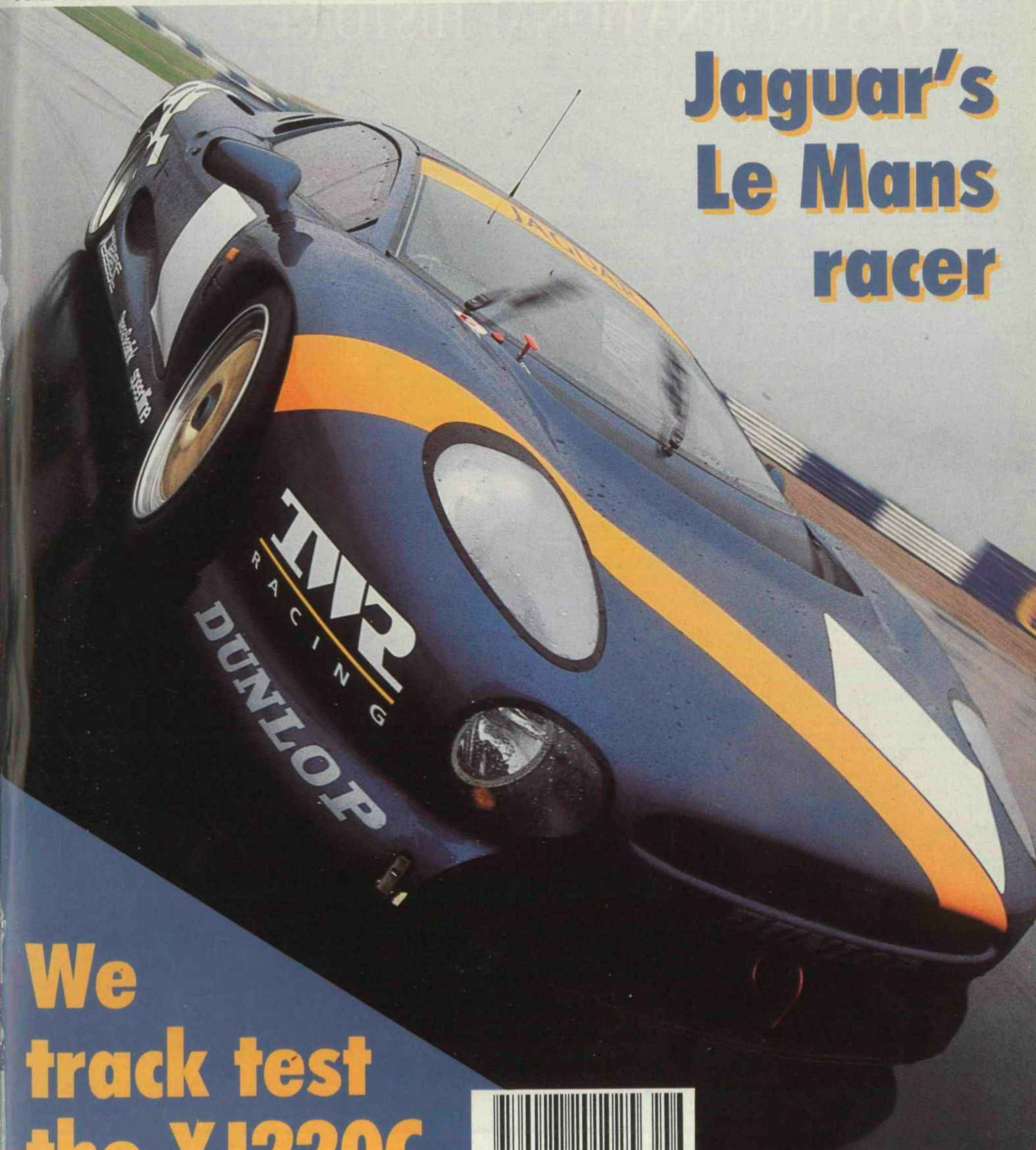
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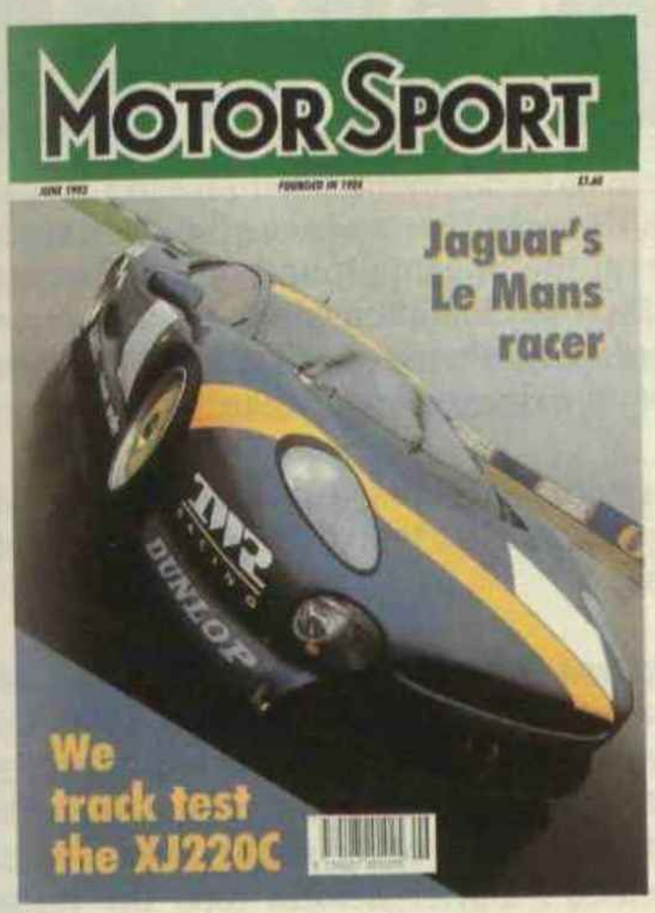
1936 EX-WORKS MASERATI 6CM
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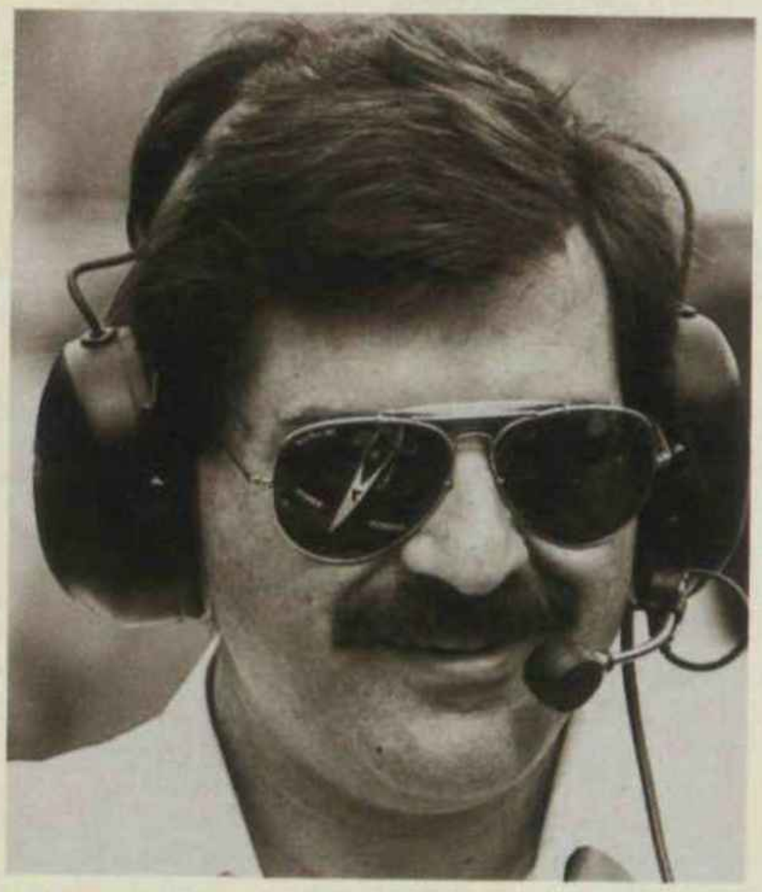
Next issue out June 25

The month in MOTOR SPORT

APRIL

14: Eric Bernard returns to F1, carrying out a three-day active suspension test for Ligier at Magny-Cours.

16: McLaren is tipped, once again, to have an engine supply deal with Audi for 1994.



16: Lola BMS and former Brabham/Fondmetal designer Sergio Rinland (above) join forces in an effort to pull Scuderia Italia out of its current bad spell.

16: The Indianapolis Motor Speedway and NASCAR confirm that the Winston Cup will come to the oval in 1994 for a 400-mile race entitled 'The Brickyard 400'.

18: Bernd Schneider takes his Mercedes to a double victory in the second round of the GTCC at Hockenheim. Markus Liesner and Sascha Maaßen win the supporting F3 rounds.

18: Juan-Manuel Fangio takes round four of the IMSA Camel GT series after a hard fight with his young team-mate PJ Jones.

18: Only two weeks after his Phoenix accident, Nigel Mansell ignores doctors' advice and races in the Toyota IndyCar Grand Prix at Long Beach. After a hard drive he eventually finishes third behind Bobby Rahal and Paul Tracy, who celebrates his first IndyCar victory.

18: Steve Robertson takes his first win since his British F3 days, in the Indy Lights race at Long Beach.

18: Kelvin Burt (PSR Reynard) scores his second win of the year in round three of the British F3 Championship at Brands Hatch. Following the race, the Edenbridge team announces that it is swapping its Ralt chassis for Dallaras.

18: Ford causes outrage by applying team orders at the end of the Pirelli International Rally. The decision to slow Gwyndaf Evans, promoting Malcolm Wilson into second, improves Wilson's overall championship points tally . . . without detracting from Evans' points score in Group N.

18: Roberto Ravaglia is top dog in the Italian touring car series, taking his BMW to a brace of victories at Vallelunga. Further north, Danilo Rossi scores his first national F3 success at Varano.

18: Tom Kristensen maintains his unbeaten record in Japanese F3, at Tsukuba.

18: Rusty Wallace scores a second consecutive NASCAR victory, at North Wilkesboro.

April 29: Simtek announces that it will build its own F1 car for 1994 . . .

18: Kenneth Hansen takes the division two win in the opening round of the European Rallycross Championship in Austria. Anders Nordstedt inherits the division one victory from the disqualified Richard Hutton.

21: Bobby Rahal gives the Honda Indy engine its first run during a private test session.

22: Jean-Marc Gounon continues with development work on the Lola T93/50, at Snetterton. Meanwhile, most European F3000 Championship teams are preparing for the first race of the series, at Donington. Monaco's Olivier Beretta tops the testing times.

23: Ayrton Senna arrives at Imola . . . 15 minutes before the first untimed practice session for the San Marino GP. He turns up expecting to his McLaren to have a Series VII Ford HB V8 installed, but learns that negotiations to this end have faltered.

23: The British Racing Drivers' Club announces that the British Grand Prix will remain at Silverstone untill 2001.

23: Glenn Waters is to re-enter British F3. The experienced team manager will run Scott Lakin in a Reynard 933.

24: Emanuele Naspetti is confirmed as Jordan Grand Prix's official test driver.

25: Alain Prost wins San Marino Grand Prix with Michael Schumacher second. Martin Brundle takes third, collecting his first championship points of the year. Damon Hill leads the early stages, but a brake problem precipitates his eventual retirement.



25: Rusty Wallace continues his run of NASCAR success, at Martinsville.

25: Speculation grows that Riccardo Patrese is considering retirement after his disappointing start to the 1993 Grand Prix season.

25: Philippe Adams takes round two of the British F2 Championship at Silverstone.

25: Patrick Crinelli and Draco Racing score victory in round three of the Formula Vauxhall Euroseries in Imola.

26: FISA approves the idea of rotating World Rally Championship events, but the future structure of the WRC remains cloudy, as talk of separate championships for two- and four-wheel drive cars confuses the issue.

26: Toyota announces that it is launching a search programme, to promote Japanese drivers to World Rally Championship level.

26: Following the announcement that it won't be doing F1, speculation grows that Peugeot is contemplating a return to World Championship Rallying.

27: Williams tries its ABS system on Alain Prost's car in post-Grand Prix testing at Imola, the team also experimenting with its active suspension system.

27: Australian co-driver Brian Ginger is killed in a road accident during the London-Sydney Marathon.

29: The Bravo F3000 team disbands, leaving Jordi Gene without a drive.

29: After two fruitless F1 partnerships, with Andrea Moda and Bravo, Simtek announces that it plans to go it alone in a Grand Prix project for 1994.



30: The European Motorsports Association is officially launched in Germany. The initiative of Brands Hatch Leisure, Le Mans and the Nürburgring, its stated aim is not to rival existing, established categories, but to stimulate new interest in the sport below Formula One. The EMA, one of whom's prime movers is Nicola Foulston (above), is to be based at Brands Hatch.

MATTERS OF MOMENT

Still hazy, after all these years

The biggest race in the sports car calendar is almost upon us. On the surface, the Le Mans entry looks to be relatively healthy, but behind the massed ranks of Porsche 911s and obsolete Group C cars lurk some worrying, unanswered questions.

The size of the entry is a product of the ACO's ingenuity, but the content could do with fine-tuning.

Last year, the difference in speed between the Peugeot 905s and some of the slower makeweights – around 90s per lap in the most extreme instance – gave cause for concern. This time, there will be twice as many cars on the circuit, and there was almost *two minutes per lap* difference between the quickest 905 and an ageing, privately-entered Sauber at the recent Le Mans test day.

In the immediate future, it means that the Automobile Club de l'Ouest gets a full grid on June 19. Clearly, though, this is not a long-term solution for sports car racing.

The 'Category IV' (GT, to you and me) entry list, approximately the same size as the entire 1992 Le Mans field, gives greater cause for optimism, though there is still work to be done. Here we are, halfway through what was supposed to be the first season in the new GT racing era, and still nobody has come up with a definitive set of championship rules.

Small wonder that there has been little manufacturer interest. (The first international GT race, originally scheduled to take place at Silverstone in May, was cancelled due to lack of entries.)

There *are* fledgling GT series in Italy, Germany, and Britain, but only the former is blessed with the Ferraris and Jaguar XJ220s that supposedly represent a new dawn for sports car racing. The first round of the German series produced a 1-2 for that well-known GT car the BMW M3, while Britain struggles on with a series for a fistful of Porsche owners who have nowhere else to play.

A common set of GT regulations is now scheduled to appear on June 9, 10 days before sports car racing's showpiece event and so absurdly late that they will be largely irrelevant . . . except to those who have already committed substantial investment to the GT concept. As you can read elsewhere in this issue, Jaguar XJ220C designer Richard Owen says that the final rules are likely to define a car quite different to the one his team has spent the last six months preparing . . .

When GT racing was originally proposed, there was a mild flutter of interest from manufacturers. The governing body's subsequent procrastination has hardly increased the level of commitment from potential entrants.

As any member of the paying public who was subjected to the ludicrously limited paddock access and user-unfriendly timetable (both dictated by FISA) at Silverstone's recent Formula 3000 meeting will be aware, the governing body's reluctance to push hard for anything other than Formula 1, which is largely self-promoting in any case, remains absolute.

In the case of GT racing, the delays could prove to be terminal.

No matter how many ill-matched cars turn up at Le Mans each year, we believe that a healthy world sports car series is still some way off. **S A**

Next month's Motor Sport

The price of Motor Sport has been held at £1.60 for over two years now. As from next month, it will rise to £1.80. The increase does not simply reflect rising production costs, but is indicative of our commitment to producing a bigger, brighter and better Motor Sport.

In future there will be more pages, and more features, all for a price that remains well below that of any other leading monthly motoring magazine.

July's issue also includes our free British GP preview supplement.

Don't miss it.

MAY

1: Nigel Mansell misses his rookie orientation at Indianapolis, due to back surgery following his Phoenix crash. Nelson Piquet sets the pace as 10 drivers earn their spurs.

2: Giancarlo Fisichella becomes the third Italian F3 winner in as many races, at Enna. Things are more predictable in Japan; Tom Kristensen wins again at Fuji. There is also F3 action at the Nürburgring, where German Championship leader Sascha Maaβen and Michael Krumm dó the winning.

2: Gary Ayles scores his first outright win in second of two ITCC races at Misano. F1 refugee Gabriele Tarquini wins the other. In France, Laurent Aïello wins both touring car rounds at Magny-Cours, while Alfa and Mercedes bag a win apiece in Germany, courtesy of Nicola Larini and Klaus Ludwig.

2: Ernie Irvan ends Rusty Wallace's run of NASCAR victories at Talladega. Wallace is classified sixth after somersaulting spectacularly across the finishing line. He sustains a broken wrist.

3: Olivier Beretta wins the European F3000 opener at Donington, despite race-long

pressure from Pedro Lamy and Olivier Panis.

3: Kelvin Burt scores another victory in the British F3 Championship at Donington Park, making it three wins out of four and extending his points advantage.

3: Such is the crowd trying to get into Snetterton, to watch the BTCC race, that the gates have to be locked at lunchtime, with a reported four-mile queue still outside. Having parked a mile or so from the circuit and arrived on foot, Steve Soper finds the trek was worth it as he increases his series lead with his second win of the year. Patrick Watts' Mazda, surprise pole-winner, is victim of a first-lap mishap. A separate collision forces a stoppage, but Watts is unable to take the restart.

4: In Corsica, François Delecour scores the second rally victory of his career . . . and his second WRC success of the season.

4: Rumours of a Mansell F1 comeback with Benetton begin to fly after Bernie Ecclestone, Flavio Briatore and Sheridan Thynne are seen lunching together in a fashionable London eaterie.

4: Moves are afoot to change the shape of motor racing's government. There is talk of FISA being absorbed wholly into the FIA, and thus losing its present identity.

4: Jaguar enters an XJ220C for the Silverstone GT race.

5: Doug Wardropper, founder of leading Formula Ford engine tuner Scholar and 1963 BriSCA World Stock Car Champion, succumbs to a heart attack, aged 74.

8: Brian Bell (Escort Cosworth) wins the Plains Rally.

9: Alain Prost wins the Spanish Grand Prix from Ayrton Senna. Damon Hill is forced to retire with a blown engine while challenging Prost for the lead.

9: Ron Dennis confirms that Ayrton Senna is still under a race-by-race contract for this season.

9: Win Percy debuts the Jaguar XJ220C, that is to be used at Le Mans, in the National Sports GT race at Silverstone. Unsurprisingly, he crushes the modest opposition.

9: Paul Tracy emerges quickest in the first Indy 500 practice session. Nigel Mansell has still to make his debut at the legendary oval.

9: The London-Sydney Marathon continues to be dogged by tragedy as two spectators are fatally injured by competing cars, and rallying stalwart Basil Wadman succumbs to heat exhaustion.

9: Gil de Ferran makes light work of the field to take the second round of the European F3000 Championship at Silverstone, giving Paul Stewart Racing its first victory in the category. From ninth on the grid, David Coulthard storms through to second place.

9: Philippe Adams takes round three of the British F2 Championship at Brands Hatch. The Belgian takes the lead after Enrico Bertaggia receives a stop/go penalty for an alleged jump-start. Bertaggia's disgruntled team, Durango, threatens to withdraw from the poorly-supported series.

9: Christian Pescatori becomes the fourth different Italian F3 winner in as many races.

9: Mauro Martini gives the Lola T93/50 its first win in round three of the Japanese F3000 series at Mine. The race is stopped twice in torrential conditions after Kazuyoshi Hoshino and Ross Cheever suffer serious accidents. Both are knocked out, but happily are otherwise unharmed.

9: The German GT series kicks off at Avus. Johnny Cecotto (BMW M3) heads a top six that also features a Honda NSX, Porsche 968, Porsche Carrera 2 and Ford Escort Cosworth.

9: Vincent Radermacker and Jan Magnussen win the Vauxhall Lotus Euroseries races supporting the Spanish GP. The first event is marred by an accident which leaves Practice Racing's Gherardo Cazzago with a badly broken right leg.

9: Bertie Fisher (Subaru Legacy) wins the Rally of the Lakes.

10: Carlos Sainz is said to be negotiating to contest the 1994 World Rally Championship in a Prodrive Subaru.

11: Ferrari confirms that Jean Todt is its new Sporting Director. The Frenchman will join on July 1, after overseeing Peugeot's Le Mans effort.

13: David Coulthard tests for Williams at Silverstone, and is less than a tenth slower than Damon Hill. At the same time, David Brabham is entrusted with evaluating electonic systems on a Footwork FA14.

14: Jaguar confirms its Le Mans line-up. Its three XJ220Cs will be handled by David Leslie, Armin Hahne, Win Percy, David Brabham, David Coulthard, Jay Cochran, Andreas Fuchs, Paul Belmondo and John Nielsen.

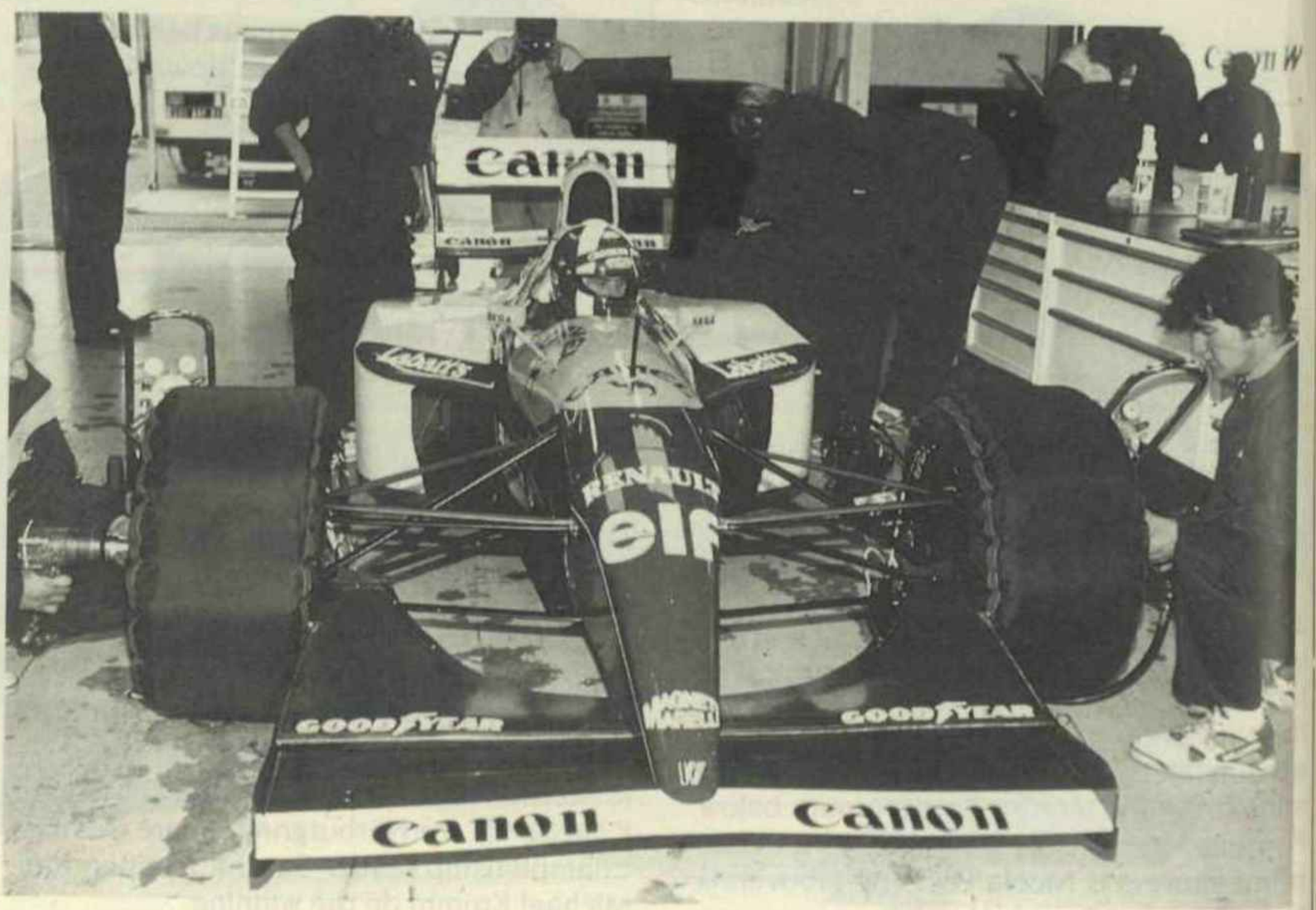
14: Canadian Ross Bentley suffers burns to his hands, neck and face after his car ignites during testing at Indy.

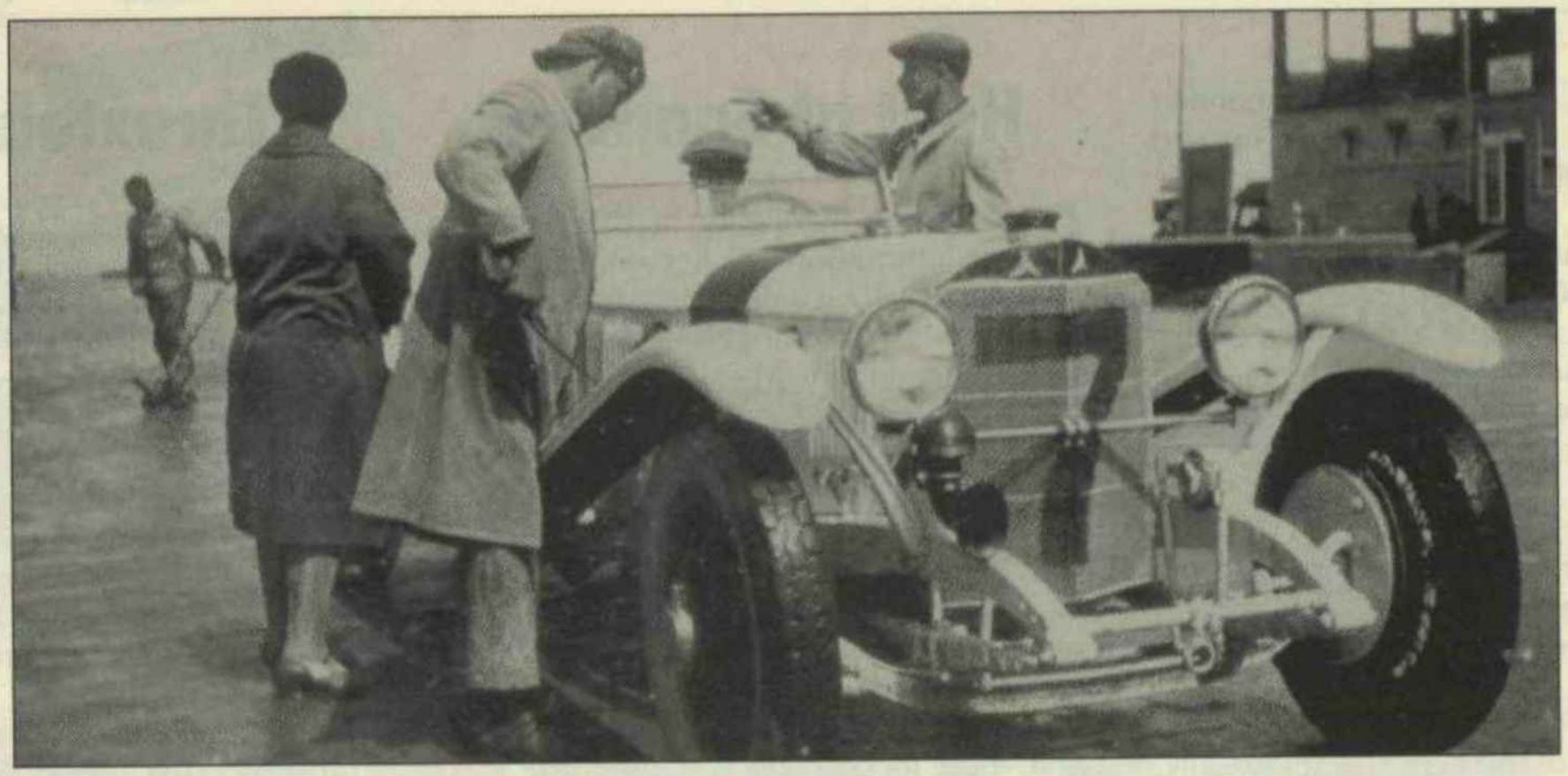
14: Reynard confirms that it is evaluating an IndyCar project for 1994.

14: F3000 engine suppliers Cosworth and Judd enter a dispute on the subject of



AJ Foyt (above) has announced his definitive decision to retire. Below, David Coulthard impressed Williams with his testing pace in the FW15C.





1927 Works Mercedes-Benz 36/220 S Type Tourer *Komission Nr.* '33 680' poised before the 1927 German GP, Christian Werner at the wheel...'

BROOKS

Summer Vintage

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SATURDAY JUNE 19TH

Brooks sale at the Goodwood Festival of Speed promises to be a truly vintage occasion with an exceptional entry of historic motor cars unsurpassed since Brooks' sale of the Peter Hampton Collection at Lord's in 1991. This sale will also feature an exciting selection of vintage aircraft, aeronautica and automobilia

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1930 ALFA ROMEO 1750 SUPERCHARGED DHC
1933 ALFA ROMEO 6C-1900 'ENGINE AND PARTS'
1932/3 ALFA ROMEO 8C-2300 *'MONZA'*
1935 ALFA ROMEO 8C/35
1934 ASTON MARTIN MKII EX-'LM12'
1951 ASTON MARTIN WORKS DB2
1952 ASTON MARTIN DB2
1953 ASTON MARTIN 'SIGMA' SPECIAL
1964 ASTON MARTIN DB5
1962 AUSTIN-HEALEY 3000 WORKS RALLY CAR
1926 BENTLEY 3-LITRE VANDEN PLAS TWO-SEATER
1926 BENTLEY 3/4 1/2-LITRE VANDEN PLAS TOURER
1937 BENTLEY 4 1/4-LITRE VANDEN PLAS TOURER
1971/72 BRABHAM-COSWORTH BT34
1961/2 BRM 1.5-LITRE P578 'OLD FAITHFUL'
1960 BRM 2.5-LITRE P48 (FRAME AND PARTS)
1948 CONNAUGHT L2
1952 COOPER-BRISTOL T20 MKI
1956 COOPER-CLIMAX T41
1958 COOPER-CLIMAX T43
1961 COOPER 2.7-LITRE INTERCONTINENTAL
1926 DAIMLER 25/85 SALOON
1970 DATSUN WORKS 240Z '*BIG SAM*'
1936 DELAGE D6.70 TT REPLICA
1927/51 ERA-DELAGE
1922 DIATTO S2 TARGA FLORIO
1935/47 ERA D-TYPE 'R4D'
1960 FACEL VEGA HK500 'RHD'
1948 FERRARI 166 '*SPIDER CORSA*'
1964 FIAT-ABARTH 595S *CORSA*
1954 FRAZER NASH LE MANS COUPE
1930 INVICTA S-TYPE LOW-CHASSIS TOURER
1948 IOTA-JAP 500
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1953 JAGUAR XK120M ROADSTER LHD
1956 JAGUAR XK140 FHC
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1955 LOTUS-CLIMAX MK IX 'HUD 139'
1935 McLAUGHLIN-BUICK SERIES 40 SEDAN
1934/35-TYPE MASERATI *TIPO* 6C-34MM
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traction control. Cosworth wants it banned forthwith; Judd, who has a system up and running, naturally doesn't.

15: Arie Luyendyk bags pole for the Indianapolis 500. Having breezed through his rookie test, Nigel Mansell is eighth fastest in a car set up for him by team-mate Mario Andretti, who qualifies second. Best-placed rookie is Stefan Johansson, who will start sixth.

15: AJ Foyt announces his retirement from race driving. This time, the Texan legend says he really means it.

15: Max Rowe (Ford Escort Cosworth) is the surprise winner of the Manx National Rally. Rowe is the first native of the island ever to win the event.

16: Philippe Alliot's Peugeot sets the pace during the Le Mans test day, with the Toyotas close behind. Jay Cochran is the quickest Jaguar driver present, but the XJ220C is some 12s slower than the works Porsche of Hans Stuck and Walter Röhrl.

16: Kelvin Burt's utter domination of the British F3 series continues at Brands Hatch.

16: Joachim Winkelhock scores his first BTCC win at Donington, ahead of Jeff Allam and Steve Soper.

16: Francis Tuthill (Porsche 911) wins the London-Sydney Marathon.

16: Impressive French rookie Stephan Grégoire is quickest on the second day of Indy qualifying.

16: It's been a turbulent weekend for British club racers. BMW driver Max Windheuser breaks a leg in a practice accident at Brands Hatch; Jules Grimshaw breaks an ankle when his VW Polo hits the wall at Donington, where another driver is released on police bail after a post-race punch-up in the wake of the Morgan/Historic Replicar event. The previous day, 64 year-old veteran John Holroyd was hospitalised after a violent accident in Pembrey's Classic F3 encounter.

16: There are touring car victories for Laurent Aïello (BMW 318i) in France, Nicola Larini (Alfa Romeo 155) and Kurt Thiim (Mercedes-Benz 190) in Germany and Gianni Morbidelli (Alfa 155) in Italy. F3 honours fall to Guillaume Gomez in France and Jos Verstappen in Germany.

17: Ron Dennis announces that he will race at Goodwood's Festival of Speed in an old McLaren. Something orange, apparently.

17: Two races into the F3000 season, and the annual game of musical chairs is already under way. Andrea Gilardi joins Cobra; Enrico Bertaggia replaces Hilton Cowie at ACE Motorsport.

17: Toyota says it may send two cars to the Rally of Argentina.

Hunt at Sandown

One of the highlights of the Sandown Park International Collectors Car Fair on June 19/20 will be a display of James Hunt's racing cars, including the McLaren M23 which he guided to the 1976 World Championship.

Hunt himself will be present at the event on the 20th.

The Sandown Exhibition Centre is adjacent to the racecourse in Esher, Surrey. This event is now Europe's largest classic car buy-and-sell fair, and organiser Motor Exhibitions confidently anticipates that over 600 classics will be available for perusal and, if the mood takes you, purchase.

Adult admission is £5 daily, or £9 for the weekend. It's even cheaper if you pre-book. Details from the organiser on 0844-201044. OAPs and 8-15 year-olds will be charged £2.50 daily, but accompanied under-8s are admitted free.

Thruxton's 25th

On June 26/27, Thruxton celebrates its 25th anniversary with a special Silver Jubilee meeting.

Highlights of the weekend will include a demonstration by Damon Hill of the Williams FW15C, a Historic Formula Two event for the Jochen Rindt Trophy and a sports car race for pre-1970 Le Mans cars.

Confirmed entries for the former include 1979 European F2 champion Marc Surer, at the wheel of a March 782 (driving just such a car, Surer was runner-up to Bruno Giacomelli in 1978).

The 'Le Mans' entry includes myriad Ferraris (275LM, 330 P2 and GTO, for instance), Mike Knight's Matra MS650, David Piper's Porsche 917 and René Hertzog's Ford MkIV in among an entry of 26 as we closed for press.

Full details are available from the circuit, on 0264 772696.

JUNE FIXTURES

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

Date	*Venue*	*Event*	*Type*
May 29/June 3	**Athens, Greece**	**Acropolis Rally**	**INT**
June 2/5	Ards, Northern Ireland	Ards TT Anniversary	INT
June 4/6	Perth	Scottish Rally	N
June 5	Cadwell Park	F4, F1300, kit cars	R
June 5	Chesterfield	Dukeries Rally	R
June 5	Mondello Park	F/Ford, saloons, GTs	R
June 5/6	Donington Park	F2, TVRs, Caterhams	N
June 5/6	Knockhill	F/First, VW Polos	R
June 5/6	Brands Hatch	HSCC John Surtees Tribute	R
June 6	Dover, USA	NASCAR	INT
June 6	Milwaukee, USA	CART	INT
June 6	Snetterton	FF1600, Clubmans, Minis	R
June 6	Mallory Park	Trucks, 2CVs	R
June 6	Pembrey	K&N Filters Rally	R
June 12	Oulton Park	F3, GTs, GpN, Minis	N
June 12	Silverstone	VSCC	R
June 12/13	Brands Hatch	BTCC, FVL, F/Ford, Clios	N
June 13	**Montreal**	**Canadian Grand Prix**	**INT**
June 13	Pocono, USA	NASCAR	INT
June 13	Detroit, USA	CART	INT
June 13	Mid-Ohio, USA	IMSA	INT
June 13	Lydden Hill	FF2000, Monoposto	R
June 13	Cadwell Park	R5 Turbos, GTs	R
June 13	Snetterton	Porsches, MGs	R
June 13	Silverstone	AMOC	R
June 13	Donington Park	MGs, Triumph TRs	R
June 13	Llandrindod Wells	Severn Valley Stages	R
June 18/20	Letterkenny, Eire	Donegal International Rally	INT
June 19	Oulton Park	F2, TVRs, FF1600	N
June 19/20	**Le Mans, France**	**Le Mans 24 Hours**	**INT**
June 19/20	Mondello Park	2CV 24 Hours	R
June 19/20	Goodwood House	Festival of Speed	R
June 20	Brooklyn, USA	NASCAR	INT
June 20	Mallory Park	Toyota F3, Multisports	R
June 20	Cadwell Park	R5s, Westfields, F/Forward	R
June 20	Brands Hatch	Classic Saloons, MGs, Caterhams	R
June 24/27	Ypres, Belgium	24 Hours of Ypres Rally	INT
June 26	Oulton Park	Richard Seaman Trophy	R
June 26/27	Pembrey	BTCC, FVL, F/Ford, HTCC	N
June 26/27	Donington	F3, Rover GTis, Clubmans, GTs	N
June 26/27	Thruxton	Silver Jubilee Meeting	N
June 26/27	Brands Hatch	F/First, Thundersaloons	R
June 27	Portland, USA	CART	INT
June 27	Watkins Glen, USA	IMSA	INT
June 27	Mondello Park	FOL, F/Ford, GTs	R
June 27	Snetterton	F/Vee, F1300, Triumphs	R
June 27	Knockhill	F/Ford, 2CVs, road saloons	R
June 27	Montlhéry, France	FIA historic races	INT

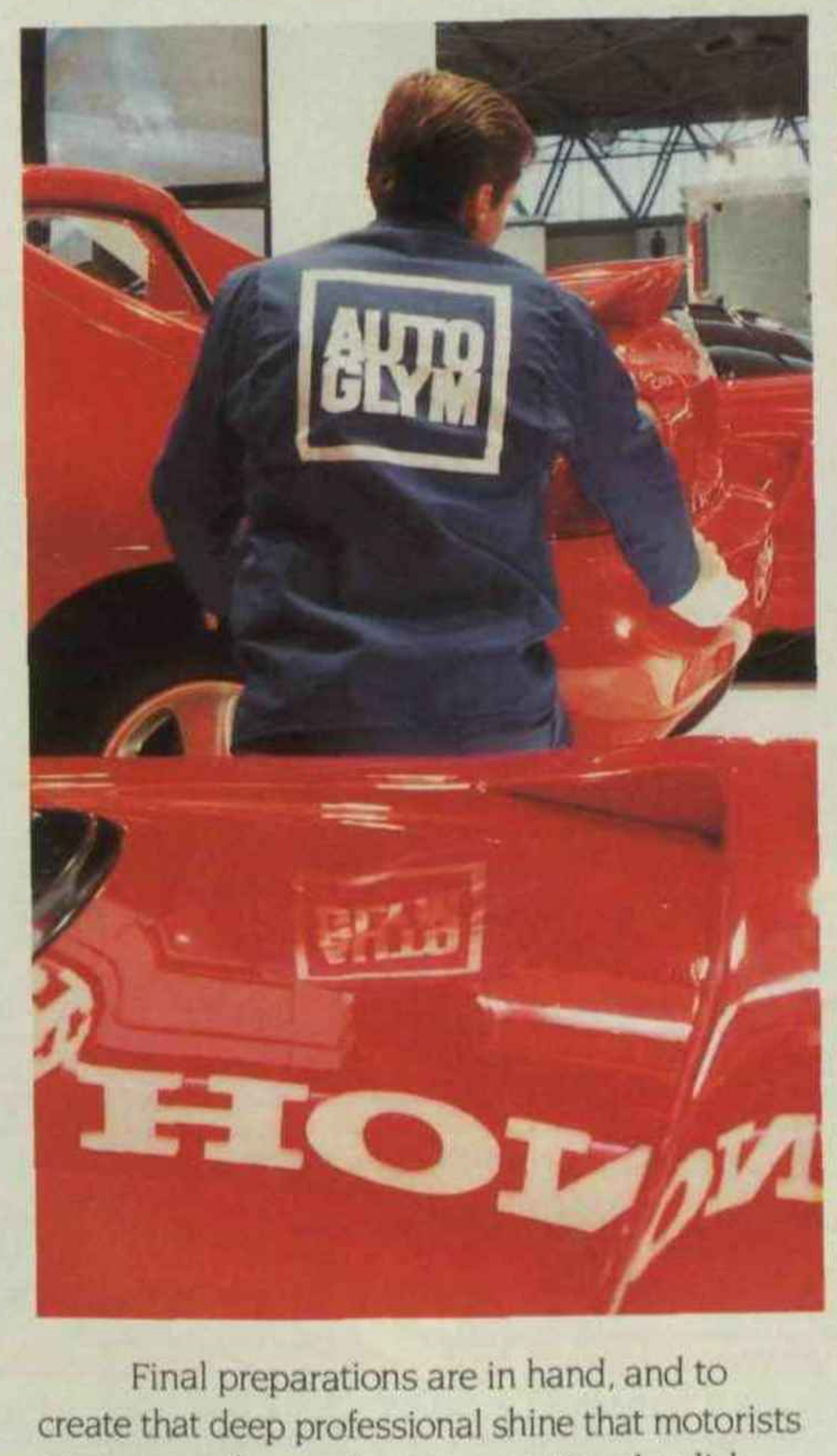


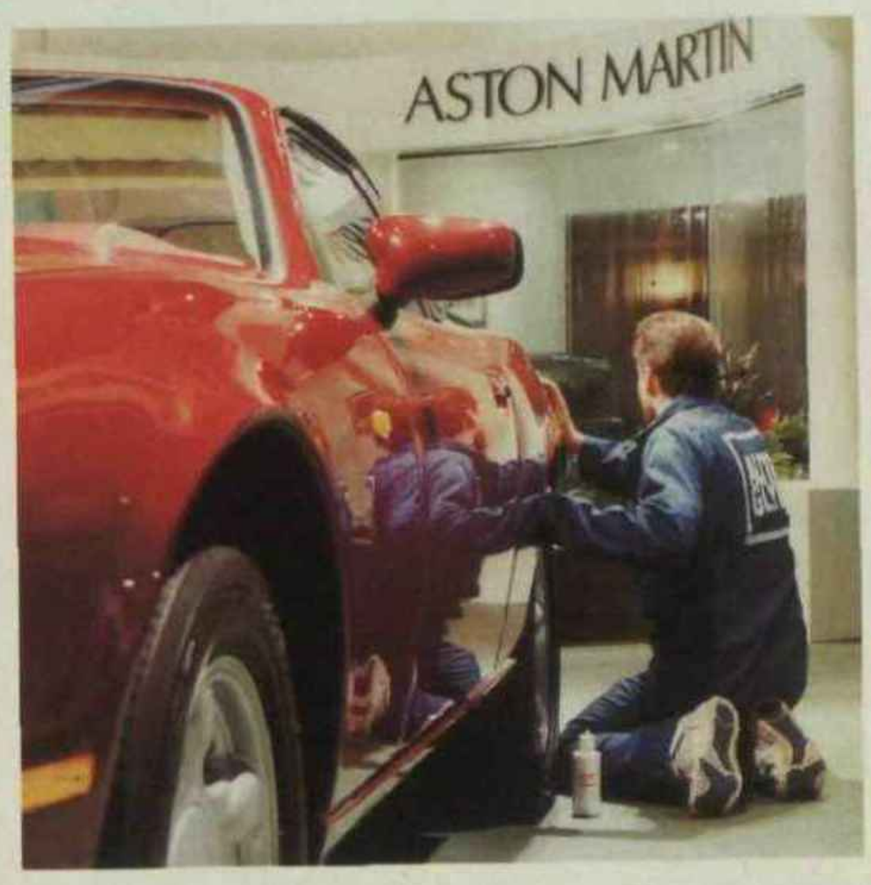
Only 4 hours to opening, nobody lost their bottle

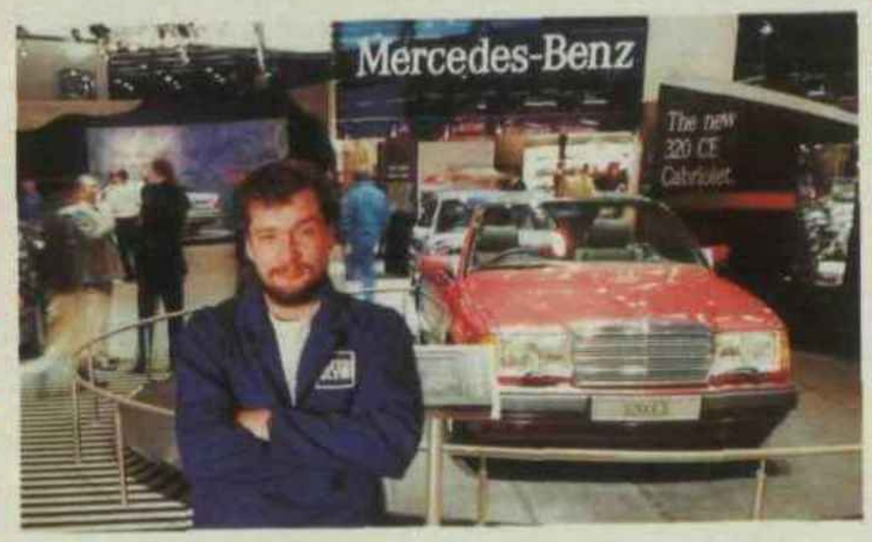


















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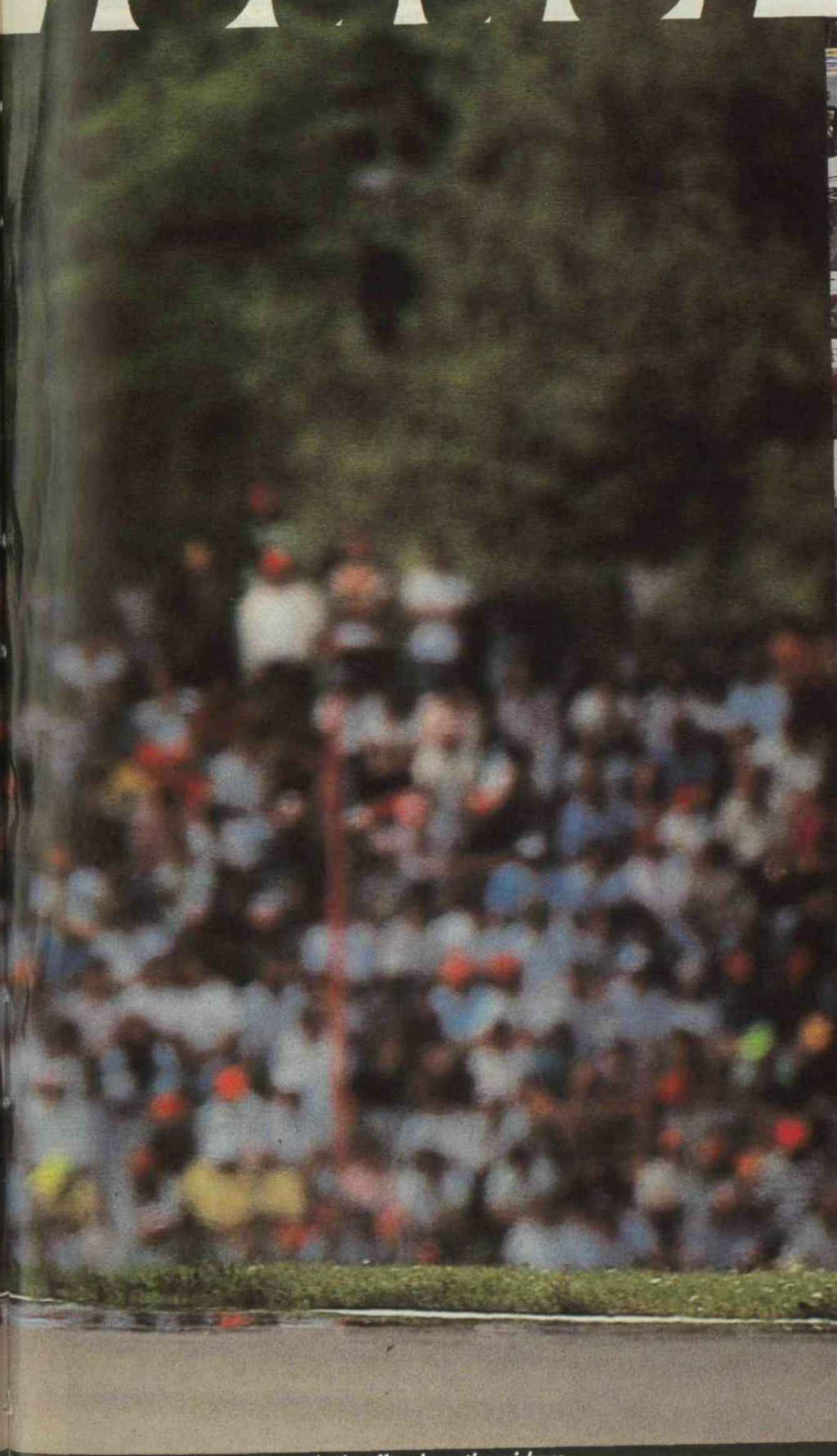
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Prost silences his critics, in the wet and the dry

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(above right) and Ayrton Senna both suffered practice mishaps.



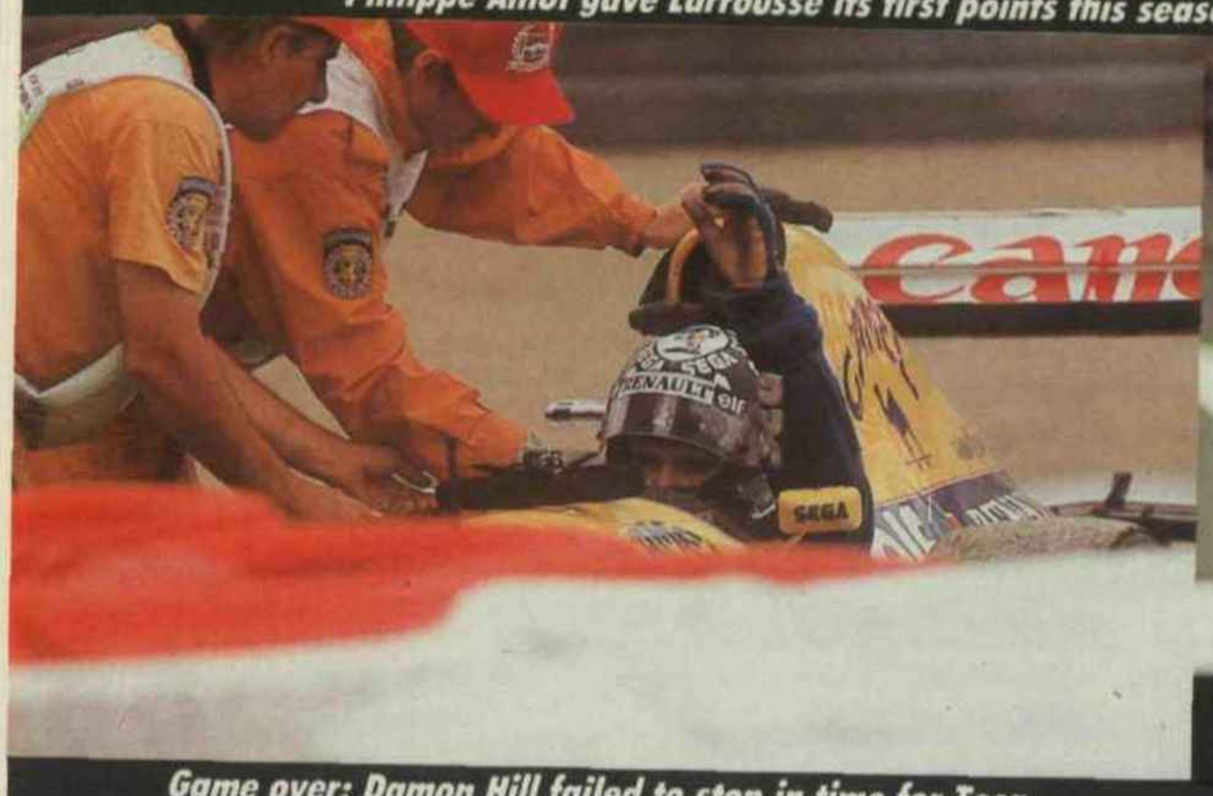
Philippe Alliot gave Larrousse its first points this season.

An interesting race, the San Marino GP. To some extent it was not so much about what took place on track, although there was plenty of action in yet another good GP, but more about what was happening off it.

It began in extraordinary circumstances as the circus gathered in the paddock on Thursday. Where was Senna? If you were



Martin Brundle: pleased with third.



Game over: Damon Hill failed to stop in time for Tosa.



Late arrival: Ayrton Senna's presence wasn't entirely expected.



Stumbling star: after the glory of Donington, Rubens Barrichello had a torrid time at Imola.

diligent enough you could find all manner of options. He was back in Brazil. He was in mid-air. He was in Italy. What was certain was that the former World Champion was not at the circuit.

In fact, though McLaren's Head of Communications Norman Howell lamely tried to gloss over the facts when Senna finally did turn up, Ayrton had had absolutely no intention of coming to Imola. In the cold war with Ford over the thorny old subject of engine equality with Benetton, he had made up his mind to take brinkmanship to the absolute limit. "If you ever compromise once, people expect it of you," he told confidantes. That he really *was* going to stay home was evidenced when he went out on the town back home on Wednesday night, only getting back in the early hours of the morning. There was talk of strong drink and frivolity. These were not the actions of a man who had the intention of handling a Formula One car in the immediate future.

And yet Senna did come to Imola. And he did so because Ron Dennis had a brace of the Ford Series VII HB V8s in the McLaren truck. The trouble was that in between the time Ron convinced him of that, and Senna's actual arrival, Ronzo had still not obtained permission from Ford to run the units.

In fact, he'd had one in an MP4/8 the previous Tuesday for testing at Silverstone, but after a Cosworth employee had double-checked with Ford at the last moment, permission for it to be driven by Senna had been withdrawn. That would have breached the exclusive agreement with Benetton which Ford, naturally enough, had no intention of violating.

All through Friday Ron Dennis and Tom Walkinshaw wore out the carpet up the steps of the Ford motorhome as they thrashed out the subject, each maintaining a brave face and an even strain as they emerged none the closer. Quite reasonably, it seemed to me, Walkinshaw wouldn't budge unless Dennis agreed to sign a Ford deal for 1994. If he did so, Walkinshaw was prepared to agree to full and immediate equality of engine supply for the rest of the season, provided they went ahead together and shared long-term development costs. Perhaps understandably at this early stage of the year, and at a time when the future of the Ligier Renault deal is uncertain, Dennis wasn't prepared to commit. But the opportunity cost of maintaining such room for manoeuvre was no dice on Series VII until Silverstone, as was always the deal.

Senna was less sanguine. Point of fact, he was in a very odd mood all weekend. Having stepped off the red-eye flight from Sao Paolo and arrived at the circuit with literally only 15 minutes to go before Friday's free practice session got underway, he was voluble when he discovered he couldn't have the engine he wanted. "Benetton," he complained, "has moved the goalposts." And the expected diatribe followed. Sometimes in the real world you just can't have everything that you want.

"Ayrton had had absolutely no intention of coming to Imola"

Uncharacteristically, the Brazilian was also vulnerable. Surely it was no coincidence that he made elementary driving errors in three of the four practice sessions. Like Fangio at Monza in 1952, perhaps he had just pushed himself too hard physically.

By raceday, of course, the Brazilian was his usual dangerous self, dismissible only at the dismisser's peril. Prost discovered that right at the start, already irritated when knowing observers had looked to the rain-filled skies and predicted another disaster for him. 'Senna weather,' they said, and after Donington one had to admit they had a point. And it looked that way as Prost lagged off the line, just as he did in Kyalami.

"I had a problem with the clutch this morning," he conceded. "The car was starting to move a little bit and I had to stop it because otherwise I would have penalised." Under Sod's Law, the moment he touched the brake the lights went green.

Said Patrick Head: "The clutches behave slightly differently, and Alain seems more sensitive to that than Damon, just as Riccardo used to be much more affected by it than Nigel was last year. He would say 'This is a good one', or 'That's a bad one', and we'd measure them and find no discernible difference in them. But they're spinning around at thousands of revs in there, and maybe we need to measure these things dynamically, not statically. . ."

Whatever, it was Hill who led down to Tosa, the Briton confidently closing doors on the aggressive Senna. Even a quick trip over the entry kerbs to Acque Minerali failed to deter him and he held sway on the greasy surface for 11 laps before making his stop for slicks. Behind him, Prost had finally found a way past the wide McLaren on lap seven, whereupon Senna immediately came in for his dry tyres. Prost followed a lap later, and therein lay Damon's mistake. By the time he regained the track he was *just* ahead of his two main rivals, who had had longer to suss out where the really dry bits of track were. You had to sympathise. At Donington he'd come in too often; here those extra laps out on wets played against *him*.

Down to Tosa he blocked Senna mercilessly, but though the Brazilian later complained, that was the pot calling the kettle black. This was when Prost's set-up experience also came into play. Prior to the race there had been a half-hour acclimatisation session because of the rain, and he'd changed his FW15C slightly. "After that it was fantastic in traction," he enthused, and he made best use of that. Going into Tosa on lap 12 Hill was intent on blocking Senna on the tight entry line, so Prost stayed out wide going in and came out on the much tighter exit line where the track was at its best. There were backmarkers ahead and as Williams number 0 held back the McLaren, Prost got alongside Senna to box him in. By the top of the hill he had gone from third to first, while Senna soon nipped by Hill to take second.

Damon counter-attacked strongly until lap 19 when he was so nearly collected by Barrichello. The Brazilian had an awful time after being hit by Christian Fittipaldi at the start, as the Minardi driver avoided flying debris from an accident which ensued when fast-qualifying Mark Blundell was pushed into a spin. Rubens was fighting back after losing a lap. He'd just passed Zanardi's Lotus going into Tosa as Senna and Hill came up to lap them, but when Zanardi repassed Barrichello the latter reta-



Schumacher leads Berger, Wendlinger, Andretti and Alesi on his way to second.

liated on the exit but spun right across Hill's bows. By a miracle they didn't touch. The incident lost Damon contact with Senna, and set up the scenario for his demise on lap 21.

Going down to Tosa the Englishman got a really good tow from Zanardi and dived down the inside. As he braked, however, he simply slithered straight on, across the gravel trap, and into frustrated retirement.

"I was maybe a bit later on the brakes and I was going in faster than ever because of the tow from Zanardi," said Damon, "but when I hit the brakes the pedal went to the floor. Perhaps that's a slight exaggeration, but when you need to go suddenly from 200 mph to about 80 in under three seconds then, believe me, that's the way it feels."

It was, it seemed, the infamous 'long' brake pedal that afflicted Mansell back in 1991 at Hockenheim and Suzuka, and which prompted one Fleet Street writer who should have known better to express the view that Mansell's only problem in the German GP had been the team fitting the long pedal instead of the short one that he prefers. . . Head wasn't entirely convinced, however.

"We have a pad knock-off problem every now and then," he admitted, "usually caused by vibration after a long straight. It's a mechanical problem, but if the driver knows about it, he can help. We are working away but we're on the edge of the problem. It rears its head as the engine revs rise every year.

"The other factor is that Damon has enormous feet. Thus for him it is always very important that the brake pedal is in a particular position when he wants to apply the brakes. He brakes later than Alain, who rolls into a corner. But you still have to use the same amount of retardation. It's just that Damon brakes in fractionally less time. That means all that heat has to be dissipated in a fraction less time."

At Donington Hill had been asked by whom he'd most like to be driven round a circuit. "Alain," he'd replied, "because then maybe I can find out how he manages to brake without overheating the system." Clearly, the problem is one that has afflicted the Frenchman less.

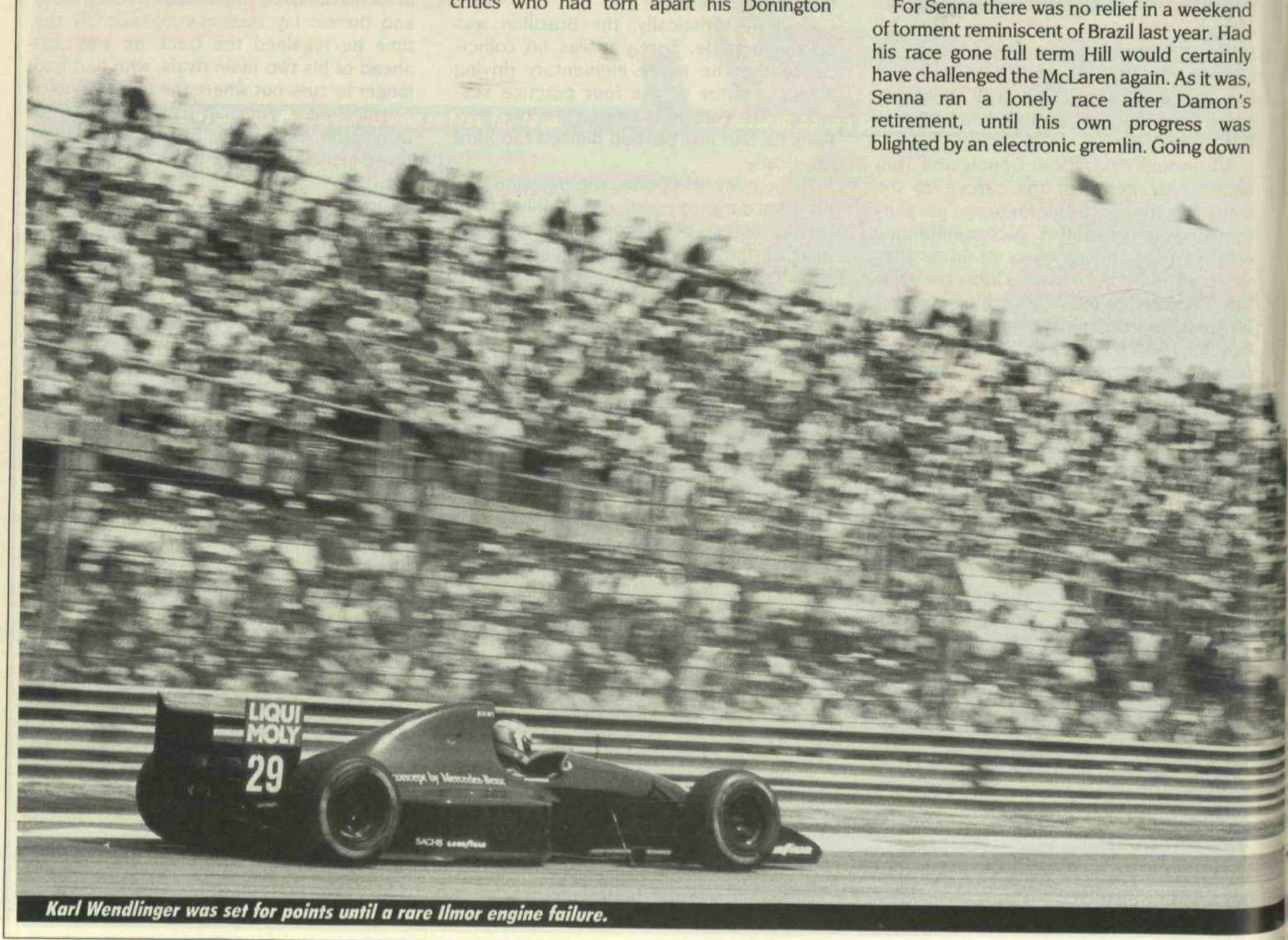
Head again: "I don't think that the knock-off problem was really part of Damon's accident. I think maybe he was on a damp bit of track to pass Zanardi and that like any racing driver he was leaving his braking to the last moment. And the pedal was not quite where he wanted it to be."

In his voice you detected the almost paternal tolerance for the errors of somebody he likes and has time for. Others have not been so lucky to escape an engineer's wrath.

Prost sailed serenely on, with every lap raising two fingers to his French and Italian critics who had torn apart his Donington performance. And at the same time he also proved something to Frank Williams. The team owner had joined in the criticism and then been obliged by Renault to issue a statement afterwards confirming his support for Prost, and the vibrations were still being felt in Italy. The chequered flag duly fell to enter his 46th victory in the record books, and the man himself professed nothing but pleasure with the ride his FW15C had given him. "No problems," he asserted, and then came the signs of the pressure he was feeling all weekend. "But I will take the opportunity to say something today, because I won. Each time I try to explain things to the press, they take that as an excuse to misquote me. So from now on until the end of the season there will be no more information, on the mechanical side, from me. The press will have to get that from the team."

And there was something more to learn. On lap 53 Prost's lap time had opened out alarmingly. Had he been in trouble? It transpired that indeed he had, for the throttle had stuck open heading towards Tosa at 200 mph. By declutching and braking hard, he had temporarily obviated the problem, leaving the Renault V10's limiter to take care of any over-rev. For a few laps Prost took things gently, and the problem came back briefly. It was a relieved Frenchman who took that flag and closed to within two points of Senna in the championship chase.

For Senna there was no relief in a weekend of torment reminiscent of Brazil last year. Had his race gone full term Hill would certainly have challenged the McLaren again. As it was, Senna ran a lonely race after Damon's retirement, until his own progress was blighted by an electronic gremlin. Going down

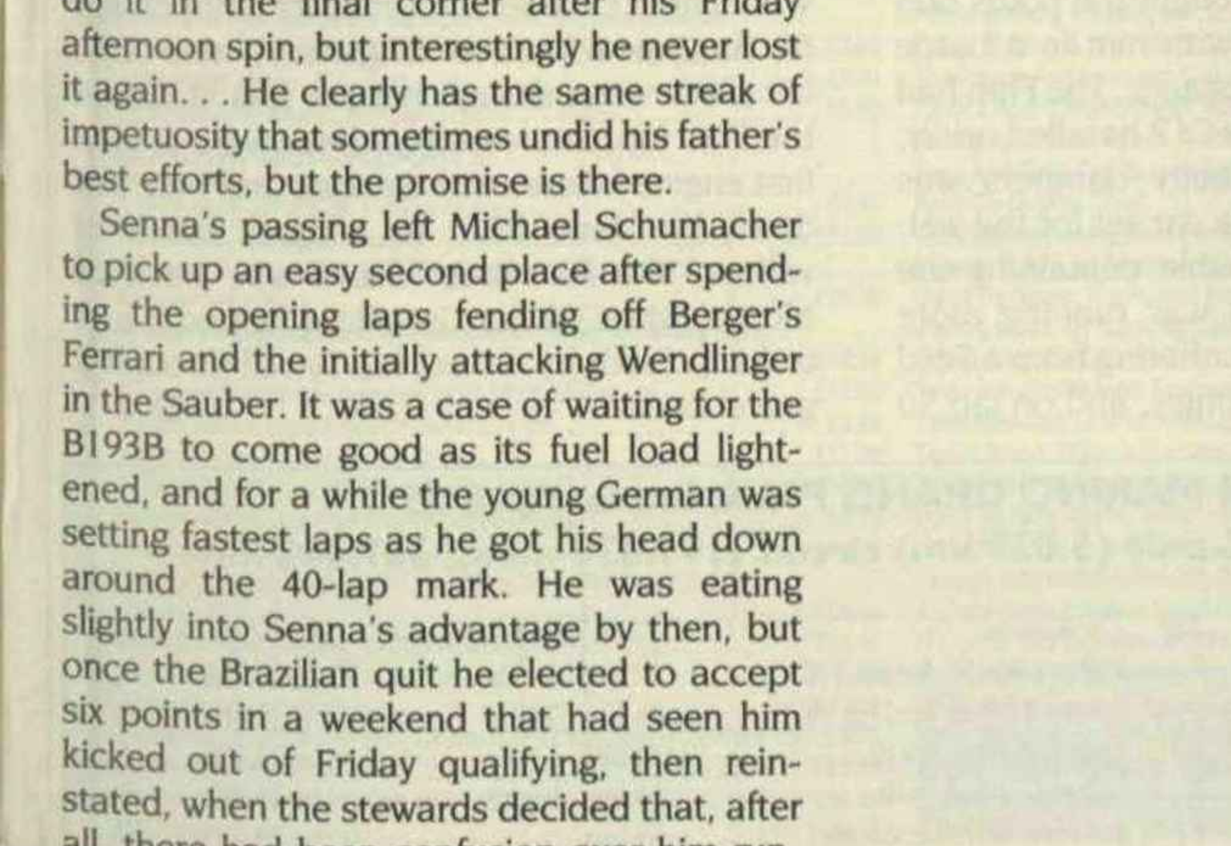


Karl Wendlinger was set for points until a rare Ilmor engine failure.

to Tosa – *the* place, that weekend – on lap 43 he felt the MP4/8 beginning to lose its electronic systems, and later that lap it shut down completely, having grabbed his attention in the biggest possible way.

Team-mate Michael Andretti's GP career finally got started in Imola, and though he again blotted his copybook on Friday by spinning into the pit wall, he ended up only seven tenths slower than Senna when the latter (having emulated Michael the same day) lost his own MP4/8 on Saturday afternoon. There were times in the past when Berger was not that close. This time Michael got through the first lap – and the next 31, but his first proper GP came to an end on lap 33 as he spun trying to pass. . . Wendlinger. The Austrian has been his nemesis this year, what with the altercation off the line in Interlagos, and Michael's rash overtaking attempt at Donington. At Tosa on the first lap he was actually alongside before Karl pulled ahead, and on lap 33 Michael did scrape by there, only to run wide and be repassed going up the hill. At the top chicane he locked his rear brakes – he claimed he couldn't reach to adjust bias set for the wet weather which never materialised – and looped again into retirement. The signs are there that he can do the job, for those who want to see them. He still drives the MP4/8 like he drove an IndyCar, flicking out the tail to get it round a corner. You cringed inwardly when you watched him do it in the final corner after his Friday afternoon spin, but interestingly he never lost it again. . . He clearly has the same streak of impetuosity that sometimes undid his father's best efforts, but the promise is there.

Senna's passing left Michael Schumacher to pick up an easy second place after spending the opening laps fending off Berger's Ferrari and the initially attacking Wendlinger in the Sauber. It was a case of waiting for the B193B to come good as its fuel load lightened, and for a while the young German was setting fastest laps as he got his head down around the 40-lap mark. He was eating slightly into Senna's advantage by then, but once the Brazilian quit he elected to accept six points in a weekend that had seen him kicked out of Friday qualifying, then reinstated, when the stewards decided that, after all, there had been confusion over him running harder B compound evaluation tyres to



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set his quickest times where everyone else had adhered to Goodyear's recommended choice of Cs. Some saw this as cheating, but the stewards later clarified their own rules to forbid future use of tyres intended by Goodyear only for use in exploration laps.

Third was the best possible fillip for Martin Brundle, after a season that was rapidly turning into 1992 Revisited. As Blundell qualified a strong seventh, Martin lined up 10th. And when Mark was punted into the wall exiting Tamburello after the start, Martin was left to fly Cyrile de Rouvre's flag. It's fair to say he had a quietish race initially as he chased Hill, Senna, Prost, Schumacher, Berger, Wendlinger, Andretti and Alesi, but gradually he pulled clear of pressure from Lehto and Herbert and began to make inroads into Wendlinger's advantage as the Austrian lay fifth by lap 40. He then passed the Sauber on lap 41, just as Alesi expired, and when Senna dropped out two laps later what had been sixth place had become the rostrum place he kept to the flag. However they come, results are results, something a team can build on.

"It'll help to motivate everyone even more in all the work which lies ahead," he smiled gratefully. "The last part was far from easy during the fight with the Saubers because my pit was asking me to back off as I had an oil surge problem in some corners. But I'll take this one, thank you."

Benetton lost its other car on the first lap, when the lacklustre Riccardo Patrese spun at Tosa, but overall it fared an awful lot better than Ferrari, which continues to look more and more like BRM in its dying days. The F93As never looked remotely competitive, no matter how much the *tifosi* might pray for improvement with signs such as the one hung opposite the team's pit which implored: 'Barnard we want to dream again'. There's fat chance of that on current form. Berger dropped out after only eight laps, minus first and second gears, while the excellent Alesi tigered his way up to fourth ahead of Wendlinger by lap 37, only to retire four laps later when the clutch failed. Wendlinger was promoted to fourth again, in a C12 that was set for anticipated wet weather and thus painfully slow in a straight line. The Austrian proved quite unable to pass Aguri Suzuki's Footwork, which was running little wing and was, perhaps unfairly, later deemed worthy of a 10s stop-'n'-go penalty for 'holding up' the Sauber and Alesi. That allowed team-mate JJ Lehto to close and he brought the Lotus duo of Herbert and Zanardi with him in a battle that enriched the closing stages. The Finn had qualified well down as his C12 handled oddly, and later a brace of faulty dampers was discovered. Now, also in a car set for the wet, he was having great trouble containing the Lotuses. Herbert's 107B was running more wing than Zanardi's and suffering from a Ford HB that wouldn't pull strongly, and on lap 50 they swapped fifth place. Zanardi had also changed the software quite fundamentally for the race, and the car had come alive. A friend allegedly timed him fastest of all through the penultimate corner where, ironically, he would go off challenging Lehto. He would later claim that the Finn short-braked him – JJ denied it – and as the Lotus spun and hit the wall the impact punched a lower suspension wishbone straight into the gearbox oil tank. Alex regained the track, saw that the back of his Lotus was well alight, and wisely elected not to go into the pits. Instead he drove the blazing machine past the pits, towards Tamburello. "I remembered Berger's accident there in 1989 and how efficient the marshals had been," he revealed. "I saw a fire, so that's where I went." Some presence of mind, even if one of the marshals was seen to slip over twice. For the Italian there was some consolation in fourth fastest lap, set on the same laps as Schumacher set his best. That indicated the gap betwixt Benetton and Lotus to be precisely one second.

For Herbert there would be nothing. As Zanardi quit, he moved back up to challenge Lehto and looked in with a good chance of claiming his third successive fourth place until his engine quit abruptly on lap 58. A lap or two more and he would have remained far enough ahead of Alliot and Barbazza as they raced for the final points, a fact Lehto had cause to celebrate when his Sauber, like Wendlinger's earlier on, broke its Ilmor on lap 60. As some reward for diligence, JJ held on to his place even though his car was static on the final lap. Interestingly, these were Ilmor's first engine failures with Sauber, and were put down by Mario Illien to a faulty batch of valves. The last race failure was back at Monza, when Olivier Grouillard helped a belt to jump teeth by driving his Tyrrell through a gravel bed.

D J T

STARTING GRID

2 PROST
Williams FW15C
1m 22.070s (2)
1m 22.788s (1)

0 HILL
Williams FW15C
1m 22.168s (2)
1m 22.540s (1)

5 SCHUMACHER
Benetton B193B
1m 23.919s (2)
1m 23.988s (1)

8 SENNA
McLaren MP4/8
1m 24.007s (2)
1m 24.042s (1)

29 WENDLINGER
Sauber C12
1m 24.720s (2)
1m 25.789s (1)

7 ANDRETTI
McLaren MP4/8
1m 24.793s (2)
Times disallowed (1)

26 BLUNDELL
Ligier JS39
1m 24.804s (2)
1m 25.405s (1)

28 BERGER
Ferrari F93A
1m 24.822s (1)
1m 25.161s (2)

27 ALESI
Ferrari F93A
1m 24.829s (2)
1m 24.906s (1)

25 BRUNDLE
Ligier JS39
1m 24.893s (2)
1m 26.181s (1)

6 PATRESE
Benetton B193B
1m 24.896s (2)
1m 24.916s (1)

12 HERBERT
Lotus 107B
1m 25.115s (2)
1m 25.742s (1)

14 BARRICHELLO
Jordan 193
1m 25.169s (2)
1m 26.142s (1)

19 ALLIOT
Larrousse LH93
1m 25.482s (1)
1m 25.629s (2)

9 WARWICK
Footwork FA14
1m 25.901s (2)
1m 25.971s (1)

30 LEHTO
Sauber C12
1m 25.941s (1)
1m 26.358s (2)

20 COMAS
Larrousse LH93
1m 26.279s (2)
1m 26.947s (1)

4 DE CESARIS
Tyrrell 020C
1m 26.429s (2)
1m 27.312s (1)

15 BOUTSEN
Jordan 193
1m 26.436s (2)
1m 26.810s (1)

11 ZANARDI
Lotus 107B
1m 26.465s (1)
1m 35.748s (2)

10 SUZUKI
Footwork FA14
1m 26.657s (2)
1m 26.707s (1)

3 KATAYAMA
Tyrrell 020C
1m 26.900s (2)
1m 27.569s (1)

23 FITTIPALDI
Minardi M193
1m 27.277s (2)
1m 27.753s (1)

22 BADOER
Lola T93/30
1m 27.371s (1)
1m 27.388s (2)

24 BARBAZZA
Minardi M193
1m 27.602s (2)
1m 28.032s (1)

Did not qualify:

ALBORETO (Lola T93/30) 1m 27.801s/1m 27.771s

SAN MARINO GRAND PRIX, Imola, April 25
61 laps of 3.132-mile (5.039 km) circuit (191.034 miles; 307.402 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1st	Alain Prost	F	Williams FW15C-Renault V10	1h 23m 20.413s	1m 26.128s	42
2nd	Michael Schumacher	D	Benetton B193B-Ford HB V8	1h 33m 52.823s	1m 26.612s	41
3rd	Martin Brundle	GB	Ligier JS39-Renault V10	60 laps	1m 28.430s	45
4th	JJ Lehto	SF	Sauber C12-Ilmor V10	59 laps – engine	1m 29.092s	44
5th	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	59 laps	1m 28.636s	48
6th	Fabrizio Barbazza	I	Minardi M193-Ford HB V8	59 laps	1m 29.646s	39
7th	Luca Badoer	I	Lola T93/30-Ferrari V12	58 laps	1m 31.751s	46
8th	Johnny Herbert	GB	Lotus 107B-Ford HB V8	57 laps – engine	1m 28.324s	45
9th	Aguri Suzuki	J	Footwork FA14-Mugen V10	54 laps	1m 29.332s	29
10th	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	53 laps – spin/fire	1m 27.690s	41
11th	Karl Wendlinger	A	Sauber C12-Ilmor V10	8 laps – engine	1m 29.304s	30
12th	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	42 laps – hydraulics	1m 27.490s	28
13th	Jean Alesi	F	Ferrari F93A-Ferrari V12	40 laps – clutch	1m 28.317s	30
14th	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	36 laps – steering damage	1m 30.438s	22
15th	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	32 laps – spin	1m 28.303s	30
16th	Derek Warwick	GB	Footwork FA14-Mugen V10	29 laps – accident	1m 28.874s	28
17th	Ukyo Katayama	J	Tyrrell 020C-Yamaha V10	22 laps – engine	1m 33.541s	19
18th	Damon Hill	GB	Williams FW15C-Renault V10	20 laps – brakes/accident	1m 28.590s	19
19th	Erik Comas	F	Larrousse LH93-Lamborghini V12	18 laps – engine	1m 30.983s	15
20th	Andrea de Cesaris	I	Tyrrell 020C-Yamaha V10	18 laps – gearbox	1m 34.556s	18
21st	Rubens Barrichello	BR	Jordan 193-Hart V10	17 laps – spin	1m 32.432s	15
22nd	Gerhard Berger	A	Ferrari F93A-Ferrari V12	8 laps – gearbox	1m 42.881s	8
23rd	Thierry Boutsen	B	Jordan 193-Hart V10	1 lap – hydraulics	12m 17.162s	1
NC	Riccardo Patrese	I	Benetton B193B-Ford HB V8	0 laps – spin	–	–
NC	Mark Blundell	GB	Ligier JS39-Renault V10	0 laps – accident	–	–

Winner's Average Speed: 122.799 mph (197.583 kmh) **Conditions: wet initially, then dry**
Fastest Lap: Alain Prost, 1m 26.128s on lap 42, 130.900 mph (210.618 kmh)

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Damon Hill kept Alain Prost on his toes in Spain. By Prost's own admission, the Englishman would have swept through to win had it not been for

Wheel of fortune

Prost survives vibro-massage to take 47th GP win — but only just . . .



. . . the rare failure of a Renault V10.



The real stories of the Spanish Grand Prix, beyond lap 41, only became apparent when the event was over, and both scenes were played out in the Williams garage after Alain Prost had won the 47th victory of his F1 career

"It was maybe," admitted the Frenchman, "one of my most difficult races physically. I don't usually have any problems, but I did today."

They began at the start, when his FW15C's automatic upchange refused to shift from first to second. As his Renault RS5 hit the rev limiter, he had to operate the gears himself. Damon Hill beat him to Elf, the first corner, and Ayrton Senna nearly followed through for second.

The start had been confused, to say the least. For some reason – unexplained by the stewards of the meeting or other FISA officials – when the green lights came on they temporarily activated the yellows which signal an aborted start. Eurosport



Mark and sparks: Blundell was only just deprived of a point.



Michael Andretti bagged his first finish, and collected two points.



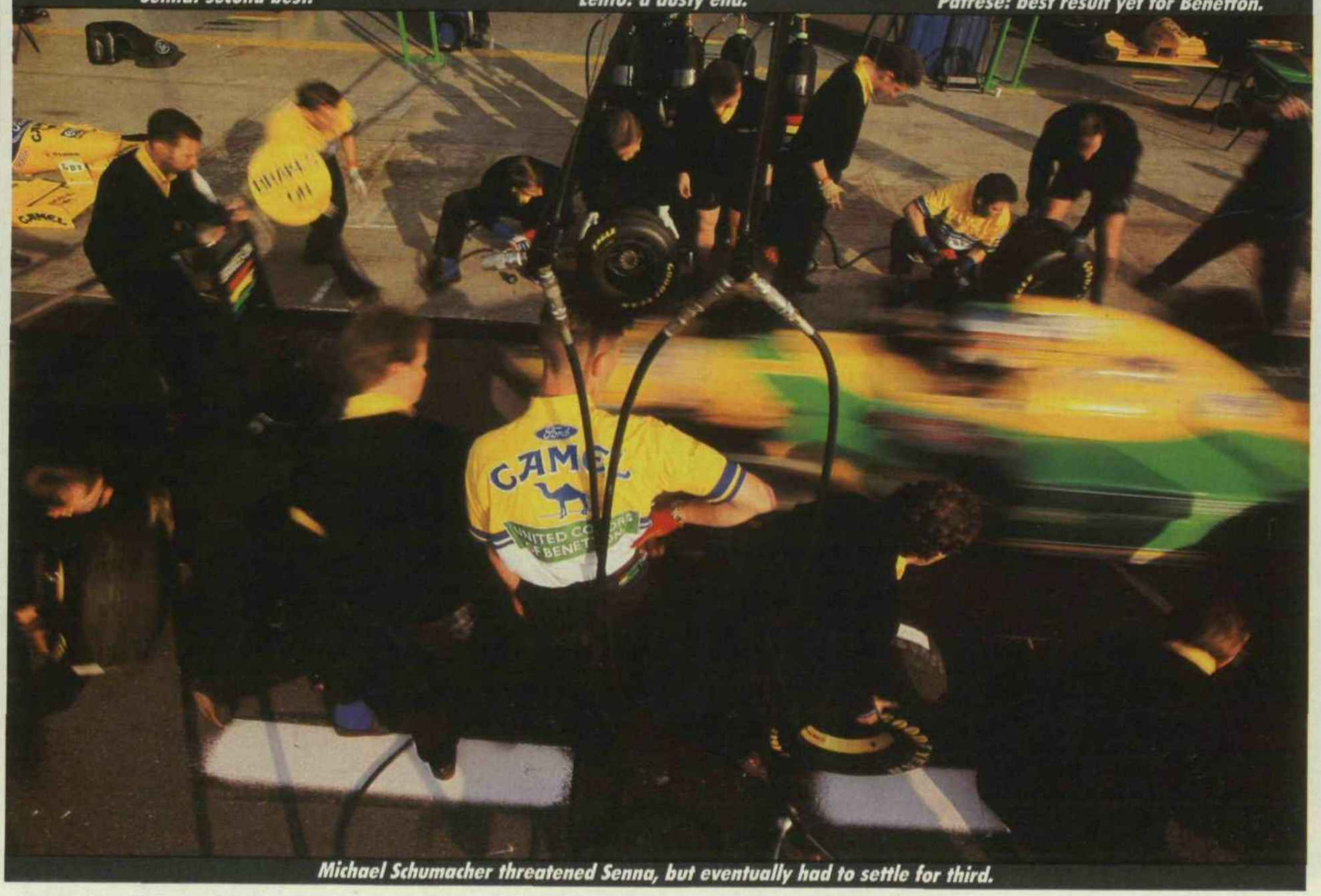
Senna: second best.



Lehto: a dusty end.



Patrese: best result yet for Benetton.



Michael Schumacher threatened Senna, but eventually had to settle for third.

commentator Mark Cole saw them from the opposite side of the gantry. So did German journalist Malte Jürgens. Several of the drivers admitted to seeing them too: those who didn't ignored them totally!

Andretti chuckled to himself as he hesitated, then surged ahead when he saw everyone else pushing on, for his Nemesis, Karl Wendlinger, had played it fairest. Having seen Johnny Herbert's Lotus sidelined on the warm-up lap by a load-cell failure that prevented his onboard computer reading the car's active suspension messages, he was perhaps more alert to the possibility of an aborted start. "There was never a green light until I passed the start and finish line," he complained, with no small justification. "The light changed from red to orange and at the first moment I accelerated flat out, then I hesitated. When I saw that everybody had gone I had already lost several positions." In fact, he went from fifth on the grid to 11th at the end of the first lap.

Hill also paused momentarily, but only mentally. "I was rushing towards the first corner thinking: 'Is this a race, or not?'"

Senna had no doubts it was, and only just failed to take second in that first corner dash. Bit by bit, however, the Williams duo dropped their red and white shadow.

The Circuit de Catalunya provided Hill with another backdrop before which to endorse his growing status. Reflecting on Imola and the events leading up to his accident there, after qualifying on Saturday, he had suggested: "I can't do the right thing! I wanted to get some indication of what my lap times were compared to what Alain and Ayrton were doing, before I made my stop for slick tyres, but I wasn't getting them regularly on my dashboard display. It was my decision to come in when I did. A lap earlier would have been better . . . " It had, however, been only his sixth Grand Prix, and he was fighting the two greatest exponents of the current era.

Senna certainly had taken notice of his growing challenge as Hill had defended his Italian lead, and was unhappy about what he perceived as weaving. After that race, Damon had been summoned to his presence. There, Senna dressed him down and told him, in uncompromising terms, never to weave in front of him again. Never mind anyone else. Not in front of *Him*. Ever. Hill, to his credit, did not bandy the story around the paddock in Barcelona, but was prepared to discuss it if asked.

"I just told him that I didn't think I had done anything to him that I hadn't seen him do in his career," he said, with a ghost of a smile. A cool customer, Mr Hill, and one, it is fair to say, who pushed his team-mate a lot harder in Spain than Riccardo Patrese pushed Mansell for most of last year.

For much of the final qualifying session, in fact, it looked as if the Hill name would grace pole position for the first time since Graham parked his Lotus 49B on the front of the grid at Monaco back in 1968. Smoothly, and taking full advantage of an FW15C that, in stark contrast to his team-mate's, handled very well on a light fuel load, he had managed a quick lap early in the session. Later, he trimmed it again. First time out, Prost couldn't quite match him. Then came one of *the* great pole laps, as the Frenchman wrestled his car around half a second quicker, literally tigering the time from it. It was highly uncharacteristic, for usually Prost looks so smooth as to be unobtrusive on the track; here, for once, he looked more like Senna, hanging it all out, right on the very edge.

The two of them were in a class of their own as Senna himself languished in third place, almost two seconds adrift. His McLaren looked good in the fast corners, but lacked the sheer grunt of the Renault-powered cars.

Prost had been in Hill's wheeltracks once he'd recovered from his sluggish start, and though he could detect some liquid coming from the back of his team-mate's car, stayed with him, knowing he could brake later. On lap 11 he had a good look down the inside at the end of the straight, and Damon wisely let him through without

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aggravation. That should have been it, and indeed Prost eked out a 2.6s lead by lap 21. Then, on an afternoon not renowned for the vigilance of all lapped runners, he came upon Derek Warwick's Footwork. As Suzuki had shown at Imola, the FA14s are quick in a straight line and have good punch exiting corners. Prost caught Warwick towards the end of the lap, where passing was not easy, and in a moment his lead was down to 0.3s as Hill challenged again. After that they ran together, Hill apparently biding his time as Prost began to struggle. His car had developed a worrying vibration, which steadily wore him down physically. They remained nose-to-tail by lap 40, with Hill occasionally looking at gaps but at that stage still content to wait. "To my surprise, on one occasion when I decided to back off a bit and run in clean air," he said, "Alain backed off too. He seemed to be going as fast as he could to stay ahead of me."

He was, too. What team orders there were essentially called for the pair of them to be sensible, and not to risk an accident which might take them both out. By now Damon was asking himself a fundamental question: 'Are you going to try and win this race?' Clearly, he was answering himself in the affirmative. It was not to be, however.

From lap 30 onwards Williams had been ready in the pits with fresh tyres, but when one of its cars came trickling in at the end of lap 41, new Goodyears were the last thing it required.

"It was going fine, everything looked OK and the temperatures were all right," said Hill. "Then the engine made a terrible noise and that was it." Bernard Dudot later diagnosed a problem which had its roots in a con-rod – which most certainly was no longer where he had designed it to be – but that was of scant consolation as Damon rolled silently into the garage, scattering photographers and leaving a trail of Elf lubricant to mark his passage.

"Dudot diagnosed a problem which had its roots in a con-rod — which was no longer where he had designed it to be"

The pressure now off, a relieved Prost relaxed perceptibly. Senna, however, was forced to keep a wary eye on Schumacher. The German had steadily chipped away at the McLaren driver's advantage, but whenever he got within a couple of seconds he would run into the unyielding traffic. Once, on lap 27, it seemed his chance had come as Senna bounced up the inside kerb at Elf to avoid a closing Erik Comas. The Larrousse driver was leading a battle for 10th place once his team-mate had vacated the position with transmission failure, and simply failed to see the McLaren driver in his mirrors. Seeing he had been under pressure throughout from a nose-to-tail group which at one stage comprised Wendlinger, Zanardi, Barrichello, Blundell, Warwick and Brundle, this was hardly forgivable behaviour from the Frenchman.

Senna survived that little drama, and whenever he lost time to Schumacher, he got it back, partly because of the traffic and partly because the Benetton was misbehaving. From half distance it began vibrating badly and then the gearbox began shifting at its own whim. "It went down to first and then into third when I wasn't expecting it," said Michael. He dived in for fresh tyres on lap 37, in the hope of curing his vibration, but soon afterwards his gearbox gremlin came back. Whenever he tried for second it would go straight for first, obliging him to stay in third as his lowest ratio. For all that he mounted a mighty challenge in the closing stages, for Senna had also been obliged to pit, on lap 52. His rear Goodyears were worn and dirty, and beginning to affect the MP4/8's balance. "It's best to stop and be safe – though this was an unusual stop!" said the Brazilian. Indeed it was. The left rear wheel



The pain in Spain . . . a promising afternoon ended sadly early for Damon Hill.

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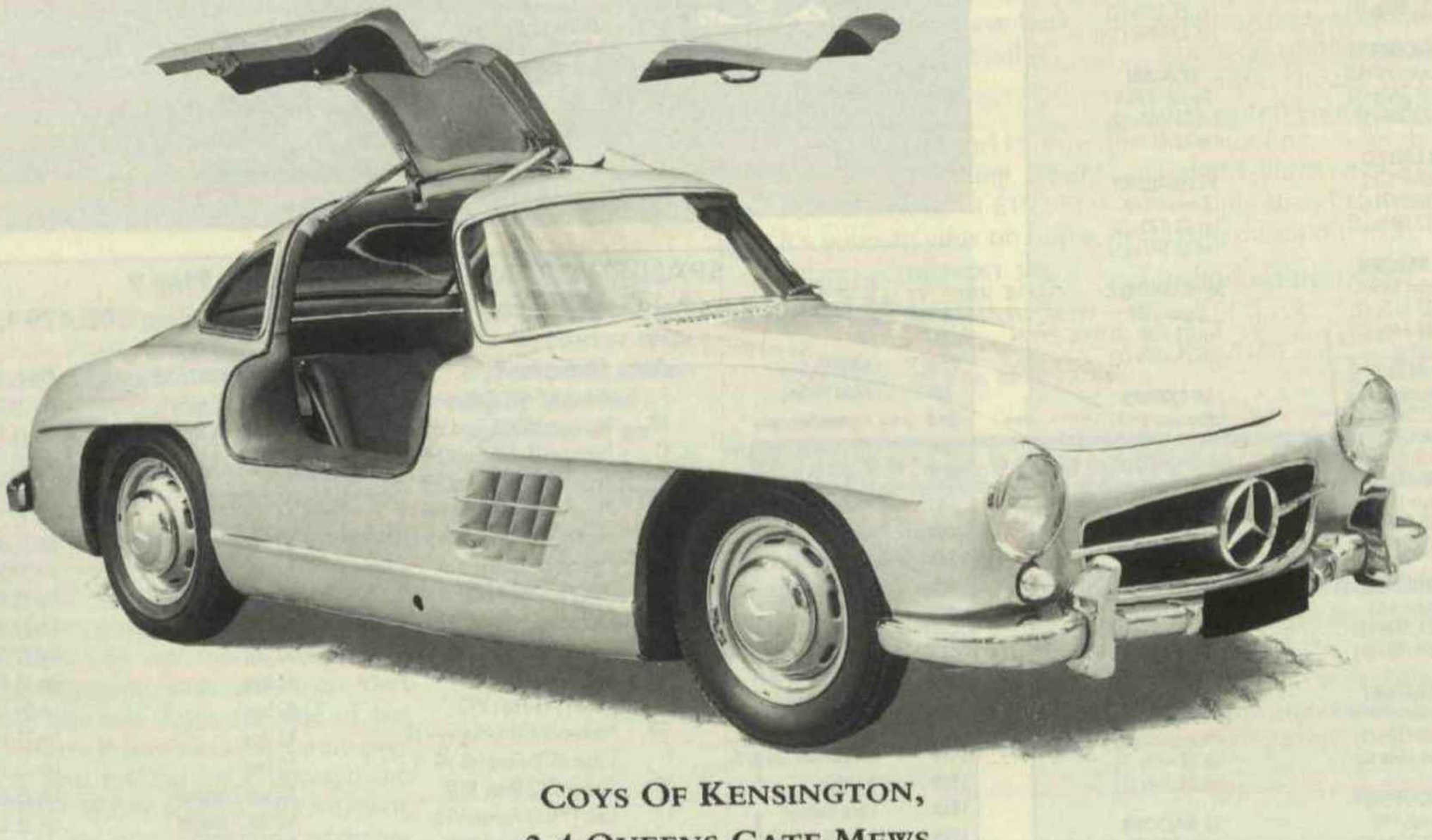
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proved stubborn, and he sat for an agonising 15s before accelerating back into battle. Schumacher was now only eight seconds adrift.

Meanwhile, events were unravelling lower down the field, which would ultimately thwart Schumacher's challenge.

In the German's wake, team-mate Patrese was doing an unobtrusive job in fourth place, with Michael Andretti keeping out of trouble and heading for fifth, by his own admission driving at no more than seven-tenths. "It wasn't very exciting," he admitted afterwards, "but it feels as if a great weight has been lifted off my shoulders. I brought it home finally, that's what matters."

Behind them, the battle for 10th had become for sixth place and the final point. Initially Alesi had seemed the likeliest candidate, comfortably holding off Lehto's challenge as the Finn coped with with an Ilmor V10 that was cutting out intermittently. Then, just before Hill's demise, the Ferrari V12 grenaded. Lehto then moved up, chased at a distance by Wendlinger, the Austrian grateful to have at last passed Comas whose Larrousse was very quick on the straight. Neither Sauber made it home, however, Karl's losing its fuel pressure on lap 43, JJ's blowing up on lap 54. Thus, when Comas's oil pressure began fading, Zanardi came barging through into sixth for Lotus, hounded by Blundell and Berger, who'd recovered from a pit stop on lap 30 which had dropped him from ninth to 15th. He had insisted that his Ferrari race with the new gas actuators in its active suspension that he had tried in qualifying, and where it had been a handful on full tanks it was now running better.

Zanardi's luck held for five laps, but on lap 60 he trickled by the pits with his engine smoking. Like Herbert's in Imola, his Ford HB had thrown bits of piston into the airbox.

The unit had actually let go in the last corner, and as he came up to lap the 107B Schumacher slid off course on its trail of Castrol and was very lucky that his momentum had carried him into – and through – the gravel on the outside. He lost time, but not his place, but the incident killed his chances of challenging Senna.

Blundell inherited sixth at Zanardi's expense, but there was a payback. Mark had the Lotus's lubricant all over his visor, and Berger was able to pounce with two of their laps (both were two laps adrift) left to run as Mark's vision was impaired. In that move, Gerhard doubled his and Ferrari's 1993 points score.

With Brundle unluckily dropping out in spectacular fashion when a right rear tyre deflated at the end of the straight on lap 12, eighth fell to Christian Fittipaldi who'd fought with great determination. He was 24th on the opening lap but clawed his way into contention with the 10th place group, despite losing 40s at one stage when trapped behind Andrea de Cesaris. As team manager Renato Capucci lamented afterwards: "He was only 11s behind Berger by

STARTING GRID

2 PROST
Williams FW15C
1m 17.809s (2)
1m 19.599s (1)

0 HILL
Williams FW15C
1m 18.346s (2)
1m 20.400s (1)

8 SENNA
McLaren MP4/8
1m 19.722s (2)
1m 20.221s (1)

5 SCHUMACHER
Benetton B193B
1m 20.520s (2)
1m 21.148s (1)

6 PATRESE
Benetton B193B
1m 20.600s (2)
1m 21.880s (1)

29 WENDLINGER
Sauber C12
1m 21.203s (2)
1m 23.696s (1)

7 ANDRETTI
McLaren MP4/8
1m 21.360s (2)
1m 22.286s (1)

27 ALESI
Ferrari F93A
1m 21.767s (2)
1m 23.614s (1)

30 LEHTO
Sauber C12
1m 22.047s (2)
1m 22.601s (1)

12 HERBERT
Lotus 107B
1m 22.470s (2)
1m 23.541s (1)

28 BERGER
Ferrari F93/A
1m 22.655s (2)
1m 24.346s (1)

26 BLUNDELL
Ligier JS39
1m 22.708s (2)
1m 24.107s (1)

19 ALLIOT
Larrousse LH93
1m 22.887s (2)
1m 26.698s (1)

20 COMAS
Larrousse LH93
1m 22.904s (2)
1m 24.995s (1)

11 ZANARDI
Lotus 107B
1m 23.026s (2)
1m 23.579s (1)

9 WARWICK
Footwork FA14
1m 23.086s (2)
1m 23.971s (1)

14 BARRICHELLO
Jordan 193
1m 23.232s (2)
1m 24.708s (1)

25 BRUNDLE
Ligier JS39
1m 23.357s (2)
1m 24.748s (1)

10 SUZUKI
Footwork FA14
1m 23.432s (2)
1m 24.158s (1)

23 FITTIPALDI
Minardi M193
1m 23.449s (2)
1m 24.304s (1)

15 BOUTSEN
Jordan 193
1m 23.434s (2)
1m 24.476s (1)

22 BADOER
Lola T93/30
1m 24.268s (2)
1m 26.851s (1)

3 KATAYAMA
Tyrrell 020C
1m 24.291s (2)
1m 25.607s (1)

4 DE CESARIS
Tyrrell 020C
1m 24.358s (2)
1m 27.724s (1)

24 BARBAZZA
Minardi M193
1m 24.399s (2)
1m 25.616s (1)

Did not qualify:

ALBORETO (Lola T93/30) 1m 26.813s/1m 25.396s



SPANISH GRAND PRIX, Barcelona, May 9
65 laps of 2.949-mile (4.746 km) circuit (191.727 miles; 308.479 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1st	Alain Prost	F	Williams FW15C-Renault V10	1h 32m 27.685s	1m 22.923s	38
2nd	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	1h 32m 44.558s	1m 21.717s	61
3rd	Michael Schumacher	D	Benetton B193B-Ford HB V8	1h 32m 54.810s	1m 20.989s	61
4th	Riccardo Patrese	I	Benetton B193B-Ford HB V8	64 laps	1m 24.785s	33
5th	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	64 laps	1m 23.791s	59
6th	Gerhard Berger	A	Ferrari F93A-Ferrari V12	63 laps	1m 25.065s	59
7th	Mark Blundell	GB	Ligier JS39-Renault V10	63 laps	1m 25.543s	58
8th	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	63 laps	1m 25.816s	55
9th	Erik Comas	F	Larrousse LH93-Lamborghini V12	63 laps	1m 26.381s	49
10th	Aguri Suzuki	J	Footwork FA14-Mugen V10	63 laps	1m 27.006s	46
11th	Thierry Boutsen	B	Jordan 193-Hart V10	62 laps	1m 25.824s	48
12th	Rubens Barrichello	BR	Jordan 193-Hart V10	62 laps	1m 24.085s	54
13th	Derek Warwick	GB	Footwork FA14-Mugen V10	62 laps	1m 25.795s	59
14th	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	60 laps	1m 25.246s	59
15th	JJ Lehto	SF	Sauber C12-Ilmor V10	53 laps – engine	1m 25.824s	47
16th	Luca Badoer	I	Lola T93/30-Ferrari V12	43 laps – engine	1m 28.633s	41
17th	Karl Wendlinger	A	Sauber C12-Ilmor V10	42 laps – fuel pressure	1m 24.933s	30
18th	Andrea de Cesaris	I	Tyrrell 020C-Yamaha V10	42 laps – black-flagged	1m 27.628s	42
19th	Damon Hill	GB	Williams FW15C-Renault V10	41 laps – engine	1m 22.840s	40
20th	Jean Alesi	F	Ferrari F93A-Ferrari V12	40 laps – engine	1m 25.729s	39
21st	Fabrizio Barbazza	I	Minardi M193-Ford HB V8	37 laps – spin	1m 27.899s	33
22nd	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	26 laps – transmission	1m 27.453s	23
23rd	Martin Brundle	GB	Ligier JS39-Renault V10	11 laps – puncture/spin	1m 29.805s	7
24th	Ukyo Katayama	J	Tyrrell 020C-Yamaha V10	10 laps – spin	1m 29.569s	11
25th	Johnny Herbert	GB	Lotus 107B-Ford HB V8	2 laps – electronics	1m 38.480s	2

Winner's Average Speed: 124.415 mph (200.221 kmh) Conditions: warm, sunny
Fastest Lap: Michael Schumacher, 1m 20.989s on lap 61, 131.113 mph (211.000 kmh)



Above, Hill pipped Prost and Senna into the first corner after a start made confusing by the brief apparition of an orange light. Far left, midfield positions were fiercely contested. Here, Barrichello leads Blundell, Warwick and Brundle.

the end . . . "

And so the Spanish GP wound down to its final scene. As Prost joined a beaming Frank Williams in the garage afterwards, Damon swallowed his own disappointment and proffered a handshake and words of congratulations. "And well done to you, too," replied Prost without affectation. "If you could have kept going as quickly as you were, for sure you would have won."

Prost himself, it transpired, was as lucky as Hill had been unlucky. As Damon had in Interlagos (but had not mentioned publicly), Alain struggled with a set-up that brought out the less forgiving side of the FW15C's nature. It was vibrating badly over the bumps, and kicking back through the steering wheel. Worse still was the worrying recurrence of the loose wheelnut nightmare in the very last laps. Since Mansell's Monaco disaster last year the wheel securing system has been redesigned, but here the team tried another totally new system for the very first time in a race – and found it slightly wanting. Prost would likely not have made another lap at competitive speed.

With Monaco so imminent, the Return of the Loose Wheelnut prompted some rapid rethinking and rectification work at Didcot. **DJT**

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Traction control and ABS

Wheels locked, Gerhard Berger heads for the gravel in South Africa this year. ABS would have prevented that . . . Before he switched to wet

Does Formula One really need to run all of the technology we take for granted in road cars?

The first time you hear it, as a car accelerates hard out of a tight corner and runs up through the gears, it sounds just like a serious misfire. It isn't. This is traction control at work.

Many are already used to it on their road cars. BMW and Mercedes-Benz, for example, have had it for years. Some may even be familiar with its downside, on cars which do not feature an override switch. It can be tough in loose snow, when an engine will just sit there on idle because the rear wheels are spinning and the computer system doesn't want them to lose the traction they *need* to lose in order to get the car moving up a slope . . . Most Formula One systems allow the driver to dial in degrees of control.

Traction control – seen as yet another undesirable example of excessive technology by many purists (myself included) – first appeared in F1 back in 1990. Ferrari's technicians sat down on the Tuesday after the Italian GP on September 11, and came up with a traction control system that it had working on the cars in Portugal less than a fortnight later. That was pretty impressive, but as Harvey Postlethwaite once remarked, "Ferrari has the technology to do all these sort of things, but unfortunately in the past they've often got lost in the politics."

That system was relatively simple, just software and a wheel speed sensor. That Portuguese race was, of course, the celebrated occasion on which, as team-mate Alain Prost was fighting with Senna for the World Championship and the Ferraris sat on the front row, Nigel Mansell drove at him at the start of the race. Prost made the markedly better start up to that point, whereat he had to swerve to avoid an all-red collision. He was using traction control. Mansell, suspecting that it was all a ploy to penalise him further according to team insiders, had switched his off, believing that Ferrari was using it purely to favour the Frenchman!

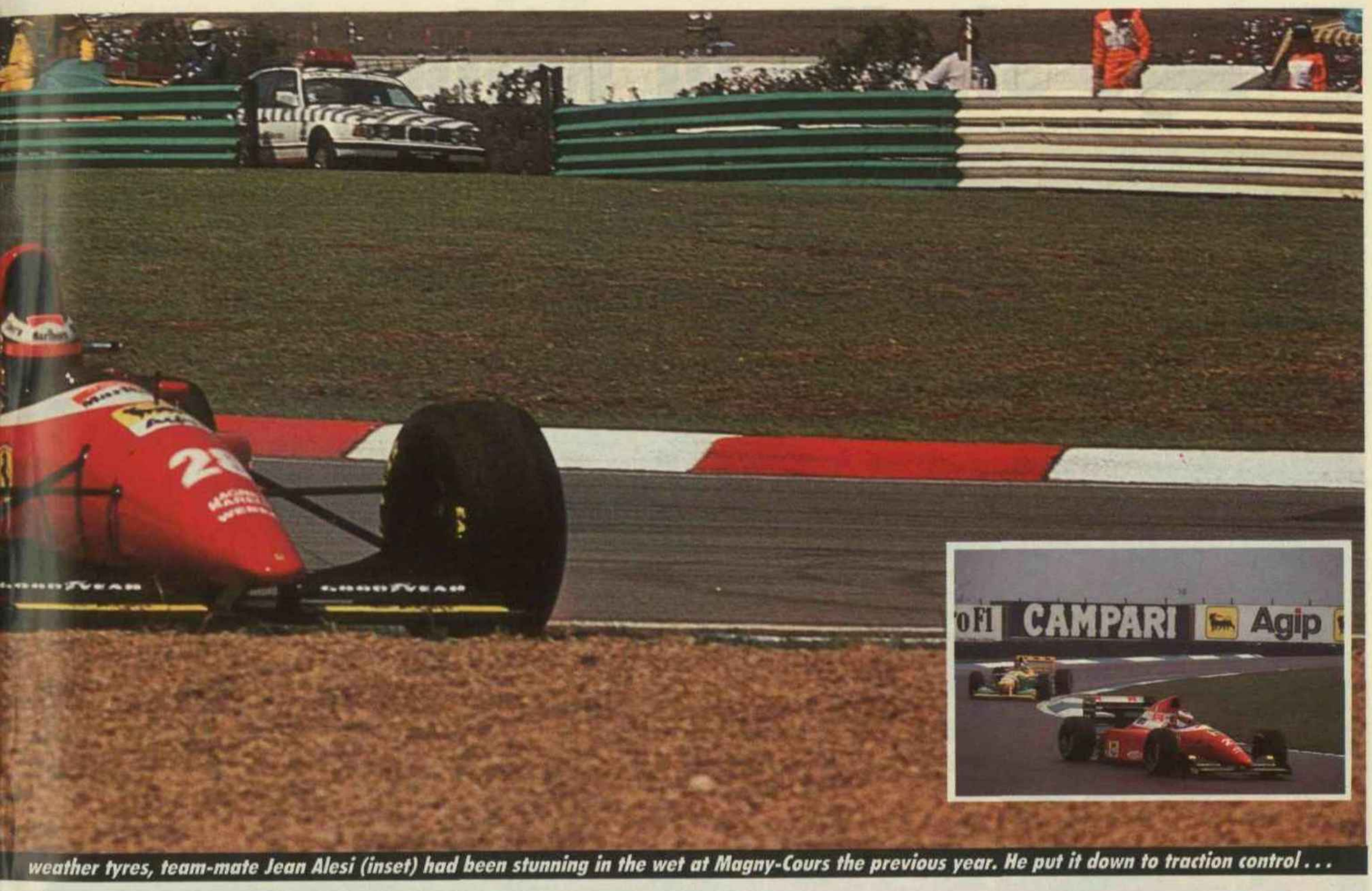
Mansell never did like traction control. His first reaction when such a system was perfected by Patrick Head for 1992 was to accuse the Williams team of trying to even out his starting advantage over Riccardo Patrese. He saw it as just another erosion of a driver's influence over his machinery, and he has a point. The whole idea is to let the car decide how much power to apply, taking away a vital driver function. Says Damon Hill: "You put your foot down and the engine minimises wheelspin and maximises usable horsepower. That's it. It's obviously a big help, especially in the wet."

That original Ferrari system came about after one test and a week's worth of design, but couldn't be used for the full lap. Later that year, when the team went two seconds faster than anyone else during a wet test in Estoril, it rather tipped its hand. As one engineer recalled: "When we did that we had everybody calling round to see just what we were doing! They could see the wheel sensors and that was that!"

Later in 1992, at Magny Cours, Jean Alesi drove heroically in his Ferrari to lap at similar speed on slicks in the wet to Mansell, who had just changed to wets. I congratulated him later on what I still believe to have been a great performance, but he just shrugged. "With traction control, it is nothing."

How do F1 traction control systems work? Usually they either cut the fuel supply or the spark. Good road cars do both, but the problem in F1 is that doing that simply takes too long. There are penalties. Lamborghini engineer Mike Royce: "The brutality of the spark-cutting system comes in the very sudden and very marked rise in exhaust temperatures. It's better to cut the fuel, but better still to use fly-by-wire."

McLaren, which has to pay for breakages associated with its TAG-designed system, uses the latter, to the chagrin of Cosworth and Ford – and Benetton. The Witney team finally got to test its own system just prior to Monaco, after delays with safety testing associated with use of an electronic throttle. One designer said recently: "How can it take Ford that long to sort out Benetton's traction control system? Sure, I can see why a fly-by-wire throttle might pose a few problems from the safety point



weather tyres, team-mate Jean Alesi (inset) had been stunning in the wet at Magny-Cours the previous year. He put it down to traction control . . .

of view, but they could easily have worked something else out in the meantime. What are they playing at?"

The spark cutout also poses fuelling problems. The ignition is cut, but not the fuel supply. If a driver dials in more and more control, as Rubens Barrichello did at Donington, it can contribute to significantly higher fuel consumption, as well as the risk of washing lubricant from the bores. Barrichello ran short of Sasol with five laps to go.

"From a technical point of view," an engineer friend said recently, "traction control is very nice. It's an interesting solution and makes a car quicker. Of course, the driver usually wants to believe that he's the difference. With good traction control and anti-lock brakes he'll just have to jam on the brakes and then mash the throttle to get through the corner. The need for a driver's sensitivity to how late to brake and how early to get back on the gas has gone, and he just has to sense how fast he can actually corner. Something has been lost."

Anti-lock brakes – ABS – is the other device which purists fear will further erode standards of driving skill. Williams and Benetton have both tested systems, and as these words were written the former was preparing to run it in qualifying in Canada just as Bosch had frozen development on the latter's until FISA has clarified the 1994 technical regulations. Former World Sportscar champion Jean-Louis Schlesser has good reason to recall his experience of an early system, during a test with Mercedes' GpC contender at Barcelona. A sensor failed and indicated that a wheel was not rotating. It was, of course, but the system told the computer that the brakes had locked up and so resolutely it refused to offer any further retardation. Schlesser arrived at the hairpin with his right foot hard on the middle pedal and nothing happening. He pushed so hard that he actually bent the pedal, and he suffered serious cramp in his right leg for the rest of the day. He was lucky to escape a worse fate.

Without doubt, ABS will be of great benefit, but one tends to agree with a tongue-in-cheek Steve Parker, Ford's F1 Programme Manager, when he commented in Barcelona: "It's nice to see all these roadcar things coming through to Formula One; traction control, anti-lock brakes. What's next? Perhaps they'll all have a cruise control . . ."

At one stage, before he changed his mind about "letting technology have its head", Max Mosley liked to compare modern racing cars with fighter planes. "It's like the difference between a modern fighter plane and a Spitfire. The fact is that you probably need more qualities to fly a modern fighter than you did a Spitfire in 1940." That was all very well, but you don't have spectators when planes are being run quickly. That's the difference. In racing the spectators want to be entertained. Ideally, they want to see man against car against another man in another car. They want the vicarious thrill of seeing somebody do something that they can't do themselves.

Damon Hill makes a point: "If you take traction control away, you're still not going to see speedway style cornering. You'll still see Alain Prost with all four wheels pointing in the same direction. You'd have to go to really narrow tyres and hard compounds to promote that." Now there's an idea . . .

Some feel there is the danger that even the most mundane road cars will become more sophisticated than F1 cars, if traction control and ABS are banned from racing. That's cock-eyed thinking. So what? Road cars these days are built to be almost idiot proof. To require of the driver the minimum level of ability and sensitivity. We should get rid of traction control and ABS now on racing cars and damn well celebrate that they don't have them. *Come and look! How can these heroes get round a soaking wet Donington without the hand-holding devices we mere roadcar drivers take so much for granted? And just look how much that guy is having to fight his car and the conditions to stay on the road!*

Semi-automatic transmission actuated by controls which allow a driver to keep his hands on the wheel, active ride, and continuously variable transmission of the type being developed by Williams all seem desirable technology in both racing and road cars. But traction control? ABS? What do you think? Should we opt for the esoteric perfection of technicalities until all racing becomes as tedious and predictable as those slotcars which are held to the track by magnets? Or should the challenge remain visible? Should it still be obvious that the performer is working on a high wire? **D J T**

Age shall not wither . . .



Nobody sensible talks to Mario Andretti about age; at 53 he still races as hard as he did 30 years ago, and proved it with his recent victory at Phoenix.

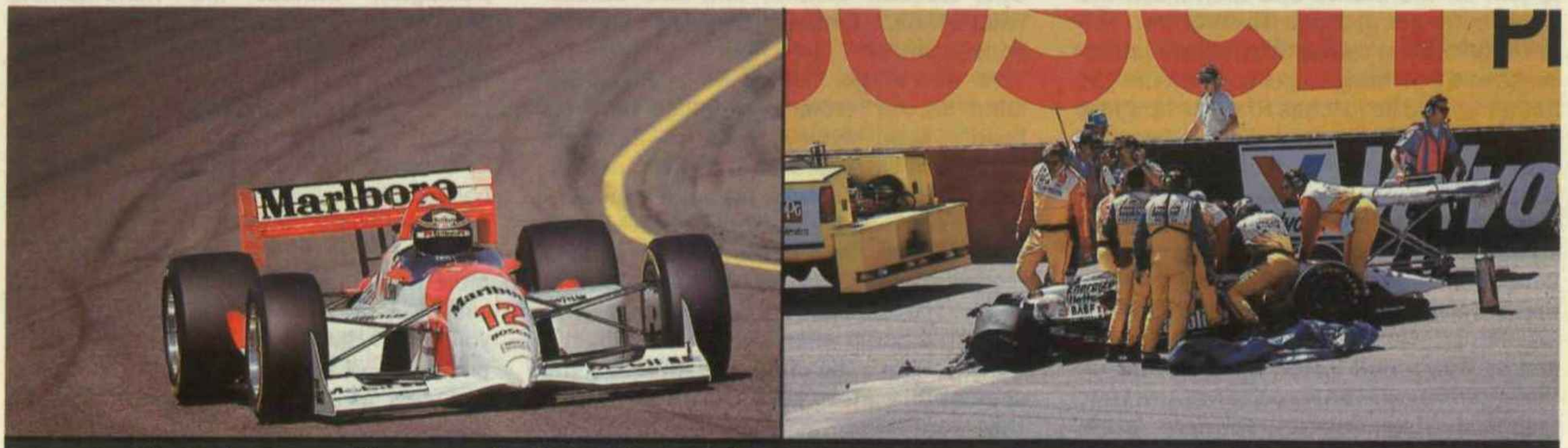
In the first of a regular new series, top IndyCar journalist David Phillips casts an eye over topical racing issues Stateside

To steal a phrase from Bill Clinton, the folks in Formula One just don't get it.

'It' is IndyCar racing.

Thanks to CART's peculiar schedule – which saw the Phoenix and Long Beach races separated by two weeks in deference to Easter – I had the opportunity to take in the European Grand Prix at Donington Park. As you might expect, the real motivation behind travelling from Arizona to California via Leicestershire was to gauge the progress of one Michael Andretti coming to grips with Formula One at first hand, rather than via television.

But people wanted to talk about IndyCar racing and, of course, Nigel Mansell, who'd just done his level best to knock down the Turn One wall at Phoenix, as much as they



Speed isn't always everything, as new hotshoe Paul Tracy (left, the winner at Long Beach) and World Champion Nigel Mansell (right, after his Phoenix accident) have at times discovered.

did Michael Andretti. The other main topic at Phoenix was Paul Tracy's utterly dominant performance, which ended in tears when he, too, crashed in Turn One, a miscue that ultimately led to 53 year-old Mario Andretti winning his first IndyCar race since mid-1988.

"Don't get me wrong, I was glad to see the old boy win," said one F1 entrant. "But what does that say about IndyCar racing? And who was it that finished second . . . Raul Boesel? I doubt if either one of them would even qualify for a Formula One race."

It's an oft-heard refrain and one that, frankly, misses the mark both in its knowledge of IndyCar racing facts and in a fundamental understanding of the dynamics of the sport.

First, the facts. Michael Andretti qualified within 0.6s of Ayrton Senna at Donington, despite getting virtually no time on the track in Thursday's open session and Friday's rain. So with a total of 35 practice and qualifying laps around a place he'd never seen before, Andretti was just over half a second slower than the man who, on race day, showed why he is not just the best racing driver in the world today, but one of the true giants in racing history.

True, Michael proceeded to deposit his McLaren in the sand trap on Sunday in a remarkable lapse of judgement, but that should not overshadow the fact that he can drive a race car quite quickly as is, and will likely get faster once he gains F1 experience.

Would Mario, Raul and some of the other IndyCar drivers be able to qualify for an F1 race? A rudimentary knowledge of recent IndyCar racing suggests they would, and perhaps a lot further up the grid than some might suspect.

Look at 1992's statistics, for example. Yes, Michael Andretti won seven of 15 possible poles, but rarely by an overwhelming margin. Bobby Rahal – a man who just turned 40 – nipped Andretti for three poles last year while Emerson Fittipaldi, a charter member of F1's 'over the hill' gang, outqualified Andretti four times in '92, five times in '91 and seven times in '90. Look too at Mario, who was generally within 0.5s of Michael in the past couple of years and, as he was quick to point out at Phoenix, probably would have won half a dozen races since 1989 but for the fact that he was finishing second to his son.

If Emerson Fittipaldi can outqualify Michael Andretti at Portland and Road America, why would he not be able to run at approximately the same speed as Michael in a McLaren MP4/8? And if Mario can run second to Michael at Toronto and Laguna Seca, why not at Donington and Monaco? And if Raul Boesel can finish 10th in the 1992 IndyCar standings with Simon Racing (a team roughly akin to Lotus or Jordán in CART's pecking order), despite missing the first three races, what makes you think he couldn't earn his share of World Championship points for a decent F1 team?

But a more fundamental mistake is made by those who discount IndyCar racing as a sport for old men rather than the hungry young lions who populate the F1 grids. The very nature of the IndyCar championship, which includes half a dozen or so oval track races each year, requires a completely different mindset than F1. When a third of the schedule consists of tracks where experience is everything and youthful enthusiasm is an outright liability, naturally the driver line-up will tend a little to the greyer end of the spectrum than a pure road racing series.

I recall a conversation last year with Chip Ganassi, who had just released Eddie Cheever. At that time he had options on the services of Robby Gordon and Arie Luyendyk for 1993, not to mention a host of other hopefuls beating on his motorhome door. On the one hand, he could take a young man who showed every indication of being the most gifted driver to hit IndyCar racing in a decade (Paul Tracy included) and on the other, a man nearing his 40s with mixed road racing credentials but who is consistently quick on the ovals and who won the Indianapolis 500 in 1990 and might well have repeated that in 1991 but for a cracked spark plug.

"Mario Andretti? Raul Boesel? I doubt if either one would even qualify for a Formula One race."

"I don't want to go to Indianapolis with my whole team riding on a rookie," said Ganassi, who subsequently hired Luyendyk.

The fact that Gordon blew Luyendyk's doors off at Surfers Paradise, Phoenix and Long Beach ultimately did not change the essential wisdom in Ganassi's logic. While Gordon was magic at Phoenix, charging from 23rd to third, his lack of oval track experience eventually showed when he got caught out in lapped traffic and crashed. It was a point driven home again and again and again at Phoenix: you simply cannot over-drive a car on an oval for long.

On the other hand, Luyendyk fought an evil-handling car all day and eventually came home eighth. Hardly a finish to celebrate, but one which netted the team five championship points compared to the goose eggs recorded by Gordon and, for that matter, Mansell. And all Tracy got for his day's work was a single point for leading the most laps – before throwing it all away with a two-lap advantage on the field. One can only speculate how far Messrs Gordon, Mansell and Tracy would have gone in Arie's diabolical Lola.

Or take the case of Canadian John Jones. Here was a successful TransAm driver who went IndyCar racing after a reasonable 1987 season in F3000. He had finished second at Pau, and while not necessarily hailed as the second coming of Gilles Villeneuve, was generally regarded by the European press as a worthy young driver.

Flashback to 1988 at Indy, where Jones put in close to 1500 miles of practice without a hint of going fast enough to make the field. True, his March 88C-Cosworth was by no means the equal of that year's Penske PC-17 or Lola T88/00-Chevrolets, but several others made the field in March-Cosworths. Although Jones eventually qualified for Indy in 1989, he was never seen as anything but a journeyman IndyCar driver because he was so clearly uncomfortable on the ovals. No shame in that, but it points out a basic difference between IndyCar racing and top-line European single-seater racing.

On the other hand, consider Rick Mears. In retrospect, I don't think it's saying too much to suggest Rick once had the potential to join the ranks of Senna, Fangio and Clark in the big picture of world motorsports. Of course, he never actually raced in Formula One and then suffered grievous ankle and foot injuries that compromised his road racing abilities more than he would ever let on. Nevertheless, his innate ability and acutely analytical mind made Mears perhaps the greatest speedway driver in history. He was the favorite at any IndyCar oval race throughout most of the 1980s and into the '90s; the fact that his championship chances were steadily eroded by the increasing number of road course and street circuit races on the CART calendar did nothing to diminish his value to Penske Racing, nor his stature within the sport.

So what's the point? Despite their similarities, there are fundamental differences between IndyCar racing and F1. As has been repeated ad nauseum of late, while F1 is (was?) a technological free-for-all, IndyCar racing places limits on technology. While F1 is pure racing (and if it proves to be entertaining, so much the better), the racing in IndyCars is inextricably mixed with the entertainment factor. But perhaps the biggest difference is that outright speed is valued above all in a Formula One driver – sometimes to the exclusion of patience and experience (just ask Riccardo Patrese or Martin Brundle). IndyCar racing's blend of ovals and road courses, and the overwhelming importance of a single oval race – the Indianapolis 500 – places a greater weight on experience than does the Formula One calendar.

And that's why Mario Andretti, Bobby Rahal, Emerson Fittipaldi, Arie Luyendyk and, yes, Raul Boesel, are valued performers in IndyCar racing. Put them in equal cars with Robby Gordon or Rubens Barrichello at Mid-Ohio or Donington Park and the senior citizens might struggle to beat the young lions. In equal cars at Phoenix or Indianapolis I'll put my money on the old boys every time – not only to win but to bring the car home in one piece. **D P**

Noise

Dear reader,

In April's MOTOR SPORT I gave a warning that the rule makers and FISA were contemplating "a degree of silencing on Formula One exhaust noise". I made it clear that I personally was not interested in such an idea, suggesting that if it was made a rule for 1995 I would be doing something else when the season began.

The immediate future of Grand Prix racing still interests me and recent high-level discussions between FISA and representatives of the teams on the subject of engine and chassis technology, to decide on limiting certain aspects, found me agreeing with the views of Renault, Williams, McLaren and Lotus among others. They feel that to limit technical innovation would destroy the whole point of Grand Prix racing. The head man of Renault put it quite simply, when he was reported as saying: "Formula One (Grand Prix racing) must remain a technological sport. It should be technology before spectacle. If we lose technology, we lose everything and (at the moment) the real worry is there seems to be no firm decision on how rules will develop for the future."

Renault does not put all its technical resources into winning races in order to entertain the public, it is doing so to learn and to advance its technical knowledge, as are the rest of the engineering firms who expend effort in Formula One, whether it be tyres, brakes, clutches, engine management, composite materials, aerodynamics, vehicle telemetry, computers, radios or whatever. When all this expertise comes together and someone wins a race, we should feel grateful that we are allowed to see all this happening. It should be free to anyone interested enough to watch, and it certainly should not be manipulated by the race organisers to provide entertainment for the spectators.

It is no surprise that big manufacturers like Peugeot, Mercedes-Benz, Audi, BMW, Toyota and Fiat are reluctant to join wholeheartedly with Renault in a glorious free-for-all while there is technical unrest in Formula One. It is the old, old story of the 'haves' and the 'have-nots'. You never hear the 'haves' complaining and wanting changes. The 'have-nots', who cannot keep pace, want to drag everything down to the lowest common denominator, and in Formula One at the moment the lowest is pretty low, when judged by the standards of the highest. Frankly, in 50 years of following Grand Prix racing closely, I have never really known it to be any different.

But to get back to the noise problem; the subject has reared its ugly head very close to home. When the RAC Motor Sports Association began to curb the exhaust noise at hillclimbs and sprint events, as a sop to local anti-motor racing residents, it was the thin edge of a rather long wedge. Before we knew where we were silencers were enforced on other forms of racing and noise figure limitations were imposed on all modern racing vehicles in British national race meetings. Amidst the world of club racing there is a relatively small collection of enthusiasts racing old cars, loosely described as 'historic', which are really demonstrations of interesting old racing cars at characteristic speeds. I must admit that some of these races look fearsomely competitive and highly exciting, until you realise their lap times are no faster than something like a Renault Clio, but that is immaterial. Historic racing is an enjoyable activity that is very friendly and a lot of fun for everyone, and some of the cars are incredibly original. It is nice for the spectators and enthusiasts to see cars 'the way they were', in national colours, without vulgar multi-coloured advertising all over them.

In a club meeting of 200-plus competitors, the 20 or so historic cars are not all that significant and they usually have but one short event in the day's proceedings. The RAC MSA, in a kindly wisdom, granted a waiver to these nice old cars on the question of noise limitations, for a number of practical reasons which suited everyone. There was little prospect of the activity of 'old car racing' proliferating to unmanageable proportions, and the field never stayed in a tight bunch once it left the grid, so what noise there was at the massed start was soon spread around the circuit. With most of the engines running at around 6000 rpm, what noise there was did not have an ear-piercing, high-pitched sound like a bunch of highly-tuned saloon cars.

At a recent club meeting at Brands Hatch this noise-waiver was unexpectedly over-ruled by the circuit owners, and as a result half the historic entry pulled out of the meeting in protest. This amounted to a handful of cars, which was insignificant in the total race-meeting entry. The circuit owners were quite in order, according to the rule book, but the feeling is that it was a last-minute decision. Had sufficient notice been given the chances are that those drivers who boycotted the historic race would not have entered in the first place.

The worrying thing is the feeling that the long, thin wedge has been driven in a bit further. I have never liked strikes, boycotts, protests and so on, because they seldom do any good. Had those who did not take part in the historic event actually started it and then driven slowly round the circuit at tick-over speeds, keeping their exhaust noise level below the specified limit, which I am sure a 250F Maserati could have done, a lot of people would have wanted to know what was going on. Boycotts get pushed into the category of "a troublesome minority".

This month's Memorable Moments come from an enthusiast and long-time reader Dick O'Brien in County Cork, in Eire. He recalls:

1. In 1957 I was actually at the Nürburgring for the German GP, the day of Fangio's greatest race with the 'lightweight' 250F Maserati, when he beat Collins and Hawthorn in the Ferraris. I had stationed myself out in the countryside on the hills before the descent to Adenau Bridge. It wasn't one of the more popular spots, and I seemed to be all alone on the grass bank overlooking this particular corner, with my brand new camera. This turned out to be the very corner on which Fangio overtook Hawthorn, to take the lead of the race. I had taken a photo of the two Ferraris a couple of laps before, with no sign of the Maserati in the distance, so imagine my surprise when I saw the Maserati overtaking the leading Ferrari before my very eyes. I was so excited I did not take a photo of the incident. (What a memory to savour. Afterwards Hawthorn said he moved over because he was quite sure that if he hadn't Fangio would have driven over the top of him. Many years later when I put this to Fangio, he smiled and said quietly, "Yes, I probably would have done. That day I was driving like I had never done before, and never did again." – DSJ)

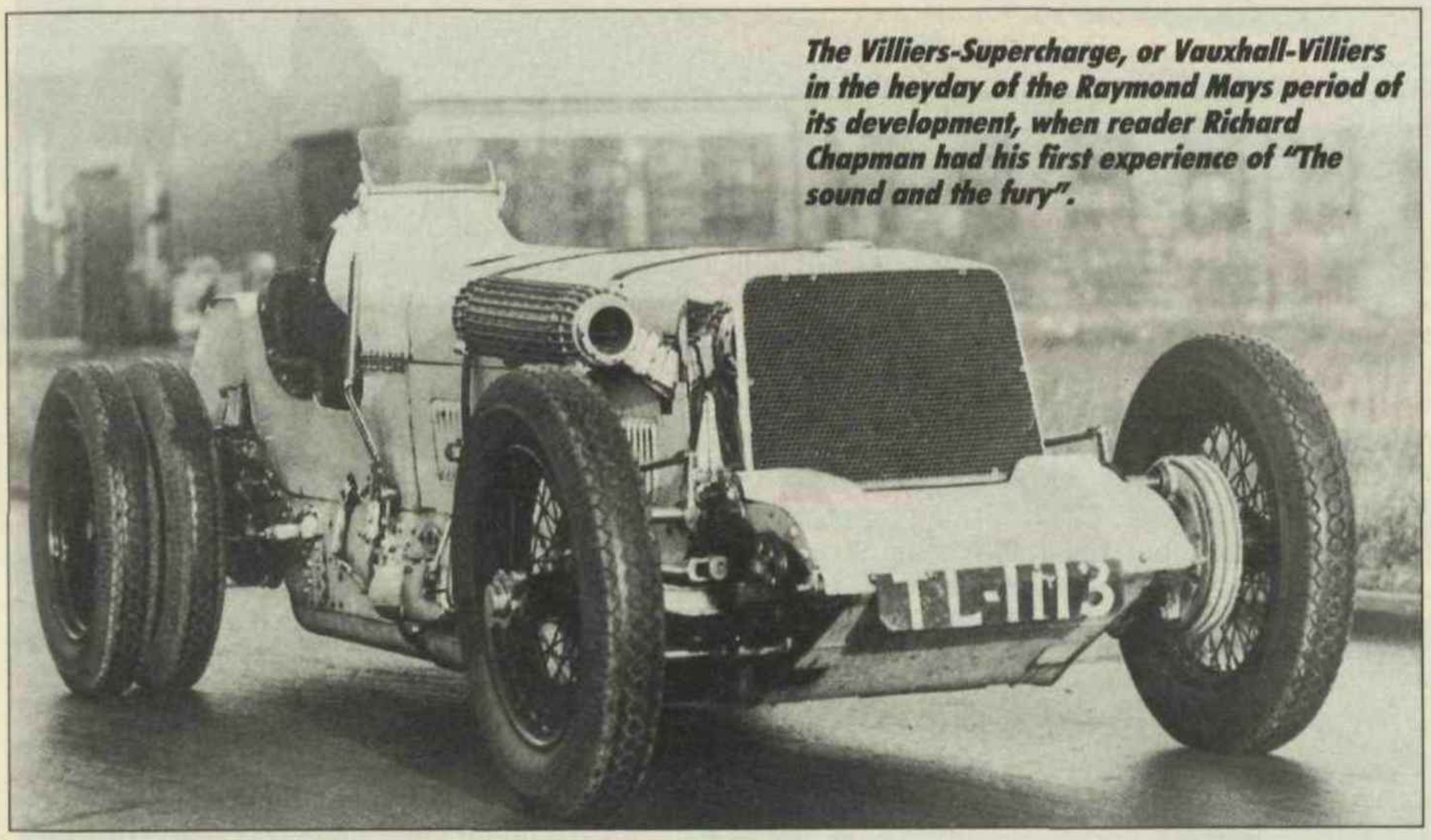
2. Nearer home, in County Kerry, watching Ari Vatanen hurl a works rally Ford Escort through the 100 mph downhill S-bend on the closed public road special stage into Waterville during 1980's Circuit of Ireland. I'll swear we didn't dare breathe for at least a minute afterwards.

3. August 18 1991, a very personal 'Moment'. I had always wanted to take part in motor racing, at however humble a level. I had done trials, autocrosses, sprints, hillclimbs and rally navigation, but could never afford to aspire to a circuit race. After rebuilding my old 1172 Ford Special I entered for a historic/classic event at Mondello Park. As I drove onto the grid for my first race, it was a Memorable Moment for me.

That's all for this month.

Yours, DSJ.

Sound and fury



The Villiers-Supercharge, or Vauxhall-Villiers in the heyday of the Raymond Mays period of its development, when reader Richard Chapman had his first experience of "The sound and the fury".

There is something about a supercharged racing engine that makes the adrenalin flow when you hear it start up. If you love engines, the hard purposeful sound of a highly supercharged engine is like a magnet and you just have to gather round to enjoy the noise and the vibrations. Accompanied by the smells of alcohol fuel and racing oil, the sound of a Grand Prix Bugatti or Tipo 159 Alfa Romeo is something special that simply cannot be reproduced on video or TV screen. Anyone who was fortunate enough to be in the paddock at the recent Grand Prix of Europe at Donington Park, when Tom Wheatcroft started up the 1939 Mercedes-Benz, will know what I mean. The more complex, the engine the more exciting it seems to be to listen to it at close quarters.

In the vintage years there was one engine that excelled in its mechanical complexity, and even in unsupercharged form it was an engine that inspired anyone standing by it when it was running. To drive the actual car was something for the gods! This was the 1922 TT Vauxhall, a four-cylinder three-litre with two overhead camshafts, four valves per cylinder and three sparkling-plugs per cylinder, so that the combustion chambers were very full of holes and casting the cylinder heads was a pattern-maker's nightmare.

By the end of the 1920s one of these engines was supercharged by Amherst Villiers. It was a hillclimb and sprint project for Raymond Mays and sometimes it was called the Villiers Supercharge, at other times the Vauxhall-Villiers, the latter being the more popular name. Villiers developed the robust four-cylinder engine to a very high state of tune and in 1932 a young man working on the project for Mays was one Richard Chapman, then as now an avid MOTOR SPORT reader.

Chapman was working on the car in preparation for the 1932 sprint and hillclimb season, overhauling the complete chassis and running gear, and rebuilding the engine from the crankshaft upwards. When it was finished Mays did some initial running-in on the deserted Fenland roads to the east of Bourne, in Lincolnshire, where he lived, until the car was deemed to be ready for a serious try-out. This was to be a full-blooded "blast off" from a standing start, up through the gears to something like 100 mph, on the open and deserted road. Dick accompanied Mays, squeezed into the narrow two-seater cockpit, his job being to read the various gauges while Mays concentrated on the narrow road ahead.

The sound, the smell, the heat and the excitement of that first full-blooded, full-throttle take-off was something that he has never forgotten. He was fortunate enough just to be in the car, and it was an experience to savour all his life. It was complete recompense for weeks of work. It made it all worthwhile.

The Vauxhall-Villiers is still alive and well today, owned by Anthony Brook in the Vintage Sports Car Club, and when it is started up in a VSCC paddock at a sprint or hillclimb it is one of those pure 'vintage' sounds that immediately draws an interested crowd of onlookers.

By 1936 the Vauxhall-Villiers was being raced by SE Cummings, Mays having passed it on when the ERA project was started in 1933.

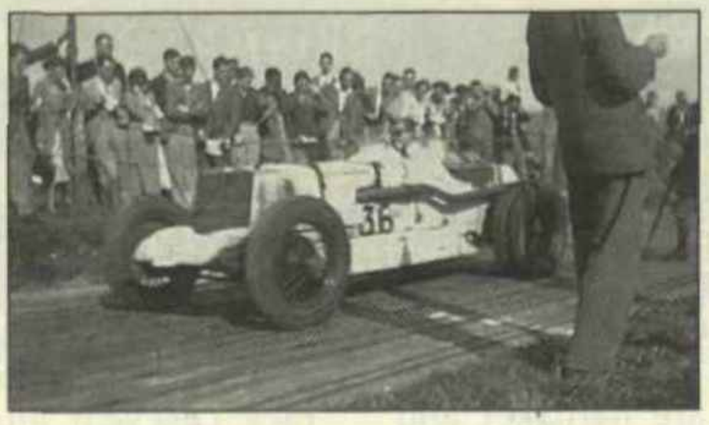
My own first visit to a pure speed-event was in 1936, 'Speed Trials, on the Race Hill, Lewes', run by the Kent & Sussex Light Car Club. It was August 22 1936 and the course was one-third of a mile long, slightly uphill, running up to the famous Lewes horse-racing course. The tarmac road was pretty narrow and cars ran one at a time against the stopwatch. A new course record had been set earlier in the year by RGJ Nash in his Frazer Nash Union Special with a time of 19.06s, but Cummings had held it previously, recording 19.25s in the Vauxhall-Villiers.

For me, there were lots of interesting cars at that first meeting, but none so exciting as number 36, the 2998cc supercharged Vauxhall-Villiers, driven by Cummings. When it came up to the line the noise was wondrous and I stood on the bank to the left with my Kodak Box Brownie at the ready. As Cummings floored the throttle pedal and the twin-rear wheels spum furiously, I pressed the camera trigger with trembling finger. It was my outstanding memory of that first Lewes Speed Trial that I went to.

That run in Class 12 did not give Cummings fastest time of the day, nor even a class win, but it mattered little. The excitement of the moment was more than enough as far as I was concerned. FTD went to Geoffrey Taylor in his 1500 cc Alta, with a time of 19.81s. The last class of the day was a handicap for allcomers, in which most people had a go just for fun. The Vauxhall-Villiers came out again, and this time it was really on form and Cummings recorded 18.88s, a new course record, but unofficial, as only runs in the normal classes could count for the record. The handicap event was won by a Brooklands Riley and the Vauxhall-Villiers was third, but it had showed its true potential with that extra run.

To have stood so close to all that exciting machinery as it did its standing-start was memorable to me, so I can just imagine what it had been like for young Richard Chapman in 1932, to be in the cockpit, with Raymond Mays at the controls.

Thank you, Mr Chapman, for recalling that glorious machine. **DSJ**



Lewes Speed Trial, August 22nd 1936 when DSJ attended his first pure speed event and photographed S E Cummings leaving the start in the Vauxhall-Villiers.

New age travellers

Peugeot . . . Toyota . . . Porsche. Group C cars will be battling away at Le Mans for the last time, probably, to win the 24 Hours in style. Once the race is over, the V10 powered Peugeots and Toyotas will be consigned to museums, their short, shrill and exorbitantly expensive careers done with. The Automobile Club de l'Ouest will then have to decide, and quickly, on regulations to last out the 20th century.

This year marks the race's 70th anniversary. It's also a last opportunity to see the 'old' Group C cars, and a first to see the new-generation Jaguar XJ220-Cs, Venturi Le Mans and Porsche Turbo GTs.

Past winners Hans Stuck, Hurley Haywood and John Nielsen will all be there, driving 'works' GT cars with little expectation of an outright victory, though they will be recapturing some of the glamour of the event as it was.

And next year? With the 3.5-litre cars facing the red card, the GTs will certainly take a step forwards, though the premier class is expected to be for Le Mans Prototypes. These, however, are in short supply this year, just three cars answering the call.

This year's winner, surely, will come from Peugeot or Toyota? Each manufacturer has a team of three cars, endurance tested almost on a monthly basis since early in the year. Engines and transmissions have been run in 24-hour cycles on dyno rigs in Vélizy and Tokyo, and it must be true to say that no potential winner has ever before been tested so rigorously?

That, however, ignores the human element. Last year, Alain Ferté's Peugeot rammed Geoff Lees' Toyota, almost eliminating two top cars in the opening skirmish! Le Mans is, always, an unpredictable event which no manufacturer – even Mercedes – can take for granted.

Peugeot Talbot Sport will move in a new direction after Le Mans, and director Jean Todt is considering his options. He intends to close this chapter with a victory, and has overseen a number of changes to the 905s. The Evolution 1C model is similar in appearance to last year's winner, but features the Evo 2's transverse six-speed gearbox with sequential shift.

The entry list released by the ACO doesn't include driver names, but many of the important ones have already been announced. Peugeot's nine-strong team mixes experience with youth including Philippe Alliot, Yannick Dalmas, Jean-Pierre Jabouille, Mauro Baldi, Thierry Boutsen, Geoff Brabham, Teo Fabi, and rapid rookies Eric Hélary and Christophe Bouchut.

Toyota Team TOM'S has built three entirely new cars for this one race. The effort expended is phenomenal, with hundreds of hours spent in the wind tunnel honing the Tony Southgate designed TS010s.

The Toyotas' chassis are narrower and stiffer, and the whole effort has concentrated on taking the cars below the 750 kg weight limit so that ballast can be placed strategically, moving the weight mass rearwards, and improving efficiency. The Toyotas now run on Michelin tyres, like the Peugeots, and trials at Paul Ricard indicate that they are easily on the latter's pace. Toyota's drivers include Geoff Lees, Jan Lammers, Juan-Manuel Fangio II, Andy Wallace, Kenneth Acheson, Pierre-Henri Raphanel, Masanori Sekiya, Toshio Suzuki and Eddie Irvine. Fangio is the only man in the Japanese team lacking experience at Le Mans, but the IMSA champion is hardly likely to be at a loss.

As a back-up, the SARD team is again running the turbocharged Toyota, now called the RY2, for Mauro Martini, Naoki Nagasaka and Roland Ratzenberger, and Trust Racing has a similar machine in the Group C list for George Fouche and Steven Andskar, hoping to improve on last year's fifth place overall.

Could the winner possibly come from the old Group C turbo category? Surely not . . . the 37.2 mm air restrictors applied to the Joest, Kremer and Courage three-litre Porsches (and even smaller, 35.7 mm restrictors on the 3.5-litre Toyotas) must limit the power severely to around 600 horsepower, in cars weighing 900 kg.

Yet stories are circulating that the Joest Racing Porsche 962C was lapping the short Atlanta oval recently a full 17 mph quicker than Dan Gurney's Eagle Toyotas, while testing the Le Mans specification. With Bob Wollek, Bernd Schneider and Frank Jelinski in his car, Reinhold Joest must not be underrated. This year the turbos are back to their 1990 trim at 900 kg, and there is no limit on the amount of fuel available.

It was a different matter for the Jaguars, of course. The seven-litre V12s would have been crippled by 34 mm restrictors, the logic of which is still unclear. A naturally aspirated engine is less able to overcome the handicap than a turbocharged unit, so Tom Walkinshaw never really had the option.

The three TWR entered Jaguar XJ220-C GT models will be driven by the likes of John Nielsen, Win Percy, David Leslie and Armin Hahne, all good, professional drivers. David Coulthard's name has also been mentioned. Their principal GT opposition comes from the Porsche 911 Turbo Le Mans driven by Hans Stuck, Walter Röhrl and Hurley Haywood . . . plus at least five Venturi Le Mans, which have ample competitions experience in France.

Hugh Chamberlain will run two 'works' Lotus Esprit Sport 300 Turbos in the GT class, but the odds are heavily stacked in favour of the Panzer Division of 15 Porsches. Porsche's flat-six engines power two dozen cars this year, almost half the entry, which is much more in the tradition of the race. Last year, after all, there were only two dozen Group C cars on the grid!



This year's Le Mans will be less predictable than ever, despite the reliability shown by the high-revving V10s in the last edition. Will the turbocharged cars put the V10s under more pressure? Could this be a repeat of the Ford GT40 vs Porsche 908 era of 1968-69?

It's a tantalising prospect. **M L C**

Ticket details

General admission tickets are priced at 320 FF (about £40 at the prevailing rate of exchange as we closed for press, though naturally subject to fluctuation). These allow you to roam the public enclosures freely at all points around the circuit, but do not admit you to the paddock or any of the numerous grandstands. A ticket limiting your viewing to Mulsanne and Arnage is 180 FF (NB: you can't get into the funfair!). Admission on practice days costs 90 FF. Discounts are available to ACO members.

A 'pitwalk' ticket, at 2600 FF, includes general admission, access to the 'welcome' pavillion, a reserved seat in the grandstand opposite the pits and enables holders to visit the pits an hour before qualifying and an hour before the start of the race on Saturday afternoon.

Grandstand seats range from 260 to 400 FF, and camping facilities vary from 170 FF to 300 FF according to convenience of location and facilities.

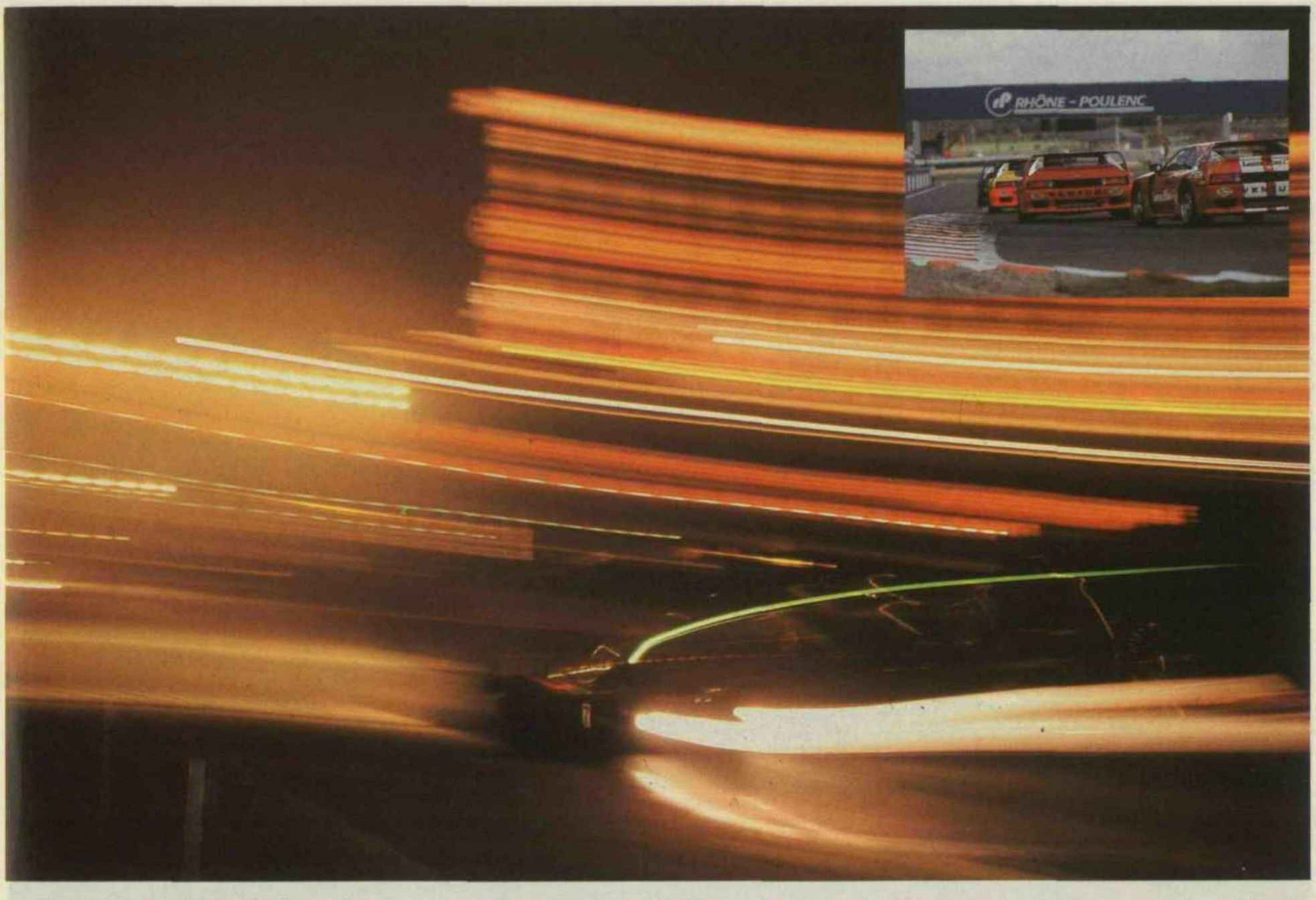
Car parking is available. A reserved spot costs 140 FF, unreserved 90 FF.

It is possible that certain tickets have already sold out. For further information, contact the Automobile Club de l'Ouest on 010 33 4340 2424 (fax: 010 33 4384 4713).

Timetable

Scrutineering takes place in the town on Monday June 14/Tuesday June 15. Practice is on Wednesday and Thursday, with two sessions each evening, from 19.00-21.00 and 22.00-0.00.

The warm-up is scheduled for Saturday morning, 11.00-11.30, and the race itself starts, as is traditional, at 16.00, on June 19.





Out with the old: Peugeot's 905 is museum-bound post-Le Mans.



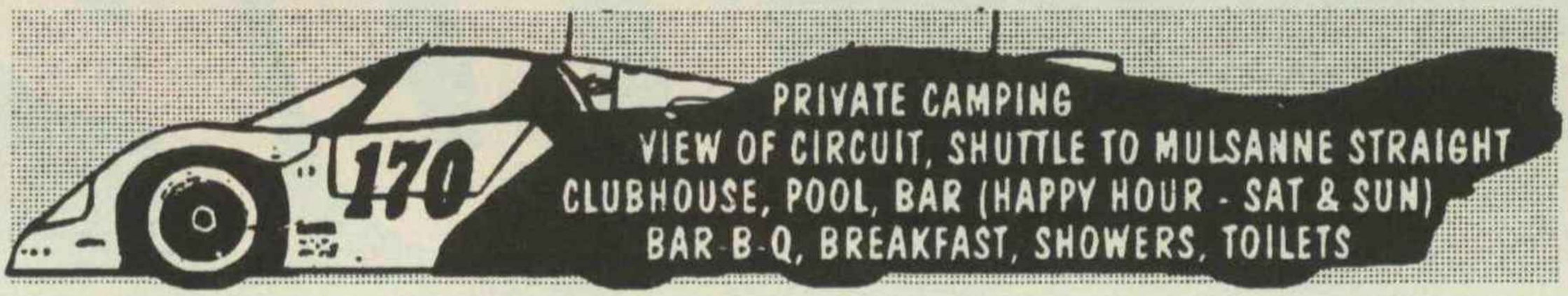
Toyota's intensive preparations should give the Japanese a fighting chance.



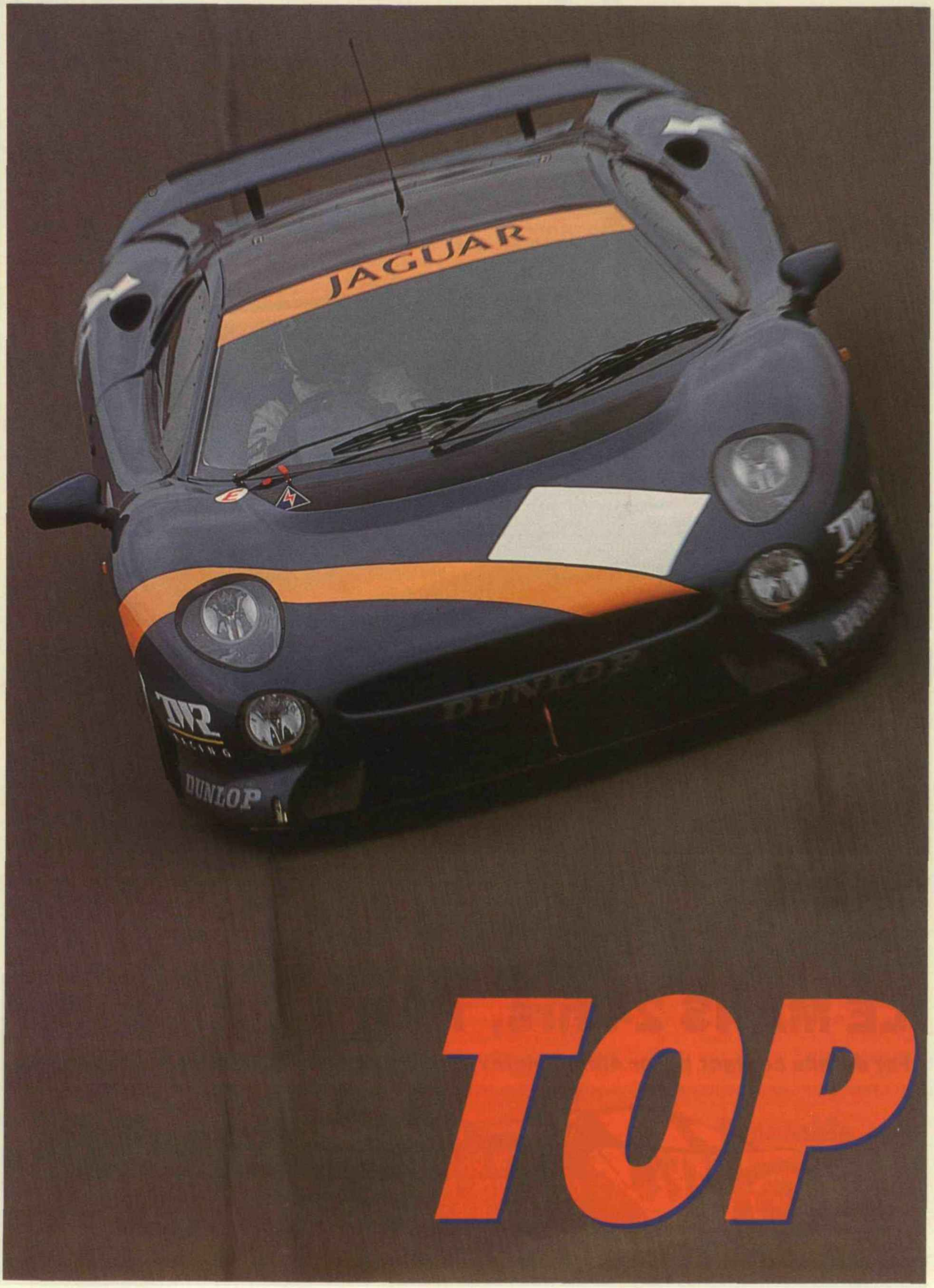
Venturis (inset, top) and Roush Mustangs (above) feature in the diverse entry.

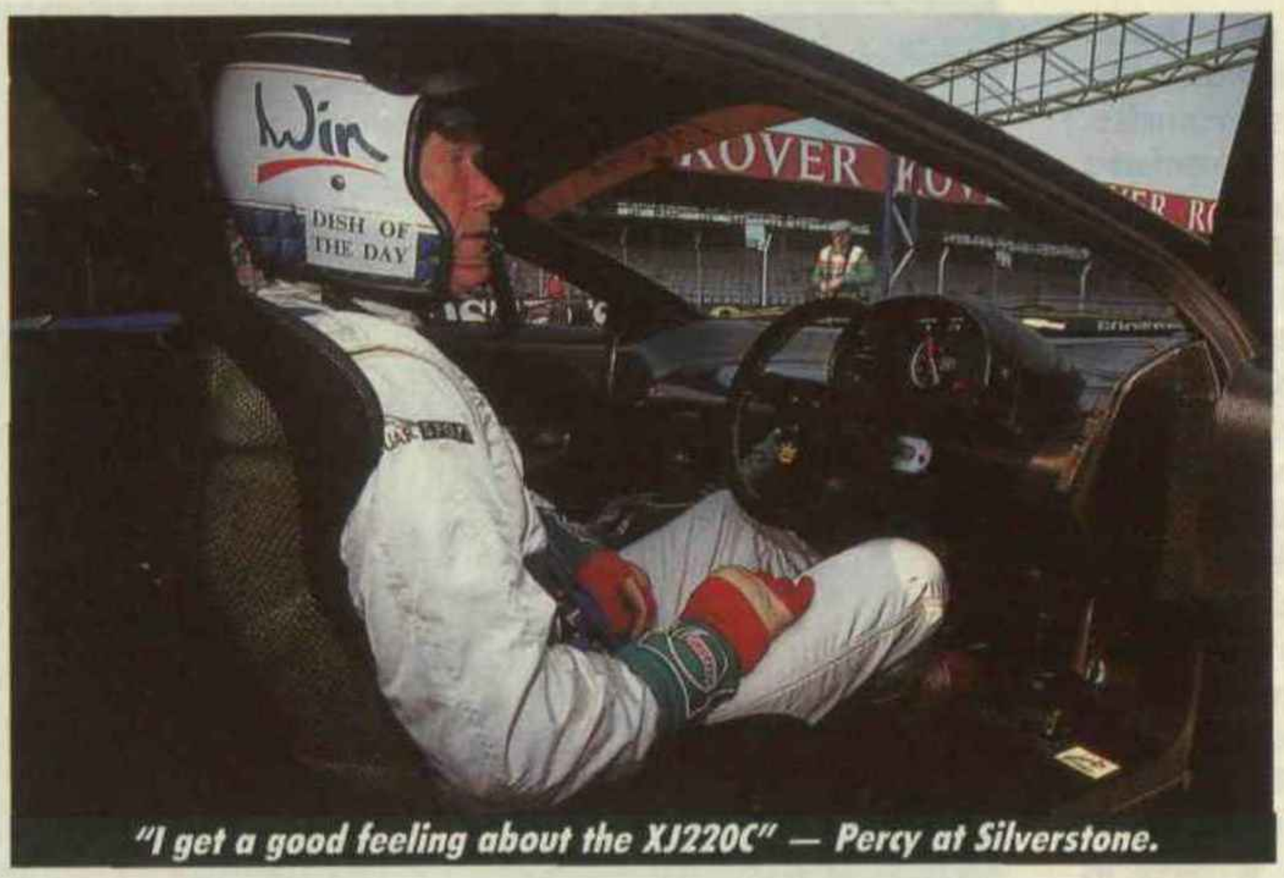
LE MANS 24 hrs, 19th & 20th JUNE

For details contact Val or Alan, Telefax 0908 311956 or Clubhouse at Le Mans RC



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JAGUAR
DUNLOP
TOP



"I get a good feeling about the XJ220C" — Percy at Silverstone.

What's it like to drive the XJ220C in anger? Win Percy, one of Jaguar's nine-strong Le Mans squad, gave the car a victorious debut in the recent Sports GT event at Silverstone. Here, he tells us just how it feels, talks us round a lap of the Grand Prix circuit, and discusses his hopes for the weekend of June 19/20 . . .

My observations reflect how the car felt on the weekend of the Silverstone GT race, and we may have changed a few things by the time we get to Le Mans. In the three days between Mallory Park, where I first tested it, and Silverstone, we certainly made a number of modifications, and we made quite a few more at Silverstone, too.

Until the Thursday before Mallory I had only driven a roadgoing 220 for three laps around Donington, Allen Lloyd's car. He had only just taken delivery of it, so obviously I wasn't getting carried away!

I hadn't driven a pukka race version until we went to Mallory. I had seen it going round Snetterton with David Leslie and, frankly, none of us really liked what we saw about the stability of the car.

To be honest, the boys had put together a package which was very good on paper, but obviously needed an awful lot of firming up. We took some big jumps, though, and what we left with was certainly driveable. The work we did was all very progressive, and by the Sunday we had a very raceable car.

Compared, say, to the XJR-15, whose handling came in for criticism, the XJ220C is a lot better. I don't really know how to explain the difference, except that it does the job more effectively. Genuinely, there are now no vices, it is very driveable. From a purely selfish point of view, that's ideal for a race like Le Mans. There's no point setting the car up so that it's difficult to drive, or uncomfortable. It always amazed me that a Group C car was expected to – and could! – last for all that time, such are the constant levels of mechanical stress and vibration.

I think that TWR has done a super job with the car. What pleases me is that I was able to come into the pits and say what was happening, and the lads were able to change the car. Each change they made was positive, an improvement. The feedback we gave each other was obviously working.

The XJ220C was lovely to drive at Silverstone. On a flying lap, you pass the pits flat in top gear, fifth, and then you need a fairly heavy application of the brakes at around the 100-metre board before Copse. It's deceptively quiet inside the car, but there's a lot going on – Copse is a very quick corner.

All the power arrives in one lump, between 4400-4600 rpm, so you have to gun the throttle in a fairly straight line. Before the boost comes in, there's a slight understeer at Copse. When it arrives, the car settles into slight oversteer, but it's very manageable. From that point, the power curve is very flat all the way to 6500 rpm. Once the car is settled into the corner, you get hard back on the power and hold it in fourth all the way to Becketts, just kissing the limiter at 6800 rpm on the approach. You take third entering the corner, and that's followed by a period of hard acceleration between the right and left-handers in the middle of the extended Becketts complex. You have to get off the throttle and feather it through the left-hander and into the next right. Once you're committed, you can accelerate hard, driving through a little understeer and holding it flat through the left-hand kink on to the Hangar Straight, where you take fourth.

On a good lap, I was into fifth just before the bridge halfway down the straight. This is one of the fastest parts of the circuit, maybe even *the* fastest, though I'd have to check that against the telemetry. The approach to Copse and Abbey are phenomenally fast, too.

The brakes were very good going into Stowe. The car was very stable. You drop from fifth to third and take the corner on a balanced throttle. The XJ220C turns in exceptionally well, but it would be easy to unsettle it by being too aggressive on the throttle. As the car straightens up through The Vale, you take

CAT

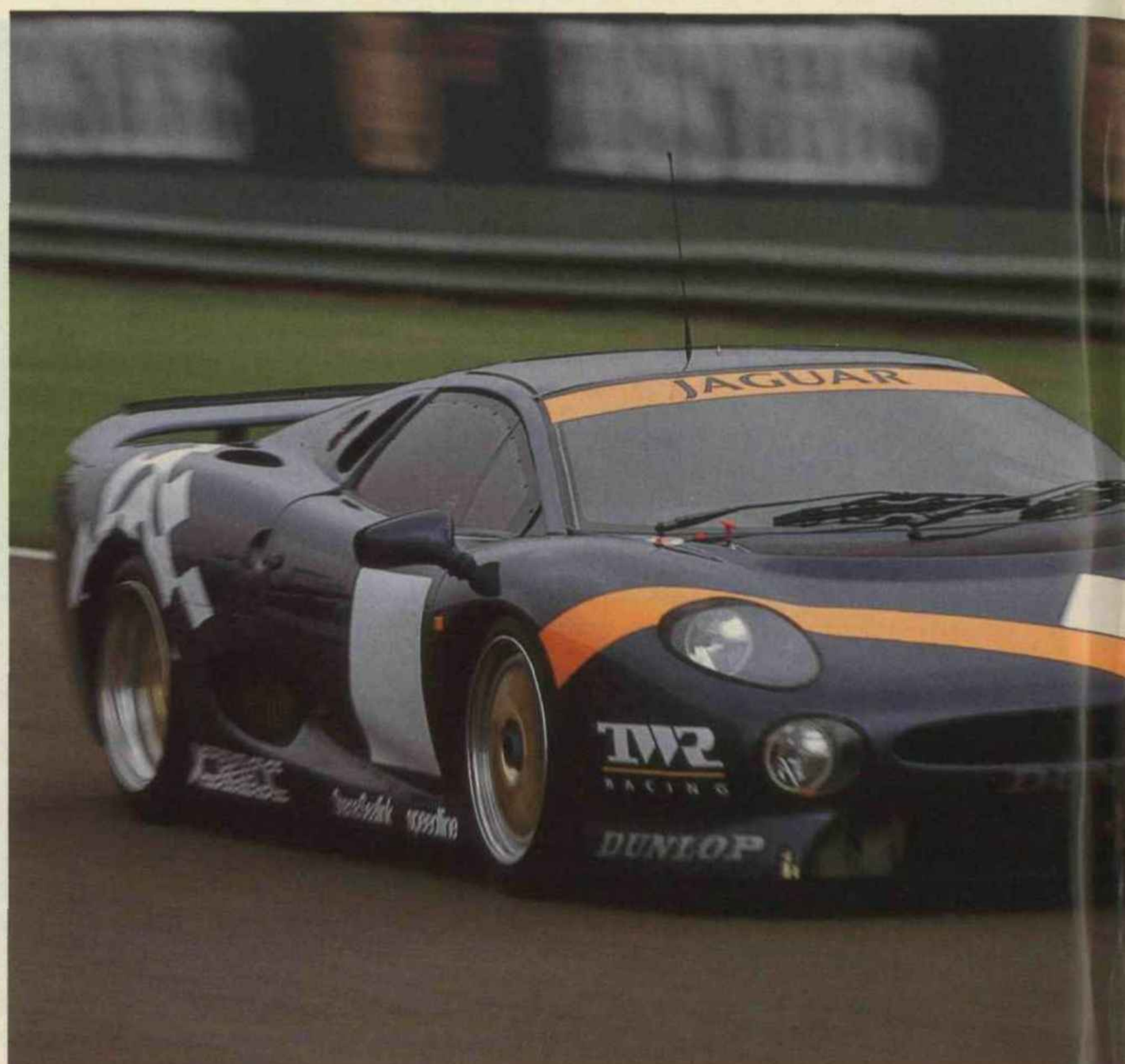
fourth and accelerate hard, then go on to the brakes and straight down to second for the left-hander at the start of the Club complex. You need a gentle application of power here, and then a short shift to third for the right-hander. Again you have to be delicate on the throttle, so as not to upset the balance. You don't want to lose speed on the exit, and thus compromise straightline performance on the run to Abbey, so you use all the road on the exit to keep the car settled.

Accelerating hard out of Club, you take fourth and are into fifth well before Abbey, which the XJ220C was perfectly happy to take flat. At the time of the first race, there was a mild tendency for the nose to tuck in here, which needed to be dialled out. On the other hand, that helped to pull the car back over to the left for Bridge. You have to concentrate hard through Abbey, because it *feels* as though it might swap ends.

Again, it's well balanced on the brakes before Bridge. With a fairly hard dab you get the car settled and then it's flat in fourth. The car sits beautifully on the track here, just like a Group C. It gives feedback like the Group C car, too. Wonderful.

The approach to Priory is very quick. It's sensible to brake in the middle of the road, with the nose pointing away from the apex so that you get square braking. The surface is a bit rough just here, but the XJ220C is much softer than the Group C car, so there's less tendency for it to lock up under braking.

Priory is taken in second, followed by a short shift to third for Brooklands. Second is too short for Brooklands, and it would unbalance the car if you had to change up before



First time out in anger at Silverstone, XJ220C was a lot quicker than BTCC pace, which

From 0-24 in six months . . .

Le Mans may be a test of endurance but, as XJ220C designer Richard Owen explains, getting ready for the event has been more like a sprint

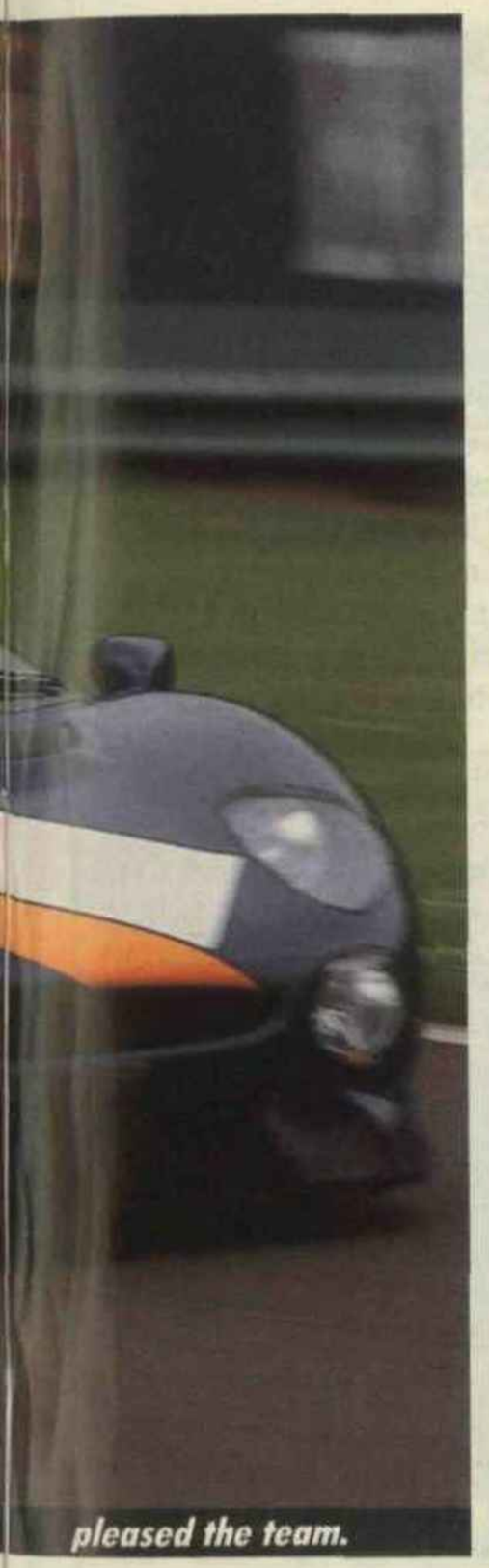


Richard Owen and David Brabham confer during the pre-race test programme.

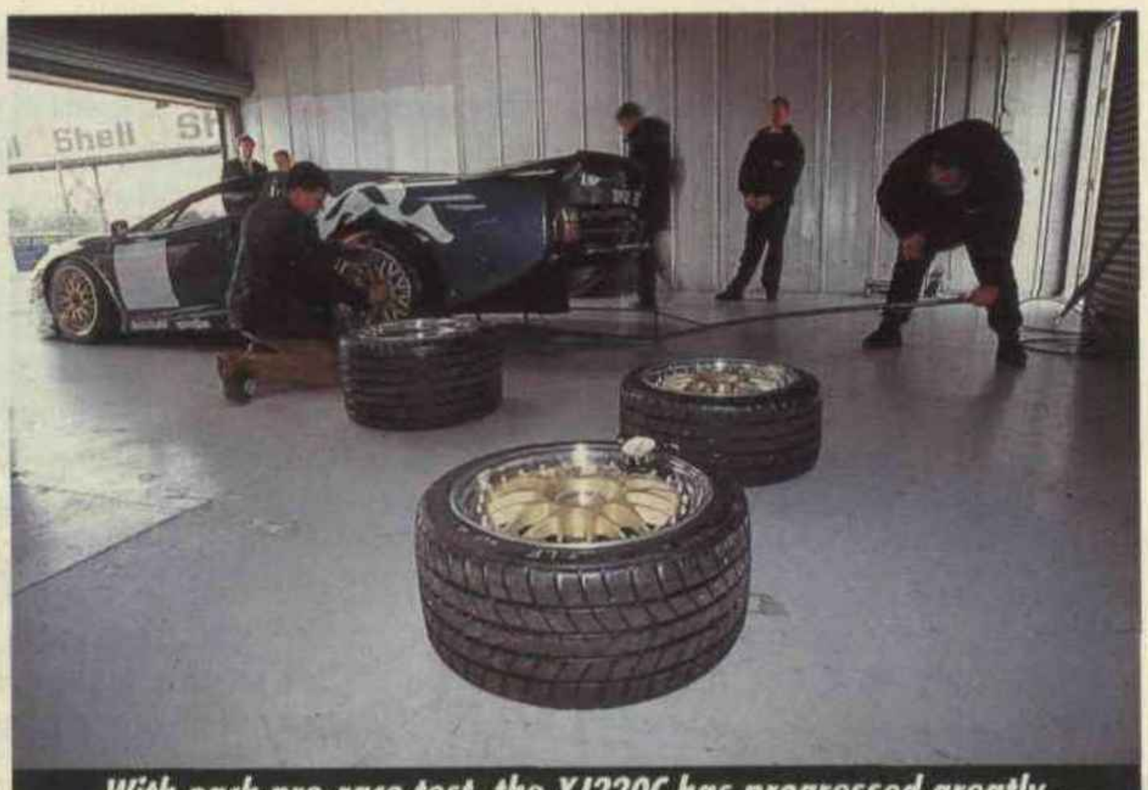
Cross Channel ferry users wary of Union Jack-beshorted racegoers take note: Jaguar is back at the Sarthe. Irrespective of the marque's presence, the Le Mans 24 Hours has always held especial appeal to British racing fans, but Jaguar's appearance on the entry list has traditionally boosted takings at the P&O booking office.

There is a difference this year, however. Jaguar's Class of '93 will not be operating on the same performance plane as the recent series of XJR racers that pulled off outright victories in 1988 and 1990. Victory, if it comes, will be at the expense of GT opposition from Porsche, Lotus, Venturi and others. All the same, as you will read from Win Percy's accompanying track impressions of the XJ220C, he feels that it is feasible to expect a decent overall result.

Fifth? Sixth? Seventh? Who knows? The point is that there is already a sense of confidence about the XJ220C's prospects, even though, at the time of writing, its racing potential has only been tested in a glorified club racing event, a 15-lap



pleased the team.



With each pre-race test, the XJ220C has progressed greatly.



Twin turbo V6 delivers 500bhp in one lump sum.

National GT race at Silverstone that substituted for the first round of the proposed International GT series for which, it is alleged, only three entries were forthcoming.

Competing against a diverse mixture of modified Porsche 911s (a hangover from a discontinued club racing series), a couple of Escort Cosworths and a Morgan Plus-8, it's hardly surprising that the fledgling Le Mans racer should have scored a dominant victory. Even so, Richard Owen, chief engineer on the XJ220 road car that débuted at the 1990 Birmingham Motor Show and now chief designer on the racing team, felt that the experience was beneficial.

"It was very valuable for us, especially as we'd only got the definitive version of the car out, with the latest suspension and so on, on the previous Wednesday. We were encouraged by how fast, and reliably, it *ran*."

Owen's drawing board is no stranger to turning out winning racing cars. He revolutionised Sports 2000 in 1983, with the all-enveloping Aquila. Soon rechristened the Shrike, the basic design had taken five S2000 titles by the time Owen transferred to JaguarSport in 1990.

Not a man given to wild ostentation or foolish predictions, he assesses his brainchild's immediate prospects in calm, measured tones.

"At Silverstone we were still in the early stages of fine-tuning the car and optimising its settings. Everything we did, in testing on Wednesday and Thursday and during qualifying on the Saturday, produced an improvement in the right direction. If a car's responsive to changes, that's usually a good sign. In that respect, it exceeded our expectations."

A sum total of 15 racing laps might seem like slender preparation for a round-the-clock slog such as Le Mans. A full endurance run will take place between now and June 19/20, of course (apparently, an earlier attempted simulation at Bruntingthorpe had to be aborted when the brakes went awry).

It was always going to be something of a steep learning curve, the race programme having only been sanctioned in November last year. Owen draws strength from the road car programme, however, even though the XJ220 was not specifically conceived for competition.

"It was not my brief to design a car that would be raced, though I suppose that always lingered as a possibility. I believe I was hired as a racing car designer to do a road car because the XJ220 was more *like* a racer than a road car.

"We started the race programme from the happy position of having done an immense amount of durability testing with the road car. Some of the fundamental aspects of the road version have been subjected to perhaps even more extreme durability tests than the racing car will be faced with, so I'd say already we've gone a long way towards analysing the engine, chassis and gearbox."

Consequently, Owen is sure that the XJ220C is close to full race effectiveness and, more importantly, that it will have sufficient armoury to win its class.

"The biggest difficulty will be actually getting to the finish. At the moment, to be honest, I don't have a very good idea of what our opposition will be in terms of performance, or just how quickly they'll go. I *believe* that we'll have a substantial performance advantage. We're more worried, as people always are, about reliability than outright speed. I haven't had time to study the entry list in detail, but I would think that some of the Porsches will provide strong opposition. The works car of Röhrl and Stuck was fast and reliable at Sebring. In motor racing, one of the things you *don't* do is to underrate the opposition, particularly someone like Porsche, with its history of producing quick, durable endurance cars. (Owen's words proved to be startlingly accurate: at the Le Mans test, two days after this interview, the works Porsche lapped some 12s faster than the quickest of two XJ220Cs present . . .)

"I'm sure that will change as the GT category flourishes. As that happens, it'll become more competitive, and we'll be trying to increase the pace while maintaining reliability."

Luffield.

It's third again for Luffields One and Two, with a gentle application of throttle in between. You need to keep it tidy to get a quick exit from Luffield Two, which is vital for the pit straight. You get hard on the throttle before the boost comes in, then you grab fourth and take top on the apex of the old Woodcote, before the run past the pits and down to Copse. The car's quite loaded up through Woodcote, but there's no drama as you change up.

The one thing that I had to get used to in a racing car was the synchromesh gearbox. Probably because of touring cars, I wanted to change down a bit too quickly so for a long race I'd have had to slow down in that respect. Overall, the car is deceptively fast. We did a 1m 56.6s in second qualifying at the Silverstone race, which was very pleasing. Touring cars take around two minutes, and believe me they are a lot more competitive than people realise in terms of speed. Our initial target was to get below touring car pace, so we were delighted to be that much quicker on our first run in anger. It won't take much to get the car into the 54s, either. I'm confident of that.

The XJ220C is a bit like a touring car in its responses, and the seat-of-the-pants feeling that it gives. It's a great thing to drive. GT racing appeals to me; it's really not so far removed from touring cars, which are my present love (Win drives one of two works Nissan Primeras in the BTCC, and is grateful to his regular employer for releasing him to drive at Le Mans – Ed). They are a long way removed from ground-effect Group C cars, of

"I think a good overall finishing position is entirely realistic"

course, and there'll be a lot more emphasis on the driver to be consistent, to care for the tyres and so on. You don't have to be so much on the knife-edge to extract the performance. I don't think I ever really did enough Group C racing to say that I enjoyed it, but after short acquaintance I get a *really* good feeling about the XJ220C.

It's probably what I've been used to more than anything in my life; a fair amount of grunt, rear-wheel drive and trying to balance the car. Now it really has a nice balance. If the steps we have taken have made such a big difference, then commonsense says that there is more to come. It just needs to be fettled.

I think the days of pacing yourself for a 24-hour race like Le Mans have long gone. More money has been spent on making the cars more durable, so you've *got* to keep up a reasonable pace from the word go.

Even though, on paper, we're competing for class honours, rather than an overall victory, it's an exciting challenge. The motivation's the same, and I genuinely think that we could do a bit of giant-killing if we're sensible, if the three drivers work well together.

We're not *likely* to lead the race outright in this car, so there's more of a tendency to concentrate on the endurance aspect. If we are mechanically sympathetic, I think a good overall finishing position is entirely realistic.



XJ220C came up against Porsche at Le Mans test weekend. There's still work to be done . . .

Ah, yes. The GT category. Just as international sportscar racing appears set for the great assembly area in the sky, along comes a GT class to offer hope of salvation. Optimists dream of grids peppered with Bugattis and McLarens, realists think in mildly less esoteric terms: Porsche, Ferrari, Lotus and Jaguar. At Le Mans, the GT class is varied, containing works cars from Porsche, Jaguar and Lotus, alongside myriad private Venturis, Chevrolet Corvettes, BMW M5s, Ferrari 348s and, predictably, lots of 911 derivatives.

"Response has been disappointingly lethargic, I think. I don't want to harp on about the governing body, but *somebody* needs to put a stake in the ground, don't they? Somebody has to say: 'These are going to be the rules'. Normally what happens is that a designer is presented with a set of rules and you evolve the best racing car you can around them. This is a different situation, in that the cars pre-exist the rules. Therefore manufacturers such as Porsche and ourselves, who have different products, different sizes, weights, shapes and all sorts of configurations, are naturally trying to lobby to push the rules in a direction that benefits them. I presume that's why the rules keep changing. He with the loudest voice keeps pushing them around. I'm not pointing a finger at anybody, nor am I saying that people shouldn't lobby. What I *am* saying is that the governing body, or whoever is going to set the rules, should be strong enough to say '*We* will decide. We'll listen to everything you have to say, but at the end of the day we're going to set down the rules.' If it favours some more than others, that's just how it's going to be. We'll have to make the best of it."

Thus far, procrastination over producing a definitive set of GT regulations has been of far greater nuisance value to Owen than any of the "usual teething problems" which have beset the formative stages of the XJ220C's transformation from road-going supercar to Le Mans racer.

"When it comes down to it, the design parameters for any track racing vehicle are pretty much the same. I'd say the priority of those parameters changes somewhat, according to what you're doing with the vehicle. In other words, this is an endurance car so you wouldn't be quite as paranoid about weight as you would for an out-and-out single-seater such as a Formula One car. That doesn't mean we aren't interested in weight. Of course we are. I'm just saying that the priorities vary slightly. Although I've never done a Group A touring car, I'd imagine the GT preparation process is quite similar, in that you take the standard road car and throw away the parts that you're obviously not going to need, the trim, the seats, the air conditioning and the stuff like that, and you make small modifications to the parts you are going to keep. On to that you graft the purpose-built and designed parts to enable you to go racing. The biggest problem so far for us designers has been moving goalposts. It seems like every week we get a different set of rule proposals landing on my desk. In fact the latest set, which is due to be ratified on June 8/9, is a long way off the sort of car we've spent a great deal of time and money developing . . . "

Whatever, Owen is confident that what TWR and JaguarSport now have is approaching the realms of a state-of-the-art GT contender, with impressive power and torque characteristics: 500 bhp, from around 4500 of 6800 available rpm, and 550 lb ft. Both power and torque curves are said to be flat . . . once the V6's twin turbos have chimed in.

"With any car of so much power, there's always potential for improvement, because if you can harness it you will yield better results. With the (mandatory) air restrictors as they are though, there's not much chance of getting more power. We've made real progress in getting the car comfortable for the drivers. A lot of that is down to how you get the chassis to handle the sudden surge of torque that comes in when the turbo comes on boost. I think the drivers are quite excited by that! By the end of the Silverstone weekend, Win (Percy) thought we had a very sane, driveable motor car. That's a big factor at Le Mans. You can't have the drivers' eyes standing out on stalks for 24 hours."

With peak power available a long way from maximum attainable revs, the XJ220C should, in theory, be able to run at high speeds without putting too high a strain on engine or transmission.

"That," says Owen, "depends what you compare it with. In road terms, the engine and transmission will be very highly stressed. They've been designed for the purpose, however. We certainly won't have to rev the engine highly. That comes about because of the air restrictor."

For all the heartening progress the team has made with the XJ220C, Owen confesses, with typical reserve, that he is "worried" about every aspect of the Le Mans programme, and that he will continue to be so until the race is over.

"We're not going to change the fundamental design of the car in any way. The only thing that remains for us to do is to optimise chassis settings, ride height, springs, bars and all those things that make it as quick as it can be and to make it as comfortable as possible for the drivers, so that they can maintain it somewhere near its peak performance."

And the biggest challenge of a project such as this?

"Same as usual, probably. Doing a great deal of work in a very short space of time."**S A**

The last true rally?



Toyota monopolised the top four positions in Kenya. Markku Alén finished second.

During April and May, two World Championship qualifiers took place in fairly close succession. The Safari and the Tour of Corsica were as similar as chalk and cheese; the latter conformed to all FISA's requirements and was run so that team preparations and driver requirements were as precise as those for a Grand Prix, whilst the former retained much of the old style of rallying, was as unpredictable as ever and demanded a degree of car reliability which is sadly no longer necessary elsewhere.

FISA's constant emphasis of its rules and its incessant introduction of new ones which each qualifying event must follow has resulted in individual events almost losing their identities. To the people of Place de la Concorde, the only thing that matters is the forest; the trees themselves are insignificant, just matchwood to be whittled down whenever the knife-wielders feel the need to exert authority.

FISA has become more than just an administrative controlling body. It is a self-structured, autocratic dictatorship which sees each qualifying round of the World Championship as its own personal and compliant property, to be manipulated at will whenever the need for a show of force arises.

When *Motoring News* inaugurated its own rally championship some 30 years ago, it made a list of the best of British road rallies and drew up a points allocation system. That was as far as it went. The system worked marvellously and the series was a huge success.

The World Championship would benefit enormously from the same approach. There can be nothing wrong with giving the organisers of WRC qualifiers the same freedom, letting them produce whatever style of rally they wish. In that way, the events themselves would regain the stature which FISA seems bent on stifling. After all, it is the series which depends on its qualifying events, not vice versa, a reality which FISA seems conveniently to overlook. Treat the bricks badly, and the house may fall down.

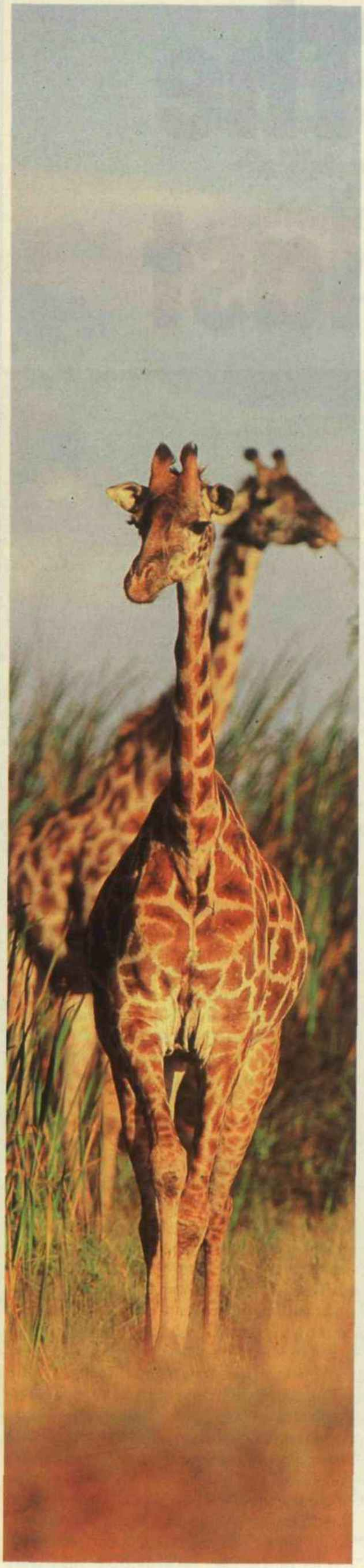
"FISA has become... a self-structured autocratic dictatorship"

Furthermore, what is the sense in having participation minima for drivers and manufacturers, and to insist that manufacturers' points be awarded only to cars driven by crews nominated in advance? Why not make the whole thing free, so that anyone can tackle anything, without a minimum or a maximum, and with all points scored to be taken into account at the end of the year? It would be simpler to administrate, fair to all and would put the emphasis back on individual events, where it belongs.

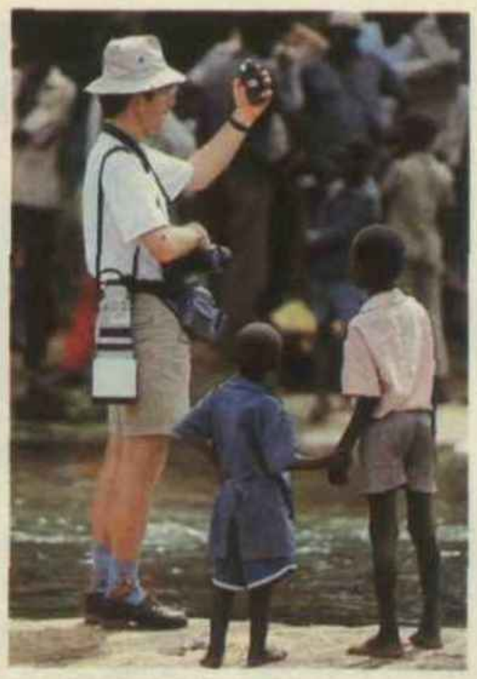
Geographical differences are all that distinguish between WRC events nowadays, and the Safari is unique in that its own Kenyan environment renders it rather less vulnerable to FISA interference than other events in the series. It is not immune, of course, and in the past decade it has become considerably diluted by the need to follow rules concerning distance, rest stops, night running etc, all of which seem, more than anything else, directed towards making the sport more attractive to film companies from whom huge and questionably legal sums are demanded for shooting rights.

In Kenya this year, there was a confrontation before the rally when a respected local cameraman was told that he would have to pay a four-figure sum in order to get a filming pass. Quite rightly, he objected and asked, "Why should I pay a foreign organisation in order that I may film my own country's premier sporting event?" FISA's press officer, who was present at the time, was distinctly embarrassed.

The time of day-and-night battles against the bush is long gone. By special dispensation, the Safari still spans five days, but it now runs only in the daytime and goes to bed every night, a far cry from the event's original concept when it was a straightforward, honest-to-goodness, challenging slog demanding tenacity, stamina and reliability. It was devised by local people who knew









The Safari provides colour and variety like no other rally. Manfred Stohl (above) finished 10th, two places adrift of father Rudi. Below, Colin McRae impressed in the tiny Subaru Vivio . . . until he broke it. Right, Glen Edmunds was not to go the distance, though he ran in the top 10 early on.

and understood local conditions and needs. The present organisers know those conditions just as well as their forerunners, but they are hogtied by demands from Paris to follow rules or face eviction from the World Championship.

Perhaps its time that the Safari ignored that threat and returned to its former style, at the same time convincing organisers of other events of repute to do likewise. Stereotypes are for cretins, not for people who appreciate quality. Let's face it; the Safari still stands apart from all others, despite its dilution, but if it bows beneath any more external demands it could be reduced to no more than a tropical copy of a standard pattern.

This year's Safari suffered greatly from lack of funding. Escalating costs affect everyone, organisers, professional teams, privateers and even sponsors but, with such a marketable commodity, the organisers displayed a certain lack of initiative and opportunism when they failed to attract a major international backer. They did get some local support, but this was on a small scale. The result was an event which was run on something bordering a shoestring, a very sad situation indeed for what is claimed, rightly, to be 'The Greatest Rally in the World'.

This year's Safari was just about the least patronised that we can recall. In fact, only one regular world team was present, and it says much for Ove Andersson's appreciation of the Safari's publicity potential for car makers that the Cologne-based Toyota team sent no less than four Celicas.

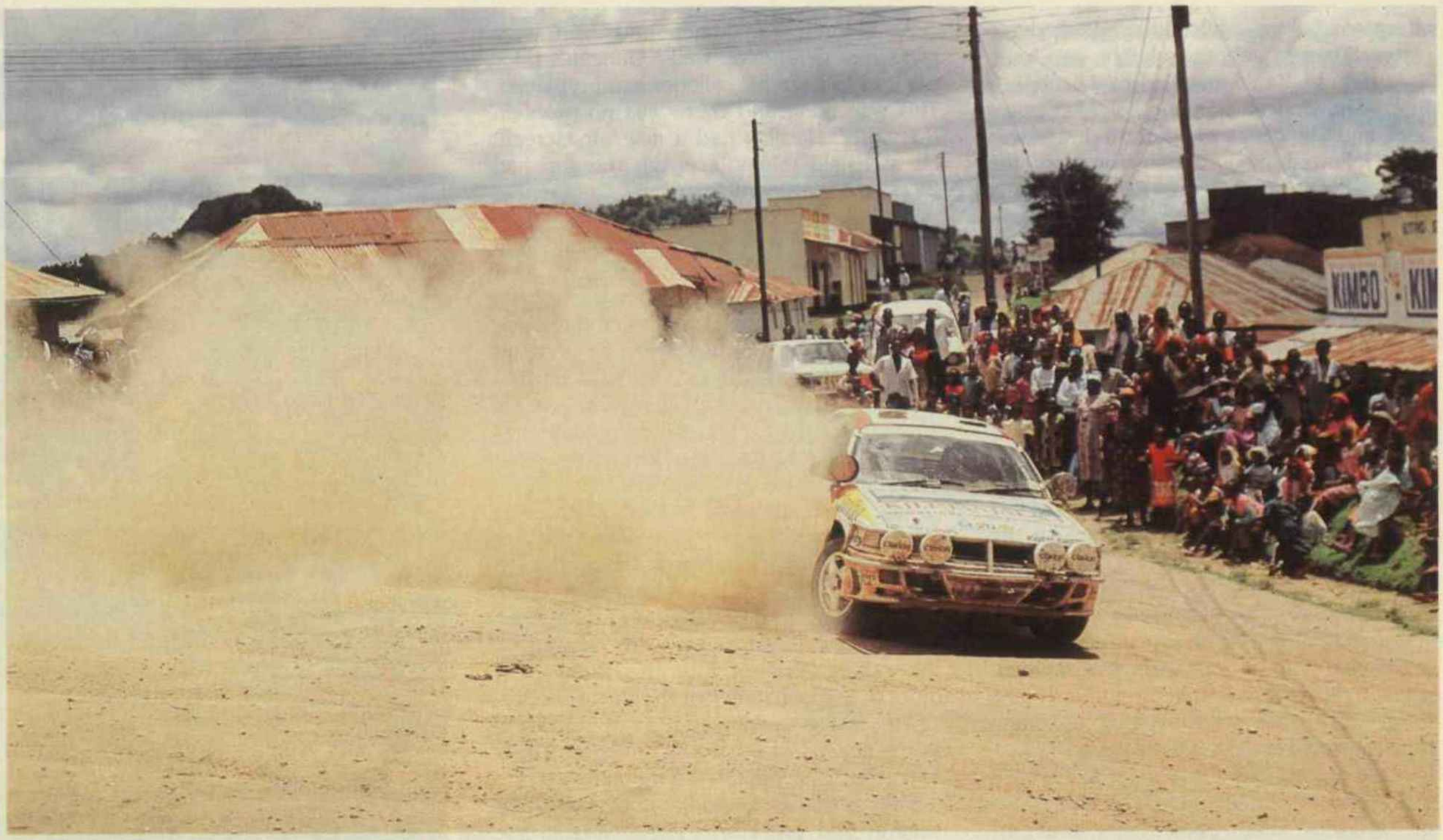
The result was a foregone conclusion, at least as far as the make of car was concerned. The only thing in question was which of the Toyota drivers would win. The two regular team crews were Juha Kankkunen/Juha Piironen and Markku Alén/Ilkka Kivimäki. A third car was in the hands of local pair Ian Duncan/Ian Munro, a fine partnership which, given the chance, should do well in Europe, and the fourth, a refettled recce car, was driven by Yasuhiro Iwase from Japan, partnered by Kenyan Sudhir Vinayak.

The opposition was slight, to say the least, and there was no other outfit whose guns could match the firing power of Toyota. There was a single Mitsubishi Lancer, entered from Japan rather than from the British base of Ralliart, for Kenjiro Shinozuka, and he was partnered on this occasion by Pentti Kuukkala. Not surprisingly, they lacked Toyota's level of aerial support.

There were no Legacys from Prodrive, but there was certainly a strong Subaru presence in the form of three diminutive Vivios, compact 660 cc cars which were designed originally for the Japanese market in which size and engine capacity affect both tax and parking spaces.

One of the Vivios was driven by Prodrive regulars Colin McRae/Derek Ringer, feeling unusually cramped, the others by Patrick Njiru/Rick Matthews and Masahi Ishida/Mohammed Verjee. The Subaru mechanics were not regular rally staff but mechanics from various garages in Japan who had won the Safari trip as an award for efficiency. Entered privately were two other Vivios, and a Legacy driven by Azar Anwar and Shailen Shah.

Another team of small cars, though not quite as small as the Vivios, was that of three Daihatsu Charades entered by the local importers, Ryce Motors. These were driven by Guy Jack/Des Page-Morris, Ashok



Pattni/Zahid Mogul and Marco Brighetti/Abdul Sidi. No WRC team was nominated by Daihatsu. First, it was not interested in championship points and, second, it wanted the freedom to change transmission parts wherever it wished.

From Austria came the irrepressible Rudi Stohl and his small entourage, with an Audi S2 for himself and Peter Diekmann, an Audi 90 for son Manfred and Kay Gerlach and three service vans. In all, 44 cars were listed.

The Safari ran in five legs, each occupying a different day and each separated by a generous night stop.

On his home ground, Ian Duncan was as much a potential winner as his visiting professional team-mates, but his chances were diminished on the very first competitive section when he hit a buck, damaged the front left bodywork and needed a replacement intercooler. Team-mate Iwase collected the first of a whole series of punctures, whilst Shinozuka was supplied with hydraulic fluid after his power steering failed.

Meanwhile, McRae was having difficulty adapting to the size and frailty of his little Vivio, especially after the more expansive and rugged Legacy. His suspension collapsed more than once, and even on the first morning he arrived at one service point on just three wheels.

After a dry start, storm clouds gathered over the Taita Hills, and the tortuous roads up and down became very slippery indeed. Alén experienced a slow puncture, whilst Duncan's windscreen wipers worked only when they wanted to. When he hit a bump, they stopped; when he hit another, they started again, and so on. Anwar lost his fan belt and Brighetti needed a new exhaust pipe after the original was flattened by a rock.

Iwase lost some minutes when he hit rocks, burst a tyre and bent a rim, Stohl needed a new alternator and Shinozuka lost some 20 minutes having a new gearbox fitted after selection had been troublesome all day.

At Mombasa, where the four Toyotas (Kankkunen, Alén, Duncan and Iwase) were followed by Shinozuka, McRae's first crack at the Safari came to an end after breakages became too frequent and penalties began to mount. The car simply didn't stand up to the pounding whereas the others, driven with far less aplomb, kept going, albeit slowly.

On the return trip to Nairobi Iwase collected more punctures, whilst a vibration in Alén's car was traced to a bent rim. Anwar rolled his Legacy and later had his gearbox jam. He later borrowed another from a friend and spent the whole of the Friday night stop repairing his own.

This time it was Manfred Stohl who had

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alternator failure, whilst father Rudi drove some 150 miles without a clutch.

At Nairobi, Kankkunen led by 11 minutes from Alén. Duncan was another 13 minutes back and Shinozuka another 38. Iwase was fifth, followed by Jonathan Toroitich, the president's son, in a Toyota Celica GT4. The latter was driving well but, alas, he rolled on the third day.

There was a small hitch when cars were about to leave on the third day; someone had forgotten to unlock the gates through which cars had to leave the grounds of the Kenyatta Conference Centre. A few minutes and a crowbar did the trick!

The replacement of a half-shaft took longer than expected on Kankkunen's car and he lost a minute in the easy tarmac section to Kajiado. During the morning, Iwase collected his sixth puncture of the rally, whilst Pattni's rear door catch broke and string wasn't quite good enough to keep dust out of the car. Njiru broke a strut and spent an hour driving on just three wheels.

Duncan had a heart-stopping moment when a water hose split and the engine temperature rose so much that he didn't think he would make it. He did get going and, topping up regularly, he made it to Toyota's main service point just before Nairobi where his cylinder head gasket was promptly changed.

After leaving Nairobi and heading out into the Kedong Valley towards Narok, Duncan collected a puncture, stopped to replace the wheel and later stopped at an emergency service point to pick up a new spare. But this wasn't his only problem. The engine was still overheating due to failure of the new gasket and the radiator had to be topped up regularly. When the gasket was changed earlier, the head itself was not changed and this had obviously warped.

The question was, would it last throughout the day until they got to Eldoret? There was no opportunity for the gasket and head to be changed before then.

Iwase got ahead of Duncan when the latter was dealing with his puncture, but on the next section the Japanese driver sportingly agreed to allow Duncan to go ahead.

Another Vivio stopped soon afterwards when Ishida's car blew its head gasket, whilst Pattni's car had fuel pump failure for the third time, each time due to a disconnected electrical lead. Manfred Stohl damaged the rear suspension of his car, formerly his father's, whilst Rudi stopped an oil leak by the time-honoured fashion of using rapid action Araldite.

At Eldoret, Kankkunen and Alén were given new gearboxes, whilst Duncan's priority was to have his cylinder head replaced. This was done and there was no problem thereafter. He also had a new windscreen. He still held third place, but the gap had increased considerably and he was then 76 minutes behind team-mate Alén.

Early in the fourth leg, having rolled in the third, Toroitich was delayed so much by a broken half-shaft that he was beyond maximum lateness at the Baringo mid-day stop. With Toyotas in the first four places, team boss Ove Andersson was asked if he had issued any team orders. The reply was quick and to the point: they could do what they liked . . . as long as they didn't fight each other.

Just before Baringo, a loop northwards from Chebloch Bridge, the wooden structure across the deep gorge now replaced by a more substantial affair, was cancelled on the grounds that it had become too dangerous due to washaways. Some were pleased by this; others were not. After this, Stohl spent most of the remainder of the day without a clutch, whilst Kankkunen did not even have to replace his wheel after a puncture; Toyota's aerial crew did the job for him.

That evening, in addition to the usual routine and preventive replacements, the Toyotas had their engine oil replaced. Iwase had a tale to tell of being baulked by an ostrich which kept running ahead of him at something like 30 mph. Njiru collected a puncture and broke a steering box bracket, whilst Manfred Stohl said that when he stopped because there was a rock in the road, a man brandishing a spear appeared. He wasted no time finding a way around the obstacle!

The final day was merely academic. The four Toyotas were being driven at far less than their customary speeds, as they had been during most of the third and fourth legs. Their advantage was such that they had absolutely nothing to gain and they merely cruised through in order to keep their positions. A Toyota win had been inevitable from the start. A 1-2-3-4 result was a bonus.

It had been a costly exercise, but Andersson nevertheless considered it justifiable and said that, throughout the world, especially in Japan, the Monte and the Safari were the two best known rallies and winning either of them was well worth the effort.

Let's hope that, by the time next Easter comes around, the organisers will have convinced a major sponsor that substantial investment is equally worthwhile. **G P**

Trust Bank Safari Rally – 8–12 April, 1993

Results

1.	Juha Kankkunen (SF) / Juha Piironen (SF)	Toyota Celica Turbo 4wd, Gp A	3h 54m.
2.	Markku Alén (SF) / Ilkka Kivimäki (SF)	Toyota Celica Turbo 4wd, Gp A	4h 03m.
3.	Ian Duncan (EAK) / Ian Munro (EAK)	Toyota Celica Turbo 4wd, Gp A	5h 24m.
4.	Yasuhiro Iwase (J) / Sudhir Vinayak (EAK)	Toyota Celica Turbo 4wd, Gp A	5h 35m.
5.	Guy Jack (EAK) / Des Page-Morris (EAK)	Daihatsu Charade GTi fwd, Gp A	7h 44m.
6.	Ashok Pattni (EAK) / Zahid Mogul (EAK)	Daihatsu Charade GTi fwd, Gp A	8h 39m.
7.	Marco Brighetti (EAK) / Abdul Sidi (EAK)	Daihatsu Charade GTi fwd, Gp A	8h 57m.
8.	Rudolf Stohl (A) / Peter Diekmann (D)	Audi Quattro S2 4wd, Gp A	9h 14m.
9.	Hasmat Shamji (EAK) / Peter Stone (EAK)	Subaru Legacy RS 4wd, Gp N	10h 07m.
10.	Manfred Stohl (A) / Kay Gerlach (A)	Audi 90 Quattro 4wd, Gp A	10h 43m.

Revenge



Whilst the Safari was rough, dusty and not very well supported by works teams, the Tour of Corsica was the opposite. The tortuous, undulating ribbons of narrow tarmac on this mountainous island attracted four major teams and two others which were using two-wheel-drive cars.

Whilst not rough by any standards, Corsican tarmac can be very abrasive, and the main feature of this event was the tremendous importance placed on tyre choice. Long gone are the days when tyres were made to last. Now, a tyre has to last a single stage and that is all, except in cases where 'no service' areas dictate that they have to last for two.

If a driver chooses tyres which are too soft, he will have plenty of grip to start with but will run the risk of having the treads wear completely away before the stage ends. If the tyres are too hard, he will lose time by having less grip. Grip is invariably traded against wear rate, and when stage roads are wet in parts and dry in others, as they often were this year in Corsica, the equation becomes more complex.

Compounding the problem this time was the case of a dry stage followed by a wet stage and separated by an area where service is forbidden. Having chosen slicks for the dry stage, a driver is then forced to stay on them for the following wet one, a circumstance which gave rise to several complaints.

The Tour of Corsica is relatively tame

is sweet

Miki Biasion, below, salvaged seventh for Ford after a disastrous start. But Delecour's Escort win (bottom) had especial satisfaction for the French ace.



compared to its early days, when special stages were often embedded in *selectifs* which were also timed in seconds and had target times which were impossible. Ordinary road sections were also tight, and the whole thing was a road race in which even a stop for fuel or a tyre change could result in a penalty.

Nowadays, only the special stages count, although road timing is by no means overgenerous. Start, finish and one night stop were at Ajaccio, in the south-west of the island, whilst the other night stop was at Bastia in the north-east. The three legs each took place by day, and each contained eight special stages. There was one short regrouping stop during the first day and two each during the second and third. Total distance was about 700 miles, about half of which was devoted to special stages.

Toyota team took three Celicas to this event Didier Auriol/Bernard Occelli drove one of them whilst the others were in the hands of François Chatriot/Denis Giraudet and Yves Loubet/Didier Breton.

The Jolly Club came with two Lancia Deltas for Carlos Sainz/Luis Moya and Andrea Aghini/Sauro Farnocchia, whilst there were two Ford Escort Cosworths for François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero. The engines of both the Fords and the Lancias



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were said to have been improved to give better torque since their last outing.

Just one Subaru Legacy was brought by Prodrive, for Colin McRae/Derek Ringer. Indeed, the foray was more a test exercise than anything else, and McRae was told that his objective was to finish, not to break any records.

Renault decided to bring its recently ratified Clio Williams, two of them in fact, for Jean Ragnotti/Gilles Thimonier and Alain Oreille/Jean-Marc Andrié. The fwd car has a two-litre engine giving a reported 220 bhp.

Opel Belgium brought its British-built Astra GSi to be driven by Bruno Thiry/Stephane Prevot. This and the two Renaults were the main contenders for two-wheel-drive honours, in FISA's controversial Formula Two section of the World Championship.

Bernard Béguin/JeanPaul Chiaroni drove a Ford Escort Cosworth which didn't seem to be much different from the works cars, whilst Giovanni Manfrinato/Claudio Condotta were in a Group N version of the Escort Cosworth. A Group N version of the Renault Clio Williams was driven by Serge Jordan/Jack Boyère.

Rain in the days before the start threatened to persist and remain for the rally itself, but on the first day much of it had gone. The trouble was, not *all* of it had gone, and tyre men were left with one of their worst nightmares – a mixture of dry roads and wet roads, sometimes even on the same stage.

From the start it was Delecour who made the running. On the first stage, over just 1.7 miles, he took a second less than Auriol and Chatriot. Delecour was fastest again on the second, whereas Auriol began complaining that his car was lacking torque, the very feature that engine changes had been intended to improve.

On the third, Chatriot's promising start suffered a setback. At the start, a minor petrol spillage ignited at the back of his car and, as he jumped out to extinguish it, he broke his intercom lead. He had to tackle the stage unable to hear his notes and he lost about a minute. Delecour was again fastest, even after spinning and hitting something with his front end. McRae hit a wall after spinning in a village, but the damage was slight.

Later, Aghini hit something with the back of his car, putting the suspension out of line and losing some time which dropped him from second to fifth. Auriol, in the meantime, had his engine computer replaced, after which his torque improved.

Thiry's rally all but came to a sudden stop on the sixth stage when his brakes jammed on and refused to be freed. He stopped to remove a wheel and release a jammed caliper and thereafter had to complete the stage with no brakes at all.

At the end of the leg, 15 minutes of extra time had been allowed for service but the bulletin given to crews concerning this had contained a typing error relating to the controls between which the extra time was given. Most people went in on their new



The Renault Clio Williams made a storming debut. Alain Oreille (pictured) and Jean Ragnotti both finished inside the top 10.

times, but the two Lancias went in on their original times.

Immediately there were objections and the stewards wisely decided that no one should be penalised.

In Biasion's case, things were a little different, for he needed to stop for a clutch change and when the new one proved stubborn to fit the delay cost him 11 minutes of road penalties. By the end of that leg Delecour, who had recorded a string of best times, had opened out a lead of 1m 5s over Auriol. Sainz was another 11s behind, Chatriot another 18 and Aghini another two.

At the start line of the first stage of the second day, Biasion's intercom failed and, in his efforts to get it to work he inadvertently released his seat belt buckle. The result was a late start and an extra penalty.

On the next stage Delecour's engine began to run on just three cylinders. Was this the sign of impending disaster, or was it merely an electronic whim? It was neither. A spark plug electrode had broken, and when the plug was replaced the engine ran on all four again. But power was not fully restored and Delecour complained that the engine was not as good as it had been on the first day. When the turbocharger and all spark plugs were later changed, it was back to normal again and Delecour beamed with satisfaction.

Aghini's rally came to an end when he hit a rock, crossed the road and rolled down a bank. One of the car's wheels was found a few hundred yards away, and whether this came off before or as a result of the incident was never made really clear. In the same stage, Loubet also stopped when he hit a bridge parapet. The car could have been driven away, but it was well and truly stuck and Loubet had to wait until the stage was over before help could be mustered to recover it.

Biasion's brakes overheated for a while due to a blockage in the water cooling system, whilst Béguin had to do three stages with broken rear suspension before it could be fixed. McRae's gearbox, in the meantime, had become very noisy and, as there was no time to change it before the end of the leg, he was treating it very gently.

At the conclusion of this leg Auriol had his engine's electronics replaced yet again, whilst McRae was relieved that his noisy gearbox had survived long enough to be replaced at Bastia.

There, despite the time lost due to the misfire, Delecour led Auriol by 51s. Chatriot followed after another 39s. Sainz, in fourth place, was a further 65s adrift and McRae another 3m 51s.

Tuesday was sunnier than the previous days. In fact, it became quite hot, and this time there were problems associated with tyres overheating on the warm, abrasive tarmac. Rather than avoid the occasional pools of water, some drivers were deliberately driving through them in order to cool their tyres to get them to last the distance.

By this time, Auriol's engine was performing as it should, but he could nevertheless make no impression on Delecour. Short of a delaying problem, the Ford driver seemed to have the rally in the bag. Team-mate Biasion was also making better times, and during the day he moved up to pass first Oreille and then Ragnotti.

Tyre talk was still the main topic, and in some places it was noticeable that type numbers had been removed from tyres in order that the opposition could not see which ones were being used. It did seem that the Escorts were far less hard on tyres



Andrea Aghini shows evidence of how hard he was trying . . . Eventually, the Italian crashed out for good. Team-mate Carlos Sainz salvaged fourth place, however.

than the Toyotas, especially at the front, and Auriol was getting through them faster than Delecour.

Despite the intense rivalry between opposing drivers, camaraderie remains, and at the regrouping stop at Calvi it was interesting to see Delecour and Auriol lunching together – in the Jolly Club tent!

Throughout the rally Jordan had been leading the Group N category, but towards the end a gearbox mounting broke, causing the box to become jammed in third. Three stages driven in that manner cost considerable time, and the Group N category fell to Manfrinato in his Escort Cosworth.

At the end, Delecour was delighted not only to have his second win of the year, but to have avenged his almost unbelievable defeat in Monte-Carlo. True, he won in Portugal, but Toyota was not there. This time he had beaten Auriol in a straight fight and that was very satisfying. **G P**

Tour of Corsica – 2–4 May, 1993

Results

1.	François Delecour (F) / Daniel Grataloup (F)	Ford Escort RS Cosworth, Gp A	6h 14m 41s.
2.	Didier Auriol (F) / Bernard Occelli (F)	Toyota Celica Turbo, Gp A	6h 15m 43s.
3.	François Chatriot (F) / Denis Giraudet	Toyota Celica Turbo, Gp A	6h 17m 23s.
4.	Carlos Sainz (E) / Luis Moya (E)	Lancia Delta HF Integrale, Gp A	6h 18m 29s.
5.	Colin McRae (GB) / Derek Ringer (GB)	Subaru Legacy 4wd, Gp A	6h 23m 44s.
6.	Bernard Béguin (F) / Jean-Paul Chiaroni (F)	Ford Escort RS Cosworth, Gp A	6h 31m 12s.
7.	Massimo Biasion (I) / Tiziano Siviero (I)	Ford Escort RS Cosworth, Gp A	6h 33m 39s.
8.	Jean Ragnotti (F) / Gilles Thimonier (F)	Renault Clio Williams, Gp A	6h 36m 11s.
9.	Alain Oreille (F) / Jean-Marc Andrié (F)	Renault Clio Williams, Gp A	6h 38m 48s.
10.	Giovanni Manfrinato (I) / Claudio Condotta (I)	Ford Escort RS Cosworth, Gp N	6h 55m 30s.

1993 World Rally Championship Situation (after 5 of 13 rounds)

Drivers

François Delecour (F)	55 pts.	Mats Jonsson (S)	20 pts.
Juha Kankkunen (SF)	43 pts.	Kenneth Eriksson (S)	18 pts.
Didier Auriol (F)	35 pts.	Andrea Aghini (I)	12 pts.
Massimo Biasion (I)	31 pts.	Ian Duncan (EAK)	12 pts.
Markku Alén (SF)	25 pts.	François Chatriot (F)	12 pts.
Colin McRae (GB)	24 pts.	(38 drivers have scored points)	

Makes

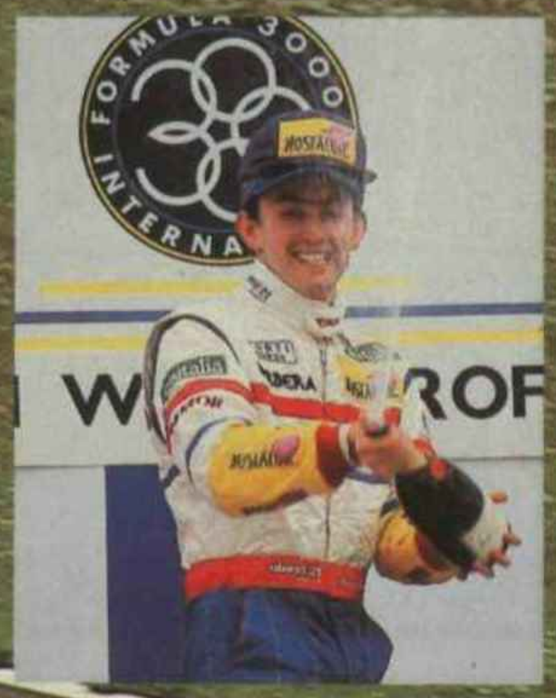
Toyota	77 pts.
Ford	57 pts.
Subaru	36 pts.
Mitsubishi	33 pts.
Lancia	26 pts.
Renault	4 pts.

Toyota's points total was not affected by FISA's decision concerning an alleged illegal servicing incident during the Swedish Rally. The team was fined $30,000 but no World Championship points were deducted.



There is a green Gil far away . . .





Winners of the opening two F3000 rounds: Gil de Ferran (above) and Olivier Beretta (right).

Green he may be in terms of his F3000 experience, but you'd never have guessed as much from Gil de Ferran's performance in the second round of the European F3000 Championship at Silverstone. Disappointed at his failure to capitalise on a front row grid position at Donington Park six days earlier, where his race ended in the gravel, he compensated in as emphatic a style as has ever been seen in European F3000 history. On pole position by the best part of a second, he tore away from the opposition as though they were still driving their road cars.

It wasn't just a first success for de Ferran, either. It was a first F3000 victory for Paul Stewart Racing, and it was a strong indication of just how well Dave Stubbs' team is functioning at present. The relationship between drivers de Ferran and Paul Stewart is excellent, generating a happy atmosphere, and the latter has added a new dimension to his racing this year. In addition to basic speed, which has been evident since his F3 days, he has added a steely resolve not to capitulate in a racing situation. In each of the first two races he has qualified third, raced hard, and finished fifth. Former PSR driver David Coulthard got a close-up view of the new Stewart at Silverstone, during a magnificent stint which saw him prise his way through from ninth on the grid to second at the flag. "Paul's a different driver now," smiled his fellow Scot. "I have never, ever seen him drive so aggressively. That's not a complaint. He was totally fair. I'm really pleased for him. He's starting to go well."

For Coulthard, like his close pal de Ferran, Silverstone provided relief. Keith Wiggins' Pacific Racing team didn't have time for much pre-season testing, and its cars weren't reliable at Donington, David retiring on the last lap when in a points-scoring position. It's a tribute to Pacific's powers of recovery that both Coulthard and Michael Bartels made it onto the podium in round two.

There weren't just changing fortunes for the Donington *losers*; if you fared well in race one, chances were you'd have a lousy weekend six days hence.

Olivier Beretta surprised a lot of people at Donington, not so much for the speed which earned him pole position, but for the way he held off more highly-fancied runners such as Pedro Lamy, Olivier Panis and de Ferran in the race itself. Between them, the three pursuers have an impressive pedigree. Beretta has a solitary French F3 Championship victory, back in 1990, to his credit. The Monégasque was well prepared, however, after a solid winter's testing with Forti Corse, and he never put a foot wrong. Even when the race was stopped after a minor early accident, Beretta calmly carried on as before. A shame then that he looked so lacklustre at Silverstone. He qualified fourth, but was forced to start from the back after stalling on the grid. He never made the progress expected of him, even though the likes of Coulthard proved that overtaking, while not the work of a moment, was by no means impossible (as it had more or less proved to be at Donington).

De Ferran aside, most impressive newcomer has been Lamy. Still driving Team Crypton's championship-winning 1992 chassis, the Portuguese drives with far greater maturity than you might expect from a 21 year-old. And he has a level-headed approach, accepting the frustration of a non-start at Silverstone (a distributor problem promoted a savage misfire on the warm-up lap) with equanimity. No tears, no tantrums. His second place in the opening race was impressive in the extreme, and he should have a new car for the next race, at Pau. Not that it looks as though he is in urgent need of it.

DAMS has emerged as the strongest element of a powerful-looking French challenge. Olivier Panis finished third at Donington, and inherited sixth at Silverstone after the unfortunate Alessandro Zampedri, who had channelled his early exuberance into controlled aggression and risen up the order accordingly, was chucked out when his Nordic Reynard was found to be a couple of kilos underweight (despite having been proved legal on the same scales 24 hours earlier).

Panis's team-mate Franck Lagorce also looks useful, witness his fourth place at Silverstone, as does Vortex Motorsport's new recruit Massimiliano Papis.

Papis, fourth at Donington, is totally dedicated to his career, but has an unusually realistic approach. If he feels that he and the team have given it their best shot this season, and the results are lacking, then he'll quit. He doesn't see the point in busting a gut to become a GP driver, much as he wants to, if practical experience tells him that his true vocation lies elsewhere. Even if he had an unhappy time at Silverstone, due to a mysterious, and enduring, chassis imbalance, his Donington form suggested he'll probably see reason to carry on with his present career come October.

Less positive has been the form of expected front-runner Apomatox. Some people tipped Emmanuel Collard as a likely title contender, but the Frenchman has been plagued by accidents. At Donington, he did his ribs a power of no good by hitting the wall at Starkeys Bridge in practice. Team-mate 'Jules' Boullion finished a promising seventh on that occasion, and was similarly placed at Silverstone when his gear selector broke.

Their woes have been nothing compared to those of MIS, however. The new Stuttgart-based team is preparing its own Cosworth DFVs. Although that engine has now been usurped by the AC, as favoured by PSR, Pacific, DAMS, Nordic and Vortex, amongst others, Beretta and Lamy have proved that there is still plenty of life left in the 26 year-old original. The MIS units do not appear to be a match for those prepared by Heini Mader, however, and the outcome is that a proven talent of Antonio Tamburini's calibre is struggling at the back of the field. Discussions on the subject were due to take place post-Silverstone.

The only other engine in use this year, the Judd KV, has looked competitive in the hands of Mythos drivers Giampiero Simoni and Vincenzo Sospiri, the former of whom scored a point at Donington, while Omegaland's older KV-powered Reynards have shown flashes of promise.

Before the season commenced, there were fears that Reynard's new sequential gearbox might prove to be more trouble than it was worth, but the first two races have blown that particular myth. There were certainly teething problems, but race reliability thus far has been good. (It's the same in Japan, too, where sequential shift Reynards and Lolas have both now won rounds of the national championship.)

Indeed, the course workers have had more trouble from the trick transmission than the teams. Finding neutral on an abandoned car has not been the work of a moment (there is a tell-tale light for the drivers' benefit, but this functions only if the car's electrical system is operative), and the accident which led to the Donington race stoppage was banal in the extreme. Adrian Reynard subsequently ventured up to the commentary tower and explained, live on air, how to disengage drive for the benefit of the perplexed marshals. At Silverstone, Reynard designer Malcolm Oastler gave the assembled officials a pre-race pep talk, and the meeting passed off without a hitch.

With Pau coming up, on May 31, Oastler might need to take a crash-course in technical French. The challenging street circuit, highlight of the F3000 calendar, is notorious for taking a heavy toll on even minor lapses in concentration.

S A





Giampiero Simoni (main shot) has scored the only point for a Judd-powered car. Paul Stewart (below) has two fifth places to his credit.

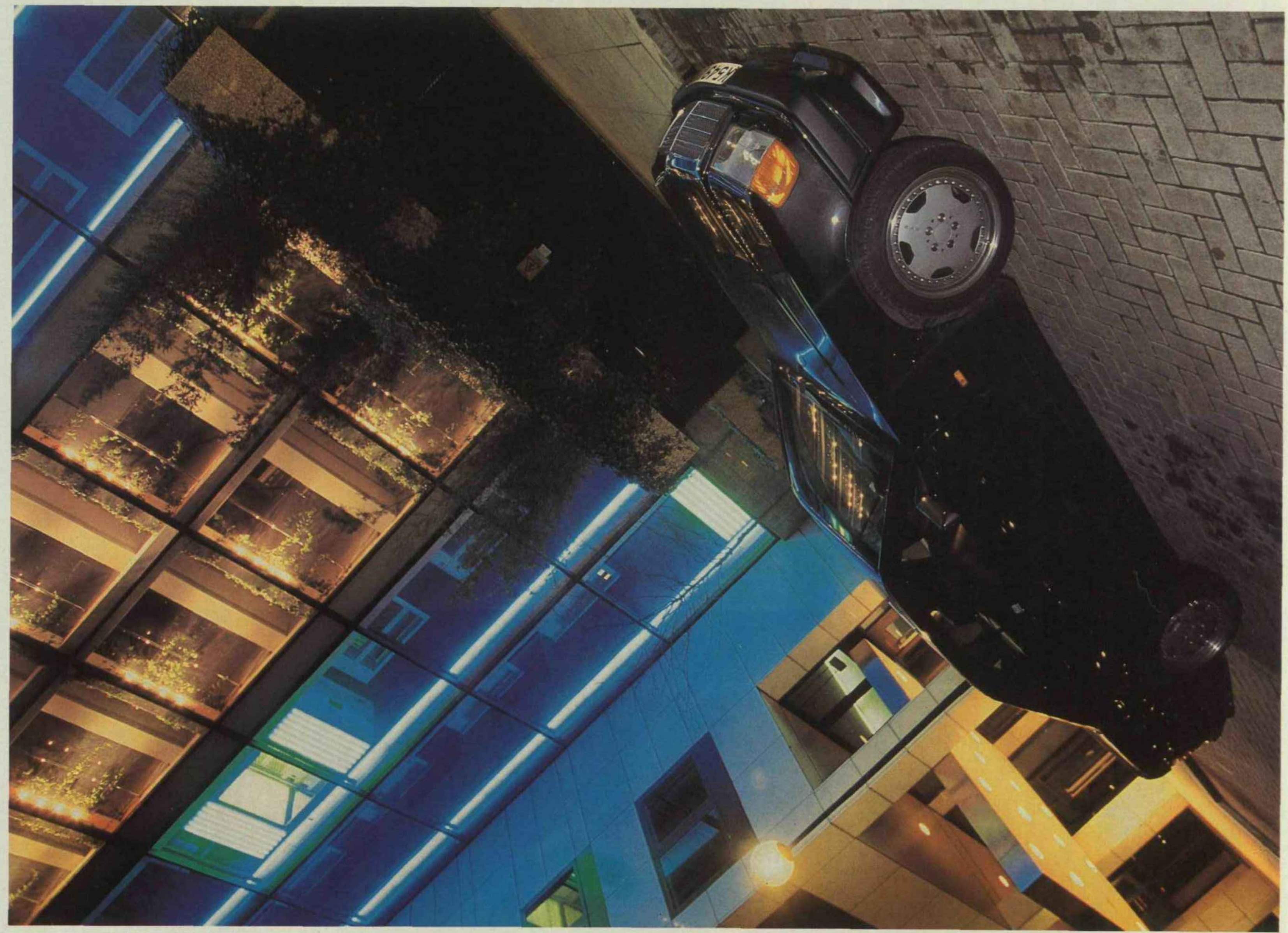


Emmanuel Collard has started the season somewhat haphazardly.



Pacific Racing's David Coulthard (above) and Michael Bartels (below) made it onto the Silverstone podium.





Middle wallop

Late last year, Mercedes-Benz brought its extensively overhauled middleweight range of W124 saloons, coupés and cabriolets to Britain. Besides being fine cars, perhaps the epitome of the versatile and durable West German saloon, this particular model line is currently Merc's biggest seller in the home market. In the first three months of 1993, it was only 2628 units behind BMW's cheaper 3-series. For our test, we were entrusted with the elegant two-door 320 CE coupé, featuring the most powerful of the range's in-line sixes (3.2 litres, 220 bhp). An exceptionally civilised cabriolet is available with the same running gear.

Our test car was special in that Unterturkheim racing saloon car specialist AMG, now a sibling of the Mercedes organisation, will invoice you around £12,500 for the additional body panels, replacement wheels and uprated suspension kit. The result was a 320 CE of distinct personality and outstanding stability (even at the recorded 147 mph maximum). Because the engine was *not* modified, top speed and accelerative capabilities remain close to those of the showroom item.

However, the sub-19 mpg fuel consumption was a direct result of our enjoying the modified suspension so much that the five-speed automatic spent most of its time in 'sport' mode, answering consistently enthusiastic demands.

UK range

There are just two middleweight Mercedes coupés listed in Britain, a four-cylinder 220 CE for under £30,000 and the £39,200 320CE, the price of which went up by £800 as our test was in preparation, as did the cost of all the sporting extras.

AMG is the favoured factory saloon car racing team in Germany and has provided faster version of Mercedes road cars since the 1970s. It developed its own four-valve-per-cylinder units for road use in advance of the factory . . . or were those simply factory prototypes released for some early consumer testing?

Even though the test car's engine remained as standard, the options and accessory packs had been applied with such vigour that the price had escalated by £19,363 in all.

The result was a hard car to assess.

Since items such as driver's airbag, 15 in diameter alloy wheels, electric sunroof and automatic four-speed gearbox are part and parcel of the standard specification, you might wonder how one manages to spend the best part of a further £20,000?

Chief culprits are the AMG suspension and multi-piece 17 in wheels with oversize Michelin tyres (£8741). The more aggressive body panelling accounts for another £4168. The leather seats also make it onto the expense podium, at £1787. Even before AMG gots its mitts on the car, Mercedes had touched it up considerably: items which spring to mind are electrically adjusted front seats (almost £2000), superbly sensitive cruise control (£360) and five-speed automatic gearbox option (£748).

Technical analysis

The engines have changed since we sampled the alluring 300 CE-24 valve coupé in 1991.

The alterations are most dramatic further down the range, because previous two-valve-per-cylinder technology has now been entirely superseded. Owners of previous 200E, 230E, 260E and 300E models gain an average of 22.6 bhp, but at the top of the line the 24-valve six does *not* have more horsepower than its predecessor. Instead, there is a useful torque bonus from the extra 239cc, achieved by enlargements of both bore and stroke. The test unit offered fractionally under 229 lb ft of torque at 3750 rpm, whereas the three-litre 24v generates 195 lb ft almost 1000 revs further up the range. The result is an engine which feels about 1000cc larger than it actually is.

AMG's input is most obvious from the coupé's lower, wider stance, which centres on the 8.5 in wheels (a stretch of fully two inches over the showroom model) and the 1.2 in droop in ride height. No more precise information was available from Germany as we went to press, but the amount of feel generated by the car points to the replacement of all springs and dampers by substantially stiffened components.

Action

Recalling the investment that has been sunk into styling and suspension modifications, it seemed wise to pause before climbing aboard, in order to examine what is provided for an extra lump-sum that could, realistically, have been spent on a decent family saloon . . .

I could find no flaw with the dark metallic grey paint, quite an achievement when applied to such a diversity of surfaces (including steel and plastic). Since that solid rear spoiler is a £670 appendage, one is *entitled* to expect a truly flawless finish, without the gaping attachment lines that turn so many body kits into cash losses when a vehicle is traded in.

The multi-component wheels were a credit to their manufacturer (they are simply credited to AMG) and the body package included the usual front rear and side sill extensions, all properly integrated.

I found the result distinctive, but dated. Others will have their own opinions. No aerodynamic advantage was claimed, but the car proved extraordinarily stable at high speeds. It is possible that the subtle recontouring of the front end under-bumper lines and side sills may offset some of the aerodynamic drag penalties associated with fitting such substantially wider tyres.

Inside, the cockpit is far more restrained than an M-series BMW would be. Aside from automatic transmission, the usual Mercedes four-spoke steering wheel (with air bag) was retained, along with the customary black and orange instrumentation. We have never previously seen so many trees sacrificed in the interests of Mercedes interior trim; this, like the extensive use of leather, owed much to the options list.

The overall impression is a long way removed from the old West German preference for austere matt black cockpits.

Driving the Mercedes regularly reduces some of the initial irritants that are traditionally imposed on customers: American-style foot operation of the handbrake alongside automatic transmission; seats

AMG body panels (right) are expensive and make no performance claims. No more austerity drive (centre, right): plentiful veneer and leather on offer — at a price.







with little resistance to cornering forces; 'poke-in-the-eye' RS seat belts, which automatically extend as you take your seat (and are prone to slipping off their operating arms). We also remain unimpressed that no radio is provided as standard (the Becker GP2000 we enjoyed was not priced); Mercedes includes a 'weasel' paragraph within its extensive options list – "radio equipment to customer choice". It's not as if customers would revolt if Mercedes made some sort of concession on the entertainment front.

The 'switchblade' operation of the bulky ignition key is faintly disconcerting, whilst the remote control burglar alarm/immobiliser system – apparently easy to bypass with a £700 'grabber', if you believe the tabloids – activates the locks only from the driver's door or rear panel.

Thus far, we have given little account of the enlarged W124 powerplants' road manners. We should first establish that the aforementioned technical changes have resulted in all-round driving improvement, and that the extra ration of overtaking flexibility is appreciated when you have to accelerate rapidly with 1.7 tons wrapped around you. As an aside, we should add that the four-cylinder models are also much better for their supplementary power and torque, a fact that should become increasingly evident when the C-class becomes available in rhd later this year.

I enjoyed the 24-valve three-litre which preceded this model, and was beginning to think that Mercedes' engineering finesse was underrated. Now that BMW is so heavily involved with its V8 and V12 power, there is a case for saying that Mercedes has come to the fore with this dose of pep for the already revered straight six. At idling (600 rpm) and town speeds you simply have a civilised ally, though it was slightly marred by some small surges from idle to 1000 rpm in one downhill traffic queue. It never happened again but, with automatic transmission, the potential for embarrassment was obvious. From 4000 rpm to the redline at 6400 it is truly invigorating, dispensing an enjoyable dollop of creamy power.

The harder you drive this modified Mercedes, the more sense it makes – especially the enhanced suspension and tyres' provision of outstanding adhesion, overall stability and a generous helping of *real* driving pleasure. If you wondered whether you'd wasted your money on show, rather than go, a quick cross-country sortie provides rapid reassurance. It has the handling talents of a BMW M5, without transmitting the sensation that you are in a bulky saloon, something of which the latter is guilty. AMG ride quality depends entirely on speed. On minor British roads, there is sufficient jarring below 40 mph to make the steering judder. The road surfaces undulations transmitted to the cabin are far too intimate for a first acquaintance.

Work the chassis harder at higher speeds and the benefits of the modifications materialise, for there is no float and little roll. Any road approaching German standards of smoothness is lapped up gratefully, though the ride quality is far from the best in the modified sporting sector (JaguarSport sets the pace here).

The AMG modifications are not so crass as some inflicted on Mercedes and BMW owners by the aftermarket, but they would probably benefit from some development for B-road use in the UK.

The brakes are not significantly improved and the ABS action was a mite fussy, interfering early in wet conditions. Otherwise, it performed with the power and confidence that is required of a near-150 mph saloon. Damp (greasy, rather than soaking wet) conditions also proved unsettling. When a tail slide was provoked, the car responds lazily before oversteer ensues. The steering



High-speed poise excellent, but sub-40mph travel on UK back roads (below) shows up some steering judder. Unmodified — except by Mercedes itself: silky six (left) gains 200cc and renewed punch.



is more than capable of recovering a 320 at the limit, but feedback is inconsistent. The large Michelins do influence low speed manoeuvrability and cornering characteristics, delivering inordinately heavy steering loads at town or parking speeds. This becomes much more acceptable above 45 mph.

Complete with single stalk cruise control operation, this 320CE's potential was barely tapped at pedestrian British motorway speeds. Previous experience of the standard car in its homeland offered evidence of such docile cruising manners between 100-130 mph that average drivers could feel happy carting their families along at such sustained speeds. The only motorway cruising fault generated by AMG is the noise kicked up by the ZR 17 rubber, especially over concrete dual carriageways. That is a charge which can be levelled at many German cars; we feel the exceptional grip levels offer worthwhile compensation.

Verdict

Although we have made a lot of detail criticisms of this Mercedes, it should be said that we still regard the 320CE as elegant, durable, enjoyable and fast. Since BMW abandoned the 6-series (built on a 5-series floorpan), this excellent coupé has no obvious rivals.

As for the AMG bits and optional M-B 'improvements', I simply don't believe they are worth such astounding outlay.

Judged as a £40,000 coupé, the Mercedes makes sense. If you can afford another £20,000, I'd choose the refined, rapid, £54,590 500E, even it it is only available in lhd. If you can see beyond the three-pointed star, there is the largely unappreciated, 4.2-litre Audi V8 (£45,894). The Audi has the advantage of quattro stability, though it only has a short shelf-life ahead of it. It will be replaced within 12 months by the aluminium-bodied 300 series.

Even without the 6-series, there are inevitably several BMW alternatives, including the cheaper (from £33,390) BMW 540i, available in this country only as an automatic. If you are prepared to shift the gears yourself, and want crushing performance, the hand-assembled M5 may appeal at £49,750.

Even so, Mercedes should be top of the list for anybody in the market for a quality, middleweight saloon or coupé. If you want to get the best from its inherent ability to fight the ravages of depreciation, you should stick, by and large, to the factory specification, in-car entertainment notwithstanding.

J W

ENGINE

Location	longitudinally front-mounted
Cylinders	six, in-line
Bore × stroke	89.9 × 84.0 mm
Capacity	3199 cc
Compression ratio	10:1
Valve gear	dohc, four valves per cylinder
Power	220 bhp/5800 rpm
Torque	228.6 lb ft/3750 rpm
Fuel	unleaded, 98 RON

TRANSMISSION

Type	five-speed automatic, rear-wheel drive

GEARBOX

Gear	ratio	mph/1000 rpm
First	3.87:1	n/a
Second	2.25:1	n/a
Third	1.44:1	n/a
Fourth	1.10:1	n/a
Fifth	0.75:1	21.55
Final drive	3.69:1	

SUSPENSION

Front	triangulated lower wishbone, coil springs, hydraulic shock absorbers, anti-roll bar
Rear	multiple links, coil springs, telescopic and hydraulic shock absorbers, anti-roll bar
	hydraulic dampers, anti-roll bar
Wheels	multi-piece alloys, 8.5J × 17
Tyres	Michelin MXX2, 235/45 ZR17

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	recirculating ball, power assisted
Turns, lock to lock	3.3

DIMENSIONS

Wheelbase	106.9 in
Front/Rear track	59.1/58.7 in
Overall length	183.3 in
Overall width	68.5 in
Overall height	55.1 in
Kerb weight	3784 lb
Fuel tank	15.4 gallons

PERFORMANCE

0-30 mph	2.89s	**0-80 mph**	11.94s
0-40 mph	4.10s	**0-90 mph**	14.99
0-50 mph	5.63s	**0-100 mph**	19.20
0-60 mph	7.26s	**0-110 mph**	24.87s
0-70 mph	8.38s		
50-70 mph in kickdown			4.19s
Maximum speed			146.8 mph

FUEL CONSUMPTION

Average for test	18.41 mpg
Government figures:	
Urban	19.3
56 mph	32.8
75 mph	28.0

PRICE £58,562.38 (standard car £39,200)

Rigid air

At last, BMW has got around to replacing its old (launched in 1986) range of 3-series convertibles with the current shape, although the four-cylinder 318i convertible remains available in the old format for £19,245. The new 325i is expected to command £28,000, complete with many features that are offered only as options in Germany.

A further £2000 will be required if you fancy the lightweight (just 64 lb) aluminium hardtop with its noticeably large rear screen, which totally alters the profile. It allows BMW yet another weapon in the niche marketing *Blitzkrieg* it is waging as Mercedes whips up pre-launch enthusiasm for the forthcoming C-class, which replaces the 190 in June (in lhd markets).

BMW uses the two-door coupé body as basis for the convertible, reinforcing the front screen pillars as fixed roll-over protection and providing ample extra strengthening elsewhere to compensate for the inevitable reduction in torsional stiffness. Automatic pop-up aluminium arms, standard in the UK, are also fitted to provide further protection in the event of a mishap.

The result is an integrated convertible of rare rigidity; the penalty is a substantial increase in kerb weight. The two-door saloon is some 264 lb lighter. Performance claims are slowed accordingly, but drifting along at between 70-90 mph in southern France you care little about the extra second or so it takes to reach 60 mph from rest (BMW claims that it will attain 62 mph, from standstill, in 8.6s).

The test drive started well. Lowering the hood, via one handle and an electric button, is toddler's play, and those six cylinders sound better than ever as you ascend the foothills to the north of Nice. As the corners get tighter, you appreciate the extensive grip of standard 205 rubber; the cabrio actually feels a little tauter than the original E36 saloons and coupés. Springs, dampers and roll-bars have all been "retuned", in BMW's non-specific words, and the result works well under duress.

We were not so enchanted with the ASC traction control that not only reduces power sharply at the merest whiff of oversteer, but also taps back remorselessly against the throttle, long before the limits of adhesion are broached. Happily, it has an 'off' switch.

Sometimes, the stiffer suspension rates work against BMW, pounding the structure with audible blows over bumps, particularly at low speeds. However, the 3-series' valued ride quality remains.

The hood is fabricated in three layers of polyacrylics with cotton strands, and now has a charcoal lining that hides the patented roller bearing action for the support spars, linkages and rods. The rear window is glass, and can be zipped in and out as required. The whole lot folds away beneath a cover in a manner reminiscent of the £60,000 Mercedes SL; it can even be retracted on the move, so long as you aren't exceeding 3 mph. During operation, the side-windows lower themselves by half an inch if you happen to have forgotten to perform the task yourself. All sideglass is electrically operated, and there is now a central command button which operates all four panes simultaneously.

Hood up, top speed is 142 mph, rather than the coupé's 145. More realistically, it is noisy enough to discourage much more than a sustained 100 mph, but cruising at the UK limit is extremely civilised. In practical terms, the soft-top only loses out significantly where rear three-quarter vision is concerned.

Underlining the pace at which manufacturers subtly redevelop even popular products, the 2494cc engine has received a simplified variable camshaft timing system to augment mid-range pulling power, which was notoriously inaccessible on the original dohc 24-valver. The maximum torque figure (177.5 lb ft) has not been revised, but it's now available 500 rpm earlier, at 4200 revs. The motor is willing to tolerate life without a downchange from 2000-4500 rpm.

Peak power (192 bhp at 5900 rpm) is not affected.

The new 3-series convertible is worthy successor to a model which sold over 140,000 units.

However, rather to our surprise we find that the 3-series which has *really* commanded our respect of late was not this stylish convertible, but the 324 TD (Turbo Diesel). BMW has long enjoyed continental success with diesel-engined 3- and 5-series models; now, they are coming to the UK.

Recently, I gave an M5 owner a short lift in the TD. He thought I was teasing him when I said it was a diesel. Only a reminder on the fuel gauge convinced him that this 120 mph saloon had sparkless ignition.

It's *that* smooth.

J W



Stiff opposition for Mercedes and Audi: power-topped 325i is strong, sleek and swift.

Sport for oil



Not-so-slow burner: Volcane offers sports equipment, economy appetite and run-about insurance. 1900 hauler (below) is class-act in oil field.

The words 'diesel' and 'sport' are not commonly juxtaposed, and what memories survive of diesel-engined cars pounding around Indianapolis are somewhat distant. Nowadays, diesel is regarded in a number of ways by sweeping generalisationists: it's an unpleasant, smelly substance that belches noxious fumes from the rear of trucks and buses; it's what you run taxis on; it scores points for economy, but it's harmful to trees and wildlife.

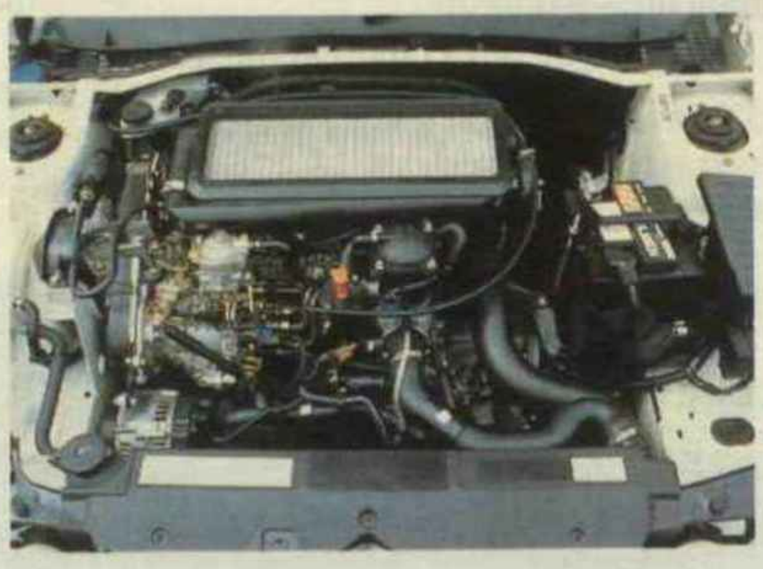
Sure, there are diesel engines which sound like a coughing fit but have about half the power. There is a more positive school of thought, however, expounded mainly by scholars who have experienced French diesel technology.

The proof? Take a look at how second-hand Peugeot 205 diesels hold their value.

Citroën, which shares a particularly user-friendly range of diesel engines with sister Peugeot, has just waded into a fresh market sector that may soon be explored by others.

Welcome to the sporting diesel.

When Citroën's ZX first appeared, the Volcane carried the range's sporting mantle. Although this has long been superseded by the GTi 16v as the main flamethrower in the petrol-burning ZX range, the Volcane name retains a mildly aggressive connotation. With the arrival of the ZX Volcane Turbo Diesel, the French giant has really gone to town, promoting it as a performance saloon with eco-friendly overtones (ie it uses a lot less fuel than the hatchbacks beloved of the tinted-glass brigade, and is more efficient over the short journeys which are apparently typical of UK motorists).



In this application, 'performance' has to be taken in context. It's not so much the figures on the spec sheet which impress (top speed is quoted as 115 mph and 0-60 mph takes 10.3s, which is more of a stroll than a sprint), as the manner of the ZX Volcane TD's delivery.

This is an extraordinarily easy car in which to make rapid B-road progress while stopping for fuel about once a fortnight (with 39.2 mpg quoted for the urban cycle, an overall return of between 40-50 mpg should easily be attainable). It's an oasis of tranquility on motorways, too.

The 1905cc XUD engine is noticeably smoother than the 1769cc unit which powered the popular BX DTR. In the latter, the fuel governor which cut in at around 4000 rpm had pretty much the same effect as driving into a brick wall. The ZX Volcane TD will pull a further 500 rpm before the power begins gently to ebb.

Certain BX DTR characteristics, such as excellent mid-range torque, remain. Peak pulling power is a useful 148 lb ft at a restful 2250 rpm. Of more import, almost 90 per cent of this is available all the way from 1750-3750 rpm; the result is terrific flexibility, and a relaxed cruising gait. Once the turbo is up and running, you'd never know you were in a diesel, such is the level of peace and quiet . . . not to mention the welcome, and gently delivered, wallop.

The 'sports' trim includes uprated suspension, and while the ride may be firmer than that on milder ZXs, it is still plenty supple enough. Equally, the chassis is nothing like so superkart-sharp as the GTi 16v, but it is very well balanced, with crisp power steering that offers good feedback. All in all, it's an excellent compromise.

Prices are £12,630 for three doors and £12,995 for five. Annual insurance is likely to be about half what it costs to put an XR3i on the road.

In recent years, the French have put forward some mightily convincing arguments for switching to diesel. The ZX Volcane TD is one of the most persuasive yet. **S A**

Old spice



Heart of gold . . .

The poor old Cavalier is beginning to present a strong case for the introduction of automotive euthanasia. A peerless fleet competitor when it first appeared in its present guise several years ago, its age is now beginning to tell. Even so, Vauxhall continues to add extra dimensions to the range, and there are more promised in the near future.

The latest addition is powered by a neatly-proportioned 2.5 V6. It is attractively priced (at £16,085, the manual version is around £900 cheaper than GM's own accessory shop on wheels, the 2.0 Cavalier Diplomat) and it makes all the right sounds. For the money, its specification is appealing, too, with ABS, driver's airbag, electronic traction control, remote alarm and deadlocks as standard. A V6 Diplomat, with full leather trim and air-conditioning, comes on stream this autumn. Six-cylinder rivals such as the BMW 325, Audi 80E and Mazda Xedos are all several thousand pounds more expensive, but have the benefit – particularly in the BMW's case – of greater chassis sophistication.

It is not the first time that Vauxhall has inserted a potent engine into a chassis which can't really cope. The wonderfully responsive 150 bhp, 16-valve two-litre was sadly miscast when it first appeared in the Astra GTE – great in a straight line, but a touch wayward anywhere else.

In the latest Cavalier's defence, Vauxhall is not promoting it as a sports saloon, even though, with 170 bhp, it is reportedly capable of almost 150 mph (Vauxhall claims 146 for the manual, 144 for the four-speed automatic).

The V6 is targeted at the cruising classes, and its motorway manners are impeccable. It is quiet and civilised at workaday M25 speeds, pleasantly raucous when you choose to make use of its considerable accelerative abilities. Vauxhall paid more attention to mid-range flexibility than out-and-out sprinting prowess; even so, it will reach 62 mph from rest in under eight seconds in manual trim. Unfortunately, manual models are likely to be rarer than a Hartlepool United goal during the initial build programme as Vauxhall expects demand for the £16,839 automatic to be greater. Consequently, during the test run, we only had chance to try the latter. The transmission has three modes – 'sport', 'economy' and 'winter', the latter actuated via an illuminated button decorated with a snowflake. It's an option only really necessary in the event of sheet ice or avalanches. In 'sport', the engine holds on forever and a day, changing up smoothly at just beyond 6000 rpm under full throttle. Around town, in 'economy', upchanges can, occasionally, be a little jerky.

Despite the V6's inherent muscle and the alluring, rasping soundtrack, this is not a car which incites you to attack B-roads with gusto. The front wheels patter uncertainly as you accelerate away from tight corners, though the level of torque reaction is appreciably less than that which blighted the 150 bhp Cavalier (still available, and badged as the SRi 16v) at the time of its launch. In addition, the steering is unresponsive and provides little feedback.

If you spend your life pounding up and down smooth multiple carriageways, the Cavalier V6's price and equipment might appeal, as will the quoted fuel consumption expectations. Vauxhall reckons the auto will return 24.4 mpg in the city, rising to 42.8 at 56 mph. With prudence, most right feet should be able to achieve something between 30-35 mpg.

While the V6 may have its limitations wearing these antiquated clothes, it must be considered a success in itself. In the case of the Cavalier, you have to admire Vauxhall's honesty. It has accurately assessed the car's strengths, and its marketing standpoint makes perfect sense. **S A**



. . . feet of clay. Cavalier's package is for cruisers, not sprinters.

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Around the world in

By now it's over. 12,000 miles of punishing travel in cars at least two decades old; a month of route-finding and time-checking, of worrying about fuel supplies and broken dynamos. The survivors of the 1993 London—Sydney rally will have posed in front of the famous Opera House, heard the speeches, collected their cups, toasted themselves and each other. Whether John Griffiths and Neville Marriner were photographed cheering or crying in their beer, whether they reached Sydney at *all, I can't tell as I* write this half-way through Nick Brittain's momentous commemoration of the first such rally, 25 years ago. But I will be scanning the bulletins for news of a humble Ford product, that family favourite, the Cortina.

Not, of course, the sort of Cortina dad would take the family on holiday in. This is a Cortina Lotus MkII, blazoned with the name Unipart, and sporting what appears to be a chimney on the roof. It represents the work of 12 months, and it carries the goodwill of 5000 companies.

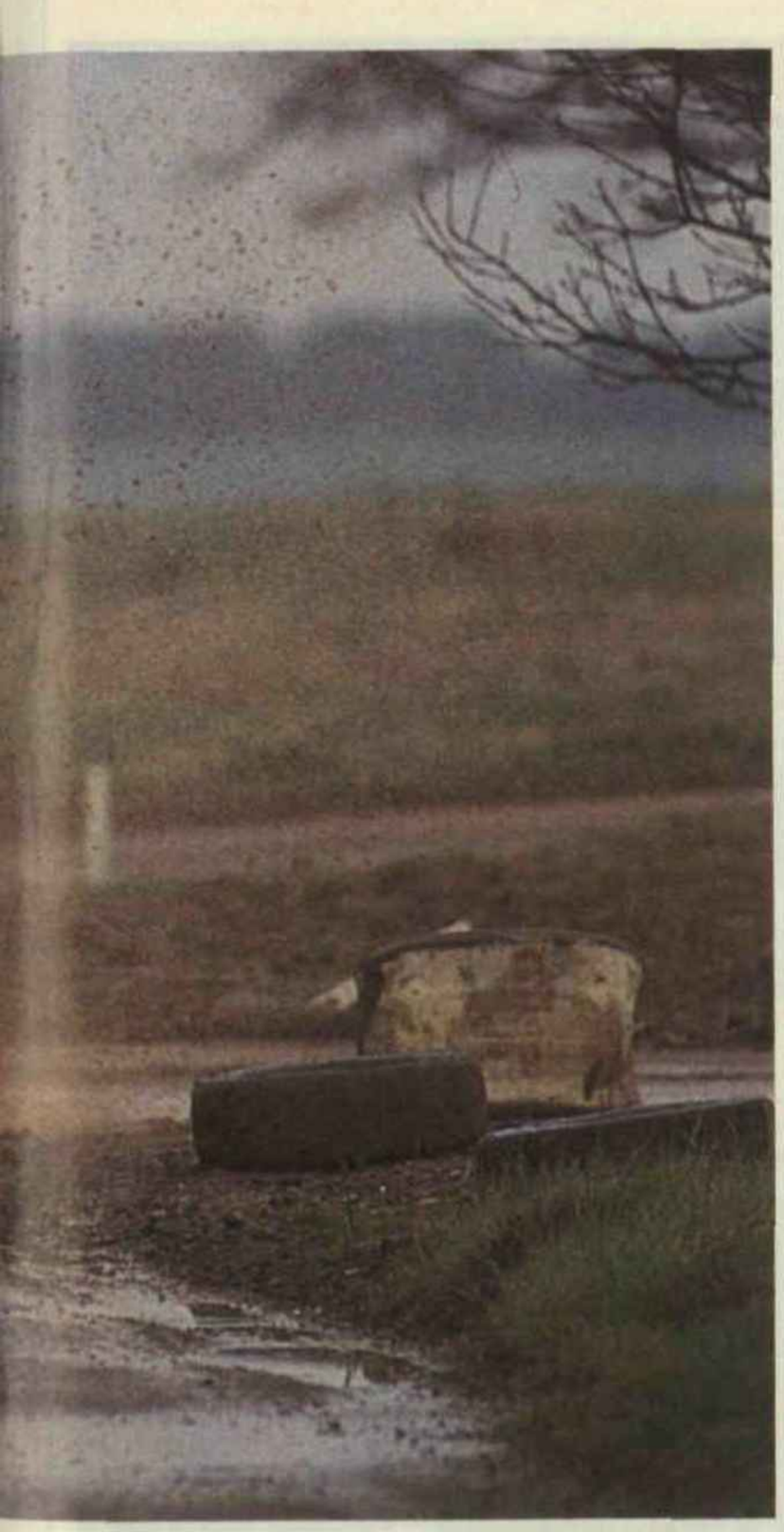
Griffith and Marriner are racers, not rallymen, both more usually seen on the circuits in MGV8 racing. But for an endurance event such as this, split-second stage timing is not a high priority, so they are not worried by this new challenge. And both feel that they are "mechanically literate", important when there are no back-up vehicles, spares must be carried on board, and repairs done "in house".

Originally red (MkIIs came in a choice of colour as well as the famous white-with-green-flash of the first model), the Unipart car had led a low-mileage life on the road when Griffiths bought it 12 months ago. An early MkII, the 1967 car had been restored, but there was much to be done. Griffiths and Marriner chose Nick Mason, whose name is as well known in historic rally circles as his (unrelated) namesake is in historic racing. Amongst other things, he prepared Ted Toleman's Range-Rover for the Paris-Dakar raid, and he is a successful competitor in Cortinas. Mason's job was made easier by a relaxation of the original "pre-1968 only" rule; latterly a five-year leeway was added, which allowed entrants to subsitute younger and tougher parts. Hence the Unipart car has sturdy 2-litre Pinto propulsion instead of delicate Lotus power.

Whether the five-year rule reflects a belief that exact period cars simply couldn't make it to Australia, or the acceptance that scrutineering can never be tough enough to satisfy everyone is unclear. But wherever the line is drawn, someone will stick a toe over it — if not an entire lower limb — and certainly another entry arrived at our Silverstone session with a sophisticated alloy twin-cam which was about as appropriate to the car as a cellphone in a Robin Hood film.

John Griffiths already had a relationship with Unipart, so the parts company's backing fell into place easily. Allan Shriver, Unipart's Press spokesman, agrees that this was a relatively cheap operation for them, a one-off undertaking which should result in good coverage in the motoring media no matter what the result, especially as their car is such an eye-grabbing sight. In fact the crew has nicknamed it the Pompidou Centre because it has all its pipes on the outside. But as well as publicity, Shriver explains, the company has made this the focus of a three-month fund-raising effort for Save The Children, through all the group's employees and agents. When you stand close to the car you realise that the grey tint over its white body is actually the names of 5000 companies associated with Unipart *(distributors, agents, dealers)* who have contributed to the fund.

Success in an event like this means arriving in Sydney in one piece, and the specification of the car reflects this. It's no lightweight flyer with highly strung engine



squeezing out every last horsepower two litres can give. Instead, it follows the spec of Bill Bengry's car in the 1968 event, which made it to Sydney without the intensive care needed for the works Cortina. Toughness has been bolted in from stem to stern, and the power-plant built up to thrive on whatever lean diet local fuel supplies offer. Yet it produces the goods: breathing through its single downdraught Weber twin-choke, the 2-litre sohc musters about 130bhp at 5500rpm, which sounds high revs but represents only a mild peak in a pretty full-bodied torque curve. Improved gas flow in the cylinder head helps the unit spin up to 7500, while a large oil-cooler not only cools the slippery stuff but also boosts the total capacity of Unipart's best. This is a much brawnier package than the MkII's original 1558cc Lotus twin-cam, which in Special Equipment form with its peaky cams and high cr of 9.5:1 developed 115bhp — and a reputation for fragility which made a trip to Sydenham a brave undertaking, let alone one to Sydney. (Works competition cars were another matter: under the guidance of Terry Hoyle and Peter Ashcroft, the dohc unit was persuaded to release a good 200bhp for the race track, and a torquey 165 for rallying.)

Gearchanges come courtesy of a slightly younger Ford, the MkIII Cortina; it's a slow changer, but tough, with a very low first and a wide ratio spread. The Atlas rear axle is reinforced with skid-plates, and has an LSD inserted, while the competition clutch comes from AP. Uprated McPherson struts keep the sump out of the dirt, while the other end retains the conventional leaf-springs but uses a twin gas shock absorber conversion. This is one area where the MkII differed from the MkI, which was converted from stock to Lotus spec at Hethel and gained a sophisticated but typically fragile A-frame, trailing arm and coil-spring rear suspension set-up. For the MkII, production was brought in-house, to Ford's new competition facility at Boreham, where standard Cortina 1600GTs were altered to accept the Lotus twin-cam engine, keeping the family car's cart-springs, but lowered and stiffened. At the same time the name was reversed from Lotus Cortina to Cortina Lotus.

Although the MkII was shorter overall than its predecessor, it was slower (104mph instead of 107) because it was heavier. Yet even with strengthening it was never quite tough enough to swallow a hammering on international rallies without bending in the middle. So Mason has paid a great deal of attention to stiffening the shell. As well as the normal seam-welding and plating, he has installed a roll-cage which triangulates the suspension pick-up points and spreads the point loads more evenly across the shell. Surprisingly it is not the Middle Eastern sections which are expected to be the roughest, but some of the Australian roads which build up into washboard corrugations

30 days



Pompidou Centre on wheels: external tracing, overhead exhaust and roo-bar do no aerodynamic favours — but toughness comes first on a trip around the world.

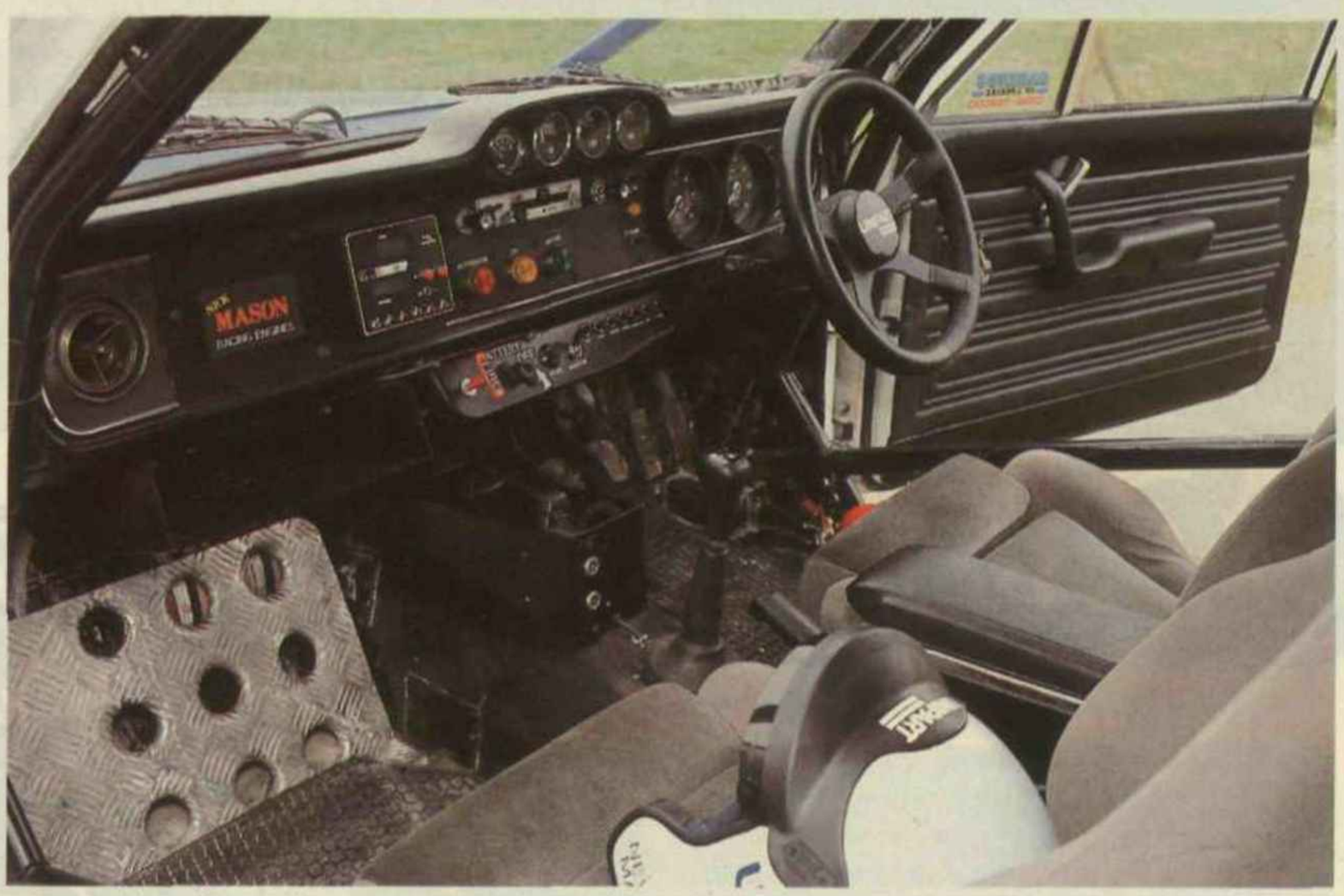
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Non-standard (above): two-litre Pinto replaces fragile Lotus power; note side exhaust exit leading to overhead silencer, right. Electronic distance meters, below, are useful mechanisms. Cockpit, right, aimed at comfort — note elbow and foot-rests.





which at a critical speed can punch a vehicle off the road. Braking is also uprated from the stock Lotus arrangement, switching to ventilated front discs, from the Capri 2.8i, but retaining dainty little drums behind.

Inside, according to Marriner, "it's all about comfort". There are elbow rests for both inhabitants, and plenty of pockets and shelves for road-books, maps, clip-boards and other rallying detritus. (Remembering how much navigational debris I managed to accumulate during the 3000 miles of the Pirelli Marathon, I'm glad I don't have to do the cleaning-up after this trip of four times as long.) Dash layout is clear and tidy, with an electronic Terratrip reading the times and distances; national historic rallying now demands only suitable period mechanical devices such as Haldas — out of production for years and as precious as emeralds. Almost every electrical component has its own resettable trip instead of fuses.

Unipart's component list is enormous, and Carings of Upshire, Mason's firm, has naturally fitted one of everything possible, from engine parts to overalls. As to spares, the philosophy has been to take only replacements for anything which will bring the car to a sudden halt; anything else must be patched or pirated.

Shortly before the London—Sydney started, I joined the team at Silverstone Circuit's rally course to sample the final shake-down trials. After being strapped into the navigator's seat, we set off into the mud to see how it went. And the surprise was how comfortable it was. I've been pummelled in outrageous road-rally machinery and practically blendered in a works Lancia, but there's no doubt that Marriner's comment about comfort is the guiding principle here. Good ground clearance and long suspension travel allied with capable shock-absorption give an easy ride, not loose, just well-controlled. This was not a rough piece of track, of course, but with at least one of the planned competitive sections stretching for an alarming 130 miles, the crew's endurance has to be one of the prime factors.

As we bucked and slewed through the mud and assassinated one or two marker cones, Marriner described the handling as "a little understeery," but added that this was probably not such a bad thing with two racers taking turns behind the wheel. At that time they were still experimenting with tyres, looking for the right combination of tough sidewall and an all-round tread — not too knobbly so as to last — and prime contender was the ubiquitous Colway, the firm which has brought respectability to the idea of competition remoulds. The team hoped that four spares on board would see them to Perth, where four more were to be waiting.

From the overhead exhaust (aimed at successful river fording and staying out of the way of aggressive rocks) issues a deep but not intrusive note, with a strong-sounding bark when the throttle is wide open. I sat back, cradled in the grippy seat, watching Marriner swing the padded wheel and flick between third and second gear as the boxy Dagenham best-seller scrabbled among the stones and leapt cheerfully into the water-splash, and I almost wished it was me facing a month of pressure and discomfort half-way around the world. . . **G C**

Tom's twin TT Sunbeams



Photography: Euan Sarginson

Eoin Young samples a brace of historic Coatalen Sunbeam racers

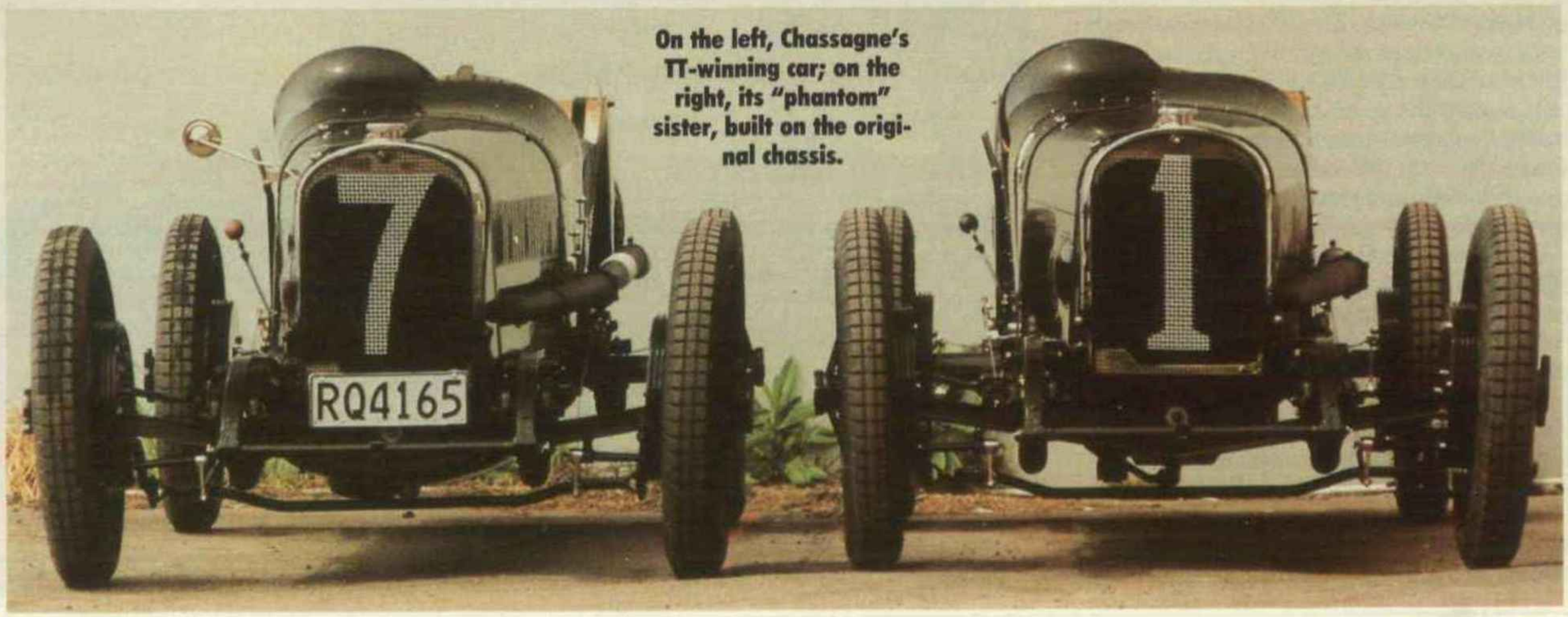
Tom Wheatcroft, renowned owner of the Donington circuit with its superb Grand Prix museum, seldom does things by halves. When it comes to Tourist Trophy Sunbeams he doubled the bet and when he bought a complete car with a host of spare bits in New Zealand two years ago, he commissioned Auto Restorations in Christchurch to build a matched pair of the 1922 cars.

Sunbeam had built four for the Tourist Trophy race on the Isle of Man that year. Three were entered, two started and the only one that finished, won in the hands of the tiny Frenchman, Jean Chassagne. By 1926 the 1922 TT-winning three-litre straight-eight Sunbeam was being raced on New Zealand beaches by Matthew Wills but it was no match for the 3.3-litre four-cylinder Sunbeam (by historic chance the car that had won the 1914 TT!) raced by his brother-in-law, Bill Hamilton, the man who would develop the commercial principle of the jet boat. George Henning bought the car for the 1928 season but it must have been a difficult beast to tame, and a year later he had sold it to A R E (Dick) Messenger, who had no intention of racing it, preferring to fit a sports-type body with hood and mudguards and use it as a 100 mph road car. History has it that Messenger used alcohol fuel to strip various coats of paint from the old racer until he came down to a large number seven on the scuttle — Chassagne's winning number from 1922.

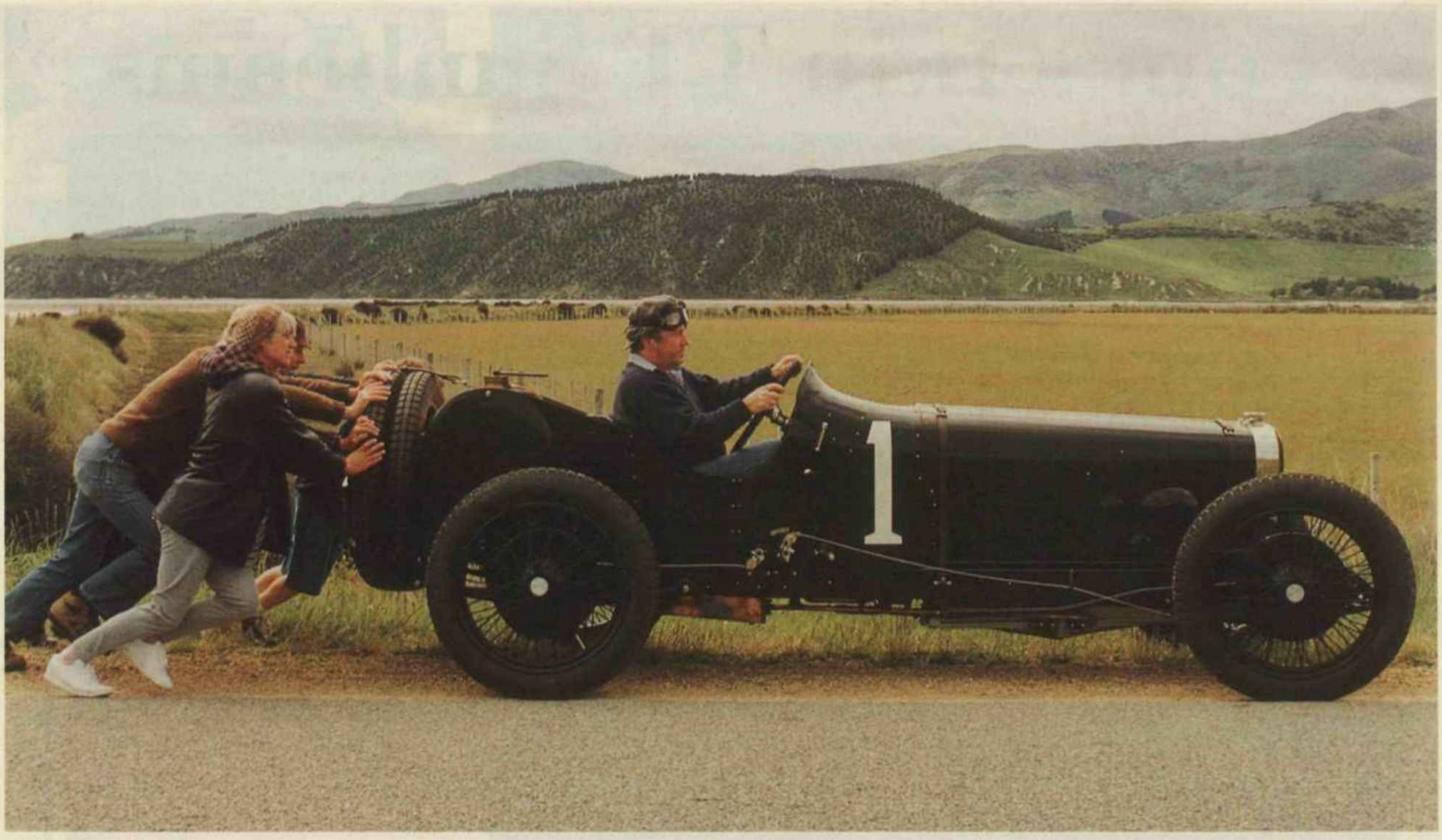
Alan Stanton, Ian Jones and Allan Wylie headed the team at Auto Restorations to build the twin TT Sunbeams, setting out to create a new car out of the bits while copying missing parts from the complete car.

Auto Restorations was formed in June 1973 when Gavin Bain, Bill Clark and Leon Witte decided they had enough cars and rescue projects between them to warrant a restoration workshop which could also take on outside work to finance itself. Bruce Pigeon joined the company as Managing Director in 1982 and with a specialist staff of 15, it has earned an international reputation for prize-winning restorations.

The 1922 Sunbeam spares that Messenger had collected on a trip to Britain in the Forties included an engine, a chassis, a radiator, a rear end and masses of assorted bits which had to be identified and put together like a giant jigsaw. Many parts had



On the left, Chassagne's TT-winning car; on the right, its "phantom" sister, built on the original chassis.



to be made from scratch and this is where the specialist expertise of the Auto Restoration craftsmen came in. Clive Warburton built two new sets of stub axles from solid blocks of steel, new king pins, new brake drums, new brake shoes, a new crown-wheel and pinion — they even made new carburettors, 1992 versions of the 70 year-old updraught Claudel-Hobsons!

The complete car was in fact on its last legs, a runner but that was about all. It was completely stripped and newly-made copy parts were fitted where necessary. They found, in fact, that the spare chassis had been the original on the winning Chassagne car, as all the bolt holes matched perfectly with the body sides. Messenger had had the forethought to keep the original racing body when he converted the car for road use.

Wheatcroft bought the cars from Rob

The 1922 TT

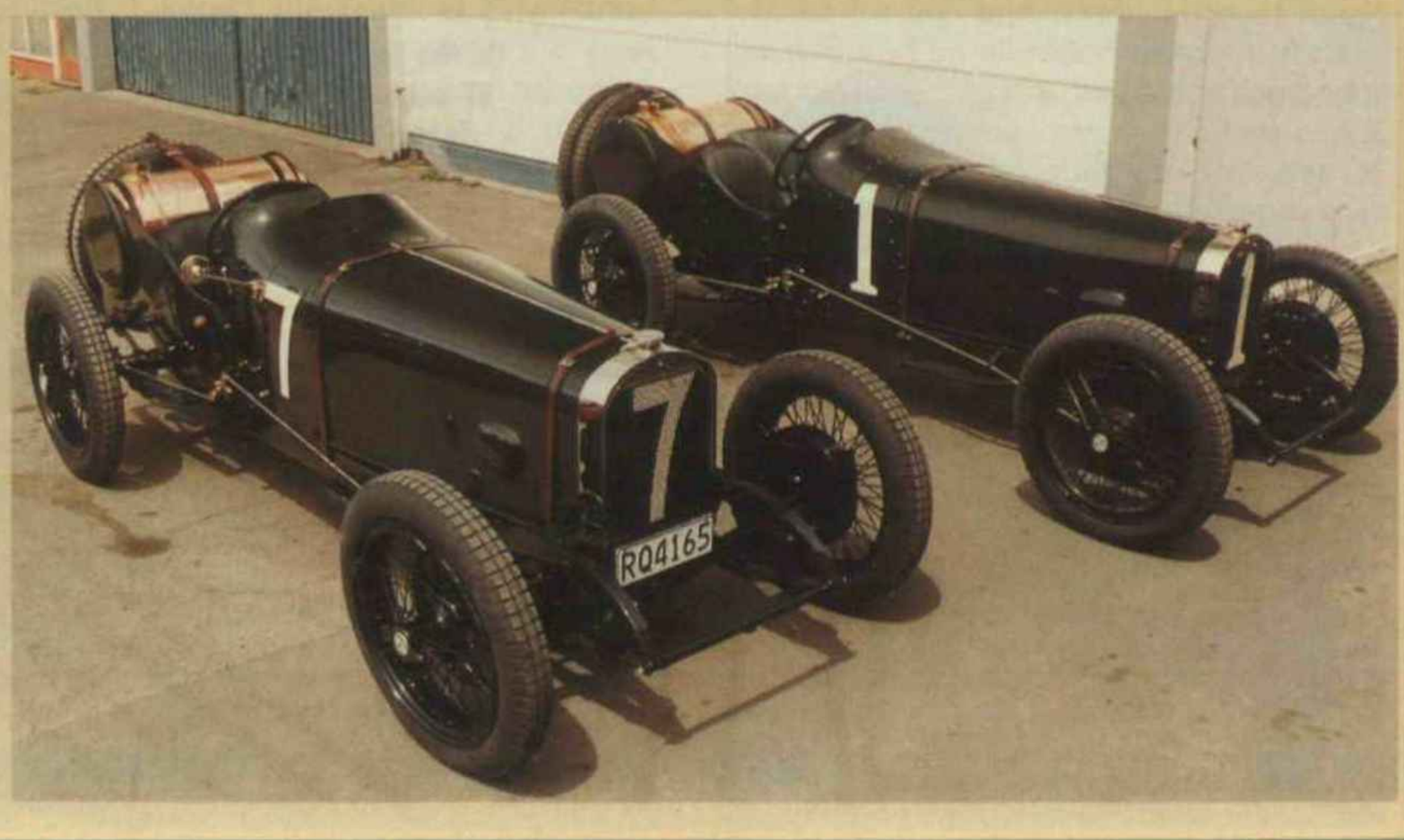
Louis Coatalen produced four cars for the 1922 Tourist Trophy, economically modifying Sunbeam's existing 1921 three litre machines by adding 30 gallon bolster tanks. For what would be the last race under the current regulations which provided for cars of such capacity, the straight-eight engines produced 112bhp at 4700rpm.

Henry O'Neil de Hane Segrave, yet to be elevated to superstar status by his victory for the marque and for Britain in the 1923 French GP or his subsequent land and water speed record successes, was assigned car number four, 1914 TT victor Kenelm Lee Guinness number one and Jean Chassagne number seven.

Sunbeam was fastest in practice thanks to Segrave's efforts, in a field that included entries from Bentley and Vauxhall, with a time of 35m 30s. Guinness' car ran its bearings, though, and after the spare car's engine was fitted, he was unable to take the start due to incurable clutch slip.

Segrave and riding mechanic Paul Dutoit moved swiftly into the lead on the first lap, and Chassagne and Paul Laly equally quickly backed them in second. When Segrave's car developed a puncture on lap four, Chassagne moved into a lead he would not surrender. A lap later one of Segrave's magnetos developed a fault in its contact breakers which effectively put it on to only four cylinders, and 60bhp proved insufficient to propel the Sunbeam up the steep hill to Bungalow, forcing him into frustrated retirement.

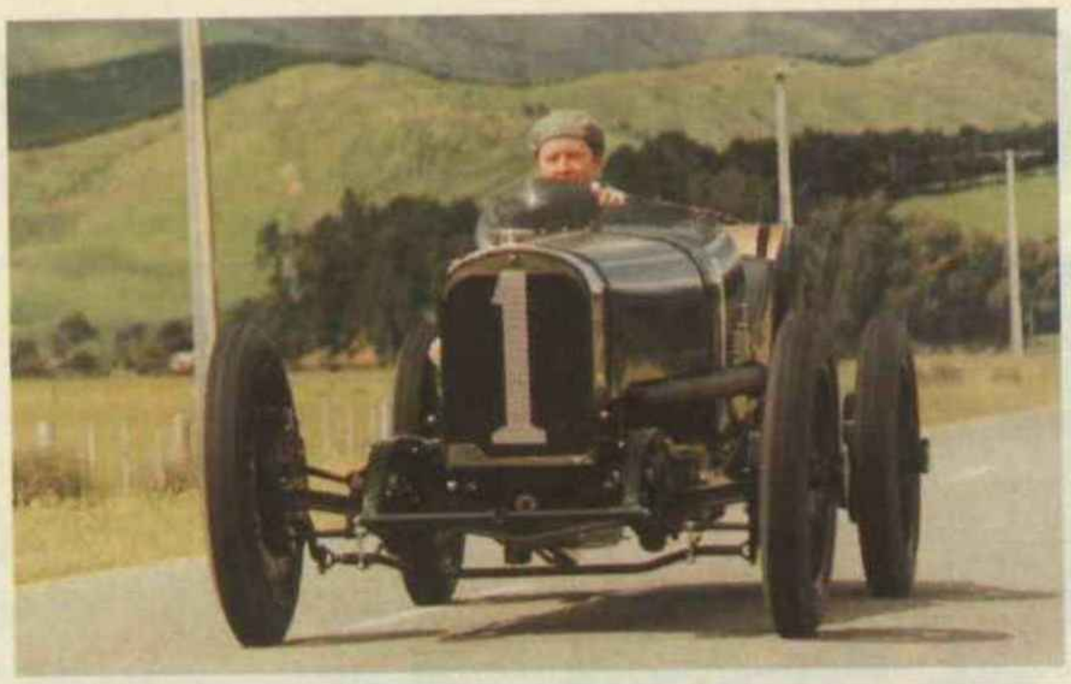
Chassagne and Laly sped on to win in 5hrs 24m 50s and an average speed of 55.78mph, 4m 9s clear of Frank Clement's Bentley. For Segrave there was only the consolation of fastest lap, for the attack in the opening stages which had characteristically stamped his initial authority on the event. **DJT**



Shand in 1990 and two years later the long shallow straight-eight engines in his twin Sunbeams were rumbling into life. The cars were numbered 7 (the rebuilt Chassagne winning car) and 1 (the car built from bits). This was fitting because in 1922 the number 1 car was reserved for the Sunbeam of Kenelm Lee Guiness who had won the previous TT before the war in 1914, but in fact he non-started in 1922 because of a last-minute clutch problem. Fitting, then, that the number one car is now a phantom, a copy-car created from historic parts but without a race history.

The weekend late in November that Wheatcroft was having his first drive in number 7 a vintage rally/race in Perth, I was driving number 1 along country roads at the top of Lyttelton Harbour with Gavin Bain providing what I assumed to be expert advice, Euan Sarginson taking photographs and Sunbeam enthusiast John Riley as an energetic tow-truck driver. The car was a bitch to get off the line. There was no flywheel which meant that it had instant throttle response with no mass to spin, but the engine died as quickly between throttle stabs.

The seats for driver and passenger were staggered and Gavin Bain and his wife Jackie were a cosy fit when they arrived at Sarginson's house. I was an even cosier fit as I squeezed in, felt for the central accelerator (not such a problem for me now, since driving my Stutz and surviving a few panic moments hitting the throttle instead of the brake) and familiarised myself with the gearlever and brake lever outside the cockpit in real vintage racing style. The foot brake stopped the rear wheels only, and the outdoors 'handbrake' operated the front wheels, so it was four-wheel-braking — after a fashion . . .



No 1 is pushed into life, far left, before ESY takes to the road, cap reversed *a la Chassagne*.



Twin spares, slim body and huge 30-gal bolster tank make racing origins obvious.

The big steering wheel was cord-tied and had been faithfully copied from the original, even down to the signature and portrait badge of old racer, René Thomas, who supplied racing wheels in the Twenties as Les Leston would do in the Sixties.

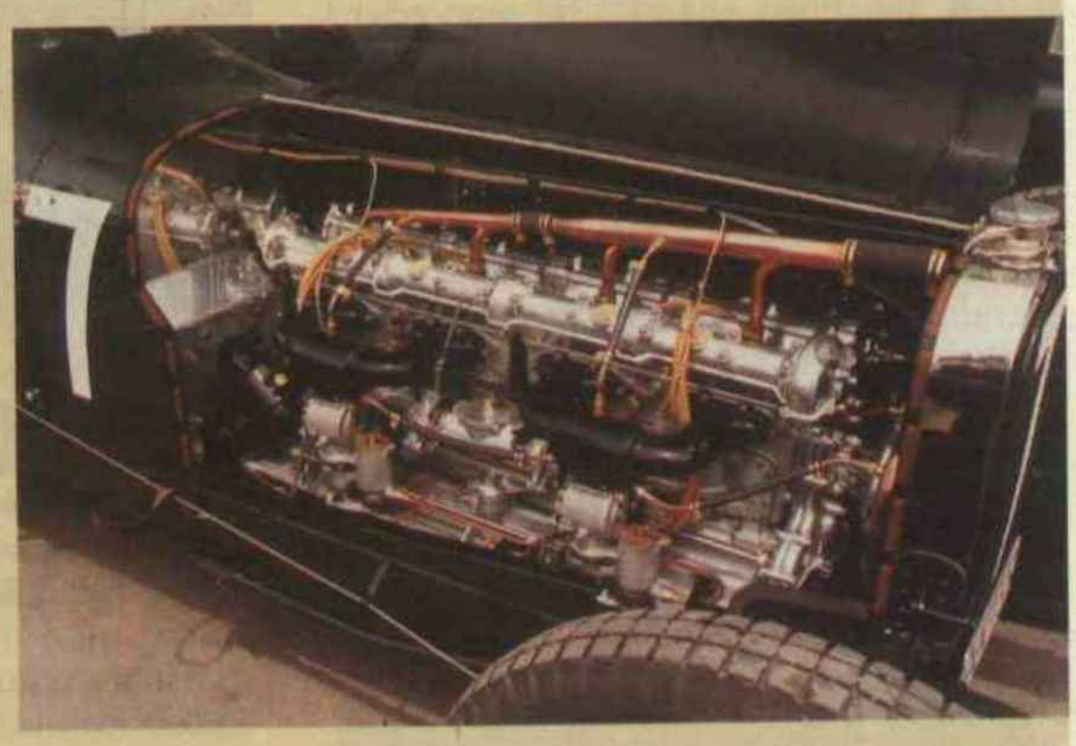
The gearshift pattern was on a plate on the dashboard as a reminder that the 'H' was inside out with first on the outside lever away and up, second straight down, third towards you and up and fourth straight down. Not that I ever found fourth on our up-and-back runs. Bain reckoned first on the Sunbeam was nearly as high as third on his 3-litre Bentley!

Being a 'modern' sort of chap, I always rate being able to drive a vintage car at all as something of an achievement, and coaxing the Sunbeam off the line called for a careful combination of throttle and clutch to avoid the dreaded stall. It was easier to tow-start than crank, and we did this a number of times. My gearchanging was a noisy progress between cogs, giving full value to the term 'crash' gearbox.

There isn't a lot you can tell from a few trips back and forth along a country road in a 70 year-old car, apart from being able to say you've done it, but afterwards I could reminisce at what it must been like for Chassagne averaging 56 mph for just on five and half hours over most of the course now used for the modern motorcycle TTs on the Isle of Man. Or how the deaf-and-dumb Matthew Wills must have cursed the difficult-to-drive car when it was being beaten by its own Sunbeam ancestor on New Zealand beaches.

Gavin Bain took John Riley for a drive in the old racer and I was rather relieved to see that he stalled as well, while trying to get off the mark. When we were having a deserved dram back at Sarginson's afterwards, Gavin said: "The great thing about driving old cars is that it's so wonderful when you stop." I know what he means. . .

ESY

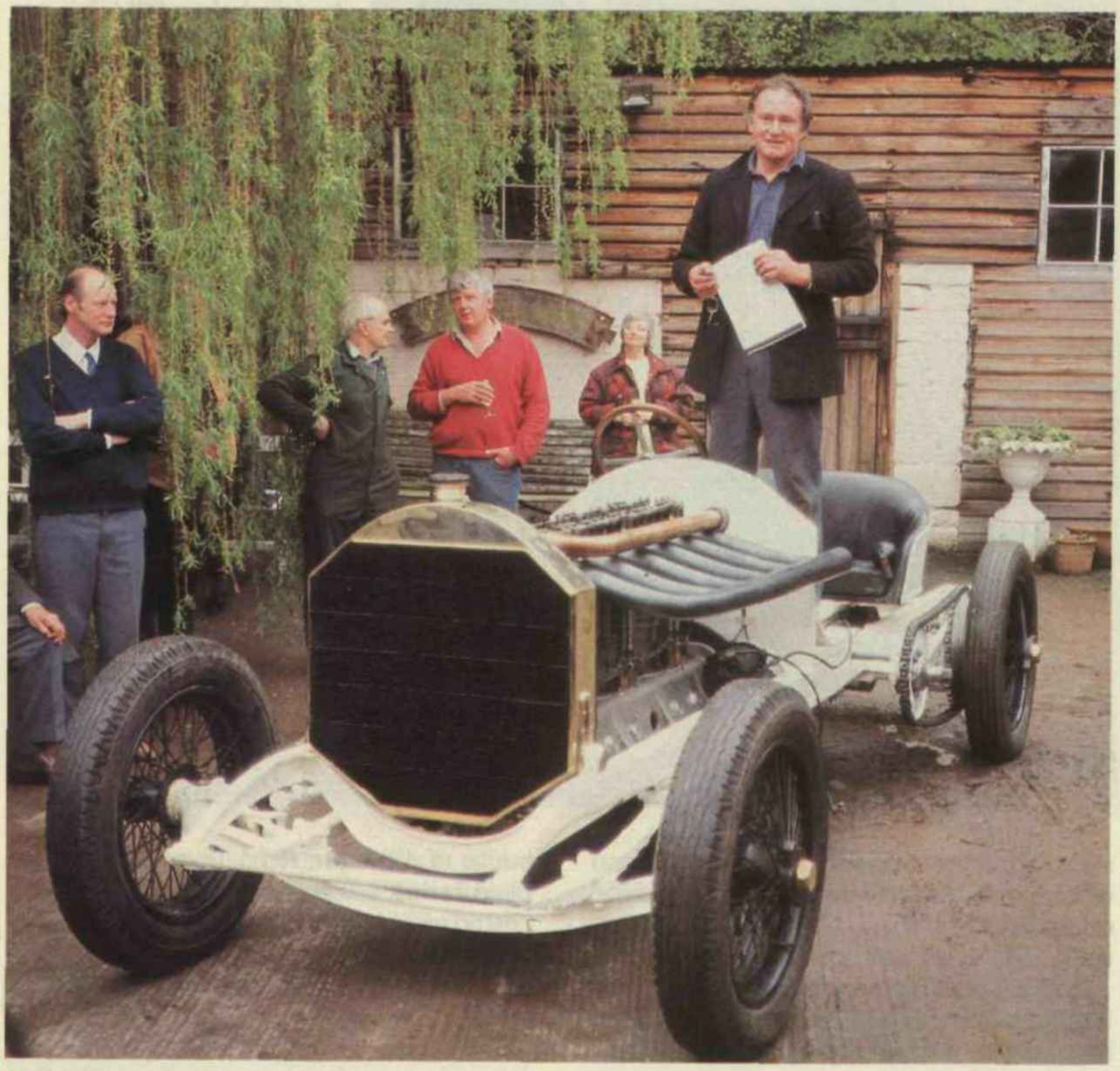


Straight-eight 3-litre twin-cam breathes through updraught Claudel carburetters made from scratch.



Cockpit-adjustable brake-balance: foot pedal for the rears, hand lever for the front . . .

A firing-up



The other Sunday nearly 100 people assembled at Roger Collings' Mill House for the firing-up of his aero-engined Mercedes-Maybach, successor to his legendary 1903 Mercedes, a move from the veteran class into Edwardianism (no more Brighton Runs?). Roger had assembled the great car in three months and one week but it had not been started-up until this exciting occasion.

Before attempting to do this Roger stood up in the cockpit and thanked everyone who had helped him — a long list! The white beast, in the Count Zborowski tradition, has a 1916 six-cylinder 150 x 180mm (19,085cc) Maybach airship engine in a 1907 70hp Mercedes chassis, with 18in removed from the side members to give a 10-foot wheelbase, with trials in mind! The drive from the gearbox goes forward to a countershaft driven by dual chains and sprockets on each side, to step up the final-drive ratio (again, to meet trials conditions). From the countershaft external chains convey the drive to the back axle. The engine has push-rod operated oh-valves, two inlet and three exhaust per cylinder, and develops 280bhp and 950lb ft torque, at 1400rpm. The present 1.1 to 1 final-drive represents 120mph at this engine speed, or 140mph if different ratios and revs are used.

It all began when Kier Hellberg rang Collings in November 1992, to ask if he had an old Mercedes chassis. He wanted to install his Maybach engine in one. Instead Roger bought the engine, which was delivered in a Renault van in January 1993. It is thought that originally it went from England to the USA for investigation purposes. Not only is it magnificently engineered but it was in almost new condition, its push-rods removed so that all the valves were closed, the plug holes sealed, and the whole vast power-unit carefully mothballed. In researching it, Collings went to the Mercedes-Benz and Maybach factories in Germany, where great interest and assistance were immediately forthcoming.

The Mercedes tourer whose chassis has been used was owned from about 1920, until 1936, by Major Lionel Beaumont-Thomas, MC, JP, of Madley, Herefordshire, who was drowned when sailing to Crete on Active Service. Mervyn Davies then drove the car to his scrapyard at Callow and when the war came Percy Pritchard (who was at the firing-up party, aged 97) acquired it and, thinking that German bombers might get to Hereford, used the chassis to form an air-raid shelter. Five years ago Andrew Wilson, who has a Brescia Bugatti, discovered the chassis frame and Roger acquired it from him.

So the project advanced and on April 25 the monster was ready to fire-up. Not surprisingly it was a bit shy of responding, after all the years the engine and chassis had been hibernating. An array of large batteries plugged into the starter circuit failed to wake it. Brian Morgan's Range Rover provided a tow. No go! Then Ben Collings was told to get out the family 4½-litre Bentley and with Roger in the Mercedes-Maybach's driving seat, urging him to greater speed, rather like a Centurian lashing his chariot-horses, they vanished up the drive and out of sight. Soon a muffled roar was heard — 19 litres of Maybach had awoken. We all applauded . . .

The reluctance to start was due partially to a sheared magneto-drive key, but by 1.30 am the following morning the indefatigable crew had a proper run-up. It may sound easy. But Roger had worked nights and days on the car, and VSCC members had toiled all night to complete it. Mark Walker had driven over after Colerne (third in class in 36.25 sec, :86mph) in his own aero-engined Curtiss-Monarch, and Patrick Blakeney-Edwards had been extremely helpful. It is impossible to mention all those whom Roger Collings thanked in his pre-fire-up citation. Indeed, he had a word for everyone present. They included Gynne Humphrey of Llanharan who put a workshop and fitters at Roger's disposal, Ken Grayham who made many parts to plans made from drawings done by Roger himself, Peter Stephenson who made the radiator core, John Underwood who cased it, Dave Tyler who fabricated the handsome exhaust piping, John Guppy who sorted out the gear-change, Neil Murray of the VSCC who advised about the lubrication system, Norman Lloyd, and many others.

Most of the VSCC seemed to be there to see this exciting car which had been on wheels for the first time only that morning. Roger thanked them all, not least his charming wife Judy, for putting up with so much domestic disruption while the Mercedes-Maybach project's conception and birth was achieved.



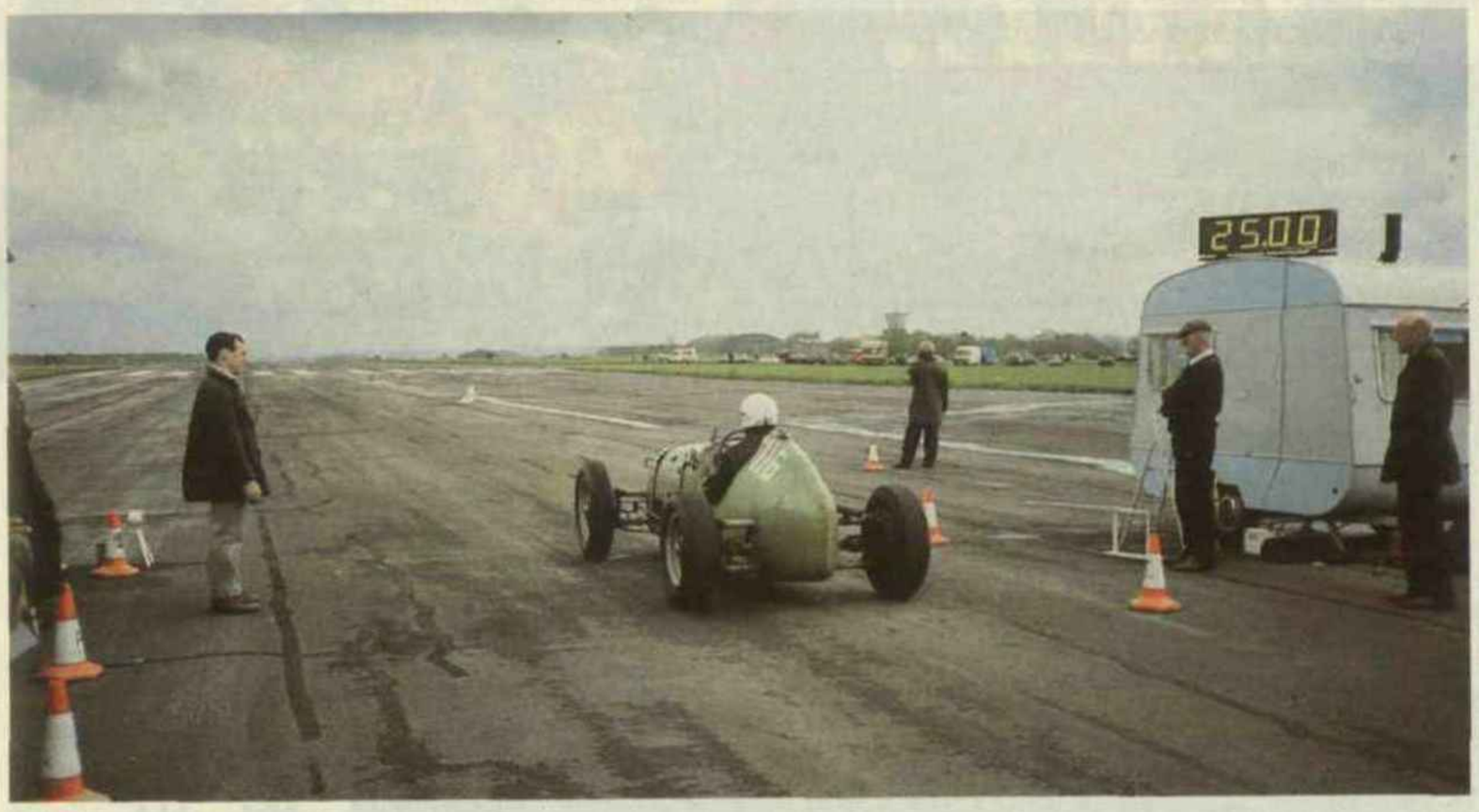
Collings addresses the crowd, top, while, above, the giant clears its throat attended by owner and Patrick Blakeney-Edwards (on right).

The Things They Say . . .

"Morris Oxfords, VW Beetles and Royal Enfield motorcycles are still being made in India and Mexico. Chris Goffey explains how to acquire a brand-new anachronism on wheels" — A *Daily Mail* review of TV programmes. I have said that the Beetle will never die. But what will Beetle fanatics say about this description of their favourite cars?

W B

VSCC COLERNE SPEED TRIALS



The VSCC sprint at this RAF airfield occupied the afternoon of April 24, in reasonably good weather. David Baldock in the 2-litre Alta made excellent starts and deserved his FTD, in 23.15 sec, although the engine was boiling before its second run, not good for this particular car I would have thought! But its times for the ¼-mile were identical, the overall time only 0.67 sec slower, and the published time through the speed-trap 146 mph.

Donald Day's ERA R14B clocked 24.34 sec (133 mph), Hulbert's vintage supercharged Alvis Special 26.49 sec (125 mph). But the Colerne Trophy for fastest vintage car went to Ben Collings in the 8128 cc Bentley (26.47 sec: 128 mph), the opposition fading when the four-SU-ed Bentley-Royce seized a piston, after Sally Burrell had done 29.06 sec, fastest time by a lady driver, in it and second in class to Collings. Tim Llewellyn was running his 8381 cc Bentley in the racing class but, letting in the clutch at the customary 1200 rpm, its 3.3 to 1 crown-wheel and pinion cried enough, in a matter of feet from the line, after the engine had stalled at the first go. . .

Class winners were: Anable Jones (vintage Frazer Nash), in 35.95 sec (87 mph) after a poor first run, Green's 4½-litre Invicta, both runs in 31.68 sec, with vintage best by Miss Moss's Invicta (35.53 sec), J Mowatt's Riley engined Morgan 4/4 in 29.79 sec, Mrs Walker's Frazer Nash taking vintage honours here (33.77 mph), Ben Collings as aforesaid, 1.23 sec slower than brother Craig's 1992 class-record, Forster's MG in 33.77 sec, Lake's Amilcar-Riley with a fresh vintage racing-car class-record of 28.73sec, and Baldock and Hulbert in the over 1501 cc racing-car division.

Dan Margulies, whose Maserati had been second to Sean Danaher's Maserati (a record 24.52 sec: 132 mph) in the 1½-litre racing-car class, was a lone runner with his AFM in the post-war historic racing car class (29.92 sec), and of six Edwardians, Harold Smith's Indy Sunbeam was again the fastest (35.62 sec, 87 mph), the 21-litre aero-engined Metallurgique winning on handicap. President Barry Clarke drove his FN/GN, secretary David Franklin rode a Scott in the motorcycle demonstrations, and Chris Gordon had the ex-Emery/Stoyel Meadows Frazer Nash out for the first time in 30 years, after problems the "Chain Gang Gazette" described as "break, fail, snap, puncture, split, warp and become incontinent." It managed 37.87 sec (81 mph). The Halford Special was unwell, (41.14 sec, 66 mph) but the 200 Mile Race Alvis did 36.05 sec, 87 mph, on consistent runs. There was an interval when the VSCC took on the role of a pedal-cycle racing club. Another happy VSCC day! **W B**



David Baldock prepares to launch the Alta on its FTD run of 146 mph (top left). Above, Bob Burrell "jump-starts" the Bentley-Royce for daughter Sally.

THE VSCC AT CURBOROUGH

Another good "twisty sprint" by the Midland Section of the VSCC took place at Curborough, near Lichfield, on May 2. Major attraction was Roger Collings' giant Mercedes-Maybach, out in anger for the first time a week after its completion. It was a too-short gestation period and the anger turned to frustration when, after a slow practice run, it failed to compete, due to problems with sump-scavenging, oiled-plugs, loss of all except top gear and a mild fire in the back carburettor on the long inlet manifold. But its day will surely dawn. In contrast, Mark Walker's Curtiss aero-engined Monarch was on fine form, and out for FTD.





Rootes supercharger and ohv conversion enliven Temple's Amilcar (left), one of the interesting entries in a healthy field, above.

Interesting runners included the Phoenix-GN with ex-John Bolster twin-magneto vee-twin JAP engine, the Young Special with 1850cc Parry Thomas-Hooker engine, and Temple's smart four-cylinder Amilcar which has a now-rare Boon & Porter push-rod ohv conversion and a Rootes supercharger.

Ben Collings was in his favourite 3/4½ Bentley, J T Williamson had the famous 1908 GP Itala in good shape, and Burrell was in his supercharged Bentley-Royce. Anna Gordon had sensibly substituted Frazer Nash for Tamplin and the lone Morgan 3-wheeler had a water-cooled sv JAP engine. Day in R14B was wild, Spollon in R8C smooth, on the corners. Brewster's purple A7 Chummy scuttled round quickly, Gunn was quick in the Q-type MG, and President Clarke drove the Hulbert Alvis. **W B**

RESULTS (R = VSCC Class Record):
Curborough Trophy: Bruce Spollon (ERA R8C), FTD and Vintage record in 36.47sec.
Class Winners: S Roberts (Frazer Nash) 42.12 (R); J Newell (30/98) 48.21, N Hall (Lagonda) 44.76, Mrs Walker (Frazer Nash) 44.95, J Mowatt (Morgan-Riley) 40.46; B Collings (Bentley) 42.32, R Burrell (Bentley-Royce) 40.61; M Walker (1913 Monarch) 44.82, D Lake (Amilcar-Riley) 42.78, G Gunn (MG) 42.17, D Roberts (Alvis) 45.51, T Pountney (Riley) 42.54; T Walker (Young Spl) 42.40, B Spollon (ERA) 36.42 (R); D Biggins (Vauxhall) 43.62, G Smith (Frazer Nash) 37.44; G Burroughs (Cooper-Bristol) 38.71.

OH, AINTREE!





200 miles to go: eventual victor Jim Clark is invisible as the 1962 Aintree 200 departs (left). Above, Moss and Fangio after their close-fought battle in the 1955 British GP in which Mercedes-Benz had a 1-2-3-4 finish. Moss was a frequent visitor to Mrs Topham's circuit.

It is now history that this year's Grand National Steeplechase at Aintree was abandoned after false starts. It was what Peter O'Sullivan, BBC Sport's commentator, called the greatest disaster in horse-racing history. Sad, really. But I think the time has come to recall some of the motor racing which took place at the famous Liverpool course, after the ambitious then-owner Mrs Mirabelle Topham, had built a very decent circuit round the outside of the Grand National course, which was opened in 1954. It should not be forgotten that some very important car races were held at Aintree, including five British Grands Prix and that in such events animals are not at risk, only the drivers; which I hope many people will find rather consoling.

The organiser of the majority of these Aintree race meetings was the British Automobile Racing Club, although the Aintree Circuit Club came into the picture in the 1960s. What Mrs Topham had provided was a full 3-mile circuit and a 1.64-mile club circuit, at a cost of £100,000. The vast long-standing horse-racing grandstands, restaurants, offices and car parks were a considerable asset, making the facilities for motor racing rather special, if somewhat dour. The importance of the place in the National calendar was evident right from the start, when in 1954 Stirling Moss in a 250F Maserati won the Aintree 200 Formula Libre GP at 77.7 mph, from a Ferrari driven by Reg Parnell and the BRM of Ron Flockhart. That was a 105-mile thrash but in the same year Moss won the *Daily Telegraph* Trophy F1 race for Maserati, holding off Mike Hawthorn's Vanwall and Harry Schell's Maserati, in this brief 51-mile contest, at 85.43 mph. Also in its inaugural year, Aintree staged an FL race over the same distance, polished off by Moss (Maserati), at 85.36 mph. He was followed home by Mantovani's Maserati and Flockhart's BRM. Sports Car racing produced the Aintree International event of 30 miles, in which Duncan Hamilton triumphed, at 73.97 mph, in a Jaguar, over Carol Shelby's Aston Martin and Stewart's Jaguar, and the 15-mile dash for Production Sports Cars, in which an Atalanta conduced by R G Shattock vanquished the hopes of David Goodhew (Darracq) and Deeley (Austin-Healey), by averaging 72.14 mph. A good, varied start for a new venue.

Space precludes a detailed look-back at all Aintree's motor races. But some of them I still recall quite distinctly. The 1955 British Grand Prix, for instance. I went to it with Denis Jenkinson in his Porsche 356, arriving before practice to stay at what turned out to be a grotty hotel in Bootle. It seemed odd to be going to a big industrial town for a motor race. Goodwood was in the open Sussex countryside, as Brooklands had been in Surrey, and most other circuits were similarily situated. Admittedly the Crystal Palace course was part of London, so that before I had a car I was able to go home to an early supper on a No 49 bus. But it was on the heights of Sydenham, overlooking the Metropolis rather than seeming to be part of it.

Anyway, to Aintree we went in 1955, Jenks back from the monumental Mille Miglia with Moss, and that record-speed victory for Mercedes-Benz. At Aintree we found the aforesaid useful permanent facilities, which in some ways overshadowed the course, and the high, commodious grandstands, giving the feeling that one might be about to watch — well, the Grand National, or a football match. (In fact, the cars were not required to take the jumps . . .). Wooden walkways had been placed at stratgeic intervals for crossing to the inside of the course and woe betide anyone who put a foot on the sacred Aintree grass! Burly Liverpudlian policemen tended to shuffle one about, Press passes seemingly meaning little to them. But we got by.

Jenks was reporting this 1955 British Grand Prix for MOTOR SPORT, so I was able to relax and look about. It was exciting to see Mercedes-Benz racing again, after I had been so impressed and enthralled by their performance at Donington before the war, and never mind that Auto-Union won both those 1937 and 1938 GPs. Now here they were again, for a British crowd to appreciate, to be driven by World Champion Fangio, Moss, Kling and Taruffi. I did not see the arrival of the cars and drivers, so was not so moved as I had been before the Donington Grands Prix of 1937 and 1938.

At Aintree a spare car had been added to

the four allocated to the team. Moss had a short-chassis car with outboard front brakes. Fangio a similar Mercedes but with the earlier type of bonnet, whereas that on Stirling's car hinged forward with the radiator cowl. The other drivers had medium-wheelbase cars, also with outboard front brakes, as tried at Spa, and the reserve car was a medium-length one, with inboard brakes.

To challenge the German team came the Maseratis of Behra, Musso, Mieres and Simon, the last named replacing Perdisa at the last moment. Behra knew the circuit and Mieres had the help of a 5-speed gearbox. Ferrari fielded Hawthorn, Trintignant who had won at Monaco and Castelotti in Tipo 625s, the Super Squalos thought less well suited to the comparatively slow circuit. The Gordinis were a mixed bag, in the care of Manson, de Silva Ramos, and sports-car driver Mike Sparken, the new straight-eight being absent. Then there were the private entries, numbering Peter Collins' Maserati belonging to the Owen stable, Lance Macklin in the car he hired from Moss, Salvadori driving the Gilby car, and Gould in his ex-"Bira" Maserati. Then to draw the Aintree crowd, many of the spectators new to motor-racing, there were two British Vanwalls, for Wharton and Schell, the latter having his baptism in this car, and the brave Connaughts, for McAlpine in the original streamlined version, Fairman with the experimental factory car, Marr in his own streamlined car and Rolt/Walker with a GP-bodied Connaught entered by Rob Walker. To complete this enthralling field, Jack Brabham had a Cooper-Climax-like rear-engined Cooper with 2.2-litre Bristol engine and modified Citroën gearbox and transmission.

Mercedes were out first in practice, Moss equalling his 1954 Maserati lap-record of 2min 00.6sec (thought at the time to be a possible time-keeping error) but only by trying very hard in the more powerful W196. Fangio could not get near to it . . . It took until the second, Friday, session for Stirling to better this, to 2min 00.4sec, for the 4.83 km circuit with its Waterwork Corner, Anchor Crossing, Cottage Corner, Country Corner, Village Corner, Beecher's Bend, and Tatt's Corner, the last entered from Railway Straight over the Melling Crossing. Fangio was 00.2sec slower and Behra got within 00.8sec of Fangio's best.

On race day, the Saturday, a vast crowd came to see the eigth British GP, on a hot July afternoon, the drivers parading on the back of Austin-Healey sports-cars. A welcome had been broadcast in four languages, as at Continental circuits. On the front row of the grid Moss, Fangio, Behra. On row two Kling, and Taruffi (with whom Uhlenhaut conversed in English). Here Neubauer signalled to his Mercedes drivers when there were ten seconds to the start. The dust, smoke and excitement abated and it was seen that the Mercedes-Benz were 1-2-3-4, in the order Fangio, Moss, Kling and Taruffi. Schell and Marr had stalled on the grid. Three laps, and Moss went past Fangio. Behra was hanging on to the four leaders as best he could. While Moss and Fangio ran clear of the rest Behra and Mieres passed Taruffi. But Behra's third-place Maserati retired, pouring out smoke, after ten laps. Moss now led Fangio by 1½ sec.

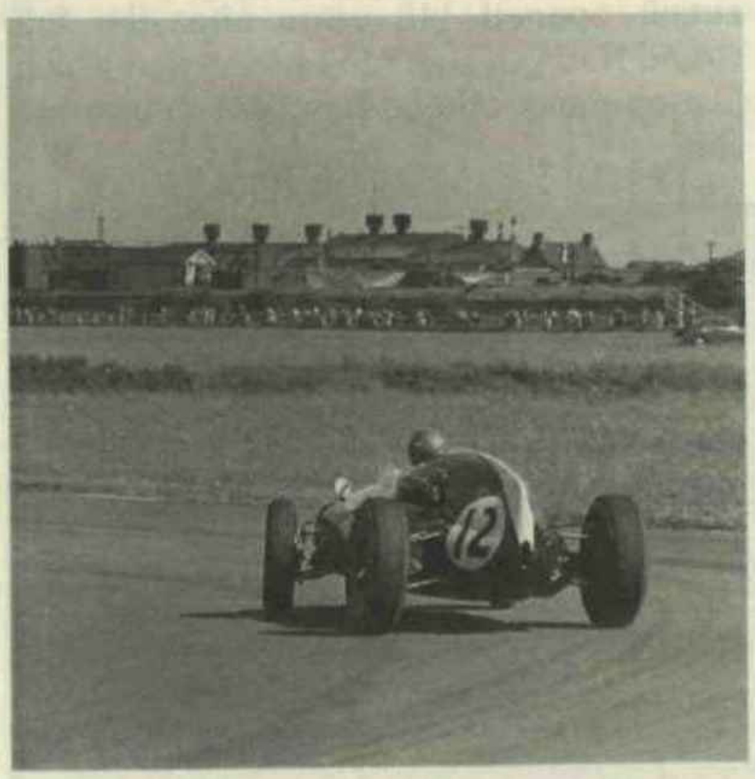
Stirling was having to drive very hard to keep his lead, but he and Fangio sliced through the "traffic" cleanly, as Senna does in today's races, and by 17 laps the World Champion was again ahead of Moss. It has been said that Neubauer had instructed Fangio to let Moss win, before a British crowd. But it has also been said there were no team orders but that Fangio had told Moss that if he was in his mirrors by half-distance he would let him by. Whatever the truth, Stirling was having to drive very hard and it was not until lap 26 that he passed Fangio, on the long straight. Before that he had "had a look" at Tatt's Corner, but Fangio gave him no quarter; McAlpine, stepping quickly sideways, let the two Mercedes go through! It was now a Mercedes-Benz procession, Taruffi having taken Musso. Moss had lapped his own Maserati and was to set the record race-lap of 2min 00.4sec (89.70 mph). The heat and the corners were imposing a heavy toll and by half-distance Neubauer had a sign hung out, telling his drivers to keep station for the rest of the 90-lap race.

Whatever the agreed finishing order may have been, I can vouch for the fact that, as the two leading Mercedes-Benz approached the finish-line now nose-to-tail, from Moss' four-seconds lead, Fangio pulled out beside Stirling's car, then if he didn't actually brake, he certainly lifted off, as a sort of reminder that he *was* the World Champion! Moss won by just 0.2sec, after driving for 3hr 7min 21.2sec (86.47 mph). Kling and Taruffi completed the Mercedes 1-2-3-4 result. They were followed in by Musso, Hawthorn/Castelotti, Sparkes, Macklin and Wharton — Maserati, Ferrari, Gordini, Maserati and Vanwall. It was a very impressive Mercedes victory. Will the Sauber-Ilmor V10s 'Concept by Mercedes-Benz', attain similar domination, I wonder, this year or in 1994?

So that was Aintree, in 1955. All that remained was to go home in Jenk's Porsche, a car which we thought then had a good performance, went round corners well with Jenks "wishening" to restrain the rear-engine swing-axle over-steer, and which, contradicting the theory that air-cooled cars had poor heaters, burnt one's ankles unless the floor-vents were partially closed . . .

It had been a satisfactory meeting, sponsored by the *Daily Telegraph* and well organised by John Morgan of the BARC, except for the local Police Inspectors, who made life intolerable for the Press photographers, including MOTOR SPORT's accredited cameraman.

It was said that 100,000 spectators watched the GP and the supporting F3 and Sports Car races, the former won by Jim Russell's Cooper-Norton at 78.19 mph, the latter a 1, 2, 3 for the Aston Martins, driven by Salvadori, Collins and Parnell. So Moss had won by that slender margin, his first *Grande Epreuve*, following his great victory with DSJ in the Mille Miglia in the 300 SLR





Jack Brabham on his way to victory in the 1959 British GP (above), in a Cooper-Climax. Note Aintree's industrial background. Right, Fangio cornering close in the W196 Mercedes in the 1955 GP.

Mercedes-Benz. But otherwise, a sad year, with the terrible Le Mans disaster and the fatal accident to Ascari.

Two years later, in 1957 Mrs Topham secured the European and British GP for her excellent, if flat Aintree track. This time the precious grass was protected at the corners by little posts, to discourage the cars from using any of it, a hazard modern F1 drivers would not tolerate! Ciné-camera crews were allowed out during practice, forming "mobile chicanes", and over all there was a smell from nearby factory chimneys. Otherwise, another good race. Moss won in the Vanwall which he had taken over from Tony Brooks, at 86.8 mph, staving off the Lancia-Ferraris of Musso, Hawthorn, and Trintignant in a heart-stopping contest. Stirling raised the lap record to 90.6 mph and only the first three cars home covered the full 90 laps. Only 8 finished, from 18 starters. The Sports Car 17-lap race went to popular Archie Scott-Brown in a Lister-Jaguar, at 78.81 mph.

In 1958 I drove to Liverpool in a Citroën DS19, which I had for extended road-test, to see Moss, in a 2-litre Cooper-Climax, win the Aintree "200" at 84.97 mph, by ⅕th sec from team-mates Brabham and Salvadori. Hurrying home to Hampshire, the road-holding and braking of the hard-used Citroën changed from superlative to mediocre when a red light indicated that the hydraulic-system fluid level was too low . . .

I then went to the 1959 British GP with the MOTOR SPORT photographer, his sister and a girl-friend, in the comfort of an automatic Jaguar Mk 9. We stayed comfortably, near Southport, and went to look at the sands where so much motor racing had taken place, finding at a flag-protected stretch of beach an aged pilot, in leather coat and flying helmet, touting for joy-riders in his DH Fox Moth . . . Reduced from 270 to 225 miles, the GP was won by Jack Brabham (not yet knighted) at 89.88 mph, with Moss in a BRM as meat in this Cooper sandwich, Bruce McLaren's Cooper finishing third.

When Jenks came back from the Continent to report the 1961 British GP at Aintree I borrowed another Citroën DS19, to which he raised no objections. He also approved of how the BARC ran this important race, which was dominated by the V6 Ferrari 120s of von Trips, Phil Hill and Ginther, Trips winning at 83.91 mph. Jenks found the view from the Press Stand good, but the building Victorian . . . Aintree got the British GP again in 1962, for the last time. We sub-headed Jenks's report "The Uncatchable Lotus and Clark", which says it all, Jimmy in the Lotus 25 V8 beat John Surtees in a Lola Climax by nearly a minute, McLaren's Cooper-Climax V8 third. Indeed, Jimmy eased up at the end so that Graham Hill, running fourth in the BRM, wasn't lapped.

In view of this year's Grand National fiasco, it is interesting that Jenks said the last Aintree GP start "was given impeccably, for the simple reason that it was given by a calm and confident time-keeper and not by an excitable dignitary or notability". But the Saloon-Car race, dominated by the 3.8 Jaguar saloons of Sears, Parkes, Sir G Baillie and Dodd, Jenks called "exciting in a sordid kind of way" — a foretaste perhaps of the bumping and boring in current races of this kind . . .



The start of the 1964 Aintree 200, with the permanent Grand National stands in the background.

After this the British GP fluctuated between Brands Hatch and Silverstone. It is apposite, perhaps, to recall that for a year after the Brooklands Motor Course had opened in 1907 a Jockey Club official, Hugh Owen, was appointed to start the races there, but it didn't work out, until A V Ebblewhite took over and remained the starter/handicapper from 1908 to 1939. I recall, too, that while "bookies" were an established feature of the Brooklands' scene and the "Tote" (whatever that is) took bets there from 1929. It was at Aintree I discovered that in 1956 there was a plan to introduce motor-racing "Pools" — of which nothing more was ever heard . . .

Finally, one Aintree incident: Stirling Moss drove away from the course after the 1959 British GP in a Triumph Herald Coupé and changed lanes in the Mersey Tunnel. He was reported by some busybody and duly convicted and fined. Not liking informers, MOTOR SPORT published this person's name and address, as had the newspapers. This brought a letter, signed by two lorry drivers, who said, "Don't worry, we drive ten-tonners and know "Mr X's" car, so leave retribution to us." I am still wondering whether they were joking — or not! Incidentally, I committed the same heinous crime as Moss had, when going south in the Citroën, after being held up in the empty tunnel by a crawler, who also reported me; the same informer perhaps?

These are just a few recollections of a circuit opened 115 years after the first Grand National was run in 1839 and which, like so many others, has passed into history.

W B

Some Aintree Winners

Date	Event	Winner	Speed
1954	Aintree 200	S Moss (Maserati)	77.70 mph
1955	British Grand Prix	S Moss (Mercedes-Benz)	86.47 mph
1955	Formula Libre race	P Collins (BRM)	85.20 mph
1956	Aintree Grand Prix	S Moss (Maserati)	84.24 mph
1956	Aintree 100	H Gould (Maserati)	83.08 mph
1957	European Grand Prix	Brooks/Moss (Vanwall)	86.80 mph
1958	Aintree Grand Prix	S Moss (Cooper)	85.66 mph
1959	British Grand Prix	J Brabham (Cooper)	89.88 mph
1959	Aintree Grand Prix	J Behra (Ferrari)	88.76 mph
1960	Aintree 200	S Moss (Porsche)	88.41 mph
1961	British Grand Prix	W von Tripps (Ferrari)	83.91 mph
1961	Aintree 200	J Brabham (Cooper)	78.06 mph
1962	British Grand Prix	J Clark (Lotus)	92.25 mph
1962	Aintree 200	J Clark (Lotus)	82.65 mph
1963	Aintree 200	G Hill (BRM)	84.39 mph
1964	Aintree 200	J Brabham (Brabham)	93.46 mph

Sotheby's 10th July sale features a 1932 4CM Maserati Monoposto Racing Car. The Maserati was delivered new to G. Furmanik in August 1932, it has a proven and recorded history culminating in a convincing win recently at Silverstone.

This exceptionally fine model is the fastest pre-war Maserati recorded competing in hill climbs and has recently been seen at Silverstone where it came first at the Vintage Race Meeting on 3rd April 1993. It is now offered for sale in fine condition.

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A WEEKEND OF WELSH VINTAGE



The Welsh week-end of driving frolics, dining, and trialling which has long been an annual activity of the enthusiastic Light Car & Edwardian Section of the Vintage SCC and is thought by many to be one of the most enjoyable events in the calendar, took place on April 17/18, based on the Abernant Lake Hotel at sleepy Llanwrtyd Wells. The Section was formed years ago at the suggestion of Arthur Jeddere-Fisher and WB, to encourage the lighter or less-literage-endowed pre-1931 cars. It now admits Edwardians at the opposite extreme, originally because they had fewer events open to them than vintage cars, although these days the pre-1918-ers seem to run in most of the main events and even have a race to themselves.

Be that as it may and is, the Light Car fraternity has as much fun as any and enjoys a good selection of fixtures well suited to their low-powered motors. It now seems that a Cyclecar Sub-section may soon be needed, because at least 20 different makes from the super-simple "stick-and-glue" period are owned by LCES members. This was evident at the DTs during this year's expedition to remote Welsh Wales. The entry embraced three GNs, Chris Gordon's 1918 Tamplin, Mark Walker's 1913 Bramble, and Mike Bullett's recently-found 1912 Bedelia, all set to battle against 32 A7 drivers. The GNs consisted of Edward Riddle's 1921 model with his push-rod vertical-oh-valve 1100cc engine, Tom McEwen's 1921 Vitesse with chain-rotated oh-camshafts, and Trevor Johns's 1922 Legère, with i o e valve arrangement. Sadly, the Bedelia had been taken for a ride over a rather adventurous road by Mike on this, its reincarnation after discovery in Italy and, perhaps thinking it was a Rollo, rolled over, rendering its tandem-seated, wire-and-bobbin-steered self *hors de combat*. A pity! It even has the original wire-spokes in its steering wheel. A second advent soon, I hope?

Mark Walker made up for our frustration in not seeing how a Bedelia with centre-pivot front axle would conform to the driving-tests by energising his unbelievable Bramble, found recently by Chris Gordon in Leicestershire. Having been made by a Coventry sidecar manufacturer explains why the Bramble is simply a sidecar on four 'bicycle' wheels, with an air-cooled single-cylinder JAP engine and tiny 2-speed, no reverse gearbox hung on the off-side. The engine, circa 1908, has a chain-driven magneto, atmospheric inlet valve, side exhaust valve, and the exhaust pipe had dropped off. Transmission is by a short belt to the cog-box and a long belt to a big drum on the o/s rear wheel, matched by a small brake drum by the n/s wheel, one wheel being free, to give a differential action. Suspension is by longish quarter-elliptics at the front and pairs of very small side-by-side vertical coil springs appease the back axle. The chassis frame? Two large-diameter bamboos form the side members! The track is *narrow*, as befits a single seater. Anyone daring enough to contemplate a night drive has a single gas headlamp and oil back



illumination. I must say Mark coped very well. He reversed in the garaging tests by pedalling the Bramble backwards with his feet, there being a fortuitous absence of floor. He even cranked-up after stalling.

In contrast, Chris Gordon is an old Tamplin campaigner, having actually won an important race in his — so he had two pushers ready and waiting, to change the contraption's direction when required. This time there were no Morgans to coax the GNs to duels.

The total entry numbered 67, but fewer cars, as many, particularly the A7s, were shared between two drivers. The DTs attracted 26 drivers, their machinery thought unsuited to a trial, and seven eschewed the tests to concentrate on Sunday's trial. Barnett (1911 Knox), Rendall (1918 Stutz Bearcat) and Hickling (1911 Regal) were proving Edwardians capable of both kinds of contest.

There were some seven tests in the hotel grounds. The Bearcat was pristine, as were

many of the Chummy A7s, Dickie's Morris Minor tourer, and Crocker's 12/35 Clyno, while the brasswork on Suzanne Hirst's Fiat 501 shone in what sun there was, as did Georgina Kynaston's yellow and black 5cv Citroen. There were two Singer Junior saloons trying to put the A7s in their place and Luscott-Evan's Trojan looked down on proceedings with disdain.

It was thought that the recent dry weather — often when it is raining in London it is fine, contrary to legend, in Mid-Wales — would spoil the hill-sport on the Sunday. Not so! Because overnight it *poured*, and continued to do so all day.

When I went to live in Radnorshire Cecil Clutton asked me if it was wet there, and, told it often was, said firmly "That is what Wales is for!". His opinion was certainly confirmed for the lightcarists on April 18.

So, getting ever wetter, the drivers set about the ten sections found for them by Seymour Price. First, a short sharp climb, Delia's Dyke, on Lady Venables-Llewelyn's estate, where only Riddle's and McEwan's GNs scored top marks, although Lloyd's A7



Bill Ainscough breasts the summit with his 1927 A7 (main picture). Four-wheeled sidecar (left) — Walker's extraordinary Bramble made the Tamplin, above, look relatively conventional.

nearly got there. Next, Delyfan, rather similar, where Riddle and Lea (A7) were top scorers, Tebbett's A7 one mark down. Two long grassy sections followed, the first, which four cleaned, causing several failures, with Elizabeth Wilson (A7) and Stringer (A7) the only two to defeat the second hill. So to the coffee-stop and an adjacent nasty hill, which Stringer defeated.

Pennybank and the Gaufron, off the A44, saw Sellers (A7) and Stringer make the respective best ascents. Then a grassy gradient in one of my fields proved impossible, the cars slowed by having to circumnavigate a tree and go over two humps, on the second of which Riddle's GN stuck. Best here were Tebbett, Stringer and Liz Wilson. There remained Camlo, where five drivers scored 20, and the dreaded Caefagu with a straight-up gradient steeper probably than the old Brooklands Test Hill, and with a slippery surface, and other awesome gradients before it was reached. All credit to Sellers, Riddle, Lea and Stringer, who all got to "18", in horrid conditions. At the finish at the "Bell Inn" at Newbridge-on-Wye it transpired that Simon Price (1929 A7 Chummy) had again made best overall performance, winning the Llwynbarried Trophy. King's Morris Minor and Stringer's A7 had retired at half-distance. In the Driving Tests Simon Price made best showing, and the Edwardian Award was won by Chris Gordon's Tamplin, and Trevor John's GN took the Beaded-Edge Trophy, (grounds enough for a Cyclecar Sub-Section!). Other results: **DTs: First Class Awards:** S Price, T John, A Hall (A7). **Second Class Awards:** W Urry (Riley 9), D Marsh (A7 saloon), R Threlfall (A7). **Third Class awards:** P Tebbett, D Lea, Jane Brereton (A7).

Trial: First Class Awards: Stringer, Tebbett, Liz Wilson, Sellers. **Second Class Awards:** E Riddle, D Lea, W Lloyd, M Brereton (A7). **Third Class Awards:** S Price, A Thorpe (A7), B Ainscough (A7), Jane Brereton.

Last thought: What were those trailers doing in the car-park of the local station on Wales's Scenic Line? **W B**

VSCC Derbyshire Trial

On March 27, an excellent turn-out of 84 VSCC members took themselves and their cars to the hills rather than the dales of Derbyshire for this event, only Saxl's 1928 Dodge, Holt's Ford, Goldsmith's Lea-Francis, Joseland's Frazer Nash, and Goose's AJS failing to start. Toms (Fiat), Cartwright (Metz), Pipkin (A7), Miss Shoesmith (A7), Howson (MG Midget) and Sollers (A7) gave their cars a pre-trial respite by taking them to the event on trailers, thus incurring ten penalty points each.

The route took in such traditional-sounding sections as Clough Wood, Gipsy Lane and Gibbet Wood, a round dozen in total. **Best performance** was made by David Bond in his 1926 Morris, which thus won him the Patrick Marsh Trophy. Only five points behind, Henry Stringer's 1933 Austin 7 took the Dick Batho Trophy, for best showing in Class One. **First Class Awards** went to these drivers and also to L Murray (1925 Frazer Nash), P Longhurst (1929 Riley), R Felton (1923 Bugatti), H Monro (30/98 Vauxhall) and R Marsh (1922 Morris). Those who gained **Second Class Awards** were: Mrs J Tomlinson (1932 A7), R Firth (1930 Riley), S Gordon (1929 A7), P Blakeney-Edwards (1929 Frazer Nash), D Woodrow (1932 A7), B Spollon (30/98 Vauxhall), S Baxter (1928 Chrysler), D Marsh (1923 30/98 Vauxhall), and T Jones (30/98 Vauxhall). The winners of **Third Class Awards** were: R Low (1929 A7), J McEwen (1930 Riley), I Hall (1930 Frazer Nash), G Winder (1930 A7), J Diffey (1929 A7), A Johnson (1923 Bugatti), R Odell (1923 Riley), D Hescroff (1935 AC), R Harcourt-Smith (1929 Alvis) and J Millham (1923 Vauxhall). **W B**

V-to-C-Miscellany

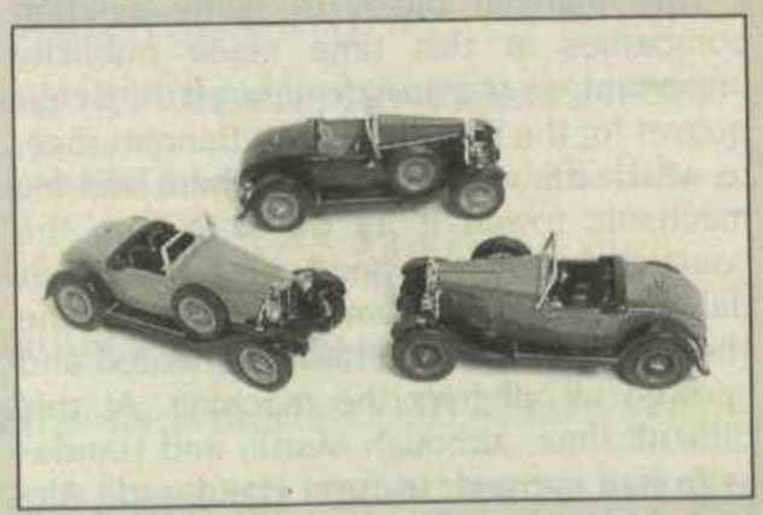
Entries have come in well for the MCC's ambitious End-to-End Trial, on June 1/3. It takes in some famous trials sections, such as Huystyn, Ruses Mill, Windout, Park Rash, etc. In the last Exeter Trial best car performance was made by G Marshall (Ford Special). First Class Awards were won by 20 car drivers and 15 motorcyclists, Second Class Awards by 31 car drivers, 28 riders, and Third-Class Awards by 35 drivers, 15 riders. Afterwards 213 sat down to dinner at the finish hotel. The MCC is now 93 years young and deserves the support of all of us. Membership Secretary: M D Furse, 405 Chartridge Lane. Chartridge, Chesham, Bucks HP5 2SL. At Easter the Land's End had 353 car, motorcycle (and one Morgan) entries and finished traditionally at that place. **W B**

From the April issue of the Morgan Three-Wheeler Club's *Bulletin* I am glad to note that the very fast ex-Ron Horton/Robin Jackson Morgan survives, about which Mr Horton told me anecdotes many years ago; its rev-counter is thought to have come from a Bentley.

Another one-make club, the Jensen OC, has its International Weekend at Shrigley Hall, Macclesfield, on June 18/20, from which charity benefits. Apply to Thelma Smith, 0283 760535. **W B**

Information about the almost extinct Riley motorcycles appeared in the March issue of the Riley Register *Bulletin*.

Miniatures News



Now you can get your MG RV8 in three sizes. Rover builds them at a scale of 1:1, while R A E Models offer you the choice of 1/20 or the more usual 1/43 for collectors. Ready-built and painted, the larger size costs £198 and the smaller £49.80. If you'd rather get your fingers oily, or rather super-gluey, you can build them for £75 or £22 respectively.

Back-dating in the same marque, R A E also do the rare 18/80 MG in both four-seater and two-seater variants at around £52.95 and £23.95. Triumph's TR7 convertible has also joined the range at similar prices. **G C**

AIR



A 1100cc Hawker Cygnet similar to Raynham's in the 1924 Lympne Light Plane Trials.

We left Freddie Raynham, after his transatlantic flight fiasco, returning to England from America and in 1920 raising the British ASR to 161.434 mph in the red racing Martinsyde Semiquaver at Martlesham Heath timed over one kilometre. (The absolute record at the time, according to "Guinness", was 176.15 mph, by Casale's Bleriot). He should have flown this exciting little aeroplane in the 1920 Aerial Derby but was prevented from doing so because he had crashed a Martinsyde F4 at Brooklands and damaged a shoulder. So Frank Courtenay deputised for him, winning at 153.45 mph but contriving to overturn after landing.

The financial plight of many aviation companies at this time made publicity important, so Martinsyde entered the Semiquaver for the French Gordon Bennett race, to which the resourceful Raynham and his mechanic towed it all the way from the coast. It started the speed-run very well but did not return for some 24 minutes. The Hispano-Suiza engine had overheated and spewed oil all over the machine. At this difficult time, although Martin and Handasyde had merged, to form Handasyde Aircraft Ltd with new premises in Woking to augment those they had at Brooklands, prospects were bleak and no doubt Raynham was glad to be commissioned by Temple Press Ltd to fly *The Motor's* photographer out to the 1922 French Grand Prix motor race at Strasbourg in July, in a Martinsyde F6 and then rush the report and pictures back to London afterwards; which is where this article opened. After many adventures and bad weather both men arrived safely, and on schedule. Raynham also took *The Light Car & Cyclecar's* photographer up over the starting-line of the JCC 200 Mile Race at Brooklands in August 1922. They obtained a fine picture of the cars lined up at the Fork awaiting the start, smoke blowing about from Kaye Don's AC, after which another picture was taken, it was said five seconds later, showing the fine acceleration of the cars as they left the line, with Kensington-Moir's Aston-Martin in the lead, followed by Stead's Aston-Martin "Bunny", and the Bugattis. In fact, judging by some rough calculations I have made, this subsequent photograph must surely have been taken rather more than the claimed five seconds after the first one, or otherwise the acceleration needed would have been impossible even for racing cars. For this assignment Raynham used the Martinsyde F6 biplane. Aeroplanes were banned from taking off or landing during long-distance races at Brooklands at that time, in case they distracted the drivers. But even if it took Raynham and the TP cameraman 30 seconds to get both pictures, they could have landed on the aerodrome well in advance of the cars coming round at the end of the first lap.

Prior to all this, Fred Raynham had brought out the Sopwith Antelope G-EASS with 200 hp Viper engine for the Croydon races, winning the Surrey Open Handicap of 16 miles from seven other competitors, and he had come home third in the 1922 Aerial Derby in the yellow-hued Martinsyde F6. In the same machine Raynham then finished a very close second to Capt Barnard's DH 4A in the first King's Cup race that September.

Raynham's versatility was demonstrated further when he piloted George Handasyde's glider at the 1922 Lympne British Gliding Competition, a 56-foot-span monoplane designed by none other than Sydney Camm. Bungee-launched, in the end it was a battle lasting into the dusk, as Raynham sought to defend his duration record of 114 minutes against the French pilot Maneyrel flying the tandem-wing Peyret monoplane-glider; it finished with the latter taking the £1000 *Daily Mail* prize for having stayed aloft for 3hr 21min 7sec, with Raynham awarded £50. When this event was turned into a contest for what were called "motor-gliders" in 1923 using engines of up to 750 cc, Raynham found himself assigned No 13, with the 65 mph Handasyde monoplane, powered with a flat-twin Douglas motorcycle engine and built at the Addlestone factory where the Bleriot-Whippet cyclecars were made. Although painted in the Handasyde racing colours of yellow and grey, there was but 15 hp available and the engine proved unreliable, causing Frederick Raynham to force-land, dead-stick, from 3000 feet while engaged in the Altitude Contest.

There was a better result when Fred entered a Clerget-engined Avro 504 for the 400-mile Grosvenor Cup race, for machines of less than 150 hp. He came in second, behind Longton's Sopwith Gnu. But it was a sad occasion, the popular Major Foot having been killed when his three-cylinder Bristol M ID monoplane crashed near Chertsey, after a landing-wire had broken. Raynham joined Hawker's as a test pilot in 1923, and got the job of taking the Duiker up and pronouncing it unsatisfactory. He found fault, too, with the Woodcock and its designer left under a cloud, to use an apt expression! It was Raynham who then persuaded Hawker's to take on Sydney Camm, who had been spare-time mechanic for Fred's personal Martinsyde F6. And Camm was, of course, to give us the Hurricane and other great aeroplanes . . .

In his new capacity, Raynham had the Anzani-powered Hawker Cygnet II biplane for the 1924 Lympne Light Aeroplane Trials. He did not shine in the major catagories but got the £100 prize in the slow flying take-off, and landing competition, with a speed of 34.4 mph, a take-off of 250 yards, and a landing run of 72½ yards. In the course of this event for these tiny but fascinating 1100cc aeroplanes he flew 457½ miles and was up for 10 hr 29 minutes. In the speed contest Fred had to retire twice, once with engine trouble, putting down in a convenient field, then by running out of petrol, when the £2000 prize was almost in his pocket. He maintained his freelance status, taking on the prototype HP21 fighter for Handley-Page. It proved a very near thing, because the control column broke at the root and Raynham had to land blind, ducked down so that he could pull on the socket. He was probably relieved when Col Ogilvie took over the subsequent testing . . . Earlier in 1924 it had been Raynham's task to test the revised Hawker Woodcock. There were "moments" when the Jupiter engine iced-up, until given cylinder "helmets", which Fred tried out also on the first Hawker Hedgehog. After which this versatile pilot gave up test-flying to put in his lot with Ron Kemp and Col Ryder, who were doing surveying in N Borneo with their Aerial Survey Company of which Fred became a co-director. He also did much flying in India. He died in 1954. **W B**

Maserati Club at 21



Single-seater Maseratis at Silverstone, where the Club plans an anniversary event in July.

The Maserati Club, the first of its kind in the world to be created for the marque, is 21 years old this year.

The current membership, worldwide, is over 300. A handful of weekend rallies and a popular Christmas dinner are held every year. This year, there will be a bonus event to celebrate 21 years of activity. This will coincide with the Coys Historic Racing Festival at Silverstone on July 24/25, where there will be a Maserati Club marquee, static displays and a concours. There will also be a club dinner at a nearby hotel on the Saturday night.

Anybody interested in joining the Maserati Club should contact membership secretary John Duggleby, 27 Western Gardens, London W5 3RS; ☎ 091 993 2578.

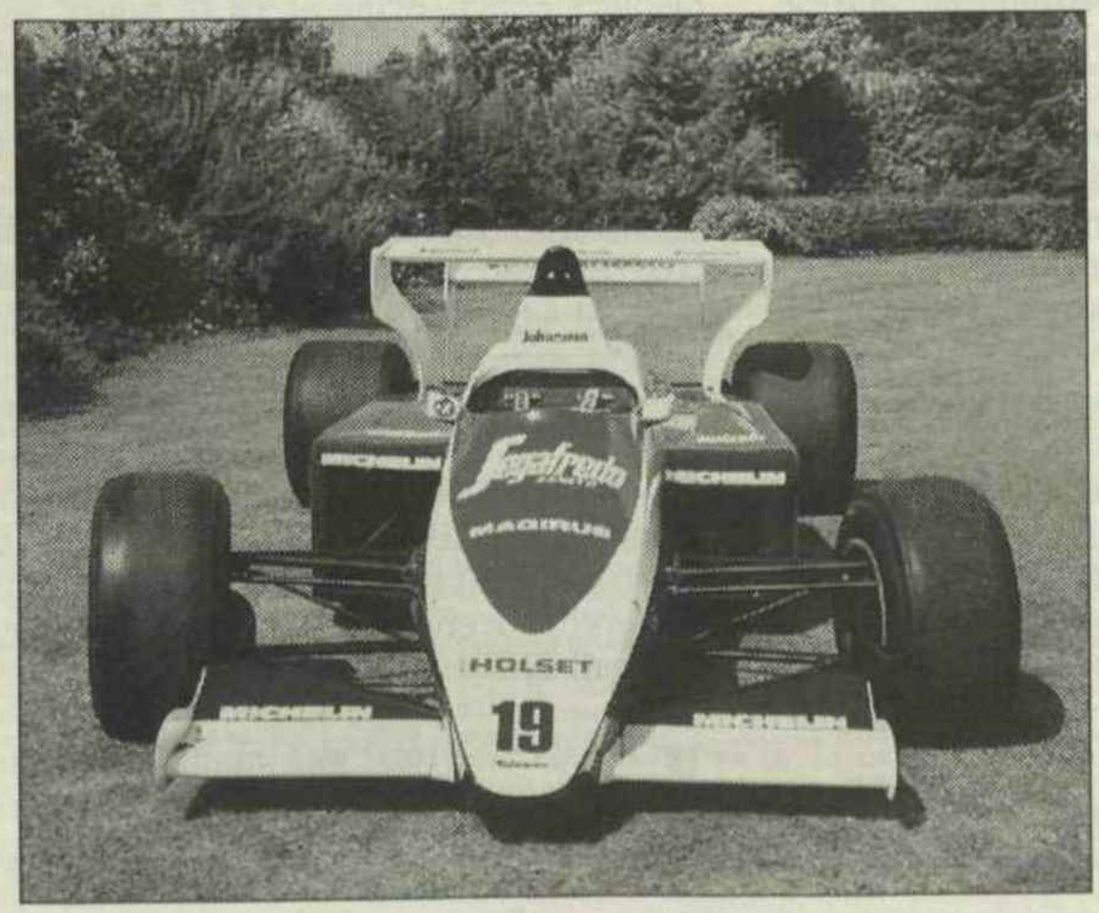


Ready for Le Mans: restored to prime fettle, the Ecurie Ecosse transporter should be seen in the paddocks this season.

It never looks quite right if you take your historic racing car to the circuit in a modern Iveco truck. Lately several period transporters have reappeared, notably Ferrari's 1956 double-decker on a Fiat chassis, and the latest and even more evocative for British enthusiasts is the famous Ecurie Ecosse machine. Built in 1959 on a Commer chassis, this striking mobile workshop was the Scottish team's most memorable symbol for many years. Now its unique profile will be seen again after a six-month rebuild by Lynx Motors which has restored it to fine working order. The transporter had survived pretty much intact and Lynx has kept the original specification, except that the workshop space has become a seating area.

Dick Skipworth, the transporter's owner, hopes to have it at Le Mans, the BARC Thruxton 25th Anniversary meet on June 26/27, and the Coys Silverstone Historic Festival (July 24/25). Lynx will also use it most appropriately to carry its C and D-types to various events. **G C**

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Sierra saga

My Ford Sierra XR4x4 EFi continues to be as reliable as our Haden Auto-jug electric-kettle or an Ever Ready torch ("usual disclaimers", as they used to say). Reporting on it after 37,888 miles, there is nothing *to* report! I remember that, when I proposed to write of other editorial cars after similar mileages, DSJ would look at me quizzically over his glasses and suggest that, until a car has run 100,000 or 200,000 miles, there is little point in discussing its durability.

However, I take some comfort from the fact that a weekly contemporary has made much of its 12,000-mile assessment of a new Ford Mondeo, admittedly completed in one week, and is now proclaiming its new 10–20,000 mile road-test reports. Anyway, apart from a few very minor peccadillos, the 4x4 Sierra continues to serve me well. The driver's seat-belt does not reel in very effectively and, on one occasion, it jammed the door. Also, the digital clock has become invisible in the dark. More than once the o/s rear door has refused to shut; left open, this discharges the battery through the interior courtesy lamps — why, oh why don't modern cars have master-switches to cut the electrics, which Renault used to provide on their most inexpensive models such as the R4. Otherwise, no problems . . .

The Pirelli P600s showed an average of 4mm tread-depth after 13,500 miles and the dip-stick's continual refusal to call for any oil between 12,000-mile services is almost embarrassing.

Winter again proved the great worth of the Ford heated windscreen, but I wonder whether such glass, which contains the wires and is partially tinted, is bad for one's eyes? Have any other Sierra drivers felt that this may be so? This very modern screen was blemished while I was following another car, on the M4 of all places, motorways usually being devoid of loose stones and so on.

That was no real setback, because Autoglass in Hereford had the correct heated screen in stock, which was fitted most efficiently and quickly, at a cost of £245.86. The 36,000-mile service was done equally efficiently by Smithfield Garage in Builth Wells (which used to run its own rally Escort), where a damaged contact was found to be the cause of a faulty graphic information module reading and an inoperative anti-theft alarm. The service cost £81.73; the radio/cassette now functions again, and the power steering fluid reservoir is once again secure. The brake pads did not require replacement.

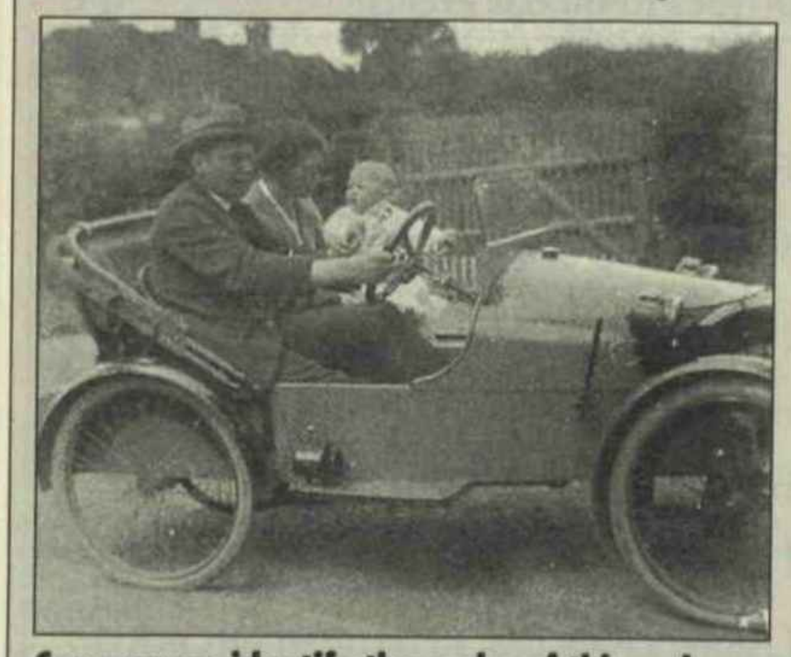
In my estimation, it's a most satisfactory car. **W B**

Let's hope that the new purchaser of the Dennis Poore Alfa 8C-35 restores its Dodge truck as well, to put another period *equipe* in the paddock. The car was stored for 30 years together with the truck, spares and associated paraphenalia until bought by the late Anthony Mayman in 1988. This package heads the list of notable machinery on offer when Brooks puts this impressive collection up for sale at the Goodwood Festival of Speed on June 19. Other cars include Mayman's all-but unbeatable ERA R4D, Vanwall VW10, '58 Dutch and Portuguese GP winner with Moss, the ERA-Delage, and the 1½-litre BRM which brought Graham Hill his 1962 World Championship. **G C**

Visage Super Prix

This two-day Historic meeting at Brands Hatch forms a tribute to John Surtees, the only man to win two- and four-wheel World Championships. Spread over Saturday 5th and Sunday 6th of June, the racing includes Historic F1, European Historic F2, sportscars in all forms, American Racers and classic motorcycles. Details from HSCC, 0249 758175.

V-C Miscellany



Can anyone identify the make of this cyclecar, seen at Yalding in Kent in 1920/21? It was the first car owned by the Grandfather of a reader, Nicholas Pope, whose mother is the baby on the passenger's lap.

If you enjoy watching pre-war and 1950s cars racing, note that the Vintage SCC will run such races at Donington Park, where there are excellent spectator facilities and the Single-Seater Museum to visit, on May 31 and at Silverstone again on June 12th. The former fixture will feature the 10-lap Flockhart Memorial Race for front-engined pre-1959 racing cars, supported by a programme of ten more races, including one for 1950s sports/racing cars, a ten-lapper for vintage racing cars, the 5-lap ACU contest confined to those exciting Morgan 3-wheelers, the main Donington Park Trophy event of 15 laps for large-wheeled pre-war racing cars, the equally-important Shuttleworth & Nuffield event over ten laps for similar cars, and a number of 5-lap handicap and scratch races.

The Silverstone day in June represents the Hawthorn Memorial Meeting, with the 12-lap race for the Hawthorn Spanish GP Trophy, for pre-war racing cars, and the Hawthorn Memorial Trophy race over the same distance for pre-1960 front-engined cars, backed up with Boulogne and Stanley Mann Trophies race for vintage racing cars, a Riley scratch race, a ten-lapper for 1950s sports cars including the Hawthorn International for his type of Ferraris and the usual shorter races, ten in all. If those who want to circulate from the car parks to the enclosures at Silverstone should be equipped with wire-cutters and the corners can only be seen on TV screens from the Race Centre, the atmosphere on vintage days is a fair reward for long walks, so book now. After the April VSCC Meeting this atmosphere was maintained for me on the run home, when we overtook a Ford-T Sedan making stately progress towards Stowe and out of Worcester tried to keep up with two fast-travelling Frazer Nashes driven with enthusiasm through the rain by their "Chain Gang" owners. **W B**

750 MC Racing

The "poor mens" motor racing which the 750 MC encourages makes for excellent sport both for competitors and spectators. You can see such races at Cadwell Park, over the long circuit, on June 5, at Snetterton on June 27 and July 24, the Welsh Pembrey circuit on August 14/15, Silverstone on October 9, and at two final 1993 Snetterton Meetings on October 30 and 31. The Eight Clubs' Silverstone Day is on October 16. **W B**

To commemorate the first crossing by air of the English Channel by Bleriot in 1909 (a rather odd anniversary date perhaps, but never mind) the Blue Max nostalgic air day will be held at Wycombe Air Park, on June 2, a Wednesday, the displays commencing at 18.30 hours, with racing car demos, aerobatics to World class and the Blue Max Museum of historic aeroplanes as additional incentives. Admission, £7.50 per adult, £3.50 each under-16; details from Bianchi Aviation Film Services Ltd, Booker, Marlow, Bucks SL7 3DP. (☎0494 449810). **W B**

Having referred last month to Donald Norman Letts, a BRDC member who successfully raced MGs at Brooklands and who was driving at the age of 90, we are sorry to learn that he died last January, peacefully at his home in Sussex, survived by his wife Trixie.

In 1992 history was made when Her Majesty's Government took three cars from the estate of the late Mr Peter Hampton in lieu of Inheritance Tax. The National Heritage has now agreed that one of these cars, the ex-Madame Bugatti 1910 Type 15 Bugatti, thought to be the oldest Bugatti in the UK, can be given to the NMM at Beaulieu. Any comments?

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Donington – a GP future?

Sir,
There are obviously many to whom the success of the European Grand Prix, heralding the return of Grand Prix racing to Donington Park after so many years, was as nostalgically exciting as it was to me. But to most, it was the sheer exuberance of Tom Wheatcroft realising a dream, despite the dreadful weather and an early-April date, that will remain in our memory. No one deserves success more richly.

A pity, therefore, that the likelihood still remains that Silverstone will continue to be the venue of the British Grand Prix into the 21st century. Not for one moment that I would wish to decry the efforts at Silverstone in creating such a successful circuit.

However, Donington's entrée into Grand Prix racing has revived in me a dream held for most of the past 40 years; that of attending a Scottish Grand Prix. This dream first started in 1956 when the late Jock McBain and Stan Gallon asked me to join them in founding the Border Motor Racing Club (of which a certain Jim Clark was Assistant Secretary in those days!). We spent day after day searching for a site for a better circuit than Charterhall, and finally — coinciding with a change of name to the Scottish Motor Racing Club — settled for Ingliston, which was up and running within six months.

In 1966, I was approached by The Duke of Hamilton to prepare designs for a Scottish Grand Prix circuit, which was very thoroughly researched but eventually thought to be too great a financial risk. I still have both the drawings and a very thick report prepared by a firm of financial consultants. I have to admit that now it would undoubtedly be too great a gamble to contemplate.

However, with Max Mosley at the helm of the FIA, with Scotland's first-ever Grand Prix winner Innes Ireland as President of the BRDC, Jackie Stewart as President of the Scottish Motor Racing Club, is it not time for these to get together with the RAC Motor-Sport Division, the Royal Scottish Automobile Club and with Tom Wheatcroft and make an all-out effort to establish a regular World Championship Scottish Grand Prix at Donington Park? What a lasting tribute to Jim Clark it would be in this, the 25th anniversary of his tragic death!

I put the idea to Tom and Tim Parnell some years ago but the powers that be in Paris, under M Balestre, were at that time adamant that they would never allow a GP at Donington. Now that is in the past; a very successful European Grand Prix has proved that. If San Marino and Monaco can stage *Grandes Epreuves*, why not Scotland, the home of so many quite remarkable drivers from Le Mans-winning Ecurie Ecosse, Innes Ireland, Jim Clark, Jackie Stewart — not to mention Andrew Cowan and Louise Aitken-Walker in the rallying world? If Italy, France and the USA can each effectively have two GPs, why not Britain, the home of most of the World's Grand Prix teams?

The Scottish Motor Racing Club (under the Chairmanship of Bernard Buss) and the Scottish Motor Racing Marshals Club, could certainly form the nucleus of a first-class organisation for a Grand Prix with the expertise of those who so successfully organised the European GP.

An old man's pipe-dream? Not with dedicated enthusiasts like Tom Wheatcroft and the SMRC. I issue a challenge to all those who might make it happen to do it this year, as a memorial to the greatest all-round champion and driver the world has ever known.

Ian Scott-Watson,
Duns, Berwickshire.

Determination

Sir,
It brought back a lot of happy memories to read in May's issue an insight into Tom Wheatcroft's achieve-

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ment in obtaining a Grand Prix at Donington, the interview giving an accurate account of his single-minded determination to succeed against impossible odds.

I have known Tom for 30 years and during this time alone you can add this success to several hundred others not always connected with motor racing and always achieved in the same determined manner.

I first met 'Wheaty' in a train whilst on our way to the 1963 French GP at Reims — we were just two enthusiasts who travelled to as many European GPs as possible, not knowing anyone on the inside, usually buying our tickets beforehand and watching from the grandstand. I seem to remember it was difficult to obtain continental paddock tickets and as we took our racing very seriously this is where we wanted to be. We were not deterred and it was always a challenge to see who could get into the paddock first. We always succeeded by climbing fences or by confidently walking past ticket controllers, both of us detesting authority. I thought I had outdone him at Monza in 1964, where the fence was 30 feet high, by jumping into and entering in John Cooper's car, but shortly after of course he duly appeared large as life.

It must be remembered that it was only at this time his motor racing achievements began to take shape — the collection of single-seaters started in 1964, and Donington from 1971.

Tom has more drive and has achieved more in his lifetime than countless men put together and yet he still has ambitions to fulfil. The guffaw has always been there and although we now live much further apart, there is fortunately one 'Wheaty' duck on our canal emitting an identical sound, so Tom is a permanent guest.

Tony Harrison,
Hythe, Kent.

Greatness and justice

Sir,
Two brief points if I may.
First, a big thank you for the marvellous Jim Clark remembrance (April issue). Instead of sub-titling it "The legend 25 years on", you could just as well have had "The legend lives on", because his greatness will still be talked about fifty years from now. Not so long ago, DSJ wrote that, in reply to a question from Ayrton Senna, he (DSJ) thought that a great driver was one who over the long term won 10 per cent of his races. Considering that Jim Clark won slightly better than one in three of his Formula 1 races, does this make him a super-great or merely one of the all-time greats?

Secondly, fresh from watching the European Grand Prix and Donington, I experienced considerable unease watching those drivers unlucky enough to have spun into the gravel. Most of them tried in vain to rejoin the race while those fortunate enough to have spun onto grass were generally able to get going again. Where is the justice in this? Could DJT or DSJ offer some insight?

David Silber
New Malden, Surrey.

Slide-eyed

Sir,
How refreshing it is to read such excellent and clear-cut articles as those presented by DJT and DSJ – long may they continue! The current F1 situation is so well put by these writers. It really is an awful state into which it has sunk, and to what end? Money and politics!

Along with thousands (millions?) of racing enthusiasts, I have followed motor racing for more years than I perhaps wish to remember. In the 'good old days' of the 1950s and '60s it was *fun*. Today all we see is pure greed and 'sales attainment figures' and it is us, the spectators, who lose out.

Perhaps, when FISA realises the number of people turning to American-style racing on TV, then it might just take on board that something stinks in F1 and that attitudes need to change.

Finally, with reference to the recent *Dirty Laundry* article, Dan Gurney's suggestion of regulating cars to go, say, 30 mph slower through corners with a substantial powerslide *will* attract more attention than the boring cornering techniques of the present age.

R Gibbs,
Hollington, Long Crendon, Bucks.

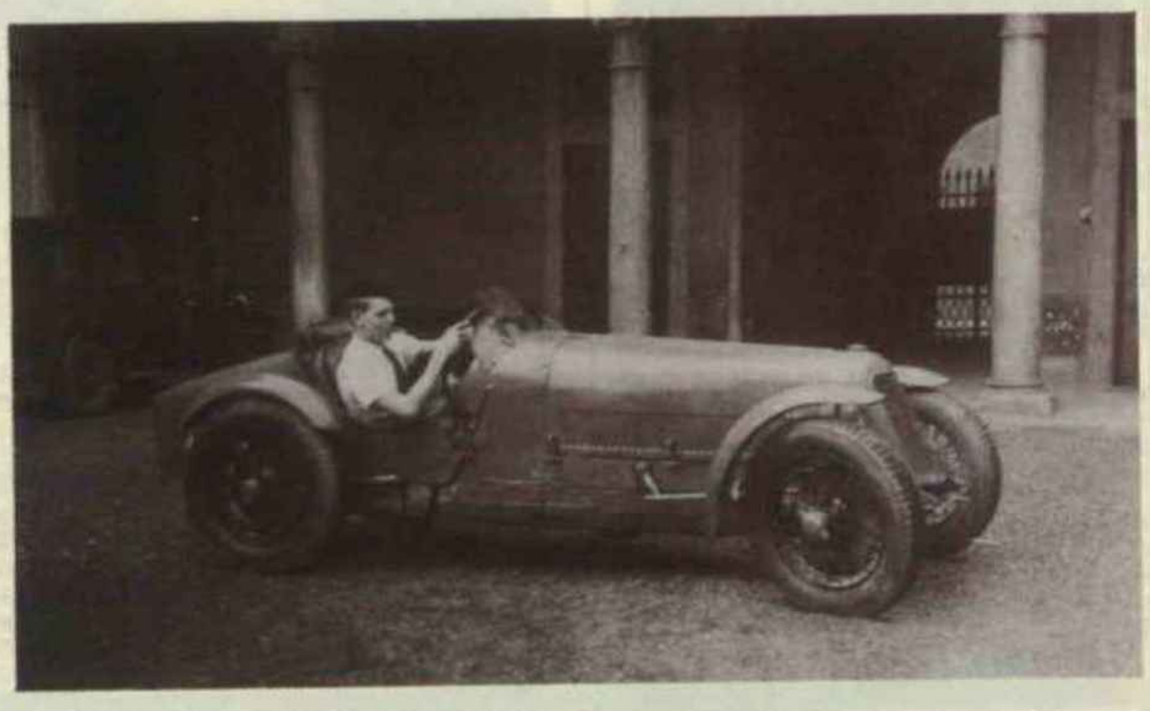
The French question

Sir,
As a regular taker and subscriber and occasional contributor to MOTOR SPORT since 1935 (!) It has not escaped my attention that now and again the magazine publishes a quiz-photo.

Having had to look for something in an old album, I came across a photo of which I enclose an enlarged reproduction (below), which, I think, would make a good quiz.

I wonder how many readers will find out . . . but I guess Bill Boddy will!

Paul Frère,
Vence, France.

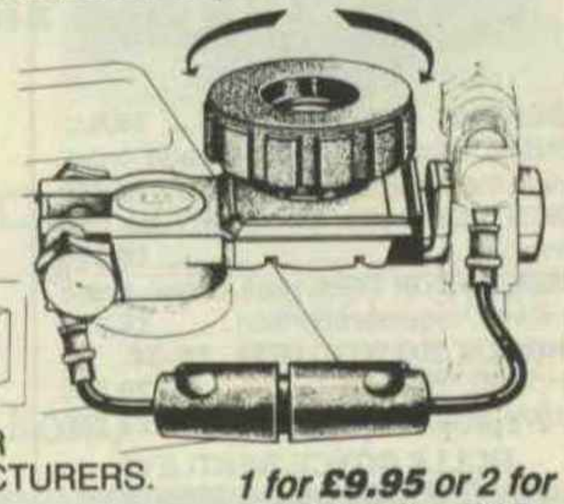


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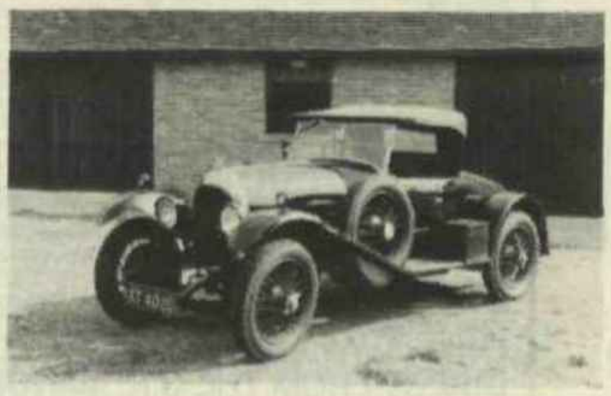
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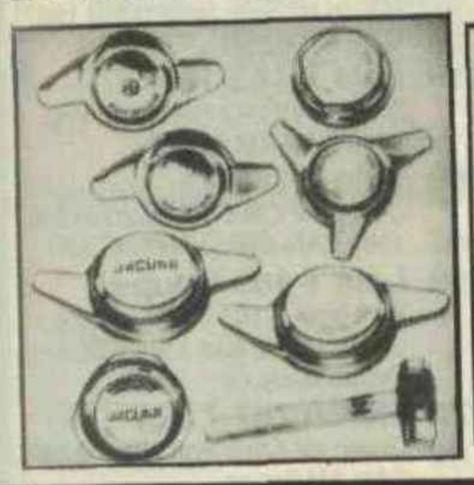
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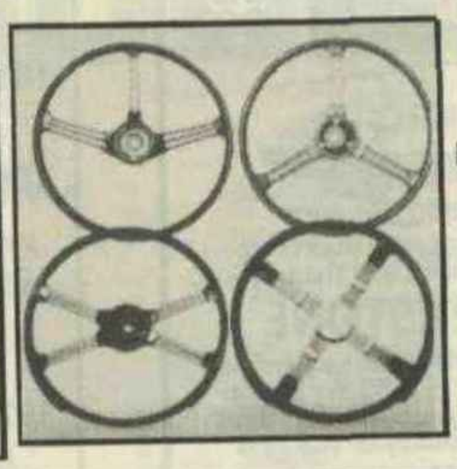
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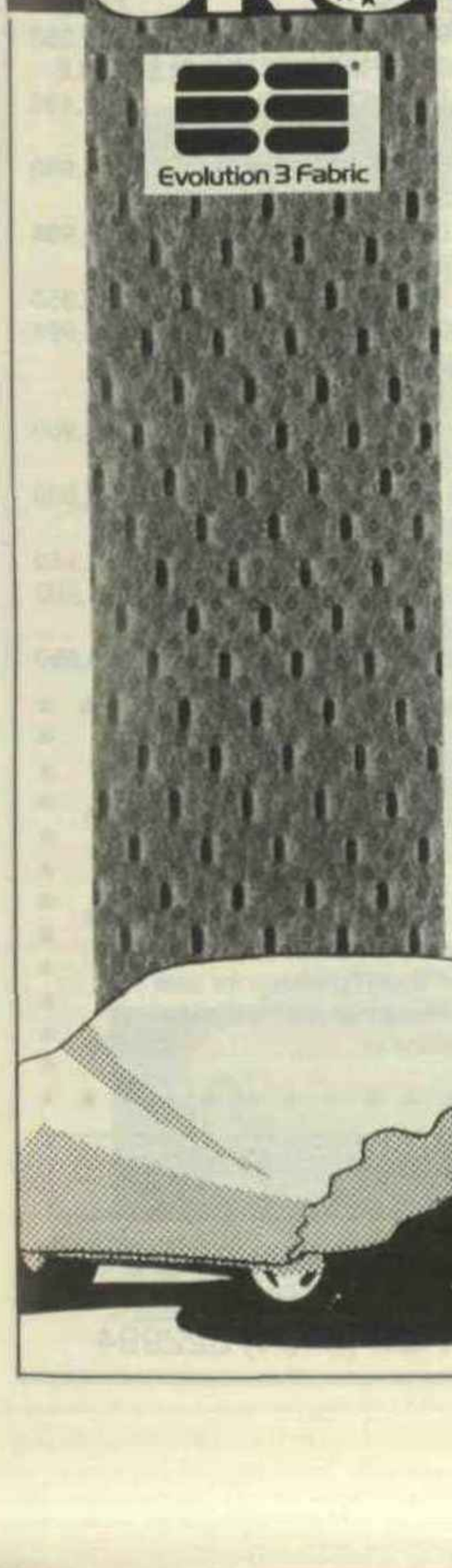
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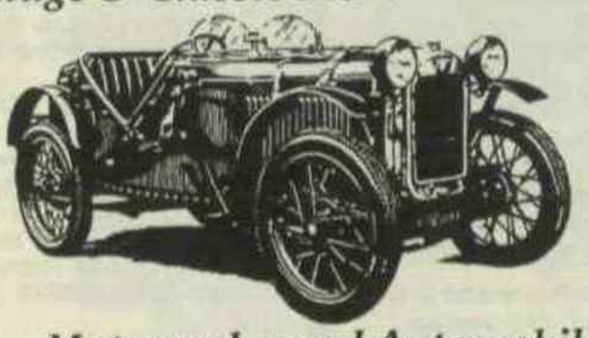
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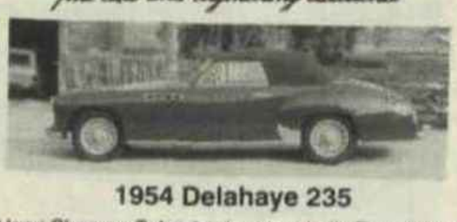


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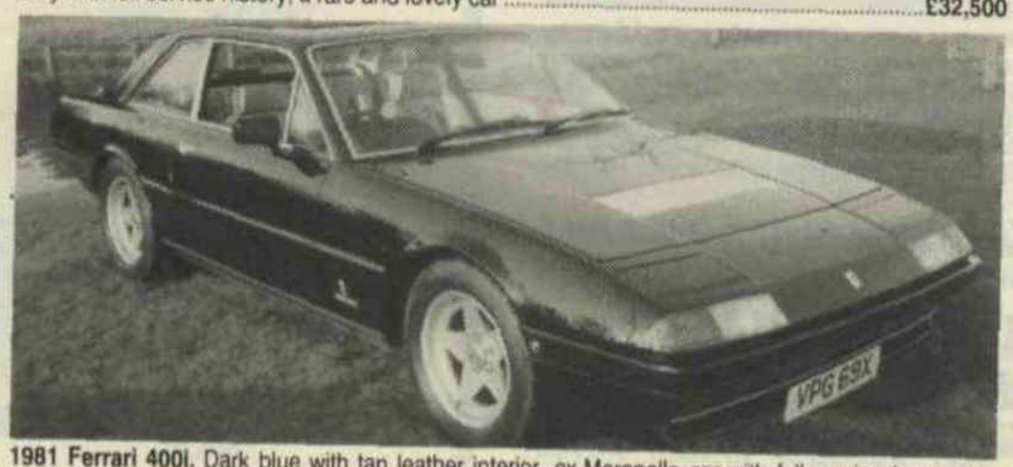
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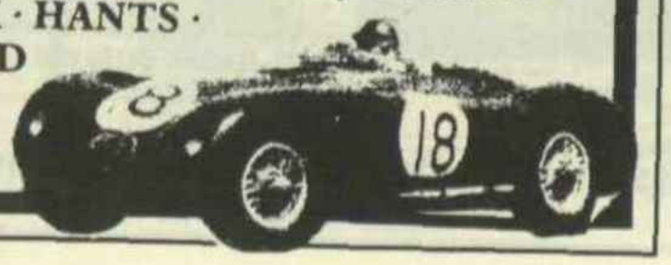
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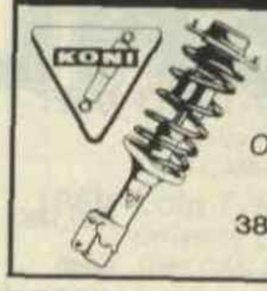
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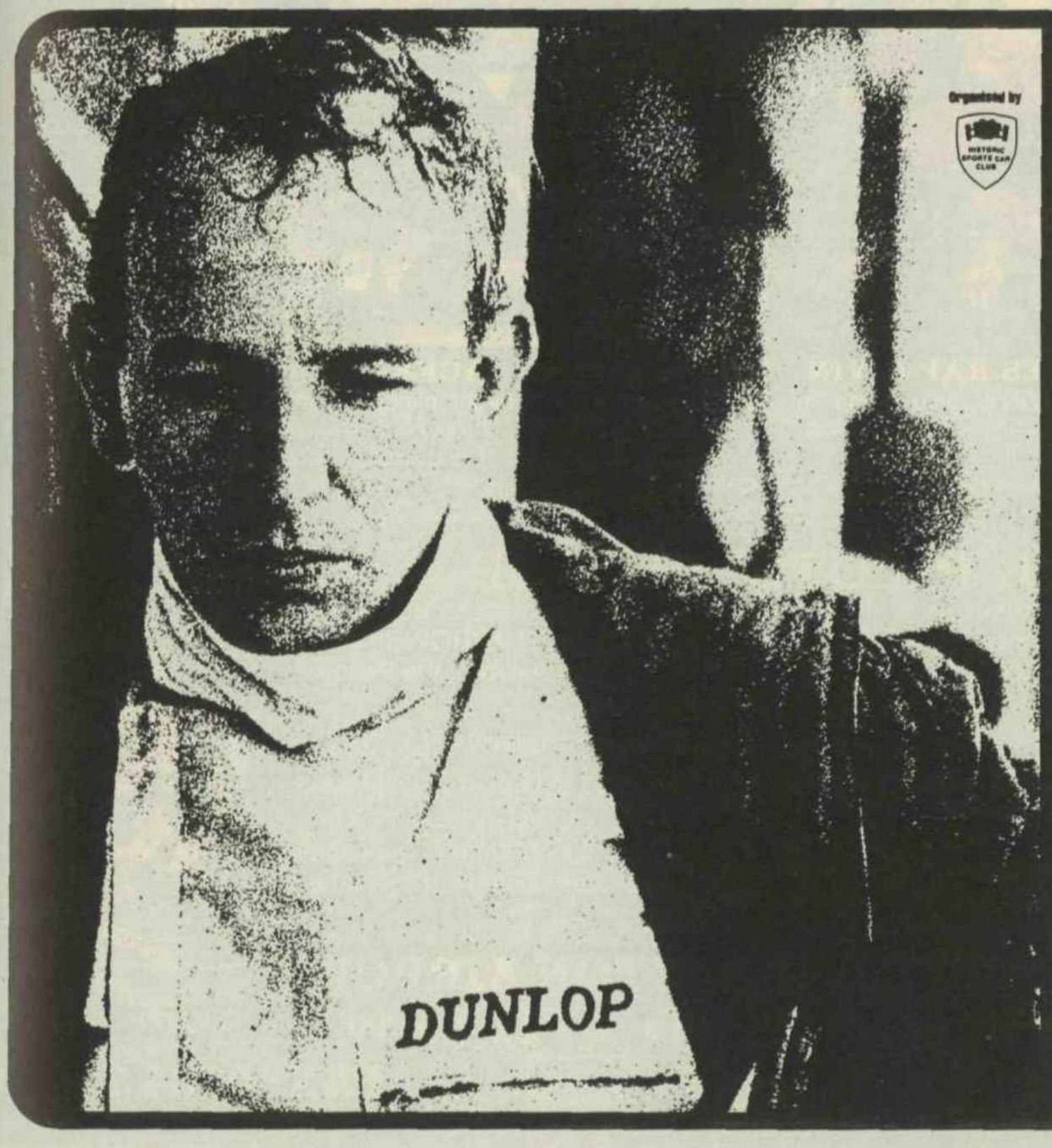
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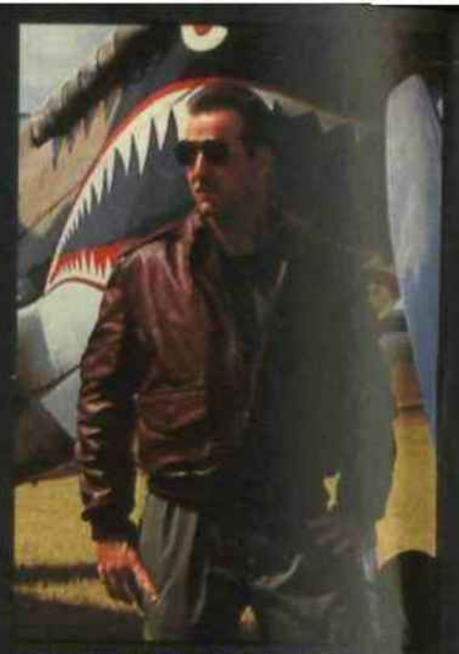
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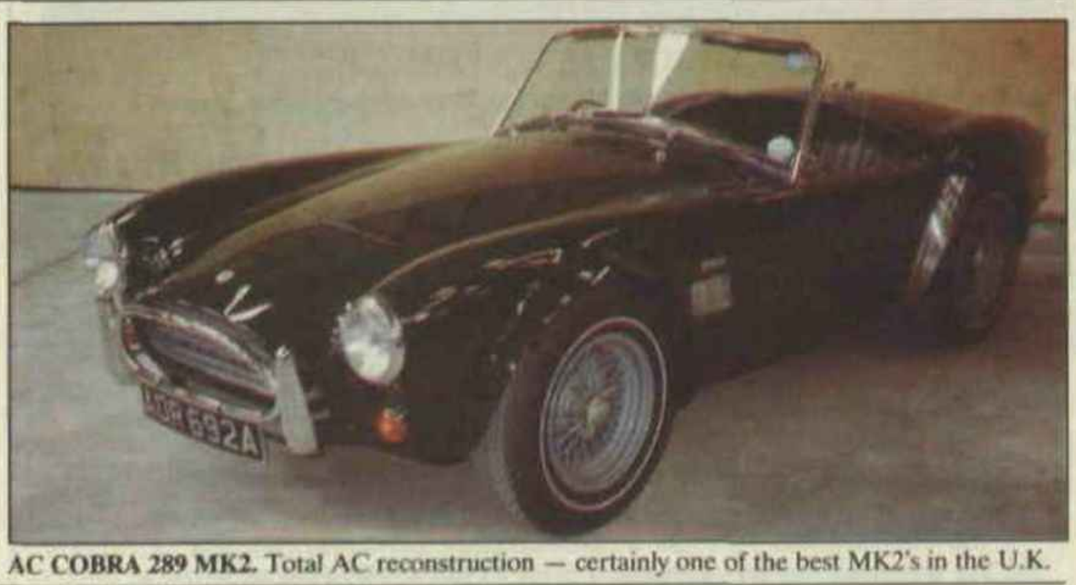
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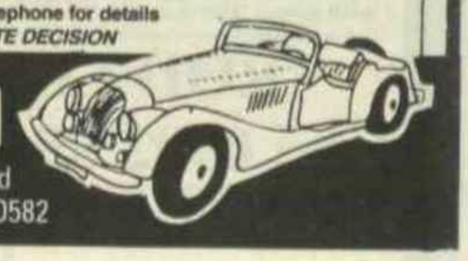
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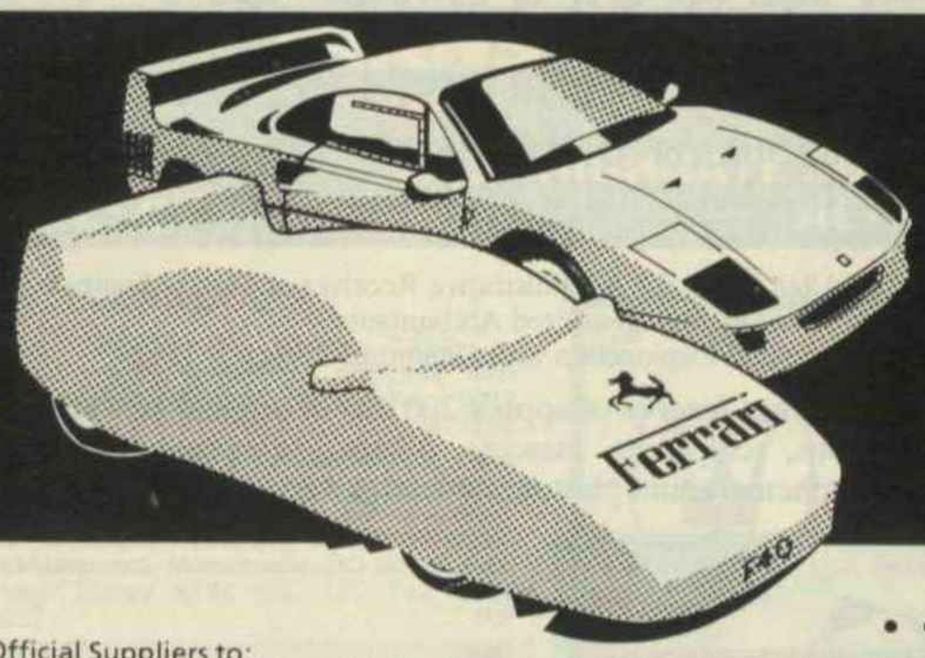
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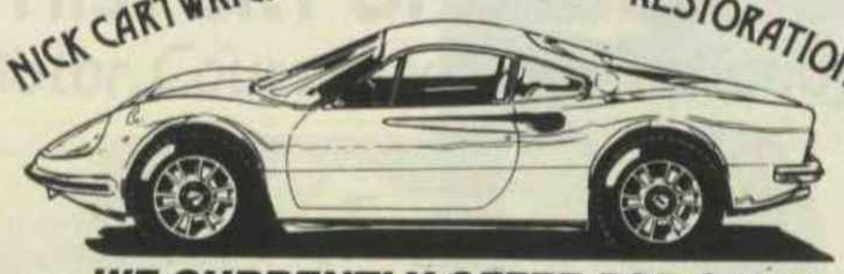


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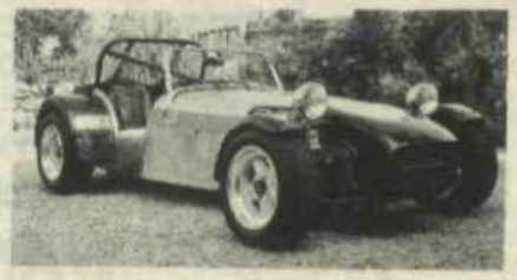


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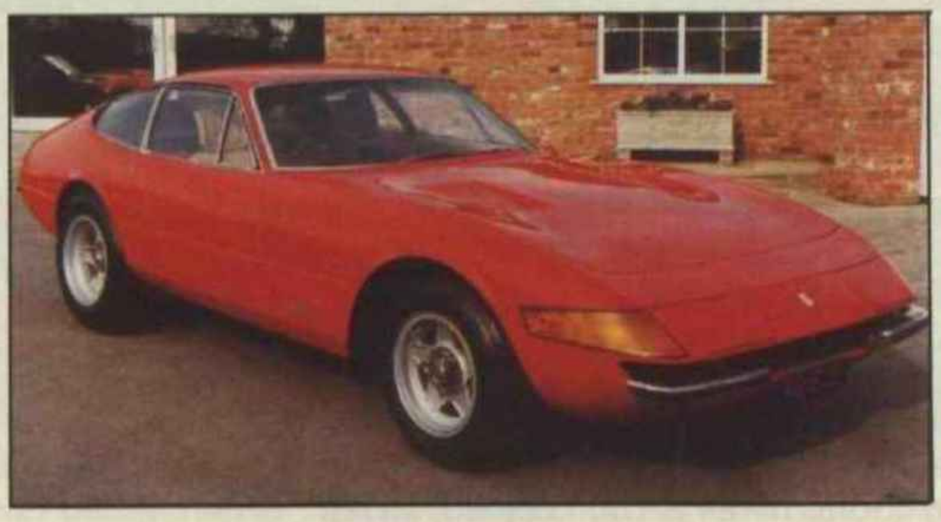
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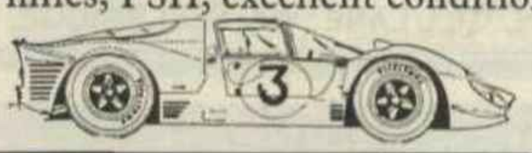
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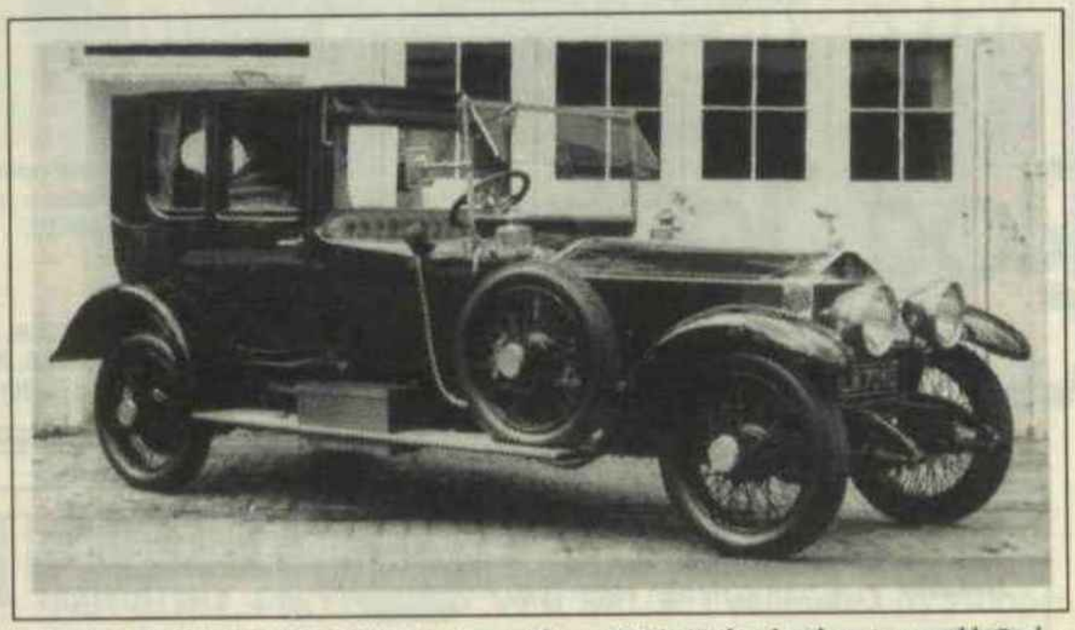
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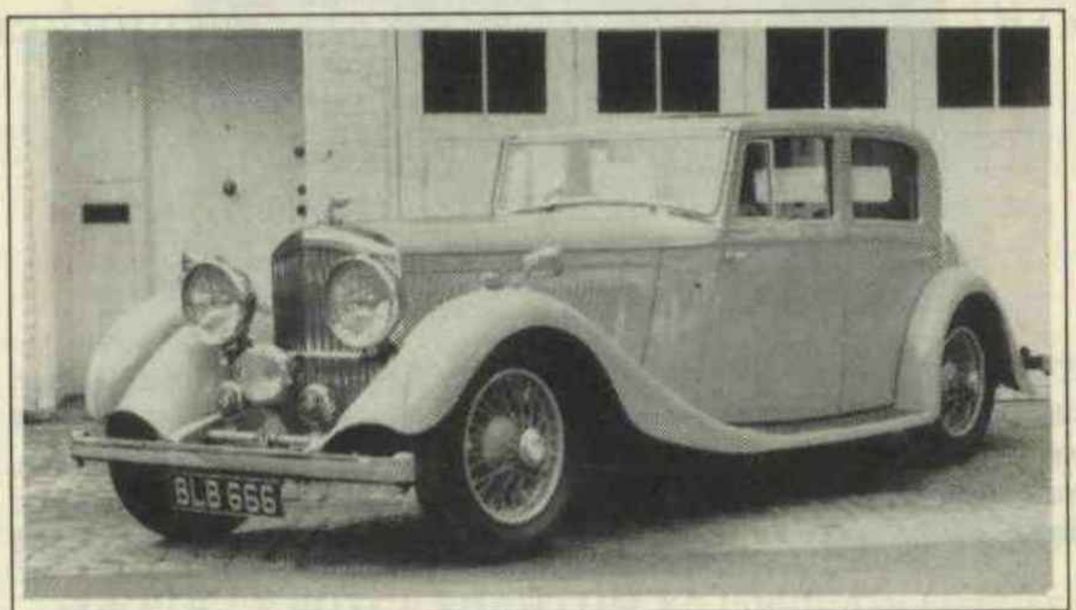
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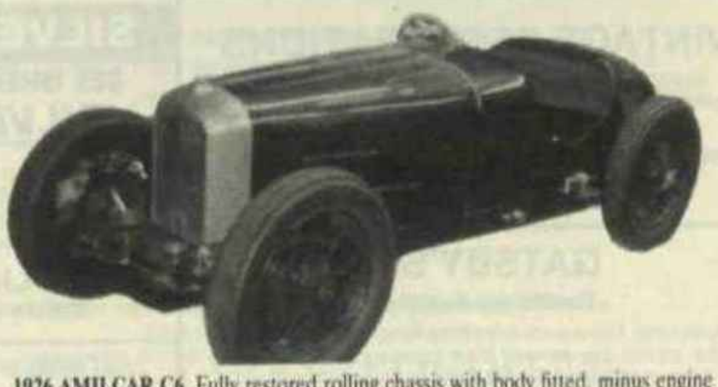
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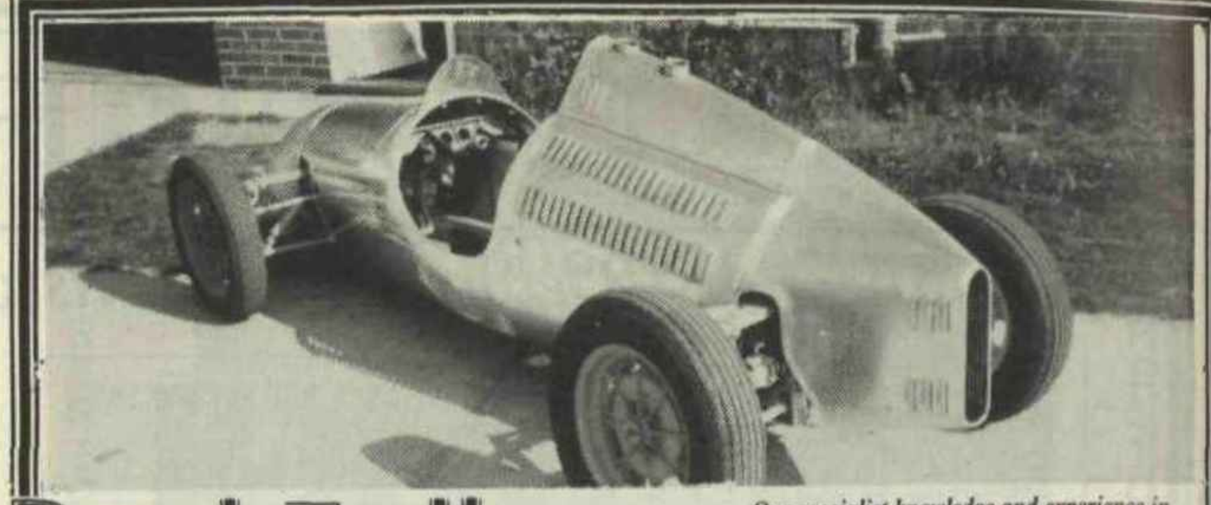


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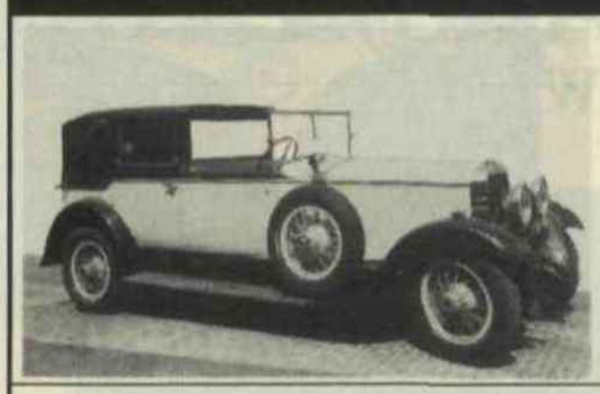
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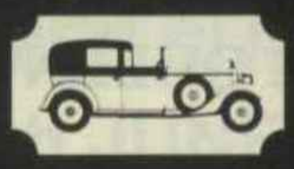
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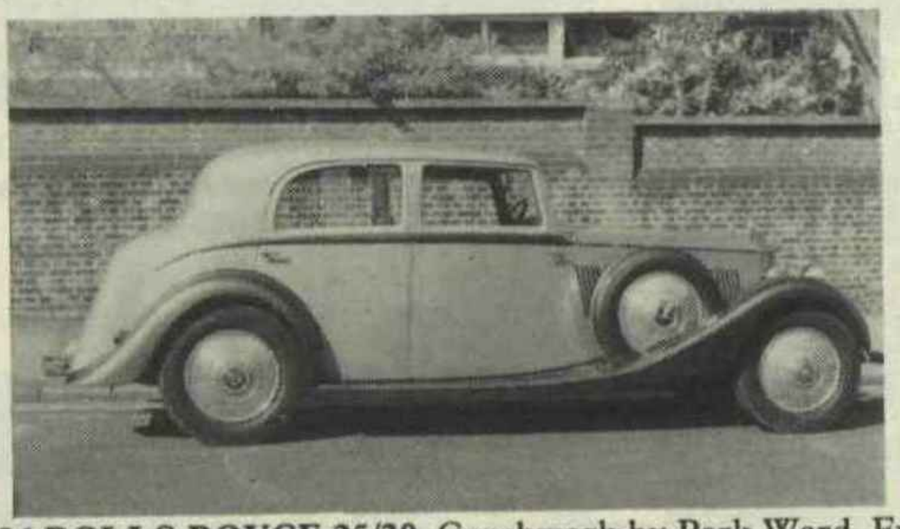
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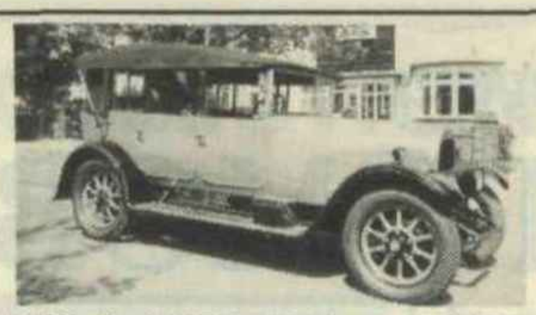
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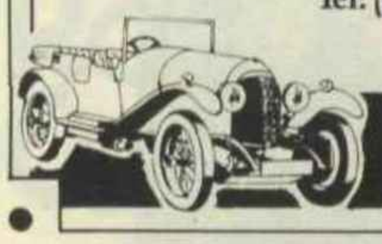
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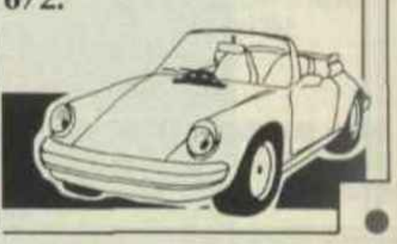
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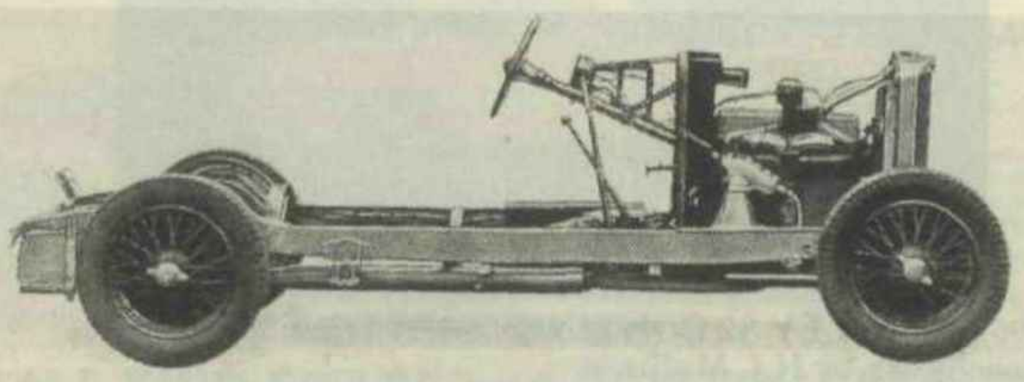
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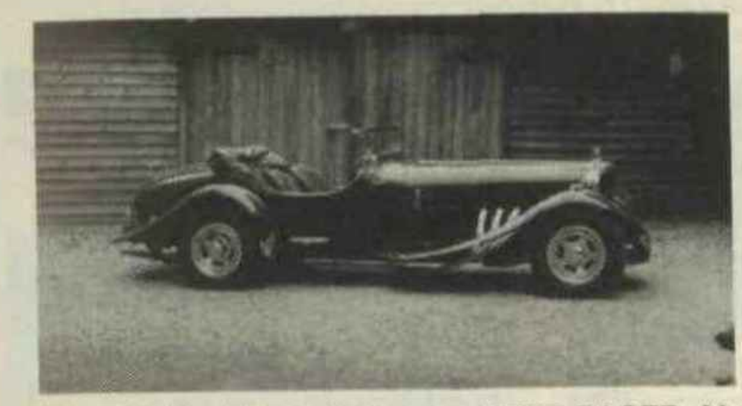
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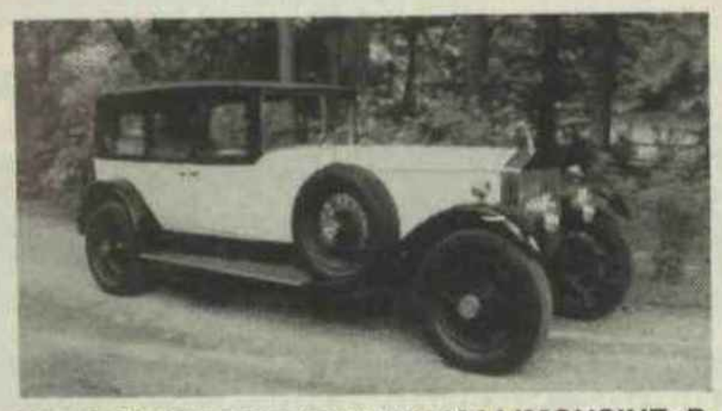
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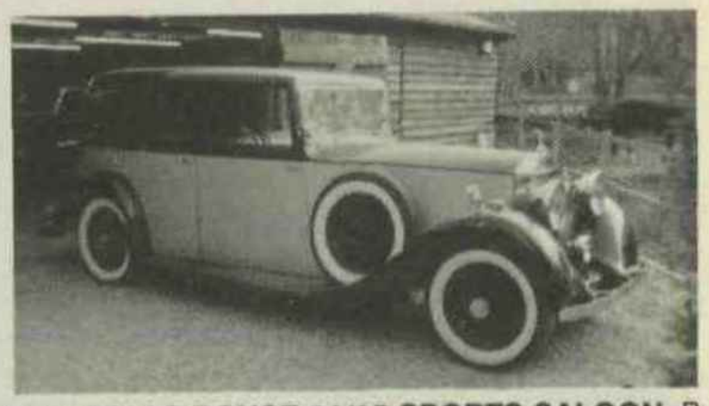
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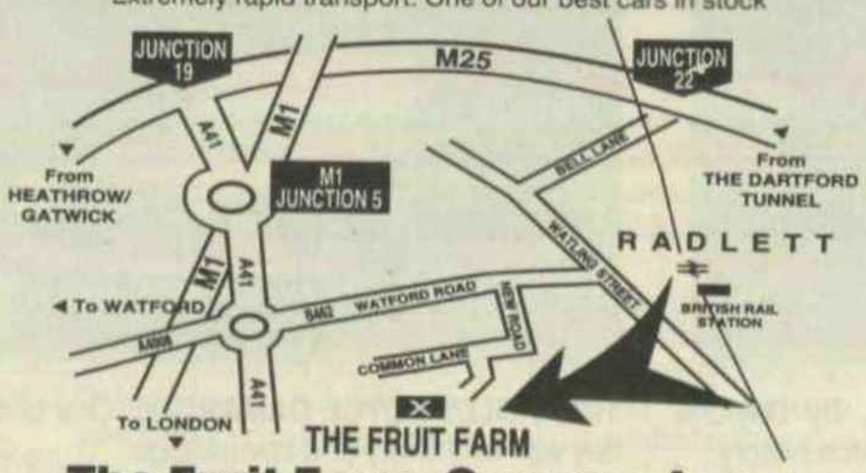
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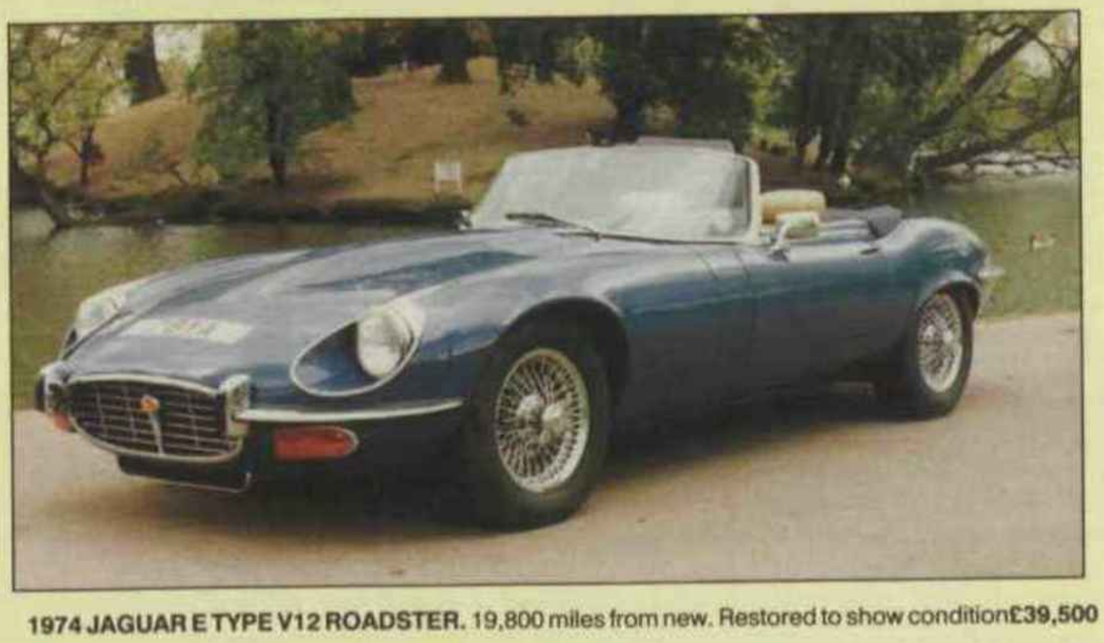
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