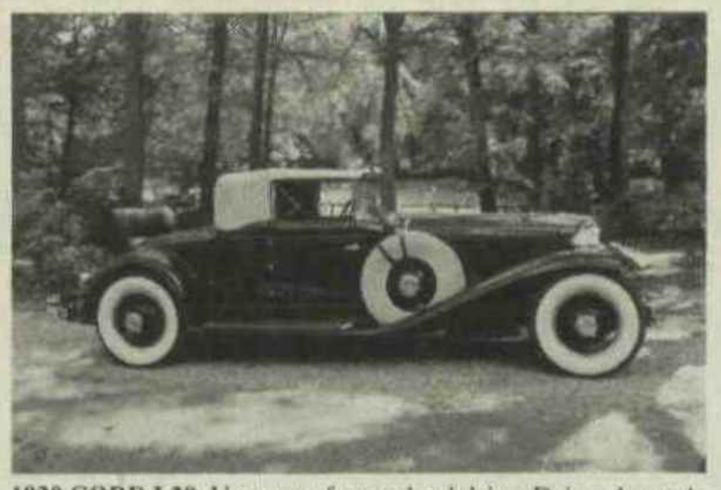
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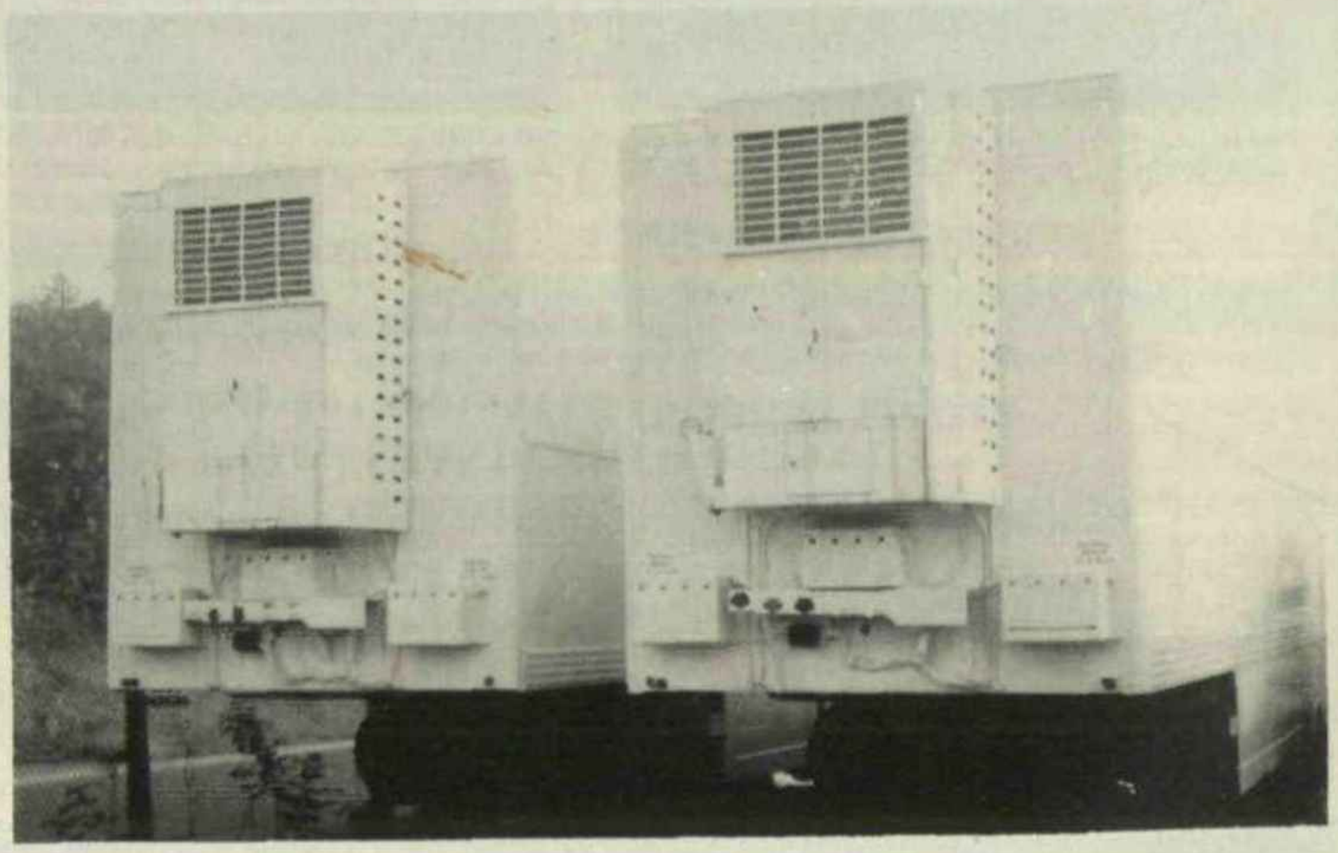
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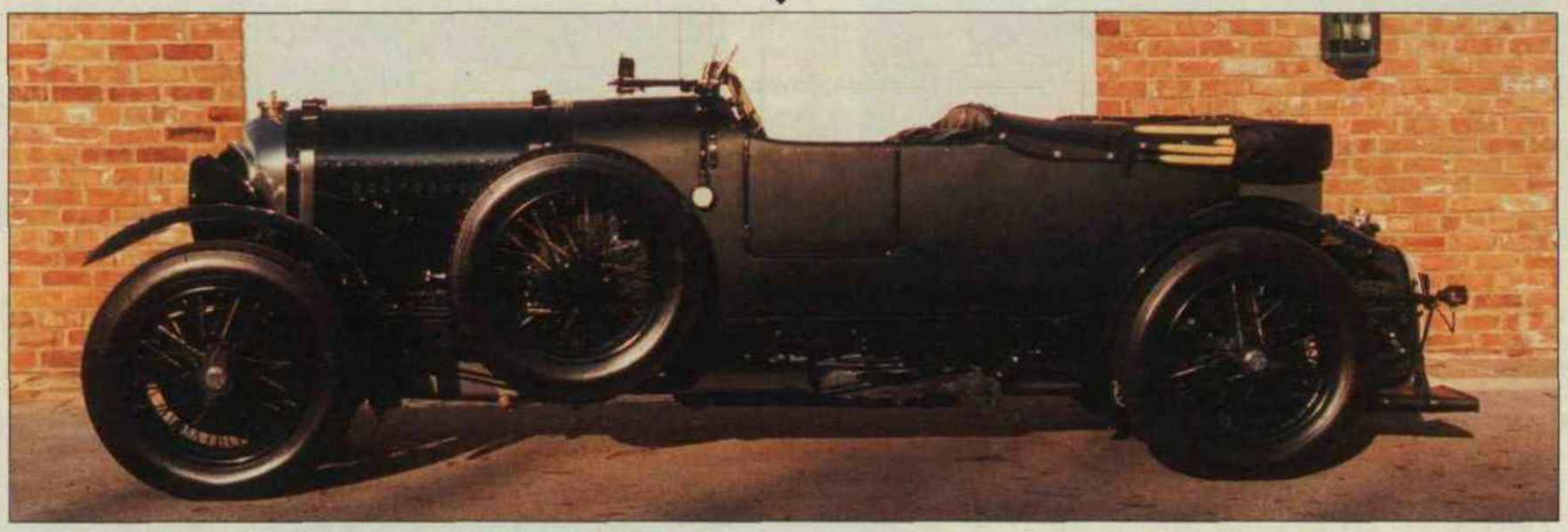
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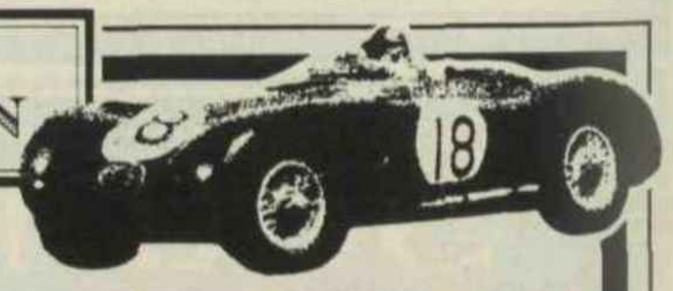


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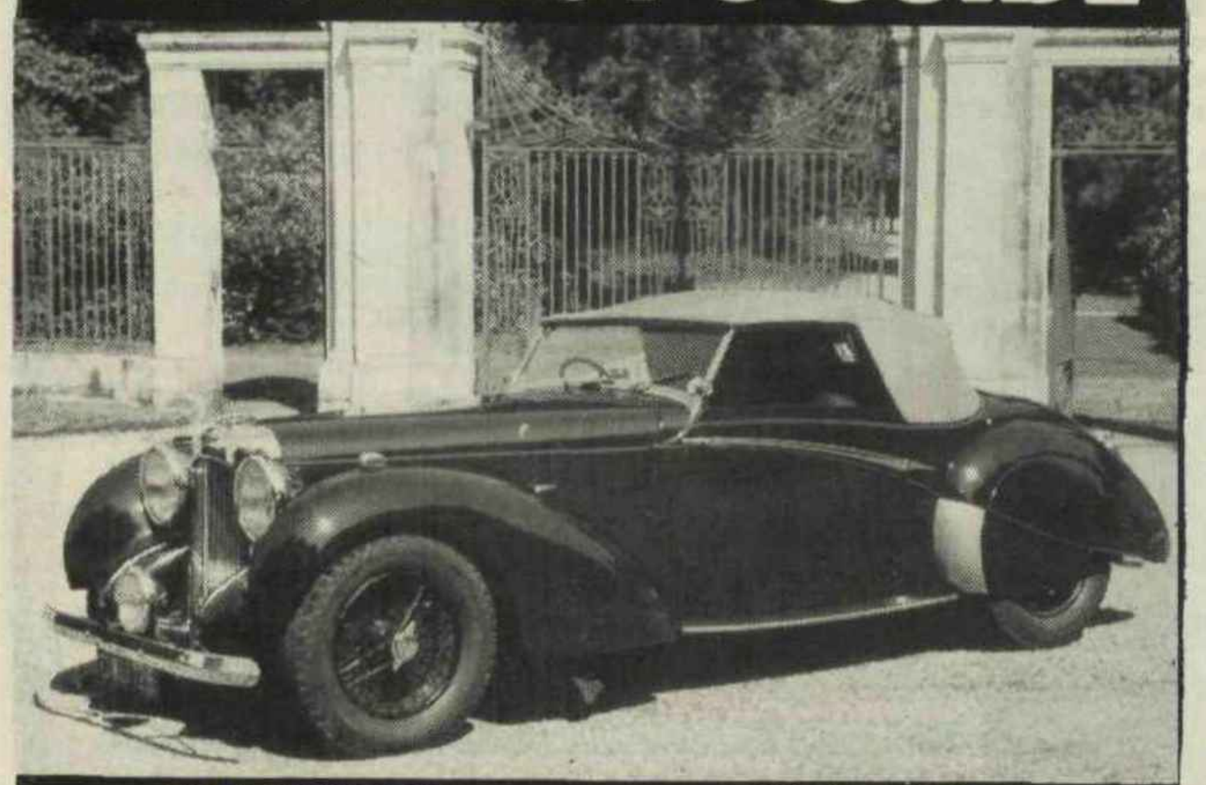
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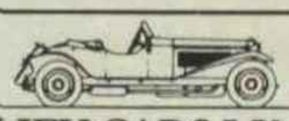
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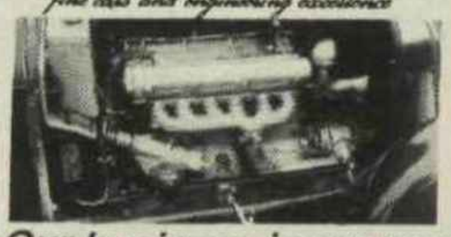
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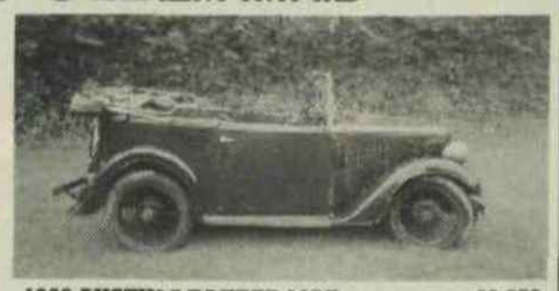
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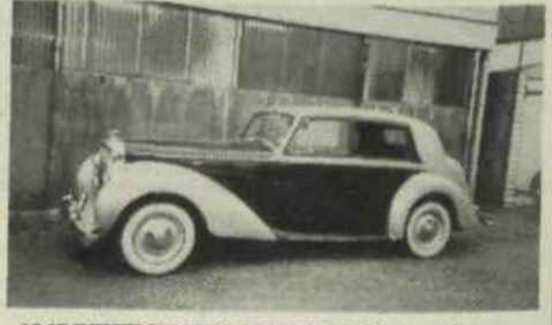
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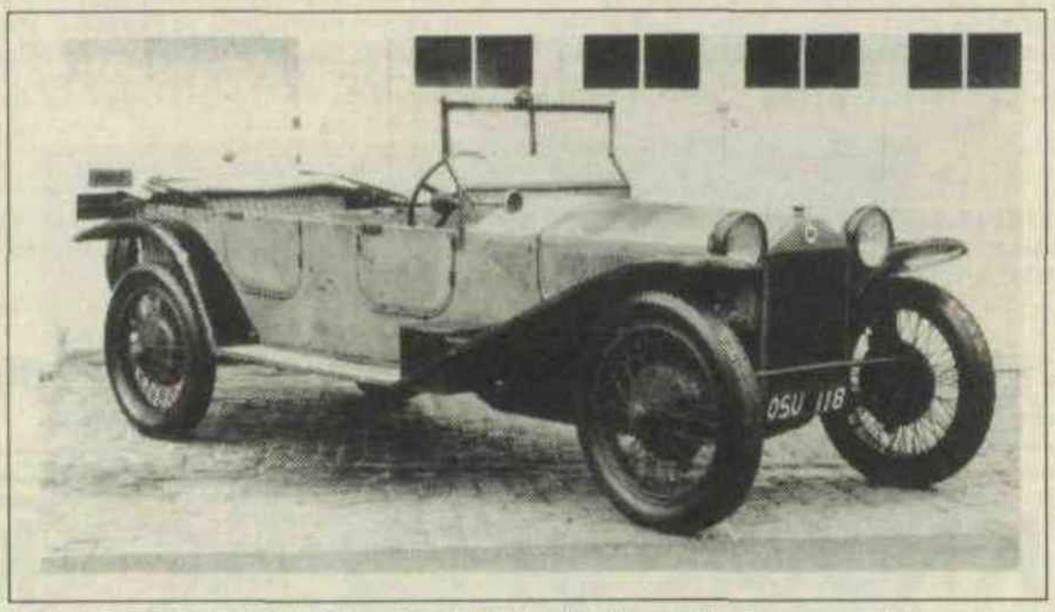


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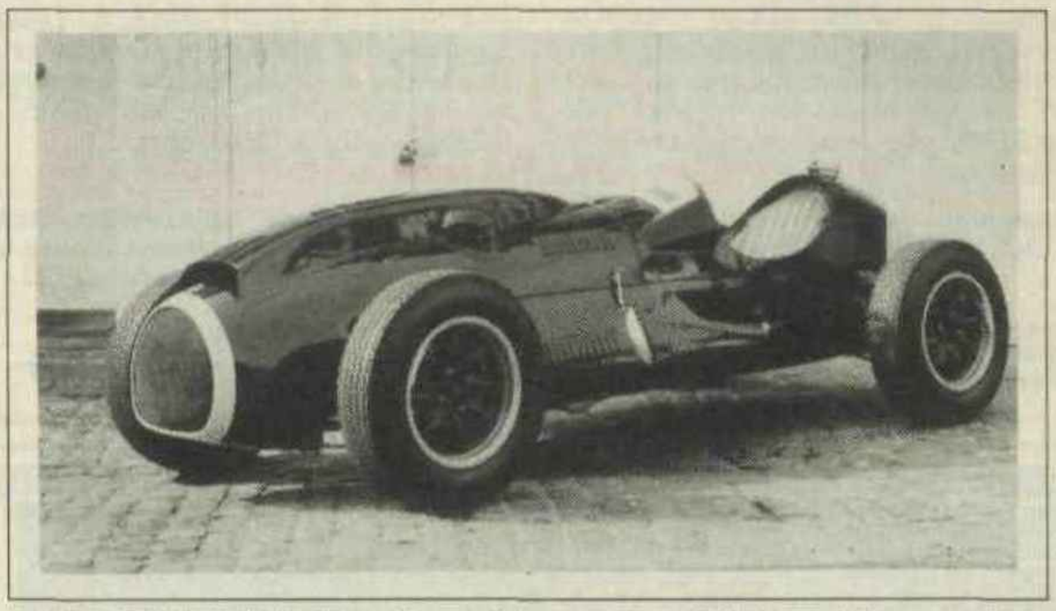
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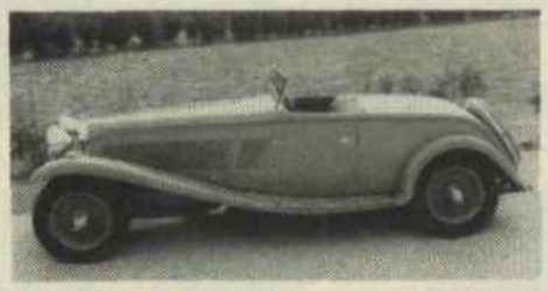
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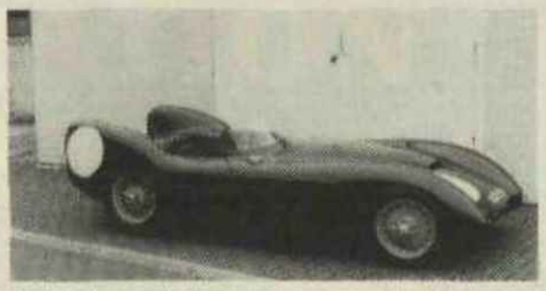
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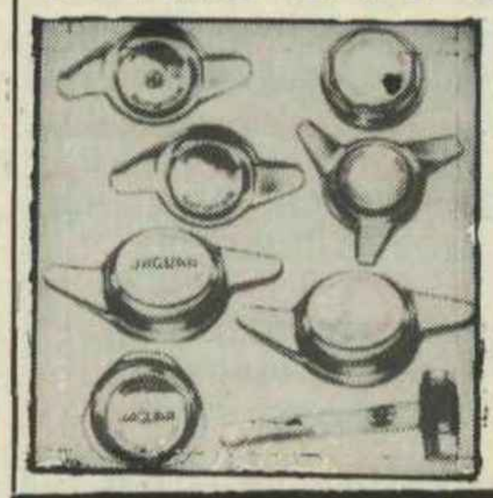


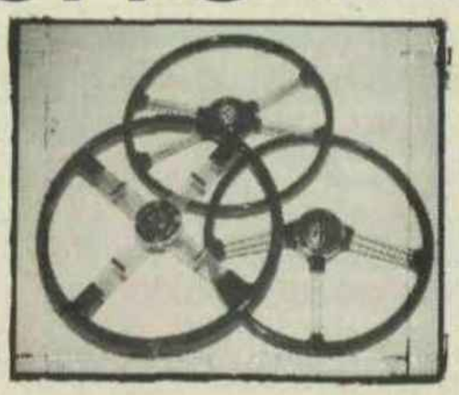
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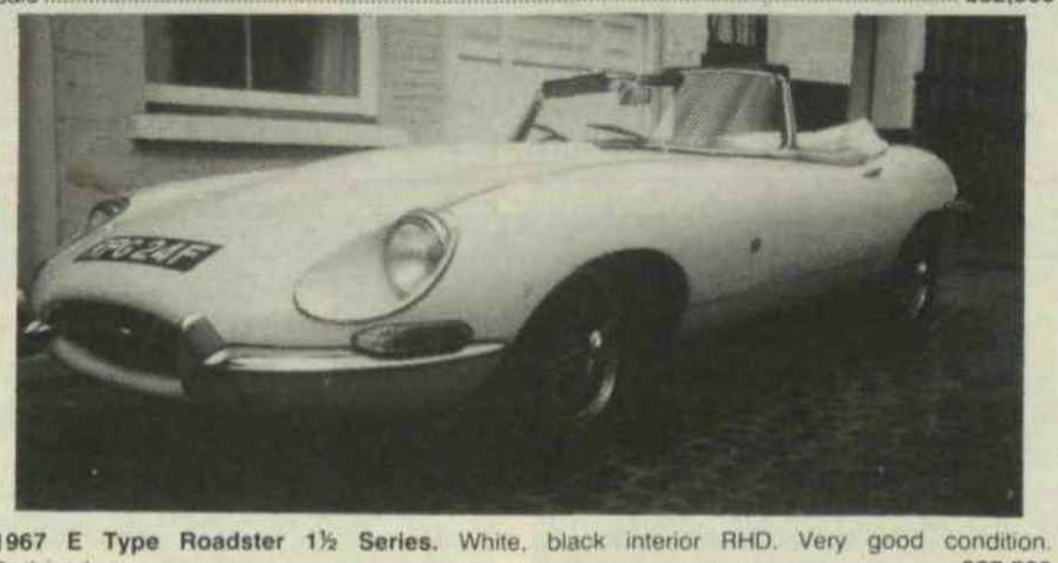
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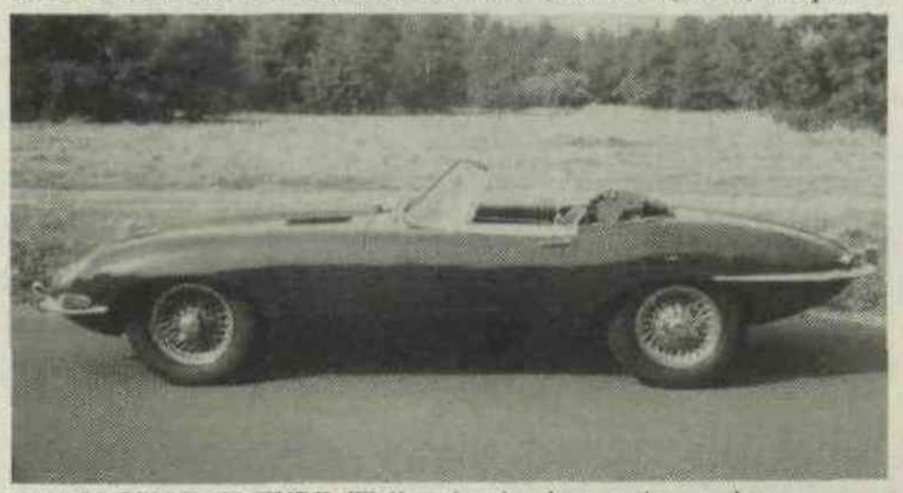
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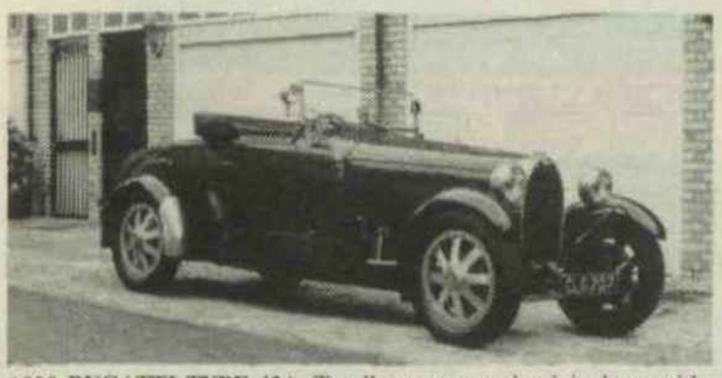
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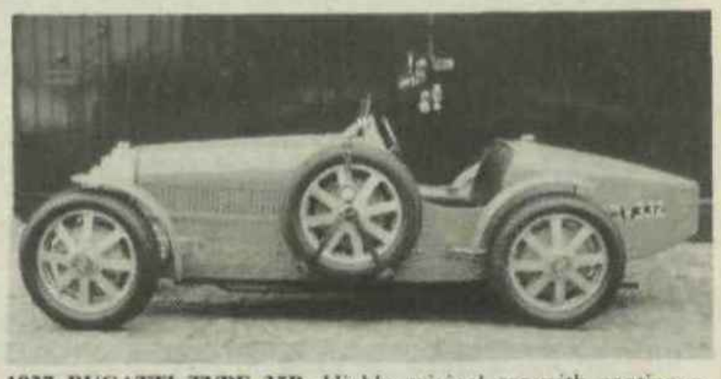
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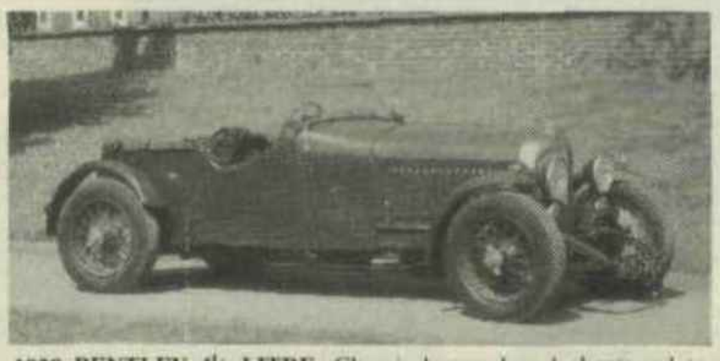
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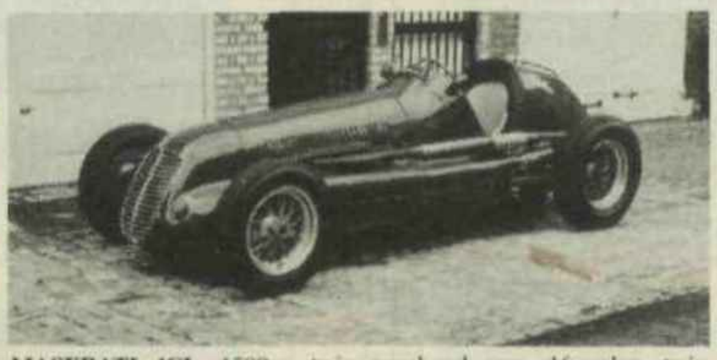
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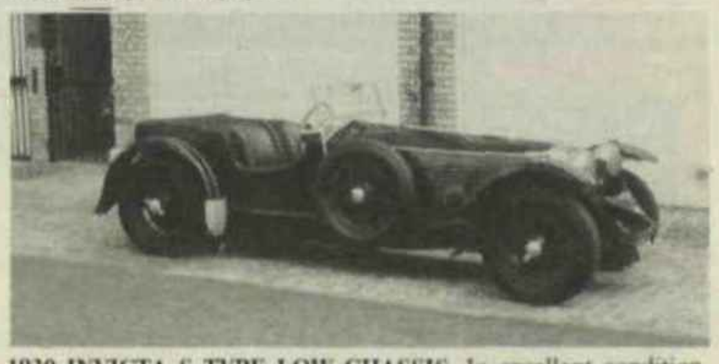
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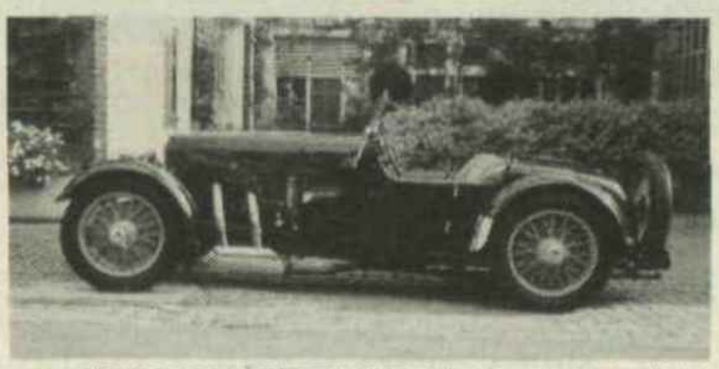
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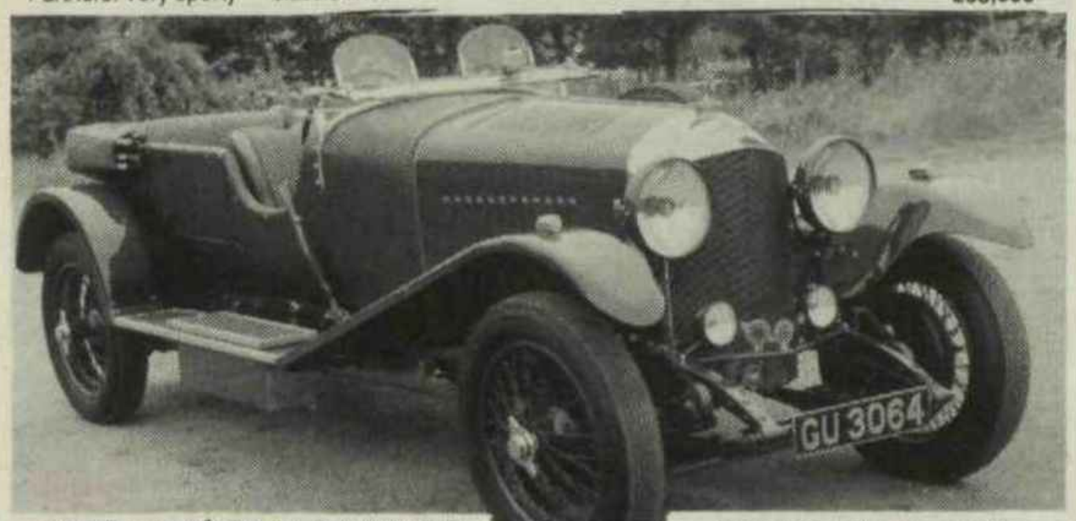


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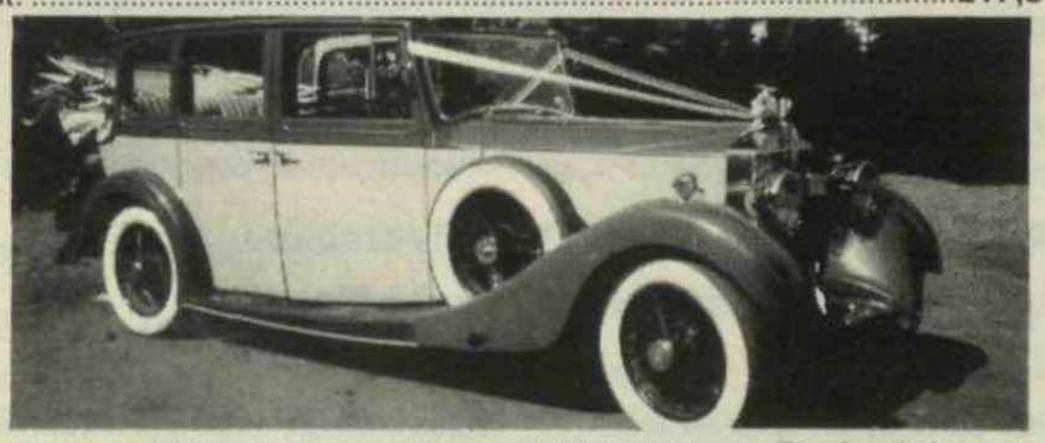
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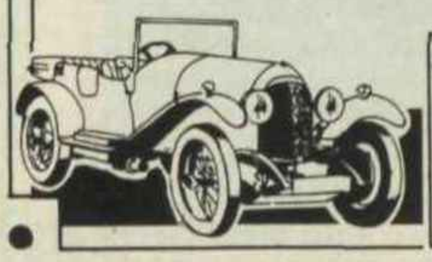
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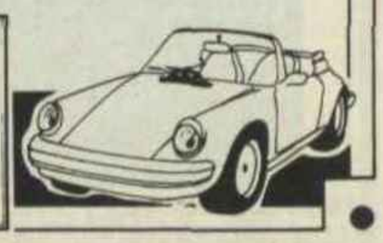
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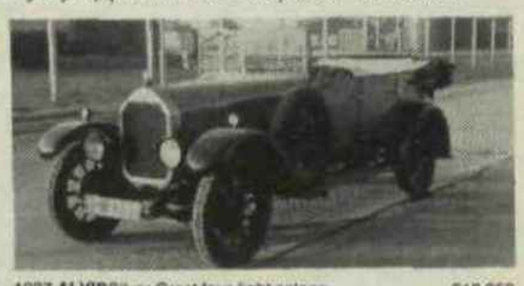
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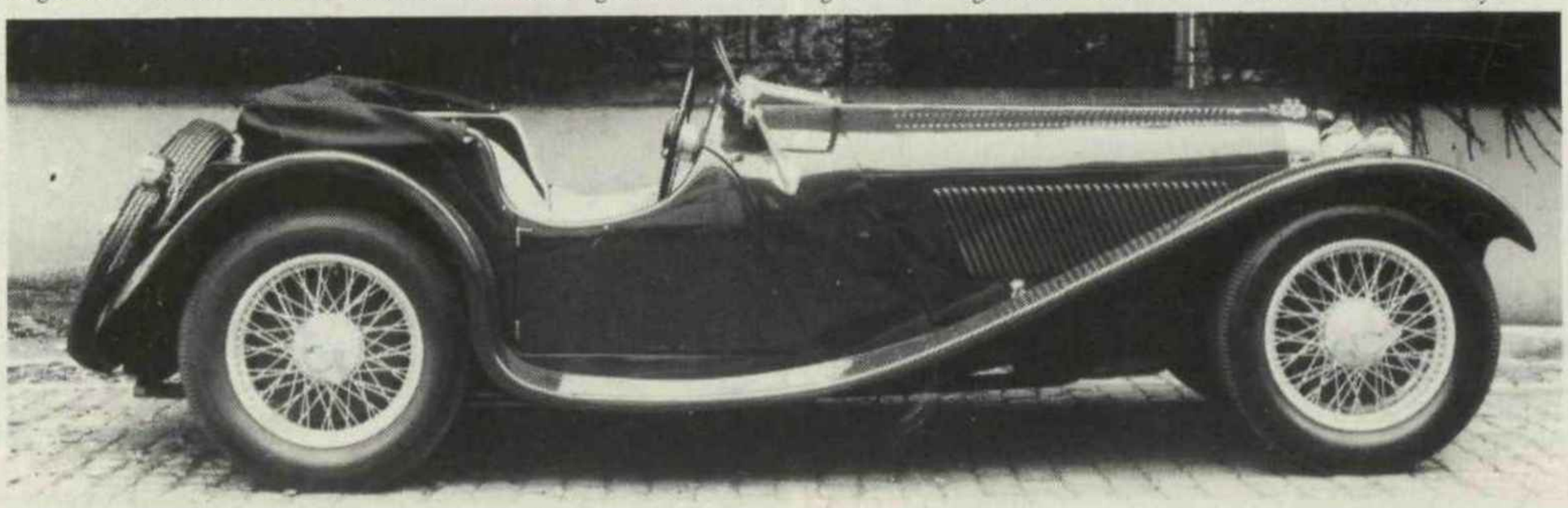
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