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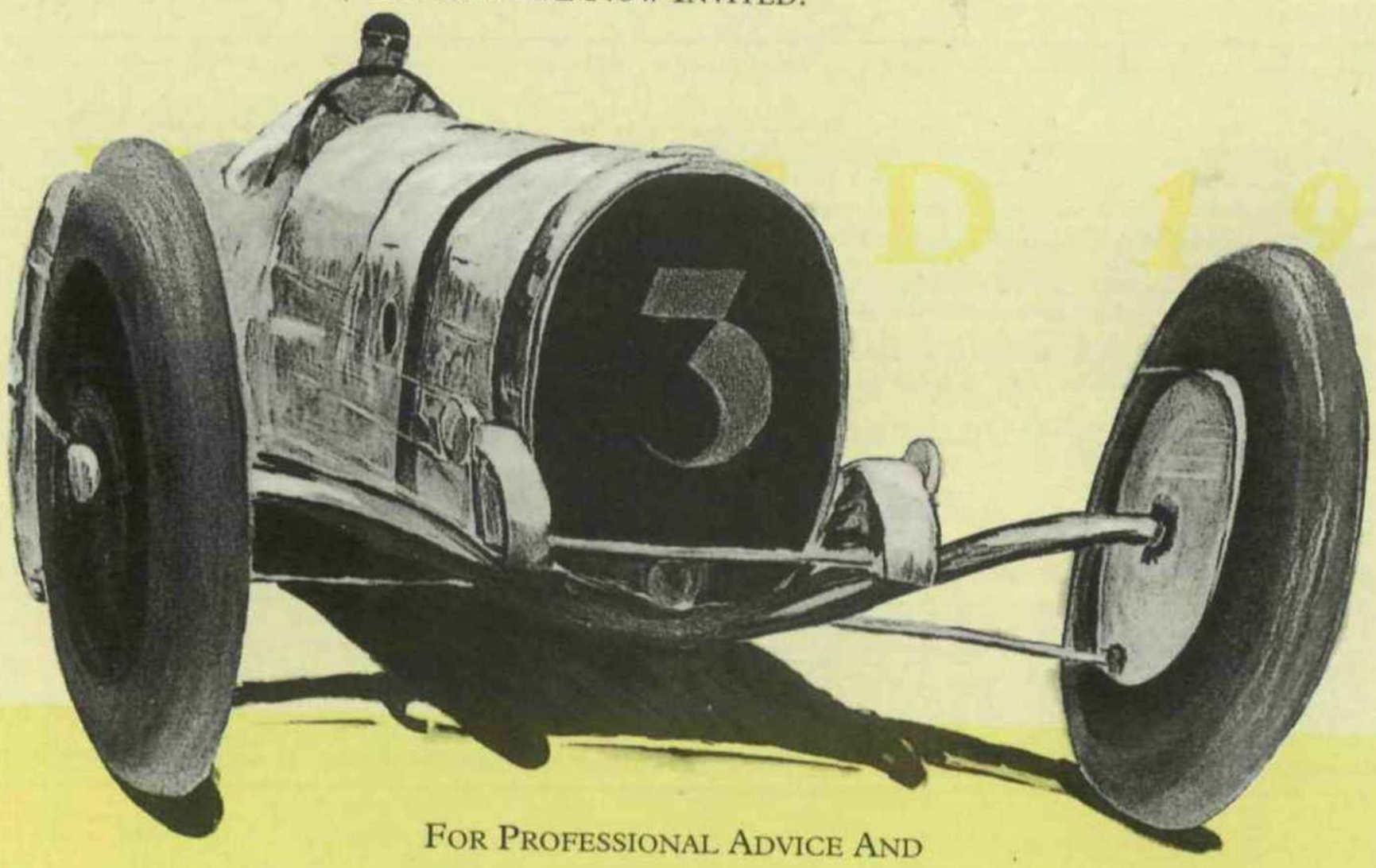
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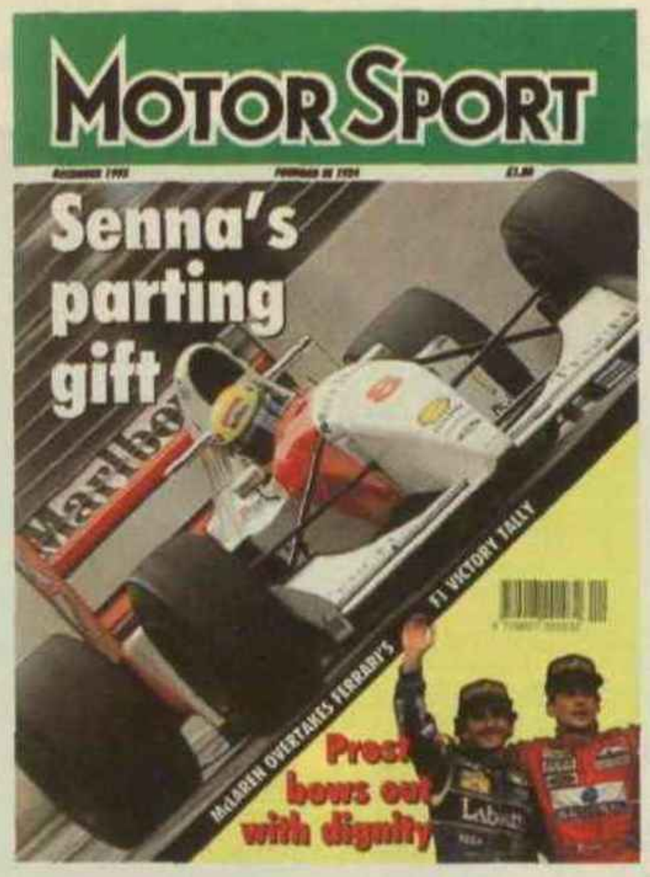
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Adelaide marked Ayrton Senna's final race for McLaren, and Alain Prost's last appearance as an F1 driver.

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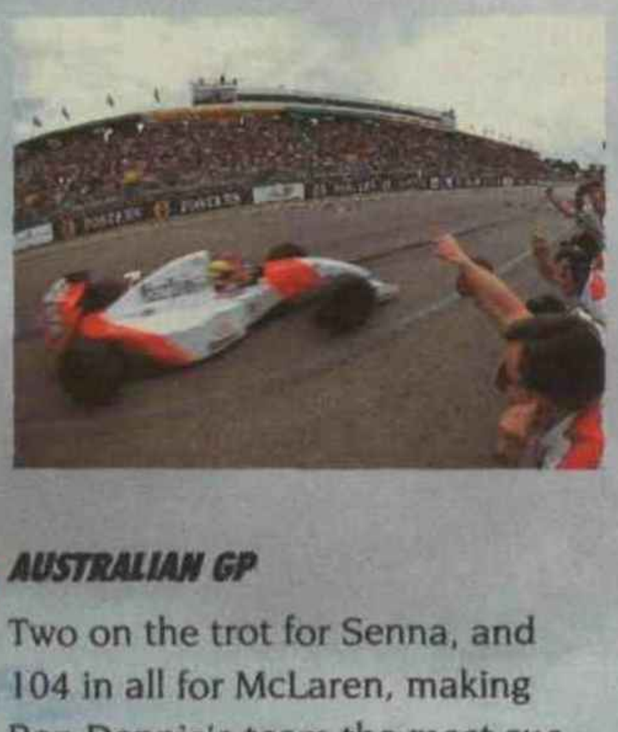
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Extraordinarily enough, Ayrton Senna's first F1 win since Monaco.



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The month in MOTOR SPORT



OCTOBER

13: The FIA's World Motor Sports Council ratifies changes to F1 technology, though no official regulations are forthcoming. As expected, traction control and other driver 'aids' are to be banned, while refuelling is made permissible once again. An F1 calendar is also issued. This includes Argentine and Pacific Grands Prix, at circuits which have still to be confirmed. South Africa and Europe (Donington Park) are dropped to make way.

13: The FIA also announces a 10-round World Rally Championship and a nine-event two-litre World Cup.

14: The favoured works cars having fallen by the wayside, Franco Cunico wins the Sanremo Rally in his Ford Escort. Christine Driano, 26th overall in her Citroën AX, does enough to become World Ladies Champion.

14: Martin Brundle escapes with little more than a shaking from a huge testing accident at Magny-Cours.

15: Jean-Marc Gounon finally secures an F1 seat. The Frenchman will replace Christian Fittipaldi at Minardi for the final two Grands Prix of the season.

15: In addition to his confirmed appearance behind the wheel of a Ford Mondeo in the forthcoming TOCA Shoot-Out at Donington Park, Nigel Mansell also signs up to race a TVR Tuscan on the support programme.

16: Neil MacKinnon (Escort Cosworth) wins the Tour of Mull.

16: Stephen Price wins the Cheviot Rally, but father John's early retirement allows sixth place finisher John Dalton (Darrian T9) to wrap up the Demon Tweeks/*Motoring News* National Tarmac Rally Series.

17: Paul Radisich's Ford Mondeo dominates both heats in the FIA Touring Car Challenge at Monza. Alfa drivers Nicola Larini and Philippe Gache take the next two places on aggregate.

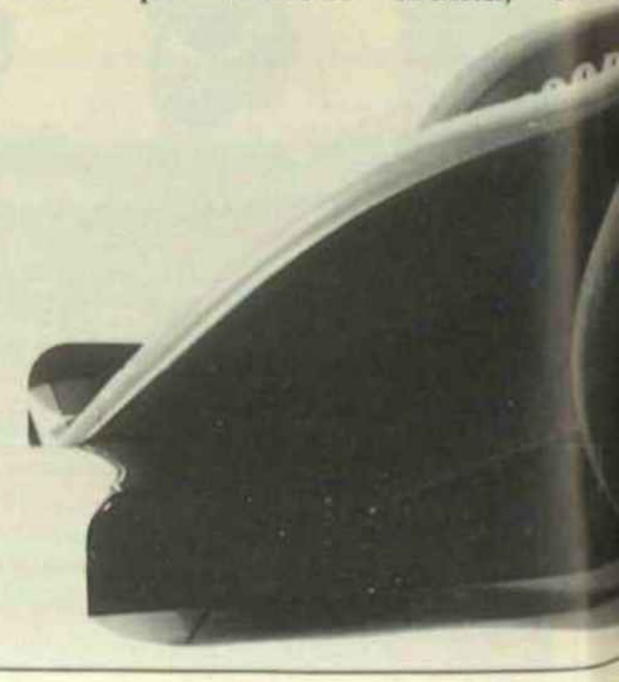
17: Victory at Fuji propels Kazuyoshi Hoshino to the top of the Japanese F3000 Championship. Runner-up Eddie Irvine is two points adrift with one race to run, and Ross Cheever retains an outside chance of the title.

18: Pacific Grand Prix shows off its new F1 challenger, the PR01 (top).

18: Volvo confirms that it will contest the 1994 BTCC. TWR will prepare a brace of 850s (above).

19: Lola's T93/50, unraced in European F3000, is tested by Paul Stewart Racing at Silverstone. It proves to be quicker than the team's usual Reynard.

20: Jacques Villeneuve, son of the late Gilles, tests Forsythe-Green Racing's Lola IndyCar at Indianapolis. Villeneuve, who will contest the full Indy series in 1994, completes 280 laps without drama, and



impresses the team with his pace.

20: British F3 champion Kelvin Burt laps quickly when trying PSR's Reynard F3000 chassis at Silverstone.

22: Distinguished rally privateer Bob Freeborough dies in hospital, after a short illness.

23: Innes Ireland succumbs to cancer, aged 63 (see *Tribute*, page 1202).

23: Ron Dennis crashes the McLaren F1 road car while attempting to demonstrate it to Gerhard Berger at Suzuka.

23: Sauber confirms that its drivers for next year will be Karl Wendlinger and Heinz-Harald Frentzen.

23: Steve Petch wins the Castrol Crystal Ford Forest Rally. Victory in the 'Formula 2' class brings Neil Freeman the Peugeot Sport Gold Star Championship.

24: Ayrton Senna wins the dry/wet/dry Japanese GP, but sours the occasion by thumping impressive F1 debutant Eddie Irvine afterwards (see *Delirium Tremens*, page 1206).

24: Lotus confirms that Johnny Herbert will stay put in 1994.

24: Victory at Charlotte moves Rusty Wallace closer to NASCAR points leader Dale Earnhardt.

24: The split format of the Formula Ford Festival, run for separate Zetec- and Kent-engined classes, reduces the event's impact to a small degree, but there is still some excellent racing. British Open Formula Ford champion Russell Ingall dominates the Zetec section, while Andrew McAuley takes Kent honours.

25: Volkswagen UK announces that it will enter a 'Formula 2' Golf on the forthcoming RAC Rally. Jimmy McRae will debut the car.

27: Speculation links DAMS Formula 3000 boss Jean-Paul Driot with an F1 project.

27: Renault confirms that Alain Menu and Tim Harvey will spearhead its works attack in the 1994 BTCC.

28: Indy Lights champion Bryan Herta visits Lola, where he is 'presented' with part of his prize – the loan of a T94/00 chassis for the 1994 IndyCar season.

28: Peugeot 'Masters' Challenge rally series winner David Higgins is excluded, after a technical check revealed that his engine had holes drilled in its cam pulley, contrary to regulations, though the modification conferred no performance advantage. Higgins' appeal fails, however, and he loses both his championship prize money *and* a works Group N drive, in a 309 GTI, on the RAC Rally. The spoils are passed on to Mark Lawn.

29: Simtek unveils its new F1 challenger, the S941 (below).





MATTERS OF MOMENT

Please speak clearly . . .

It is late November. The next Formula One season commences in little over three months, though in real terms there is rather less preparation time available given the inevitable need for teams to test and evaluate products that are destined to carry the hopes of manufacturers into a new, 'low' technology era of Formula One.

Which leads us to a pertinent question.

Where, exactly, are the 1994 Formula One regulations and, perhaps more importantly, when are they going to be set in concrete?

We approve the FIA's current stance, allowing teams to debate technical issues amongst themselves, although we have to say that F1 participants' inability to police themselves harmoniously in the past means that we might still be waiting for definitive regulations next July . . .

Even so, sudden, authoritarian intervention from the governing body has all too often been met with cries of "Unfair!" when such and such a rule hasn't met with universal approval in a sporting arena where self-interest has often, in the past, clouded objectivity.

While negotiations go on behind the scenes to define the next generation of Formula One cars to everyone's satisfaction (and if *everyone* is at least 90 per cent happy with the eventual outcome, then the current delay will have been worthwhile), we ask only for a couple of things.

Firstly, that the FIA extends this spirit of free debate across the board. It could work in F1. It *has* worked in Formula 3000, where teams and manufacturers reached an agreement for the common good for 1994 and beyond. We wonder whether there might not now be a nascent international GT championship had the likes of Lotus, Porsche and Jaguar been allowed to formulate mutually acceptable regulations over a year ago?

Secondly, the new F1 regulations must not be open to abuse. There must be no scope for liberal interpretation. At the same time, however, it surely behoves the FIA to establish the ground rules now rather than wait until teams have fought themselves to a standstill. Better that, surely, than leave things for individual race stewards to interpret as they see fit into 1994.

Whatever decisions are eventually taken, they must be communicated in black and white, so that the sport does not run, head-on, into another series of tiresome debates of the kind that have done much to tarnish its image in the past. **S A**

29: Ayrton Senna and Eddie Irvine are summoned to appear before the FIA World Motor Sports Council, to explain their post-Suzuka contretemps.

29: Ari Vatanen wins the Hong Kong-Beijing Rally, ahead of Colin McRae. The victor donates his prize money to Stefan Freeth, two year-old son of the late Kiwi co-driver Rodger Freeth.

30: David Gillanders wins the Weir Toyota Forest Stages, final round of the Burmah Scottish Rally Championship.

31: David Leslie wins the TOCA Shoot-Out at Donington Park, but the headlines are monopolised by Nigel Mansell, who crashes out of third place and into a parapet at Starkeys Bridge (right and below). The IndyCar champion, bruised but otherwise uninjured, spends a precautionary night in hospital. The accident prevents Mansell from starting the TVR Tuscan race, for which he had qualified third.

31: Mark Martin is NASCAR winner at Phoenix. With one race remaining, Dale Earnhardt extends his points lead over Rusty Wallace. He needs only to finish in the top 34 at Atlanta to secure the title.

NOVEMBER

1: Gary Brabham announces that he will run a two-car Indy Lights team in 1994. The team will operate under the Brabham name.

1: It becomes clear that Paul Radisich and Andy Rouse will be Ford's works drivers in the 1994 BTCC.

1: Vincent Radermecker's Formula Vauxhall Euroseries title is confirmed, following the rejection of an appeal by Draco Racing, entrant of rival Patrick Crinelli, against the points-scoring format of a restarted race at Zandvoort.

3: Francisco Bofill, one of Spain's most prolific and successful co-drivers in historic rallies, is found dead at his garage in Barcelona. He was 37.

4: François Delecour wins the Cataluña Rally, but the Frenchman's World Championship hopes evaporate as Juha Kankkunen's third place proves to be enough to secure the crown.

4: Mercedes-Benz announces that it will have an official presence in both Formula One and IndyCar racing next year, having acquired a 25 per stake in Ilmor Engineering.

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BROOKS

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A sale of important motor cars

'OKV2'



Brooks' pre-Christmas sale promises to exceed even the calibre and variety of last year's event which in itself was notable for, amongst other successes, the £528,000 sale of the De Portago Ferrari 250 GT. The early entry of ***'Genevieve'***, probably the most famous car in the world, has set the standard for this year's event and further entries now include the famous D-Type Jaguar ***'OKV2'***.

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5: Tyrrell confirms that Ukyo Katayama will be staying in 1994.

5: Vauxhall gives its works BTCC contract to Ray Mallock, entrant of the Ecurie Ecosse Cavaliers which outpaced the factory cars for most of 1993. Despite his increased commitments, Mallock will also continue to prepare a brace of Cavaliers for Ecosse.

5: The BRSCC says that it is pressing ahead with plans for a British F2 Championship in 1994, despite the series' poor support this year. There will be two street races in Canada in mid-season and, hopefully, a major series sponsor. There is also talk of a street race in the UK.

6: Ford and Benetton issue a joint statement, confirming that they will be F1 partners again in 1994.

6: Nissan's new 'Formula 2' rally car, the Sunny GTi, is tested in Wales by Grégoire de Mevius.

7: Ayrton Senna ends his relationship with McLaren on a winning note in Adelaide, where Alain Prost concludes his 199-race GP career by finishing second to his arch-rival. Senna's win promotes him to second in the World Championship, ahead of Damon Hill. The departing Prost says that he might consider racing outside F1 in the future, should a suitable opportunity present itself.

8: The word from Prodrive, responsible for Subaru's participation in the World Rally Championship, is that Carlos Sainz could yet join Colin McRae in the team next year.

9: Derek Warwick is reported to be considering a possible NASCAR drive.

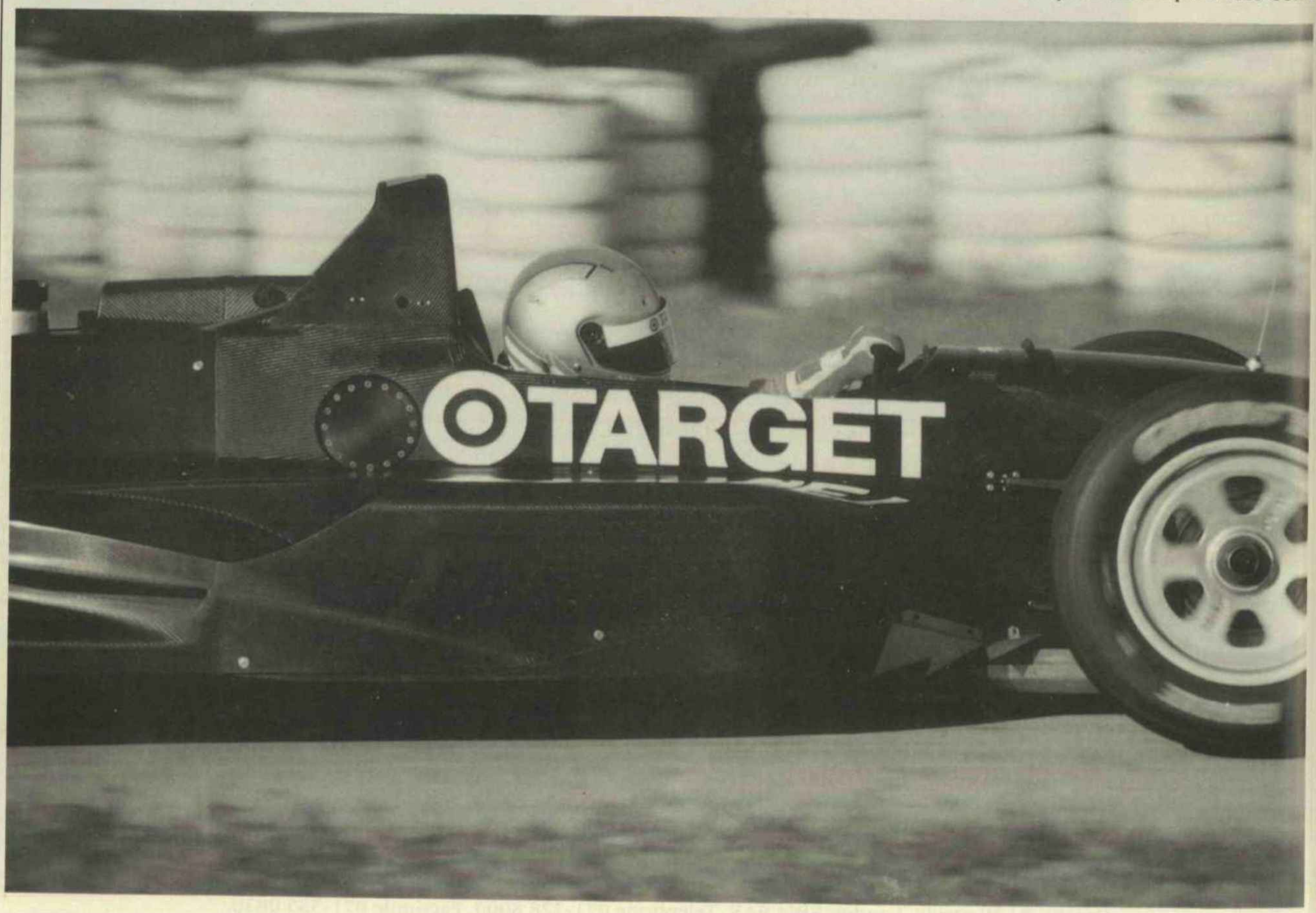
9: Bernd Ziskofen, driving force behind the European Rallycross Association, dies aged 51.

10: Reynard commences testing of its 941 IndyCar at Sebring, Florida. Michael Andretti reportedly sets impressive times (below).

11: Out-of-work F1 racer Gianni Morbidelli tests one of Forti Corse's F3000 Reynards at Misano. Morbidelli is said to be considering a return to the junior formula, in a bid to revive his career.

12: A new racing 'package', the Best of British Motorsport, is launched at Brands Hatch (above left). Organised by the BRSCC, BRDC and BARC, it will function in a similar way to TOCA, with the British F3 Championship as star attraction.

12: Ford's European Motorsport boss Colin



Robinson flies to Spain to meet Carlos Sainz who, it is now felt, is more likely to drive an Escort Cosworth than he is a Subaru in the 1994 World Rally Championship.

12: The FIA decrees that manufacturers contesting the 1994 WRC must be present at a minimum of nine events in order to be eligible for points.

12: It's deadline day at the FIA for those wishing to enter the 1994 World Championship. New F1 teams Simtek and Pacific both get their applications in on time, *and* pay the necessary $500,000 deposit.

12: Richard Westbrook finishes third in the third, and final, round of the Formula Vauxhall Winterseries at Donington Park, which assures him of the title.

14: Thomas Danielsson wins the final round of the All-Japan Formula 3000 Championship at Suzuka. Kazuyoshi Hoshino fails to finish, but still takes the title – Lola's sixth in seven years – as he had won two races to Eddie Irvine's one, and the Ulsterman's fourth place had left him level on points with the local hero. Victory would have given the crown to Ross Cheever, but the American finishes second, just ahead of Andrew Gilbert-Scott. Anthony Reid retires from the main event, but makes amends with a win in the supporting F3 race.

14: In an incident-packed Hooters 500 at Atlanta, Dale Earnhardt survives to finish 10th, thereby taking the NASCAR title for a sixth time. His only rival, Rusty Wallace, completes the season with a victory.

14: The Turnbull Stages Rally is marred by the death of John Teasdale, who succumbs to injuries sustained when the Vauxhall Chevette he was co-driving strikes a tree.

15: Nissan confirms that former F1 racer Eric van de Poele will partner Kieth O'dor in the 1994 BTCC.

15: JJ Lehto's mentor Keke Rosberg reports that his charge will test a Benetton at Estoril later in the month. The Finn apparently has several F1 options available to him for 1994. Elsewhere, Tyrrell confirms that it will be giving Gabriele Tarquini a run at Barcelona in December.

17: Lola announces that it will not be attempting to return to Formula One in 1994. Instead, it will concentrate upon a test and development programme in preparation for 1995. (See *Insight*, page 1230.)

DECEMBER FIXTURES

Date	*Venue*	*Event*	*Type*
Dec 3/5	Canary Islands	Race of Champions rallysprint	INT
Dec 4/5	Brands Hatch	British Rallycross GP	INT
Dec 12	Bologna, Italy	Attilio Bettega Memorial Rally	INT

Lagonda revived

As forecast in our detailed marque analysis in last month's MOTOR SPORT, Aston Martin has revived the Lagonda name with a series of four-door Virage saloons and five-door Shooting Brakes. Two have been completed and another three are under construction at the Newport Pagnell factory.

The Lagondas will not appear in new car price guides, however. They are available as conversions (or enhancements, as AML describes them) on customers' existing Virages, and the prices are steep: £115,000 for the saloon and £121,000 for the Shooting Brake, plus VAT.

The first two cars on the road also have the £28,000 6.3-litre, 500 horsepower engine conversion which amply compensates for the additional weight. A short road trial in the Shooting Brake was enough to underline the vivid acceleration available, though the claimed top speed of 170 mph was left well alone.

The body conversion, engineered by former employee Mike Loasby on a consultancy basis, is elegant and possibly improves the appearance of the Shooting Brake. The Lagonda becomes a genuine four-seat saloon with quite generous space for adults in the rear, at least comparable with that in a medium size family model.

Kingsley Riding-Felce, the responsible director, says that 70 per cent of the car is new, everything behind the front bulkhead in fact. Costs could certainly be contained by buying an early Virage for upwards of £60,000 and using that as a base.

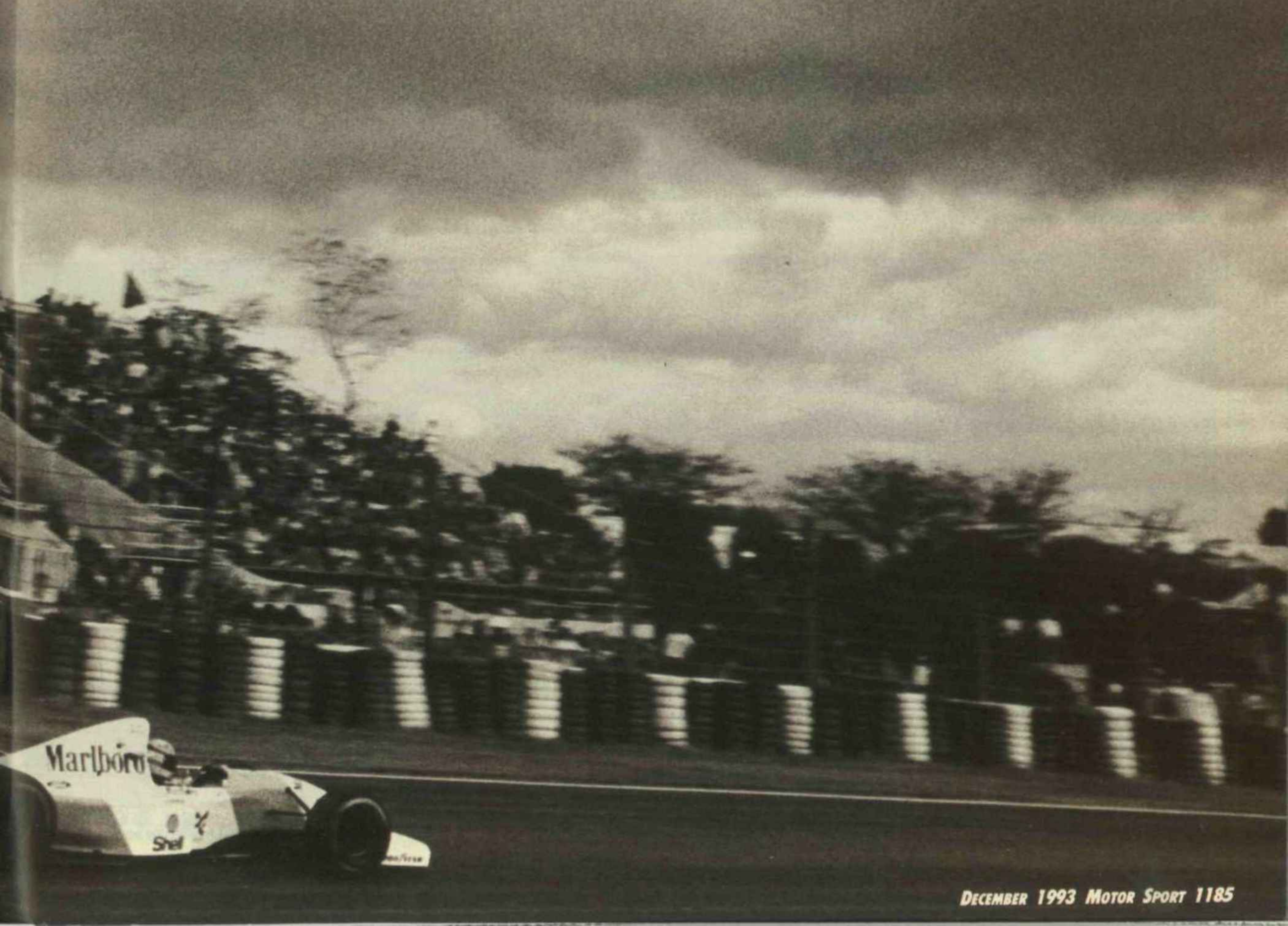
The conversion includes the suspension and brake modifications offered with the Virage 6.3 rebuild, with softer springs and stiffer roll resistance. This proves to be a successful line of development, the two-ton Lagonda driving very well at speed on country roads.

Loasby was responsible for a previous Lagonda four-door based on an Aston Martin, seen at Earls Court in 1974. Just seven were made, a figure that the new Lagonda seems likely to surpass. **M L C**



Storms over Suzuka

The weather played a crucial part as Senna scored his 40th triumph — and McLaren's record equalling 103rd — but the real storm came in the paddock afterwards, as he assaulted newcomer Eddie Irvine





Mika Hakkinen: first F1 podium.

I don't know quite what it is about Suzuka, but it has a funny effect on Ayrton Senna. Since his Honda days the Brazilian has always been very popular with the thousands of Japanese spectators, and the man himself said after the 40th victory of his F1 career: "The fans here are special and they deserved a good race, and my own victory here is special because this is where I won three World Championships."

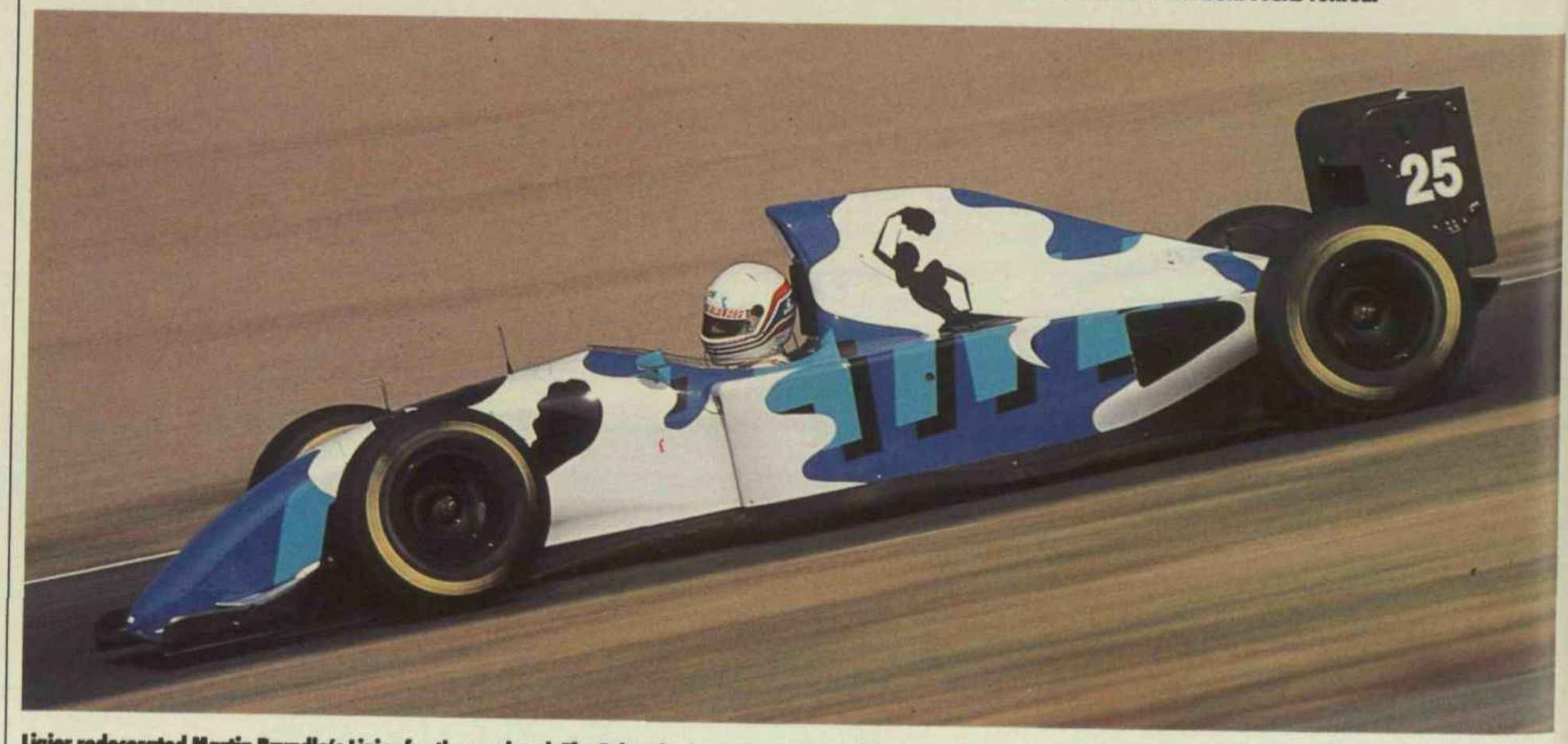
Well, the Japanese got a good race, all right, and Ayrton drove brilliantly in changeable conditions, but what happened afterwards with Eddie Irvine saw him fall from grace in a big way and left a lot of the locals totally bemused.

The results of qualifying promised much, for the first five cars – and four marques – were separated by less than half a second. Prost had duly wound up his Williams-Renault to take yet another pole position, and while Damon Hill had spun off quite heavily, after setting what at the time was pole, Senna, Hakkinen, Schumacher and a one-time fastest Gerhard Berger were all snapping at the Frenchman's heels.

Three years ago Senna was creating about having to use the inside line for his pole position. Things have changed since then, and by irony he still found himself there even though he was only second quickest. Three years ago we had witnessed that infamous moment when, by his own admission a year further on, he had deliberately rammed Alain Prost's Ferrari out of the race. This time, Williams was feeling very confident about its prospects, but suspected that Senna would have the upper hand in the early stages. Thus it was to prove. Off



Ferrari mechanics swarm around Gerhard Berger's abandoned machine. Both F93As retired.



Ligier redecorated Martin Brundle's Ligier for the weekend. The Briton had an adventurous afternoon, setting second fastest race lap some time *after* he had lost a wheel, which promptly rolled across the track in front of the controversial Hill/Irvine/Senna dispute . . .

the line the Brazilian catapulted into the lead, with the fuel-heavier Prost next up from Hakkinen and Berger.

"It's six years that I've started on the inside line and this time I got it right," said Senna with evident relief.

In the Ferrari's wake, Irvine lived up to expectations with an audacious move round the outside of Schumacher to grab an excellent fifth. The Ulsterman had used his circuit knowledge to the full in qualifying, to line up an excellent eighth and to put a whole new set of colours in Jordan team-mate Rubens Barrichello's paintbox. Hill followed them in seventh place, but Alesi's expected charge had not materialised, the Frenchman having an awful weekend after two shunts in qualifying before he had really been able to get into his stride. Suzuki had got away better than Warwick, after the Briton had run rings round him all through practice, and the Japanese driver was eighth ahead of his team-mate, Patrese, Lehto, Wendlinger, Alesi, Brundle, Barrichello, Katayama, Herbert, Blundell, Toshio Suzuki (who had taken over the second Larrousse from Philippe Alliot for the last two races), Martini, Lamy, Comas and a limping Jean-Marc Gounon (who had replaced Fittipaldi at Minardi).

In fact, Gounon had made an excellent start, only to fall foul of de Cesaris as they contested the same piece of track. The Italian was an instant retirement, while the Frenchman would hobble home for repairs before continuing until Giancarlo Minardi decided he had fallen so far back that there was no hope of being classified. Budgetary considerations then obliged him to retire his second car after the newcomer had completed 26 laps.

In the early stages the sky was bright blue but, shortly after the start, clouds began to drift across Suzuka and it soon became apparent that rain was not just a threat, but a strong likelihood. Senna looked comfortable enough leading ahead of Prost, while Hakkinen was equally well established in third place. Schumacher's initial efforts to pass Irvine were repelled – cleanly, Michael was careful to point out – but eventually he got by in the S Curves on lap three. Hill followed suit three laps later, and then Suzuki did likewise on lap eight. Already, the uncomfortable driving position in the Jordan had begun to numb Eddie's legs, so that he was having real trouble using full throttle.

Schumacher and Hill were now well placed to launch an attack on Berger, but Damon swept ahead of Michael on lap 10 as they chased after the Ferrari. Coming into the chicane on lap 11 Damon tried the outer line and sat alongside the red car, but he stayed there far too long, for there was never going to be any chance of getting by that way. Schumacher watched all this and, seeing his chance, tried to squeeze up the inside of the Williams. It was the classic Suzuka chicane recipe for disaster for somebody, and the somebody was Michael.

As Gerhard kept Hill pinned on the outer line, Damon finally began to brake extra hard to try and drop back in behind him, and just as he began to do that, he found Schumacher in the way. As it cut across the Benetton's bows, the Williams's sidepod scraped the B193B's left front wheel. It didn't look a particularly hard jolt, but as the Ferrari and the Williams sped down the hill past the pits, Schumacher pulled over to the left, to retire. The front left suspension had been damaged too much to continue.

"Hill overtook me quite easily and I thought, 'OK, I can't do anything, but perhaps he is able to pass Berger'" said the German. "But Hill was so slow through the corner and I thought, 'He can't overtake Berger, so I'll have to try and overtake him again'. As Hill tried to pass Berger on the outside, I tried to stay very close to Berger so Hill couldn't move inside, but actually he did and I hit his wheel. The impact knocked my wheel off and that was it. I tried something which didn't work."

Alesi's troubled run, bottled up behind the two Saubers and only just ahead of Brundle, also ended at the chicane. On lap eight he had pulled off to the right, his Honda-headed Ferrari V12 having broken on lap eight.

Hakkinen was the first of the front runners to stop for fresh Goodyears, and his ultra-quick call on lap 11 still left him third when he resumed. Berger came in a lap later, and was also despatched swiftly, within 5.4s. At this stage, however, there was more black than blue in the sky, and the first rain spots were detectable by lap 16. Senna had come in for a new set of slicks on



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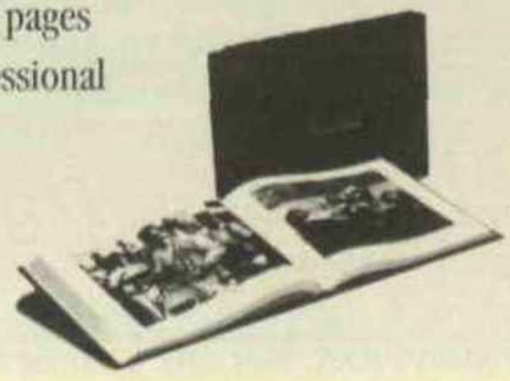
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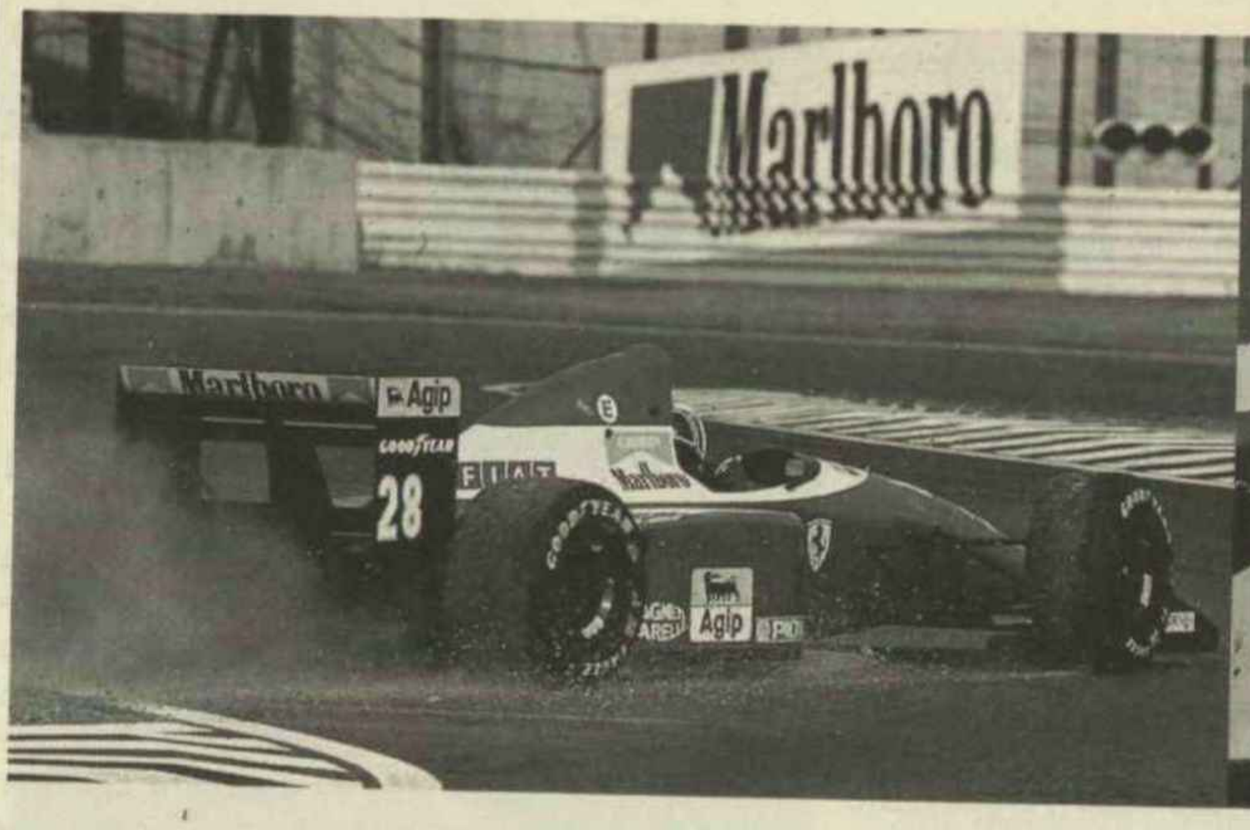
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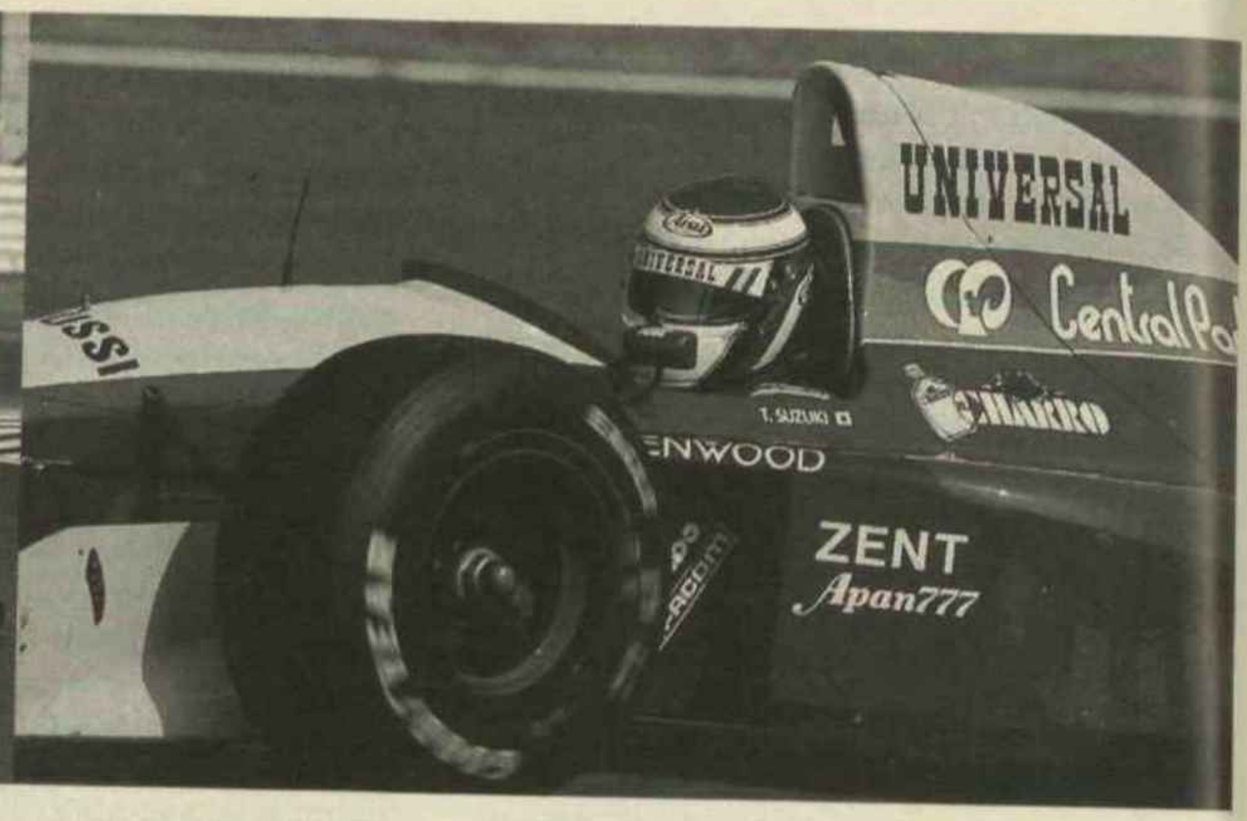
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Gerhard Berger in experimental mood.



Toshio Suzuki made his F1 debut, aged 38.





Not happy. Derek Warwick also encountered Eddie Irvine . . .

Jean-Marc Gounon: a tough GP baptism.

lap 13, surrendering his lead to Prost, so that as the onset of the rain became fully apparent, the order was Prost, Senna, Hakkinen, Hill, the amazing Irvine, Warwick, Patrese, Berger, Barrichello, Katayama (going very well on Yamaha's and his home ground), Suzuki A, Brundle, Lehto, Wendlinger, Herbert, Blundell and Martini, with Lamy, Suzuki T and Gounon already lapped. Comas had retired on lap 18 with a broken Lamborghini V12.

By lap 20 everything changed as the rain came flooding down, and everyone began diving for the pits again for wet tyres. By the time everything had settled Senna had regained the initiative, and when a measure of sanity was restored again by lap 25 a revised pattern had emerged. Senna was ahead of Prost, with Hakkinen third from Hill, but Warwick had moved to fifth from Berger, Barrichello, Patrese, Brundle and Irvine. The latter had been obliged to do two slowish laps on slicks in the wet as Barrichello had claimed first pit call by radioing in sooner, only then to decide to delay his stop by a further lap. Lehto was lapped in 11th, as Herbert tried to stay ahead of Suzuki, who was in turn chased by Katayama, Wendlinger, Blundell, Martini, Lamy, Suzuki T and Gounon.

Hill had come off worst of all. He had already gambled on a very low downforce set-up, with three and a half slots less rear wing than Prost, but any chance to exploit that had been negated as he was bottled up behind Berger and inexorably lost time to Prost and the McLarens. Then came a puncture.

"I could see it was going to rain and I wanted to stay out as long as I could, but I had to come in for fresh slicks because of that puncture. It was certain to rain, so that meant I had to come in again later for wets. As a result I lost 20s or so on the road there and then, which was a shame as I had just started to get clear and into the groove."

The conditions were now pretty dire, but Senna looked thoroughly at home as he opened out a 29s lead. Following an initial push after Prost, Hakkinen had begun to fall back, taking the sensible route. The Finn was determined to finish at all costs, and wasn't prepared to take any unnecessary chances. Dry lines were beginning to appear in places, but the S Curves in particular remained wet enough to warrant wets, as off-course moments for both Hill (lap 28) and Prost (lap 29) testified.

During his, Damon rejoined immediately in front of Toshio Suzuki, who was clearly incensed. As Damon slithered round trying to regain his momentum, the newcomer tried to force back inside him at the hairpin and to edge him wide, off the track. The two of them tip-toed through, but Damon just managed to draw himself out of trouble.

Another stop on lap 33 dropped him back to sixth as he decided it was *just* dry enough to risk slicks, and that promoted Warwick to fourth with Barrichello pushing hard after the Footwork. Berger, meanwhile, came in for more wets on lap 31, then decided dries were the real answer and came in again two laps later, dropping right out of contention.

The scene was now set for the situation which would later prompt Senna's anger against Hill and Irvine. The latter pair were fighting over fifth place as Ayrton came up to lap them on lap 34, and having got by the Jordan Senna found that the slick-shod Williams was quicker than his wet-shod McLaren in places. Overtaking was not a straightforward task, and that allowed Irvine to come back and he swiftly unlapped himself. Naturally, this didn't go down too well with Ayrton! When he tried to lap Irvine again, the Ulsterman resolutely repelled his advances.

As the three of them came up to the chicane on lap 34 Brundle's Ligier shed its left rear wheel right in front of them. The Briton, who had had the mother and father of testing shunts at Magny-Cours the previous week and had (despite a spin on lap 13) been driving with far greater commitment than one might have expected after such a shock, was pushing hard in an effort to regain ground. "At first I thought I'd just got a puncture," he admitted, "then I saw my wheel going by!" The current breed of F1 cars is so stiff that the back end didn't drop on to the track, and he was able to tricycle slowly back to the pits. Fortunately, neither Hill, Irvine nor Senna struck the errant wheel and tyre, but it was a close call.

During Irvine's intervention in his progress Senna's lead had shrunk from 30s on lap 34 to a mere 15.1s on lap 37, by which time he had finally made a passing move on Irvine stick as they went under the bridge.

Three laps later Berger's demise with a blown engine in the first corner proved bad news for Herbert, who flat-spotted his new slicks after sliding on the Italian V12's oil and thus had to pit for a fourth time. Neither Lotus, however, was in the hunt on a bad day for the Hethel team. Johnny would resume 14th right behind team-mate Lamy, whose active warning light was flashing on and off all the way through the race.

Senna quite clearly had full control, and Prost was not going to mount any sort of challenge at this stage. "I was not worried at the start," he admitted of Senna's lead. "I thought it would be just a one-stop race and

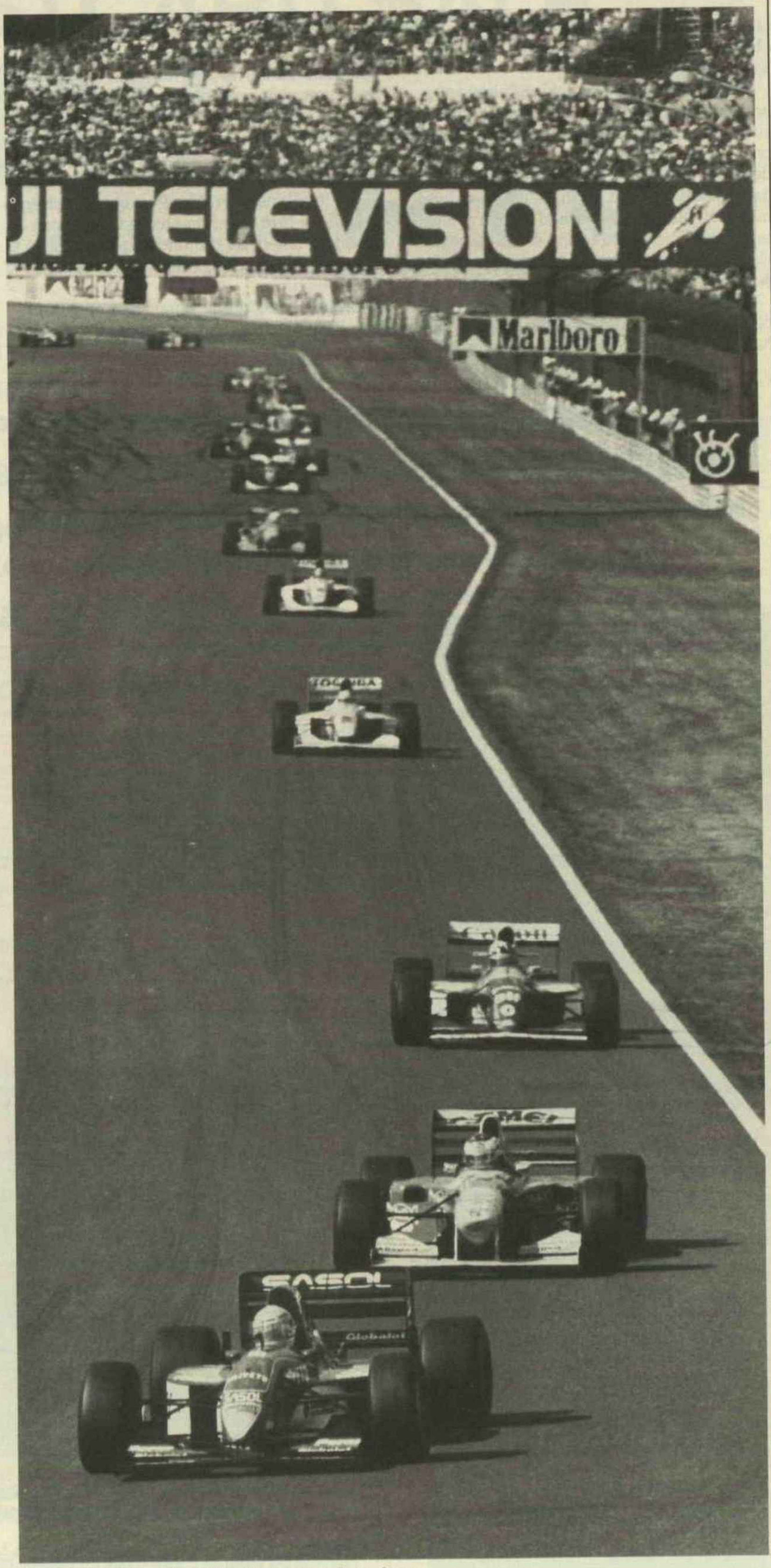
"If any battle was likely to end in tears it was this one, and going into the chicane on lap 49 Eddie hit the Footwork up the back"

I knew my tyre wear was fantastic and that I could have gone through without making any change if I had wanted to, even though the lap times would have been slow. When I saw Ayrton stop, I thought it would be very interesting at the end of the race – and then it rained!

"When I made my stop it was a very long one. There was a problem with the left-front wheel and when I was off the jacks I had to wait for Mika, who was in my way. It must have been 20s or something. From then on the car was fantastic in the wet/dry conditions. It was very light and I enjoyed driving it. When I came in again, I knew with only one dry line it was not worth taking risks with just one race to go."

With Hakkinen still sensibly concentrating on taking third place, the battle for fifth place in Hill's wake held the most attention. For a long time Warwick looked the most likely candidate, but then Barrichello got by him during their stops, and as the race went into its last 10 laps Irvine was coming back at Derek with a vengeance. If any battle was likely to end in tears it was this one, and going into the chicane on lap 49 Eddie hit the Footwork up the back and pushed it into a spin that left it in the sandtrap. For Dérek it was Estoril all over again.

"I was 20 or 30 km/h quicker than him through 130R, and when I got alongside him on the inside he just moved me over on to the grass and got shit all over my tyres,"



Irvine leads Schumacher, Hill and the Footworks early on.

claimed the Ulsterman. "When we got to the chicane he braked way too early, and there was no way I could stop."

Derek took a completely different view, and was furious that for the second race in succession another driver's mistake had cost him points he had thoroughly deserved. It was clear from the video that Irvine hadn't locked up in the chicane, and many felt his manoeuvre had been a cynical tactic. He was called to the stewards afterwards, before the incident with Senna, but no action was taken. It should have been.

On lap 46 Patrese had a huge shunt coming through Dunlop, the uphill, left-hand, fifth gear bend behind the pits. "The car felt quite nervous when I went back to slicks," he said, "and due to contact with someone earlier in the race the oil cooler had been damaged. Eventually it split and oil sprayed all over the right rear tyre. It was a *big* accident."

No sooner had he limped away, visibly shaken, than Lamy too went off at the same place four laps later. The Portuguese driver was of the firm belief that his active suspension had failed, as the undertray had been scraping the ground, even on the straight, for some time.

Brundle had made some stunning progress after having a new set of tyres slapped on in his enforced stop, and had set the fastest lap until Prost beat his time on his last tour. Martin had caught and passed team-mate Blundell, who'd had to take the spare JS39 after his race car developed a gearbox problem just before the start. Troubled by a long brake pedal and a sensor problem in his transmission, he could offer no resistance as Martin steamed by, but the latter's progress came to an end when he arrived too quickly at the chicane and ran into the back of Lehto. The surviving Sauber (Wendlinger had long retired with a sticking throttle) was pitched into a spin which let Mark back ahead, while Martin was stranded with a stalled Renault V10. He was classified ninth, and became embroiled in a screaming match with Lehto in the paddock afterwards. It was a shame to see two normally placid drivers indulging in such a verbal battle, but that rather summarised the race. Martini was a reliable 10th from Herbert, debutant Toshio Suzuki, and the non-running Lamy and Warwick.

Curiously, Senna cold-shouldered Prost throughout the victory speeches, making one wonder what each had done to upset the other this time, but though he also alluded to the behaviour of other drivers during the race – "some of the backmarkers were very stupid" – he seemed calm enough. It was his 40th victory, and one that brought McLaren alongside Ferrari in the overall win stakes, with 103 apiece. Perhaps that was what they started discussing, perhaps Gerhard Berger was just being his usual mischievous self, but it is generally thought to have been the Austrian joker who pointed out to Ayrton just what Irvine had subsequently been saying in response to Senna's reported criticism. That, it seems, is what set the final Suzuka drama in motion . . .

DJT

"It is generally thought to have been the Austrian joker who pointed out to Ayrton just what Irvine had subsequently been saying in response to Senna's reported criticism"

The Irvine/Senna battle is decribed in greater detail in* Delirium Tremens, *on pages 1202/1203.

STARTING GRID

2 PROST
Williams FW15C
1m 37.154s (2)
1m 38.587s (1)

7 HAKKINEN
McLaren MP4/8
1m 37.326s (2)
1m 38.813s (1)

28 BERGER
Ferrari F93A
1m 37.622s (2)
1m 39.024s (1)

9 WARWICK
Footwork FA14
1m 38.780s (2)
1m 41.086s (1)

10 A SUZUKI
Footwork FA14
1m 39.278s (2)
1m 41.380s (1)

30 LEHTO
Sauber C12
1m 39.391s (2)
1m 40.346s (1)

3 KATAYAMA
Tyrrell 021
1m 39.511s (2)
1m 40.963s (1)

25 BRUNDLE
Ligier JS39
1m 39.951s (2)
1m 41.543s (1)

26 BLUNDELL
Ligier JS39
1m 40.696s (2)
1m 41.278s (1)

12 HERBERT
Lotus 107B
1m 41.486s (1)
3m 41.040s (2)

20 COMAS
Larrousse LH93
1m 41.769s (2)
1m 43.483s (1)

19 T SUZUKI
Larrousse LH93
1m 42.175s (2)
1m 44.562s (1)

8 SENNA
McLaren MP4/8
1m 37.284s (2)
1m 38.942s (1)

5 SCHUMACHER
Benetton B193B
1m 37.530s (2)
1m 38.589s (1)

0 HILL
Williams FW15C
1m 38.352s (2)
1m 38.979s (1)

15 IRVINE
Jordan 193
1m 38.966s (2)
1m 41.018s (1)

6 PATRESE
Benetton B193B
1m 39.291s (2)
1m 40.748s (1)

14 BARRICHELLO
Jordan 193
1m 39.426s (2)
1m 41.624s (1)

27 ALESI
Ferrari F93A
1m 39.535s (1)
2m 44.132s (2)

29 WENDLINGER
Sauber C12
1m 40.153s (2)
1m 41.367s (1)

4 DE CESARIS
Tyrrell 021
1m 40.696s (2)
1m 41.480s (1)

11 LAMY
Lotus 107B
1m 41.600s (2)
1m 43.165s (1)

24 MARTINI
Minardi M193
1m 41.989s (2)
1m 42.388s (1)

23 GOUNON
Minardi M193
1m 43.812s (2)
1m 46.782s (1)

JAPANESE GRAND PRIX, Suzuka, October 24
53 laps of 3.64-mile (5.858 km) circuit (193.117 miles; 310.466 km)

Pos	*Driver*	*Nat*	*Car/Engine*	*Time/Stated Retirement*	*Best Lap*	*Lap*
1	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	1h 40m 27.912s	1m 43.217s	15
2	Alain Prost	F	Williams FW15C-Renault V10	1h 40m 39.347s	1m 41.176s	53
3	Mika Hakkinen	SF	McLaren MP4/8-Ford HB V8	1h 40m 54.041s	1m 43.158s	13
4	Damon Hill	GB	Williams FW15C-Renault V10	1h 41m 51.450s	1m 44.507s	51
5	Rubens Barrichello	BR	Jordan 193-Hart V10	1h 42m 03.013s	1m 45.578s	49
6	Eddie Irvine	GB	Jordan 193-Hart V10	1h 42m 14.333s	1m 44.293s	46
7	Mark Blundell	GB	Ligier JS39-Renault V10	52 laps	1m 43.610s	50
8	JJ Lehto	SF	Sauber C12-Ilmor V10	52 laps	1m 44.802s	50
9	Martin Brundle	GB	Ligier JS39-Renault V10	51 laps – accident	1m 42.119s	49
10	Pier-Luigi Martini	I	Minardi M193-Ford HB V8	51 laps	1m 47.533s	50
11	Johnny Herbert	GB	Lotus 107B-Ford HB V8	51 laps	1m 44.144s	51
12	Toshio Suzuki	J	Larrousse LH93-Lamborghini V12	51 laps	1m 46.819s	49
13	Pedro Lamy	P	Lotus 107B-Ford HB V8	49 laps – accident	1m 45.389s	49
14	Derek Warwick	GB	Footwork FA14-Mugen V10	48 laps – accident	1m 44.761s	46
15	Riccardo Patrese	I	Benetton B193B-Ford HB V8	45 laps – accident	1m 47.373s	5
16	Gerhard Berger	A	Ferrari F93A-Ferrari V12	40 laps – engine	1m 45.648s	15
17	Aguri Suzuki	J	Footwork FA14-Mugen V10	28 laps – spin	1m 46.819s	17
18	Ukyo Katayama	J	Tyrrell 021-Yamaha V10	26 laps – engine	1m 47.816s	15
19	Jean-Marc Gounon	F	Minardi M193-Ford HB V8	26 laps – withdrawn	1m 48.940s	11
20	Karl Wendlinger	A	Sauber C12-Ilmor V10	25 laps – jammed throttle	1m 46.408s	14
21	Erik Comas	F	Larrousse LH93-Lamborghini V12	17 laps – engine	1m 50.230s	4
22	Michael Schumacher	D	Benetton B193B-Ford HB V8	10 laps – accident	1m 45.988s	3
23	Jean Alesi	F	Ferrari F93A-Ferrari V12	7 laps – electrics	1m 47.823s	5
24	Andrea de Cesaris	I	Tyrrell 021-Yamaha V10	0 laps – accident	no time	–

Winner's Average Speed: 115.334 mph (185.607 km/h) Conditions: variable
Fastest Lap: Alain Prost, 1m 41.176s on lap 53, 129.649 mph (208.644 km/h)

Championship points: 1. Prost 93; 2. Hill 65; 3. Senna 63; 4. Schumacher 52; 5. Patrese 20; 6. Alesi 13; 7. Brundle 12; 8. Herbert 11; 9. Blundell and Berger 10; 11. Andretti and Wendlinger 7; 13. Lehto and Fittipaldi 5; 15. Hakkinen and Warwick 4; 17. Alliot, Barrichello and Barbazza 2; 20. Irvine, Comas and Zanardi 1.

Constructors: 1. Williams-Renault 158; 2. McLaren-Ford 74; 3. Benetton-Ford 72; 4. Ferrari 23; 5. Ligier-Renault 22; 6. Lotus-Ford and Sauber 12; 8. Minardi-Ford 7; 9. Footwork-Mugen Honda 4; 10. Larrousse-Lamborghini and Jordan 3.

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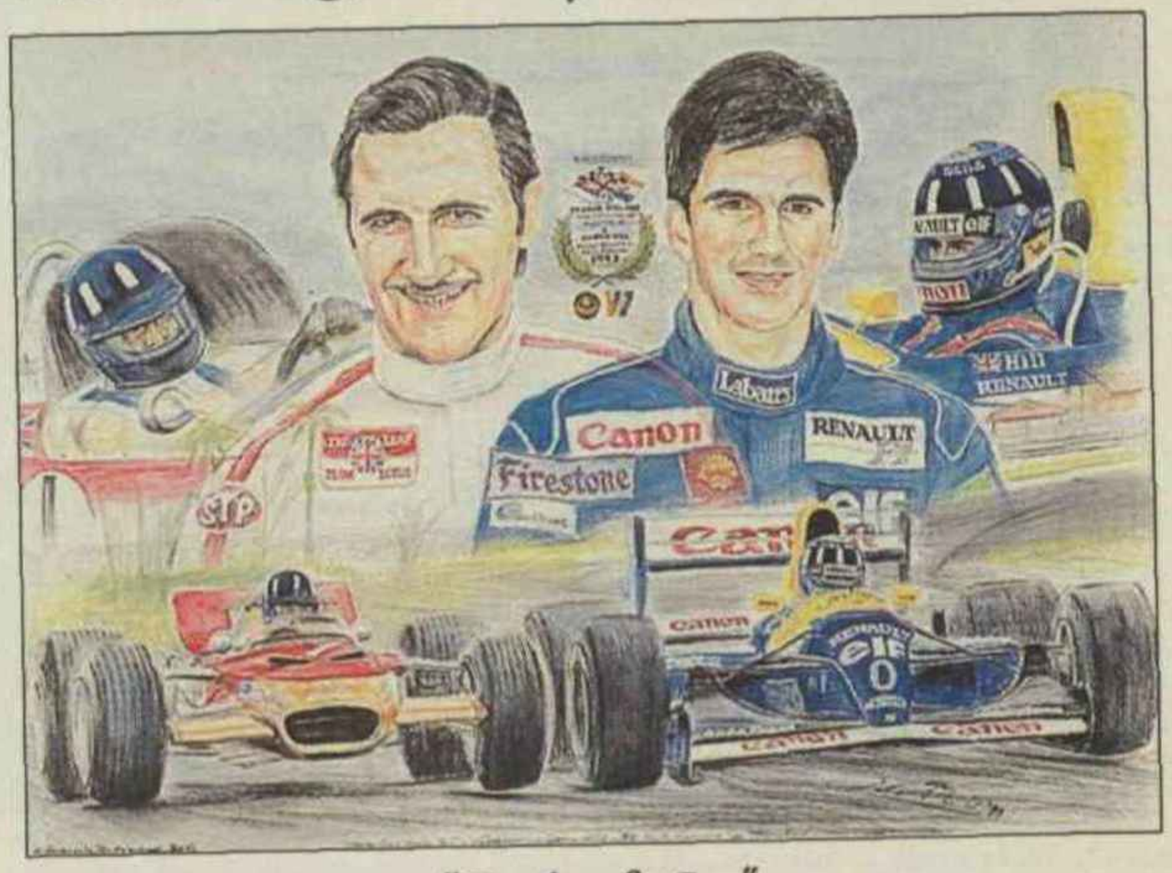
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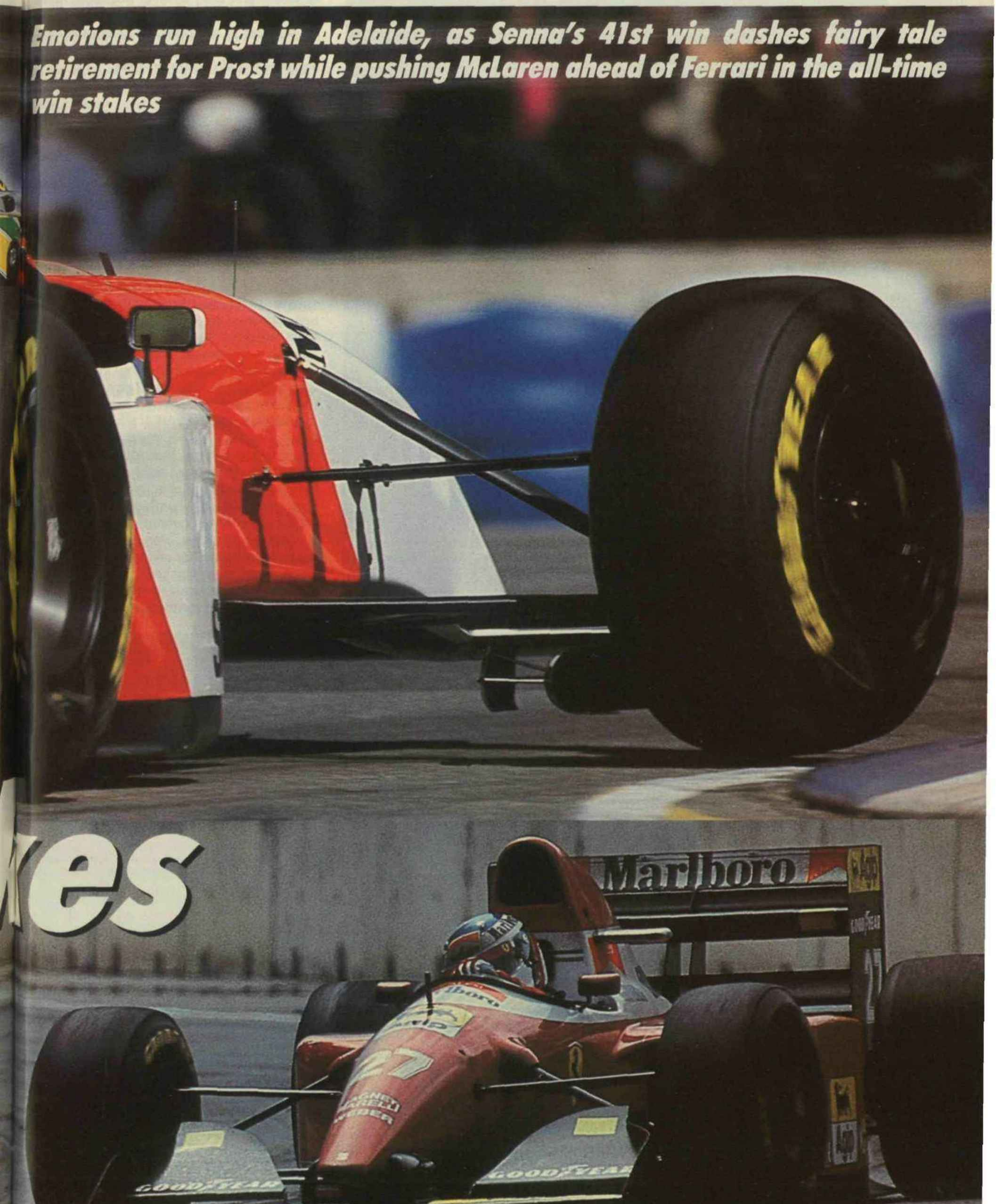
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MS1

FORMULA ONE

McLaren overtake Ferrari

Emotions run high in Adelaide, as Senna's 41st win dashes fairy tale retirement for Prost while pushing McLaren ahead of Ferrari in the all-time win stakes





Martin Brundle finished in the points once again, taking sixth.

All in all, it was an emotional finale to the 1993 Grand Prix season, as the teams settled down in Adelaide. Alain Prost was preparing for retirement after 199 GP outings, 51 victories, 33 pole positions (the same as Jimmy Clark), 41 fastest laps and four World Championships.

Ayrton Sènna was preparing to leave McLaren.

Riccardo Patrese, Andrea de Cesaris and Derek Warwick were possibly facing their last GP outings, in Prost's shadow.

Camel was about to withdraw; various drivers were about to leave their teams, and various engine supply deals were about to end. It was also, whisper it, the final appearance of active ride, traction control and anti-lock brakes.

On Friday, when most of the quick times were set, there was an end-of-term atmosphere, and even though Senna had not been amused to find the boxing gloves a team member had left in his cockpit on Thursday, he seemed relaxed enough.

That day he was in brilliant form as he outqualified the Williams-Renaults. Round the street track you needed five or six good clear laps to get the best of the Goodyear D tyres, and that was a work of art and/or down to sheer luck. That afternoon Senna timed his moment just right, and wound up half a second quicker than Prost. On Saturday, when the ambient temperature sidled up, Hill was outstanding as the only topliner to improve, very nearly pushing Prost down to the second row but spinning when trying to go quicker.

Senna's effort was, incredibly, his first pole position of the season, and his first



Hill's spirited challenge to his team-mate netted fastest lap, but ended thus . . . He still took third.

since Canada 1992. On each occasion he interrupted Williams' aspirations of annual clean sweeps. It was also the first pole for Ford's HB V8 (in its last outing as a 'works' engine), and the first for Ford and Cosworth since Keke Rosberg put his Williams FW08C at the front of the grid in Rio back in 1983.

The peaceful atmosphere was shattered rather rudely when Senna indulged in one of his outbursts on Saturday, this time against the manner in which the British media had handled the Irvine affair. It was irritating, but an indication of the strain he is under.

To see him drive, though, you wouldn't think he had a care in the world. The McLaren-Ford had the legs of the Williams-Renaults all weekend, the Didcot cars struggling with the bumps and running into calibration problems with their active suspension that were never fully cured. It was quite a reversal of fortune, one way and another. As Lotus had also discovered with Johnny Herbert's fastest of several troubled qualifying laps set with 60 litres of fuel aboard and with old tyres, the FW15Cs seemed to work better the more weight they carried.

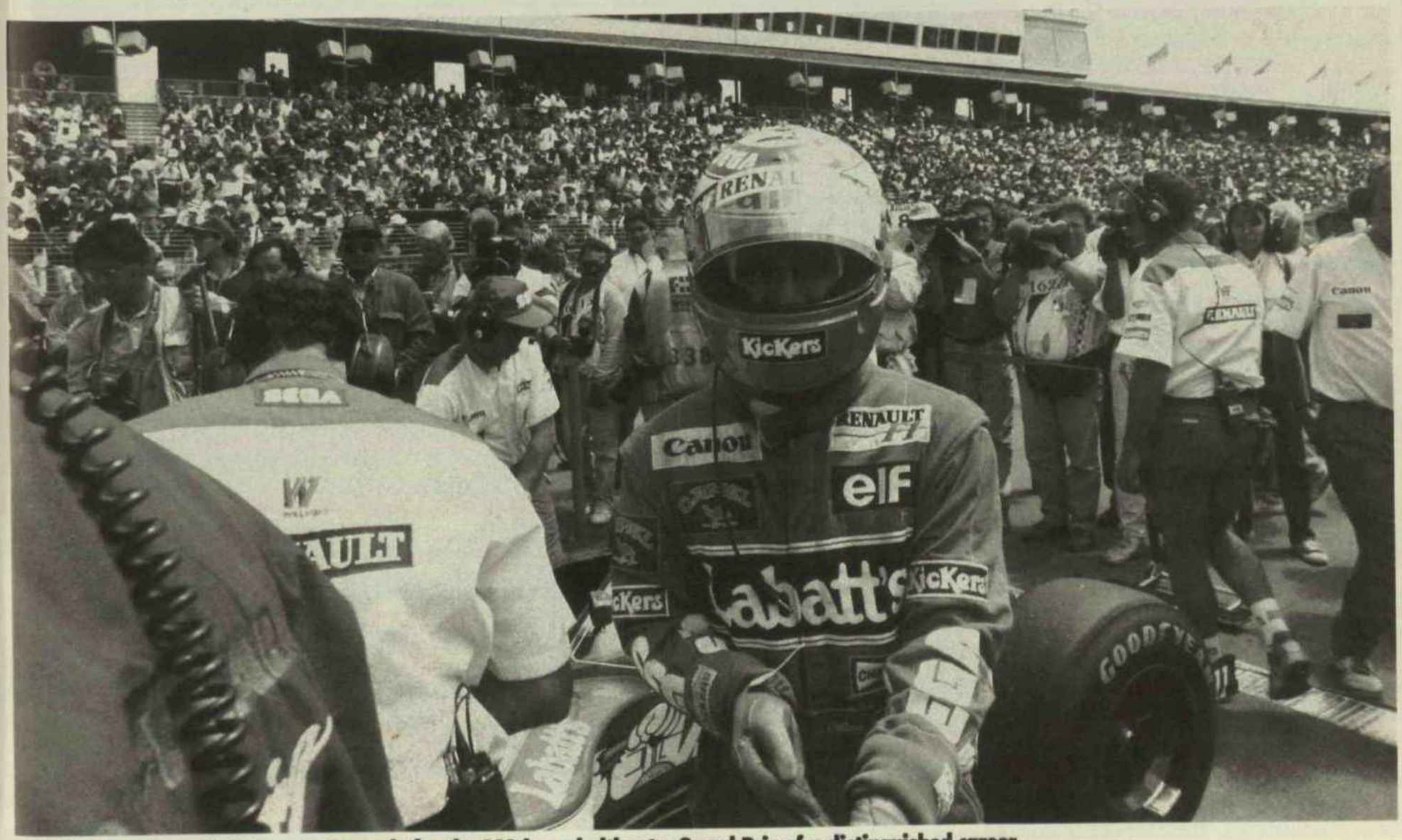
Predictably, it was Senna who made the best start. Behind him, Prost was second from Hill, but as Schumacher and Berger pounced into fourth and fifth places Hakkinen lagged. Brundle got a good start and squeezed by the McLaren, obliging Alesi to back off.

At the end of that lap Senna was already 1.3s ahead. Hill was on Prost's tail, with Schumacher pushing him hard. Then came Berger, Brundle, Hakkinen, Alesi and Aguri Suzuki, Wendlinger leading Lehto, then Patrese, Blundell, Herbert, Martini, Warwick, de Cesaris, Barrichello, Gounon, Comas, Irvine, Katayama and Toshio Suzuki.

Over those opening laps Senna pulled away from Prost every lap, and by the 10th, as Herbert crawled round to retire with a broken driveshaft in his Lotus active suspension's hydraulic pump, the McLaren was 3.1s ahead. Hill was exactly that distance behind Prost, while Schumacher was still harrying him. Hakkinen had moved up to sixth, preparing to challenge Berger, and Brundle had been unable to maintain a position ahead of Alesi. In his wake, Aguri Suzuki was putting in his best GP performance in a long while, pushing his Footwork hard after the Ligier. Behind them, the duel between the two Saubers and Patrese, which would be waged until the last 20 or so laps, was in full spate, while Blundell and Warwick were also embroiled in a battle that would last until the final stages.

"There had been a time when it seemed the Australian GP was never going to start"

There had been a time when it seemed that the Australian GP was never going to start. The Renault engine in Martin Brundle's Ligier had stalled at the beginning of the first formation lap, and then, just as he lined up at the back of the grid, Ukyo Katayama had stalled his Tyrrell. That first attempt



Final preparations: Alain Prost gets ready for the 199th, and ultimate, Grand Prix of a distinguished career.

was waived. Another formation lap followed, but since this was deemed a new start, occasioned by Katayama's problem, Ligier was allowed to push Brundle back into his eighth position. It was to be his lucky day.

As the field reassembled all seemed well, until observers noticed Irvine sitting with a dead engine, almost a car length ahead of the position his Jordan should have been occupying. An already jittery field went off on yet another formation lap. On the third try everything had finally gone to schedule.

For Irvine there would be no glory, however, nor any further controversy after his grid infringement. He got off line, ironically enough at the same left-hander that had claimed Senna in 1990, and his Sasol Jordan was too badly damaged to continue.

The most significant retirement, however, came as Schumacher rolled to a halt down the straight on lap 20, by which time Senna was 3.9s ahead of Prost. Hill was again exactly the same margin adrift of his team-mate.

The German had been pushing Damon really hard up until the 15th lap, then he made the first stop for fresh D compound Goodyears. "Everything had been going well up until the engine problem," he said. "Our pit stop strategy was perfect; I came in at exactly the right time and I'm sure I would have been able to get ahead of at least two cars once they had stopped. In fact, I'm sure I could have caught Senna and maybe challenged for the lead . . . "

His demise took some of the pressure off Hill, who then pushed as hard as he could after Prost. Alain briefly took the lead between the 24th and 28th laps when Ayrton made his first tyre stop, but with McLaren turning its man out again in 5.32s and Williams taking 6.41s for Hill on lap 22 and 7.41s for Alain seven laps later, the odds always favoured Senna.

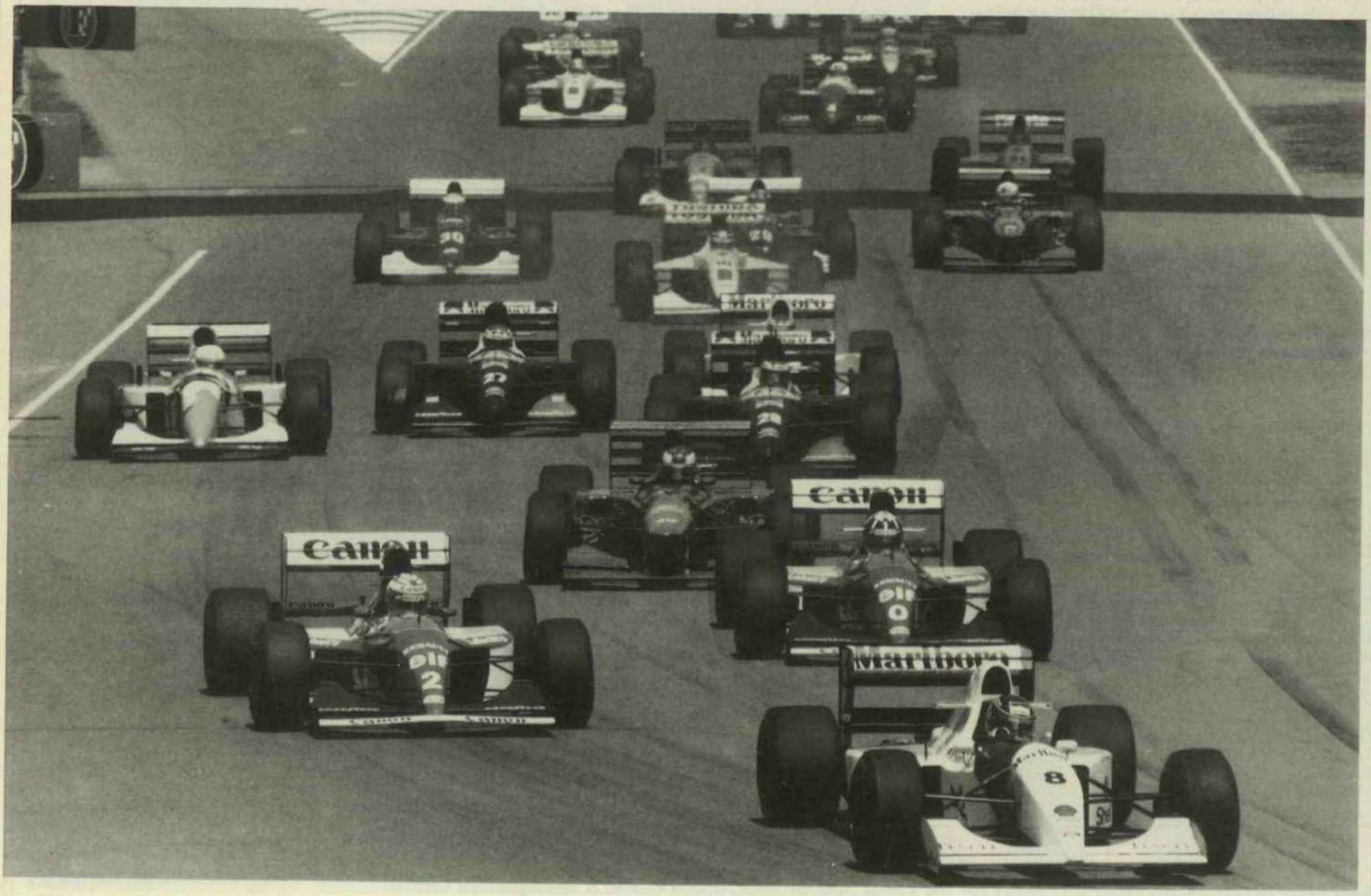
"The battle for second drew the full focus of attention, as Hill continued to pulverise the lap record"

As Senna stamped clear command, Hill really started to have a go after Prost by the 30 lap mark. By then the Ayrton's advantage was a remarkable 15.025s in a superb display of disciplined driving, but from 4.2s behind his team-mate, Damon had carved the gap down to less than a second by lap 39. As in Suzuka, he had opted for slightly lower downforce settings and had the speed down the straight, but Prost is not a quadruple World Champion for nothing, and as the gap then began to fluctuate while they lapped traffic, he maintained the upper hand. Neither FW15C, however, was handling as crisply as Senna's MP4/8, and any hopes the Didcot team might have harboured of a fairy tale victory for Prost now clearly relied on reliability problems striking the McLaren.

Hakkinen's progress after his poor start had taken him past both Ferraris by lap 13, and with Schumacher's retirement and Hill's first tyre stop he rose to third, but a long way behind the two leaders. He then staunchly defended that position as Hill came back at him on his fresh rubber, and even with his own stop on lap 26 he only dropped to fourth. Two laps later, however, he was back into the pits, and clearly his race was run as a brake caliper bridge pipe had started weeping fluid.

Hill came in again for fresh rubber on lap 44. Williams had initially hoped to get by with only one stop, "but coming in again seemed the right thing to do". Alesi was too far behind to benefit, and with a flurry of fastest laps on the 49th, 50th, 51st and 52nd tours, Damon drew closer and closer again to Alain. By lap 54, when Senna was 29.2s ahead, Damon was just over half a second behind Alain, who'd stopped on lap 48, and beginning to look for gaps. That lap Senna took the opportunity to grab his own third set of Ds, emerging still with 17s in hand.

The inter-team battle for second now drew the full focus of attention as Hill continued to pulverise the lap record in a



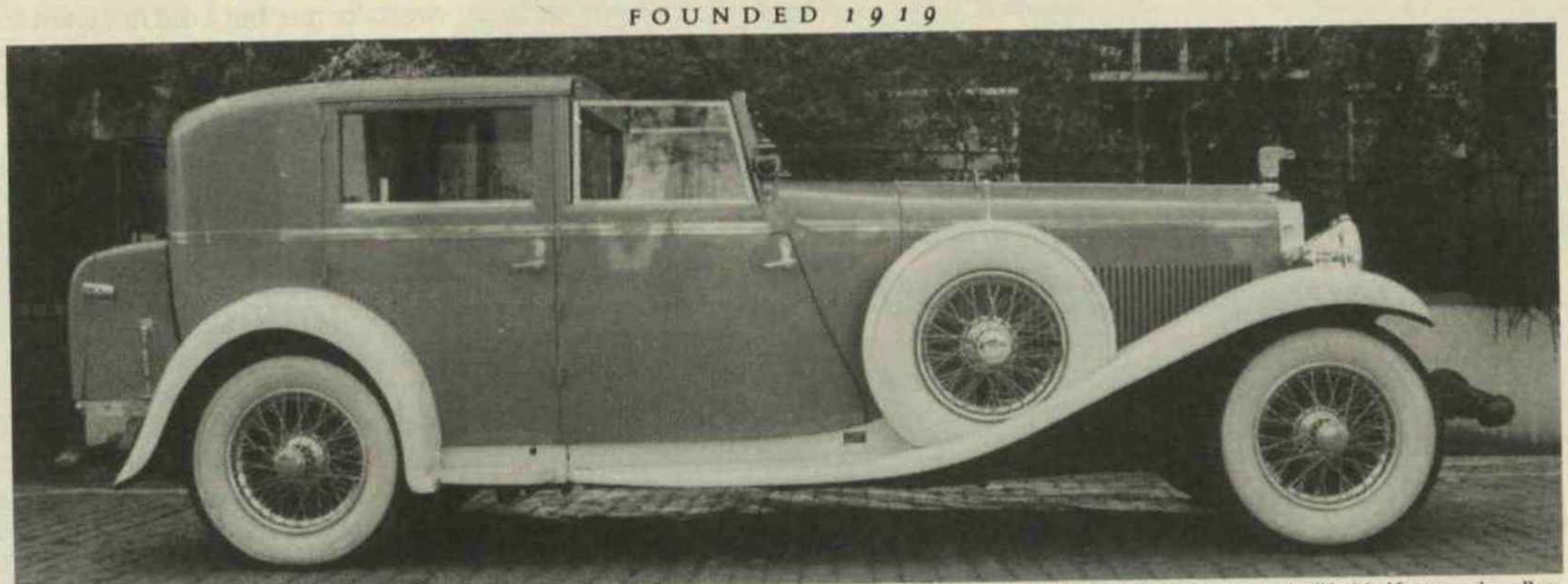
Ayrton Senna gets the jump on Prost into the first corner. Nothing new in that, but he had started from pole, which *was* a novelty this year.

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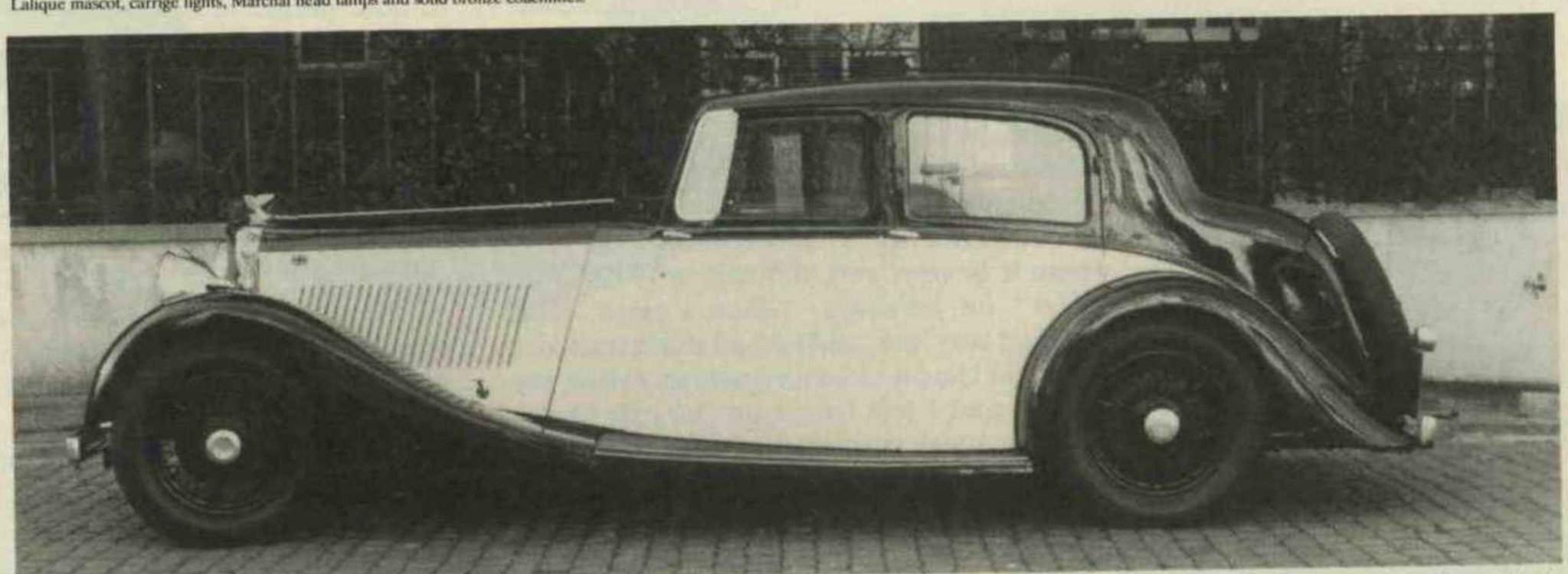
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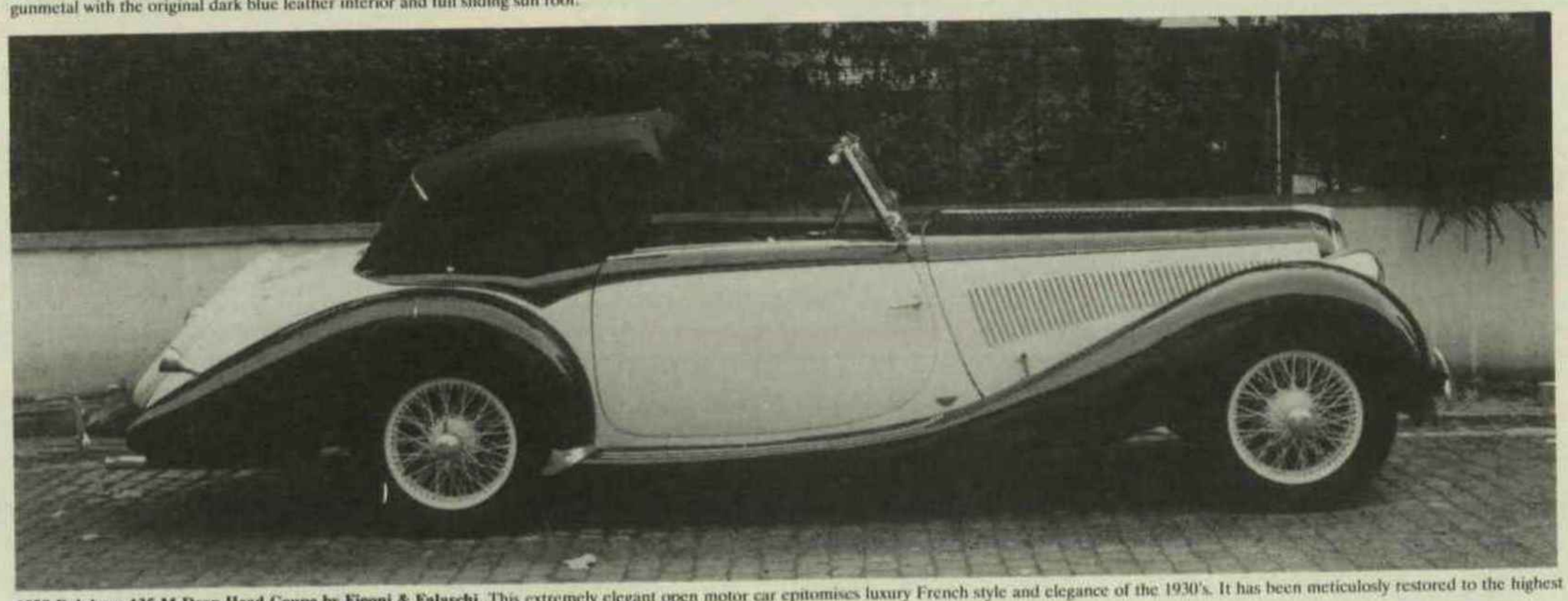
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terrific display of controlled aggression. His chances of retaining his runner-up slot in the championship chase looked remote, with Senna leading so easily, but he was damned if he was going down without a fight and he acquitted himself nobly. Traffic parted the two FW15Cs now and then, but each time Damon came back at Alain, and by lap 68 they were literally nose to tail. Going down Dequetteville Terrace to the hairpin, Damon stuck his nose down the inside, had a good look, and then had to tighten his line fractionally as Alain needed what room there was. It was gentlemanly stuff, but as Damon tightened that line the rear end just lost grip, and round he went. Unlike his qualifying spin on Saturday, however, his Renault V10 didn't stall as he looked for reverse and first, and he was able to resume in third place, slightly chastened.

Senna: "I said we must keep the good times, and let's finish that way, with the good things . . . "

"The cars are so evenly matched round here it is very, very difficult to find a way past," he admitted. "When I spun Alain braked very late, and he had a late turn in. I thought I had a bit of an opening, I stuck my car in and I just lost it on the exit to the corner. I was surprised I lost it, but I had gone down on the marbles and probably picked up rubbish on my tyres, so the grip wasn't there . . . "

"I kept to the left but I braked very, very hard," said Alain. "I did not want him to overtake me, but I did not want to close the door too much – that was a fun moment!"

Senna then reeled off the final laps to another convincing triumph in which he didn't put a wheel wrong, and his success gave him an emotional leaving present for the team for which he has done so much since 1988.

As he stepped from the cockpit, he embraced Ron Dennis and the ever-loyal Jo Ramirez, and Ron said something to him. "He told me it's never too late to change your mind!" said Ayrton. "But anyway he said he was happy for me. And so was I, and I said that we must keep the good times, the good moments, and let's finish that way, with the good things . . . "

Behind Prost and Hill, Alesi just managed to hold Berger at bay as they crossed the line four tenths apart and a lap down. Jean was pacing himself all the way through, after opting for only one tyre stop, while Gerhard had poor brakes for much of the early part, having selected a different type of disc to Jean. He stopped twice for tyres, and as the fuel load went down everything started to harmonise and by the end he closed up as Jean's rubber wore out. He decided not to try any heroics, since Ferrari desperately needed two cars in the points for the first time this season.

In sixth place, Ligier picked up another point in what Brundle felt was a dull race,

STARTING GRID

8 SENNA
McLaren MP4/8
1m 13.371s (1)
1m 14.779s (2)

0 HILL
Williams FW15C
1m 13.826s (2)
1m 14.721s (1)

7 HAKKINEN
McLaren MP4/8
1m 14.106s (1)
1m 14.596s (2)

27 ALESI
Ferrari F93A
1m 15.332s (1)
1m 15.619s (2)

6 PATRESE
Benetton B193B
1m 16.077s (1)
1m 21.076s (2)

29 WENDLINGER
Sauber C12
1m 16.106s (1)
1m 17.132s (2)

14 BARRICHELLO
Jordan 193
1m 16.459s (1)
1m 16.723s (2)

4 DE CESARIS
Tyrrell 021
1m 16.892s (2)
1m 17.350s (1)

9 WARWICK
Footwork FA14
1m 16.919s (2)
no time (1)

15 IRVINE *
Jordan 193
1m 17.341s (2)
1m 19.733s (1)

20 COMAS
Larrousse LH93
1m 17.750s (1)
1m 17.815s (2)

11 LAMY
Lotus 107B
1m 19.369s (2)
1m 19.628s (1)

2 PROST
Williams FW15C
1m 13.807s (1)
1m 14.595s (2)

5 SCHUMACHER
Benetton B193B
1m 14.098s (1)
1m 14.494s (2)

28 BERGER
Ferrari F93A
1m 14.194s (1)
nes disallowed (2) †

25 BRUNDLE
Ligier JS39
1m 16.022s (1)
1m 16.710s (2)

10 A SUZUKI
Footwork FA14
1m 16.079s (1)
1m 16.567s (2)

30 LEHTO
Sauber C12
1m 16.286s (1)
1m 17.118s (2)

26 BLUNDELL
Ligier JS39
1m 16.469s (2)
1m 16.862s (1)

24 MARTINI
Minardi M193
1m 16.905s (1)
1m 17.816s (2)

3 KATAYAMA *
Tyrrell 021
1m 17.018s (1)
1m 18.406s (2)

12 HERBERT
Lotus 107B
1m 17.450s (2)
1m 17.612s (1)

23 GOUNON
Minardi M193
1m 17.754s (1)
1m 18.035s (2)

19 T SUZUKI
Larrousse LH93
1m 21.793s (1)
1m 23.167s (2)

* – started from back
† – completed too many laps

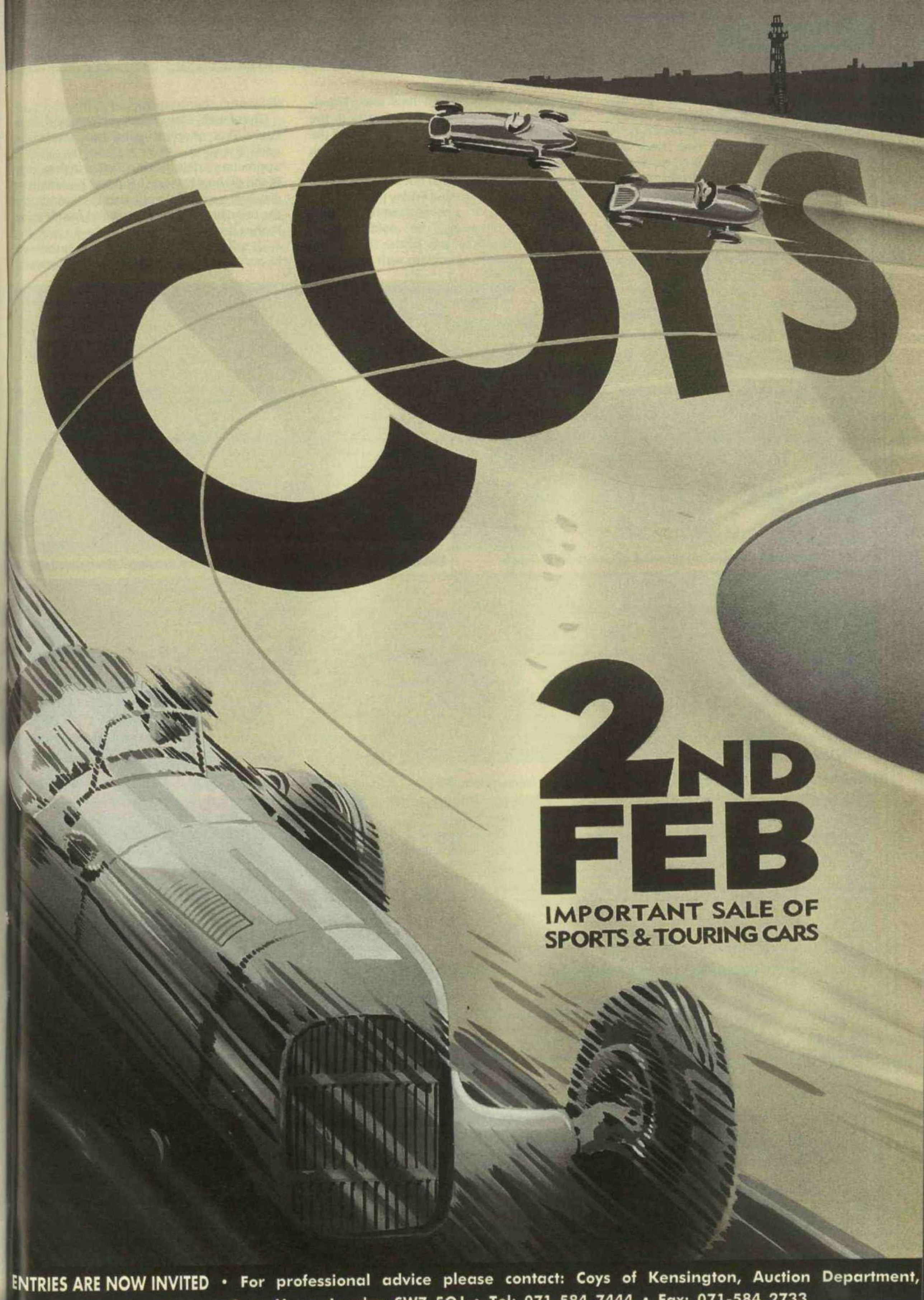
AUSTRALIAN GRAND PRIX, Adelaide, November 7
79 laps of 2.35-mile (3.782 km) circuit (185.553 miles; 298.778 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	1h 43m 27.476s	1m 16.128s	70
2	Alain Prost	F	Williams FW15C-Renault V10	1h 43m 36.735s	1m 15.434s	66
3	Damon Hill	GB	Williams FW15C-Renault V10	1h 44m 01.378s	1m 15.381s	64
4	Jean Alesi	F	Ferrari F93A-Ferrari V12	78 laps	1m 17.786s	40
5	Gerhard Berger	A	Ferrari F93A-Ferrari V12	78 laps	1m 16.686s	74
6	Martin Brundle	GB	Ligier JS39-Renault V10	78 laps	1m 17.565s	63
7	Aguri Suzuki	J	Footwork FA14-Mugen V10	78 laps	1m 18.316s	49
8	Riccardo Patrese	I	Benetton B193B-Ford HB V8	77 laps	1m 17.478s	67
9	Mark Blundell	GB	Ligier JS39-Renault V10	77 laps	1m 18.314s	53
10	Derek Warwick	GB	Footwork FA14-Mugen V10	77 laps	1m 18.905s	55
11	Rubens Barrichello	BR	Jordan 193-Hart V10	76 laps	1m 18.558s	53
12	Erik Comas	F	Larrousse LH93-Lamborghini V12	76 laps	1m 19.152s	76
13	Andrea de Cesaris	I	Tyrrell 021-Yamaha V10	76 laps	1m 20.625s	36
14	Toshio Suzuki	J	Larrousse LH93-Lamborghini V12	74 laps	1m 22.328s	52
15	Karl Wendlinger	A	Sauber C12-Ilmor V10	74 laps – accident	1m 18.101s	50
16	JJ Lehto	SF	Sauber C12-Ilmor V10	56 laps – accident	1m 18.430s	49
17	Jean-Marc Gounon	F	Minardi M193-Ford HB V8	34 laps – accident	1m 21.678s	34
18	Mika Hakkinen	SF	McLaren MP4/8-Ford HB V8	28 laps – brakes	1m 18.960s	17
19	Michael Schumacher	D	Benetton B193B-Ford HB V8	19 laps – engine	1m 17.069s	17
20	Ukyo Katayama	J	Tyrrell 021-Yamaha V10	11 laps – accident	1m 22.143s	5
21	Eddie Irvine	GB	Jordan 193-Hart V10	10 laps – accident	1m 21.742s	9
22	Johnny Herbert	GB	Lotus 107B-Ford HB V8	9 laps – suspension	1m 20.502s	8
23	Pier-Luigi Martini	I	Minardi M193-Ford HB V8	6 laps – gearbox	1m 21.175s	5
NC	Pedro Lamy	P	Lotus 107B-Ford HB V8	0 laps – accident	no time	–

Winner's Average Speed: 107.611 mph (173.178 km/h) Conditions: sunny but cloudy
Fastest Lap: Damon Hill, 1m 15.381s on lap 64, 112.172 mph (180.518 km/h)

Final championship points: 1. Prost 99; 2. Senna 73; 3. Hill 69; 4. Schumacher 52; 5. Patrese 20; 6. Alesi 16; 7. Brundle 13; 8. Berger 12; 9. Herbert 11; 10. Blundell 10; 11. Andretti and Wendlinger 7; 13. Lehto and Fittipaldi 5; 15. Hakkinen and Warwick 4; 17. Alliot, Barrichello and Barbazza 2; 20. Irvine, Comas and Zanardi 1.

Constructors: 1. Williams-Renault 168; 2. McLaren-Ford 84; 3. Benetton-Ford 72; 4. Ferrari 28; 5. Ligier-Renault 23; 6. Lotus-Ford and Sauber 12; 8. Minardi-Ford 7; 9. Footwork-Mugen Honda 4; 10. Larrousse-Lamborghini and Jordan 3.

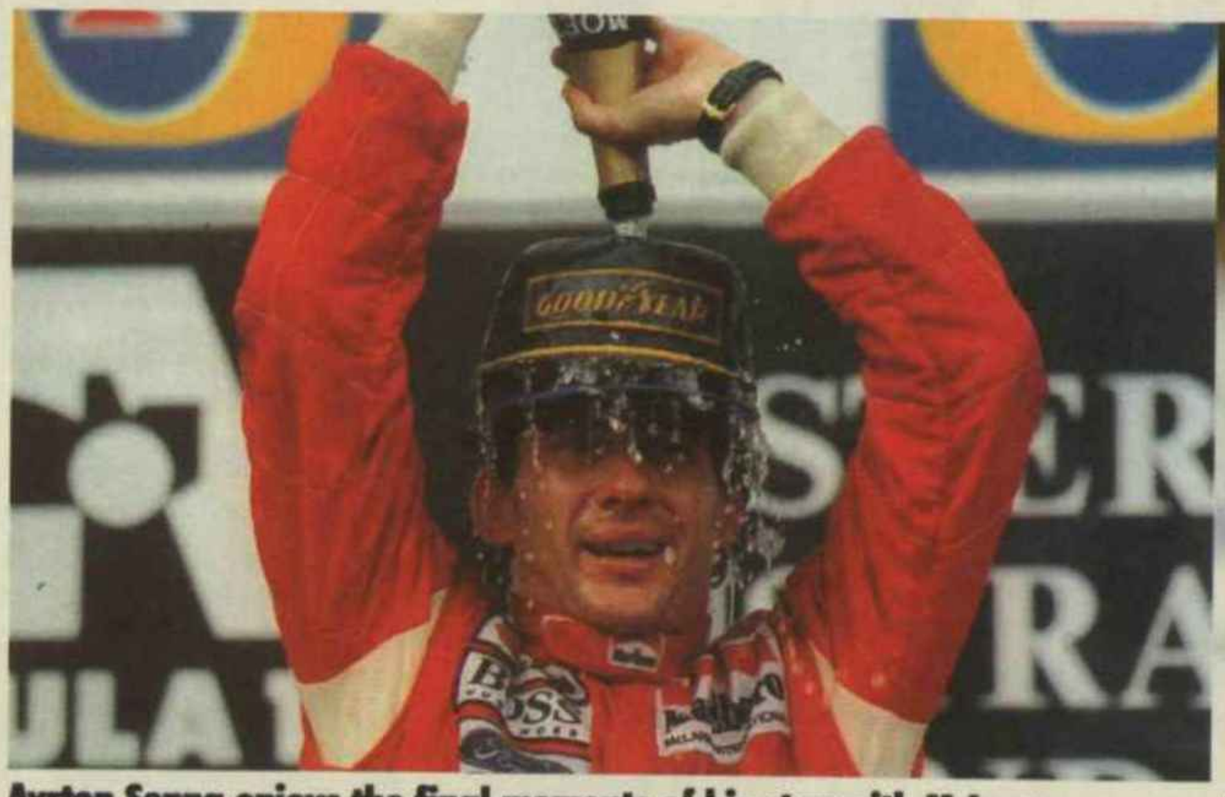


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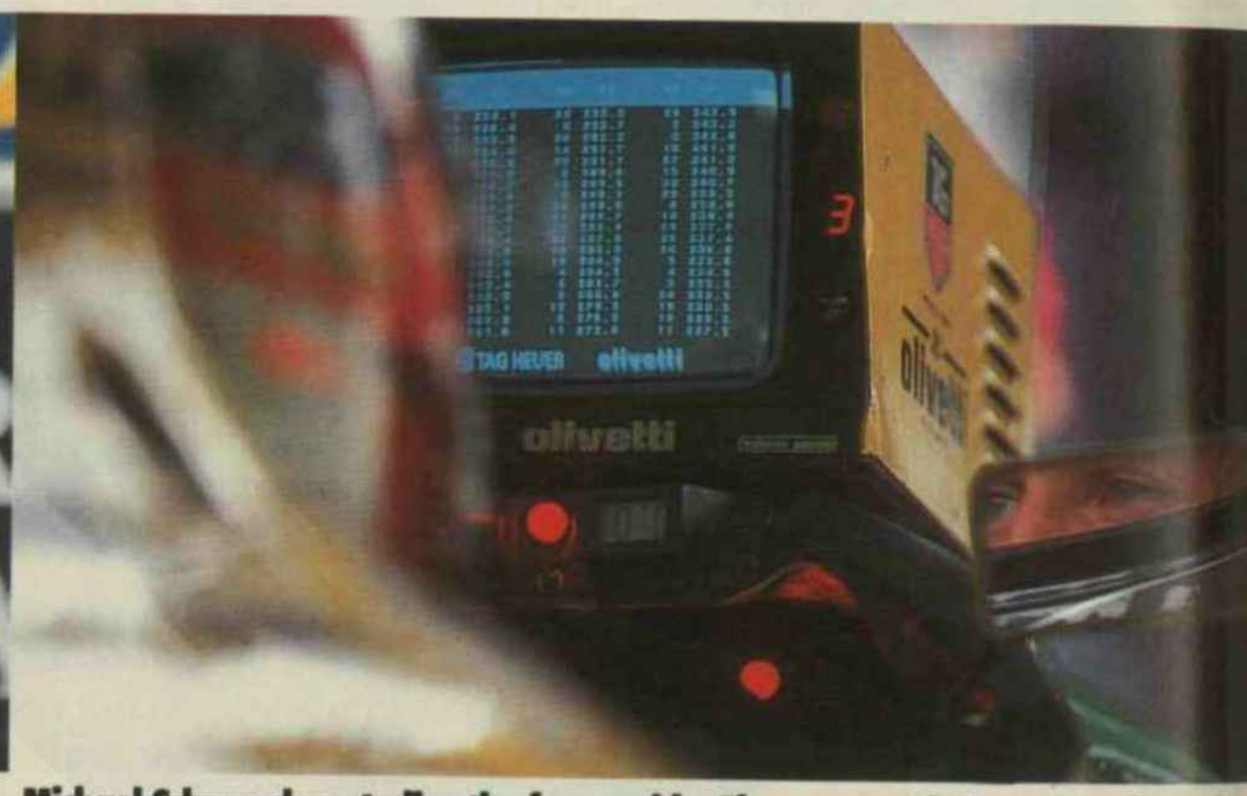
for he neither passed anyone, nor was passed by others after the initial sorting out. Suzuki took seventh after his best race of the season on only one tyre stop, and Patrese was eighth even though his Benetton stopped on the last lap with low fuel pressure. He had fought throughout with both Saubers, but Lehto had a nasty fright when his throttle stuck open in the first corner on lap 57, and he was lucky to avoid repeating Christian Fittipaldi's Monza somersault, while seven laps later Wendlinger had a front brake disc shatter in the same place, and was lucky to get round the corner. Blundell was ninth after fighting most of the day with Warwick, who survived one trip over a high kerb but was relieved to finish at all after missing Friday practice and feeling awful all weekend with 'flu and bronchitis. Typically, he soldiered on bravely and without any of the trumpeting we have come to associate with one of his illustrious countrymen.

Thus, with Alain Prost's 199th and final Grand Prix, another racing era came to an end. The man will be missed by all who appreciate artistry and sportsmanship, and in the drivers' briefing his peers had risen to give him a round of applause. As he sat after the race, he admitted that it had barely sunk in that it was over.

"It will take time. Maybe in one hour, two hours' time I will feel a little bit different. I



Ayrton Senna enjoys the final moments of his stay with McLaren.



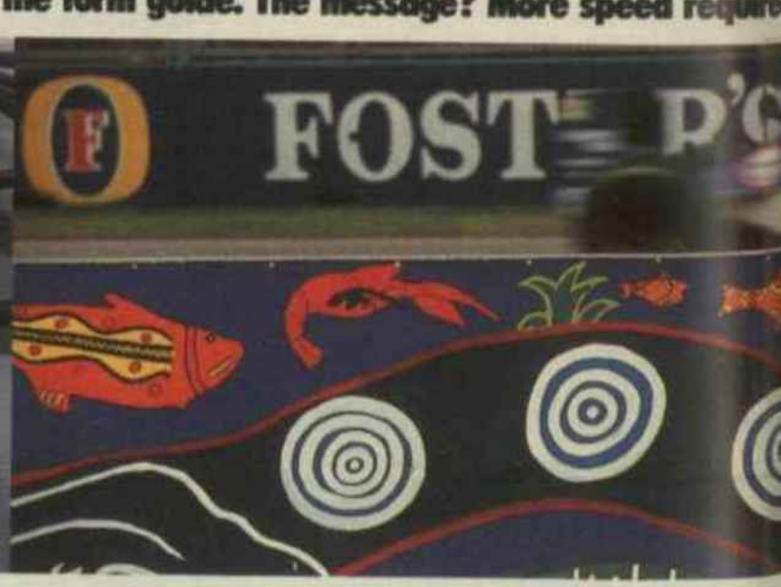
Michael Schumacher studies the form guide. The message? More speed require



With Warwick ill, Fittipaldi stood by at Footwork.



Ayrton's boxing gloves. Not funny, he said.



Adelaide art gallery?



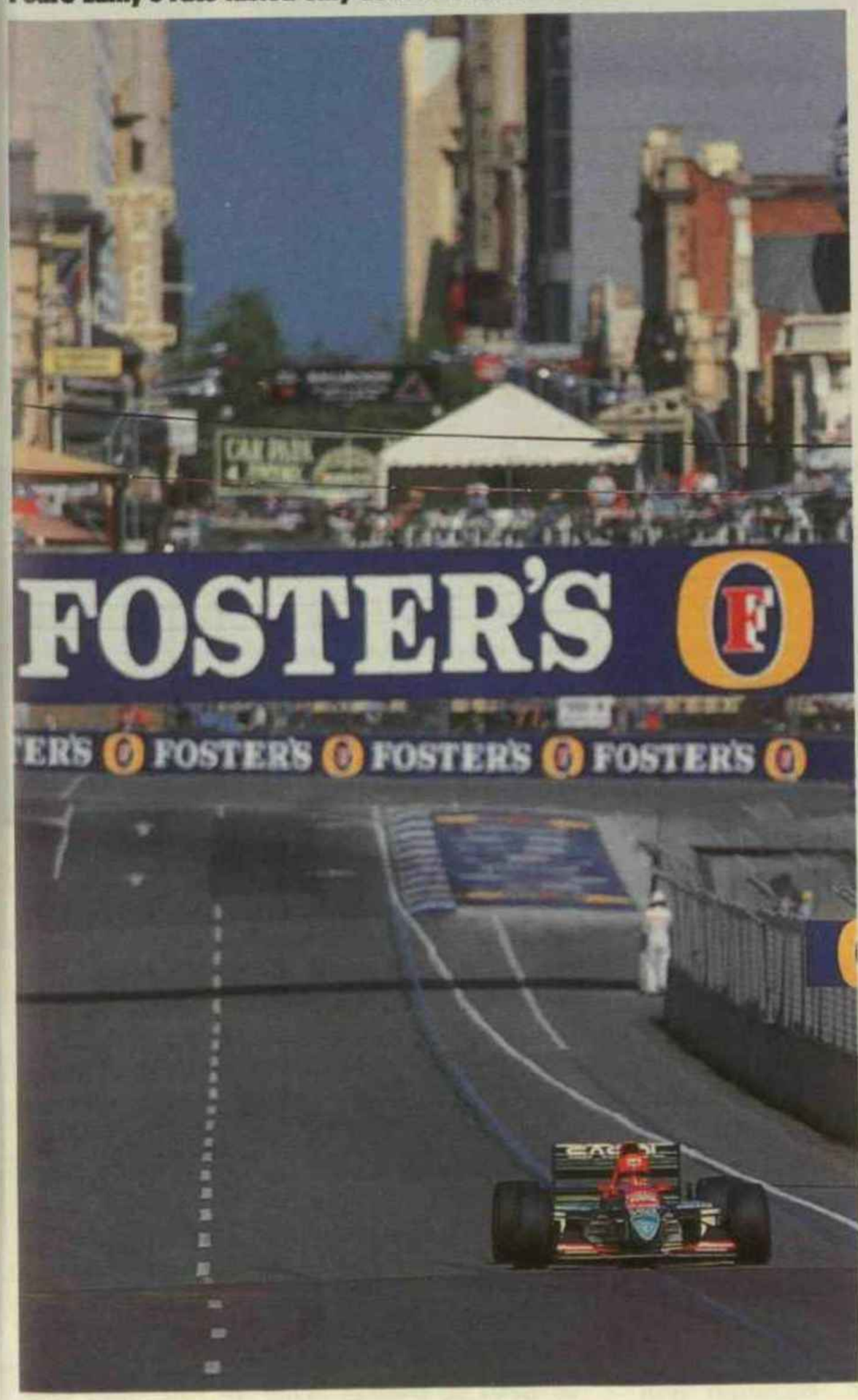
Gerhard Berger heads Aguri Suzuki and Erik Comas. Both Ferraris finished in the points . . . for the first time this season.

feel a bit tired, because mentally it was not easy today, and I have tried to do my best in the race. It was tiring, it was not easy; I have a strange feeling, if you know what I mean, but I can't explain very much . . . "

He rose, and as the drivers' post-race conference broke up, he took his microphone. "I would just like to thank you all for your support over the years," he said, and with a brilliant career concluded he took his leave. The man always did have class. **DJT**



Pedro Lamy's race lasted only as far as the first corner.



Out of the spotlight, into the shadows. Eddie Irvine had a quiet weekend.

In 1994 the Motor Racing Show is moving to Olympia - home of the successful Racing Car Shows of the 1980s.

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Daily Express
MOTOR RACING SHOW
24th - 27th February 1994

Motoring News

MOTOR SPORT

Innes Ireland



1930-1993

A very fine fellow . . .

Robert MacGregor Innes Ireland was one of life's outstanding characters, whose boisterous personality earned as much popularity as it brought him trouble in 63 years. The expression 'doughty fighter' might specifically have been coined for him.

Though he was always known as a Scot, he was actually born in Yorkshire on June 12 1930, his father moving the family to Kirkcudbright when he was two. Perhaps that heady mix of bloodline and upbringing explains much of the colour Innes brought to his interpretation of living.

When he was 12 he came to what he described as his first 'cross-roads of fortune'. During one of his favoured walks in the Scottish countryside he befriended the chauffeur of an elderly lady at Newton Stewart. He duly familiarised himself with the workings of her Bentleys, and he became friendly with her too. For Christmas in 1942 she gave him a copy of Sir Henry Birkin's biography, *Full Throttle*, and his passion for motor racing was sparked that day.

He and brother Alan, having dominated sports at Kirkcudbright Academy, then moved on to motorcycles. When Innes was 15 they bought a 17 year-old Rudge 500, and this coupled with spells at the wheel of his elderly friend's 3-litre Bentley, taught him the rudiments of controlling vehicles. At times the unkind would suggest that another year might have helped! Later he bartered a cherished .22 air rifle for an Ariel 500, and his enthusiasm went up another notch, just as his academic career went into final decline. His father was by now realising that the chances of his younger son following in his footsteps as a veterinary surgeon were precarious, and his interest in engineering led him instead to an apprenticeship in the Aero Engine Division of Rolls-Royce in Glasgow. There, he loved to recall, 'I spent three happy years learning to use a file and blowing up valuable power units in the interests of science'.

It was apposite that his first motor race, at Boreham in 1952, should be the 'Tim' Birkin Memorial Trophy, for by now the old lady in Scotland had also willed him her 4½-litre Bentley. In the early '50s his racing activities were confined somewhat by the need for military service, and though he was seconded to the Paratroop Regiment, there was a little more to it than that since he had actually volunteered during a more inebriated moment.

Eighteen months in Egypt provided little more than some scares with closed parachutes and some target practice, but on his escape from the army he set up his own business servicing Rolls-Royces and Bentleys, and bought a Brooklands Riley 9 to race. His progress up the sporting ladder was swift and decisive, helped in 1956 by another of those fortuitous meetings when he made the acquaintance of Major Rupert Robinson. Together they went half shares in a new Lotus XI, and thereafter Innes never looked back. That year – after shunting the car first time out! – he won the club racing world's Brooklands Memorial Trophy, and a drive with Team Lotus in the Swedish GP for sports cars. An invitation to join Ecurie Ecosse followed for 1958, together with 15 victories. That in turn led to a works drive for Team Lotus in 1959, and suddenly, despite grave misgivings on the grid, he had taken fourth place on his Grand Prix debut in Holland.



Opposite page: the jubilant Ireland, Colin Chapman (centre) and chief mechanic Jim Endruweit fête their success in the 1961 United States GP. Ireland combined his natural competitive spirit with a love of quieter, rural pursuits (above), though he also made his mark in the countryside as a crack marksman.

The following year, in the boxy new Lotus 18, he beat close friend Stirling Moss at Goodwood and Silverstone, and at the end of 1961 crowned a successful season by winning the US Grand Prix at Watkins Glen. Moss, of course, had already won races for the marque, but this was Team Lotus's own first victory of its current tally of 79. It was the climax of his career, and a championship challenge loomed for 1962. Then came the bombshell when Colin Chapman dropped him in favour of his young teammate, Jim Clark.

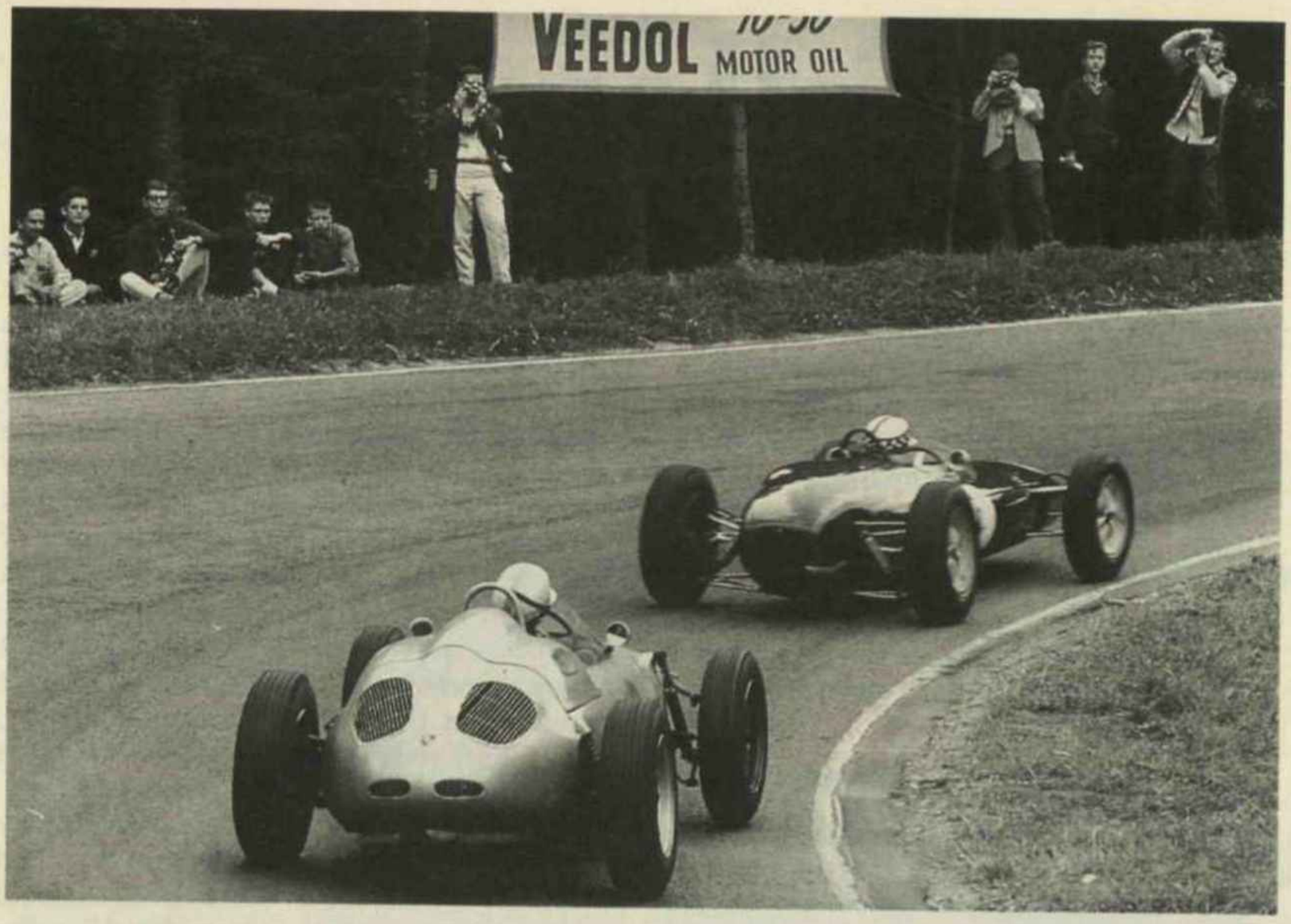
The manner in which Chapman had broken the news was harsh: Innes learned of his dismissal at a motor show, through a third party. For many years after that he harboured uncharitable thoughts about Clark's role in his downfall, believing that Jimmy had in some way conspired to have him removed. It was typical of Innes's honesty that he was big enough to admit later that he had completely misjudged Jimmy's character. The decision was purely Chapman's. One of his abiding regrets was that he had never fully made his peace with Clark before the younger Scot's untimely death at Hockenheim in 1968. By that time Innes had become the erudite sports editor of *Autocar*, and his tribute to Clark was eloquent and deeply moving. His brand of journalism was always of the tell-it-like-it-is variety.

On the track Innes was a fearless but scrupulously fair competitor, whose sheer speed, and the fragility of his machinery, often led him to and beyond the brink. He crashed often, but it wasn't always his fault. The bad one in the Monaco tunnel in May 1961 most certainly was, for he selected second gear instead of fourth because he'd momentarily forgotten that the ZF gearchange gate was reversed on the Lotus 21. Later he would remark laconically: "I came out of the tunnel without the car." Then there was the accident at Kent, Seattle in 1964. He sustained serious hip injuries when his Team Rosebud Lotus-Ferrari sportscar left the track and struck a parked car. Knowing he was going off the road he was trying to control where the Lotus ended up and knew that the other car was there, but its owner had moved it slightly since the previous lap . . . On that occasion his allergy to morphine obliged him to suffer the pains of hell as they gently cut him from the wreckage.

Interviewing him for MOTOR SPORT back in late 1975, Alan Henry made the error of beginning what would become a very warm relationship with the words: "You used to crash a lot, didn't you?"

Innes had replied: "We don't know each other frightfully well, do we, lad?" and would many years later remind him of that *faux pas* when he signed Alan's copy of his autobiography *All Arms and Elbows*. Typically, he had taken it away with him because he wanted to think about the inscription; when he returned it there was the beautiful copperplate writing and an endearing message reminding Alan that it's best never to begin contentious conversations with men who are holding fish-filleting knives in their hand, and also expressing the humble hope that his own exploits had perhaps played a part in sparking Alan's enthusiasm for the sport. At the time of that original interview Innes had taken up professional sea fishing off the coast of Kirkcudbright. His was the last boat home, just beating a turning tide, and as he had spotted Alan and Jenks on the harbour wall he celebrated by 'spinning' twice in the narrow estuary.

When he recovered from that Seattle accident it was typical that his return to the wheel should result in a triumphant appearance at Snetterton in the BRM V8-powered BRP. Sadly, however, leaving the works Lotus team had sapped his career impetus



Chased by Jo Bonnier's Porsche at Solitude in 1961 (left), Ireland hung on to take his first international F1 victory. Below from left: his GP debut at Zandvoort in 1959 brought him fourth place; Innes alongside Colin Chapman and Jim Clark, with whom, to Innes' regret, he never fully made his peace, having mistakenly blamed his fellow Scot for his departure from Lotus before the 1962 season; heading Graham Hill's BRM in the 1962 International Trophy, at the wheel of a Ferrari 156 loaned by Enzo himself.







in Formula One, and though there were non-championship victories there were to be no more GP triumphs. When BRP was refused membership of the Formula One constructors' cartel for 1965, he began a slow drift towards retirement.

Looking back, he felt his non-championship win at Solitude in 1961 was the apogee of his career. "I derived most satisfaction from that victory," he would admit, "because I was a potential winner from the start. At Watkins Glen I might have been a certain second or third but I wasn't looking a winner all the way."

That German triumph had been the product of commitment, aggression and racecraft as he outfoxed the more powerful works Porsches of Dan Gurney and Jo Bonnier on their home ground. The lead changed several times, but he knew that if he managed to keep it into the twisting section preceding the start/finish line there would be nothing the Porsches could do. He would laugh at the recollection of a glassy-eyed Chapman standing in the pits muttering to himself, as the Lotus sped by for the last time followed by the two German cars, 'He'll either win or we'll never see Ireland again'. "The most satisfying thing about it was to see the photographs afterwards," he told AH in that 1975 interview. "Me with a broad grin on my face flanked on either side by Gurney and Bonnier, both looking very disgruntled!"

Those of us who knew him to be in the grip of the cancer that ultimately claimed him were shocked recently to see its cruel effect, for he had fought it, apparently successfully, for more than a year. When the end was clearly inevitable, the manner in which he conducted himself triggered countless thoughts of him. The stories of his derring-do off the tracks are legion, and some of them were even clean. Quite possibly many of them really were true, but in any case he was the sort about whom tales would inevitably become embroidered with each retelling by third parties. Innes enjoyed the things in life that are important to most males, and frequently indulged himself to the full.

There was the time that he 'demonstrated' a large Mercedes 600 at Mallory Park, only to roll it into scrap. It was the property of Mercedes-Benz UK, which was less than wholly amused when he climbed, only slightly sheepishly, from the mangled limousine. Legend has it that he then collected his black Labrador, Seal, who had also gone along for the ride, and then removed his gun from the boot with a measure of commendable *sang froid*.

Apocryphal though parts of that tale may be, there was no discounting his coolness under pressure, nor his prowess with a gun, as many of us had cause to regret when stacked against him during Ford's annual pre-Christmas clay pigeon shoot. He loved the countryside, and all such rural pursuits. Typically, his self-imposed regime of convalescence in 1964 had comprised deer-stalking and mountain climbing to strengthen his damaged legs.

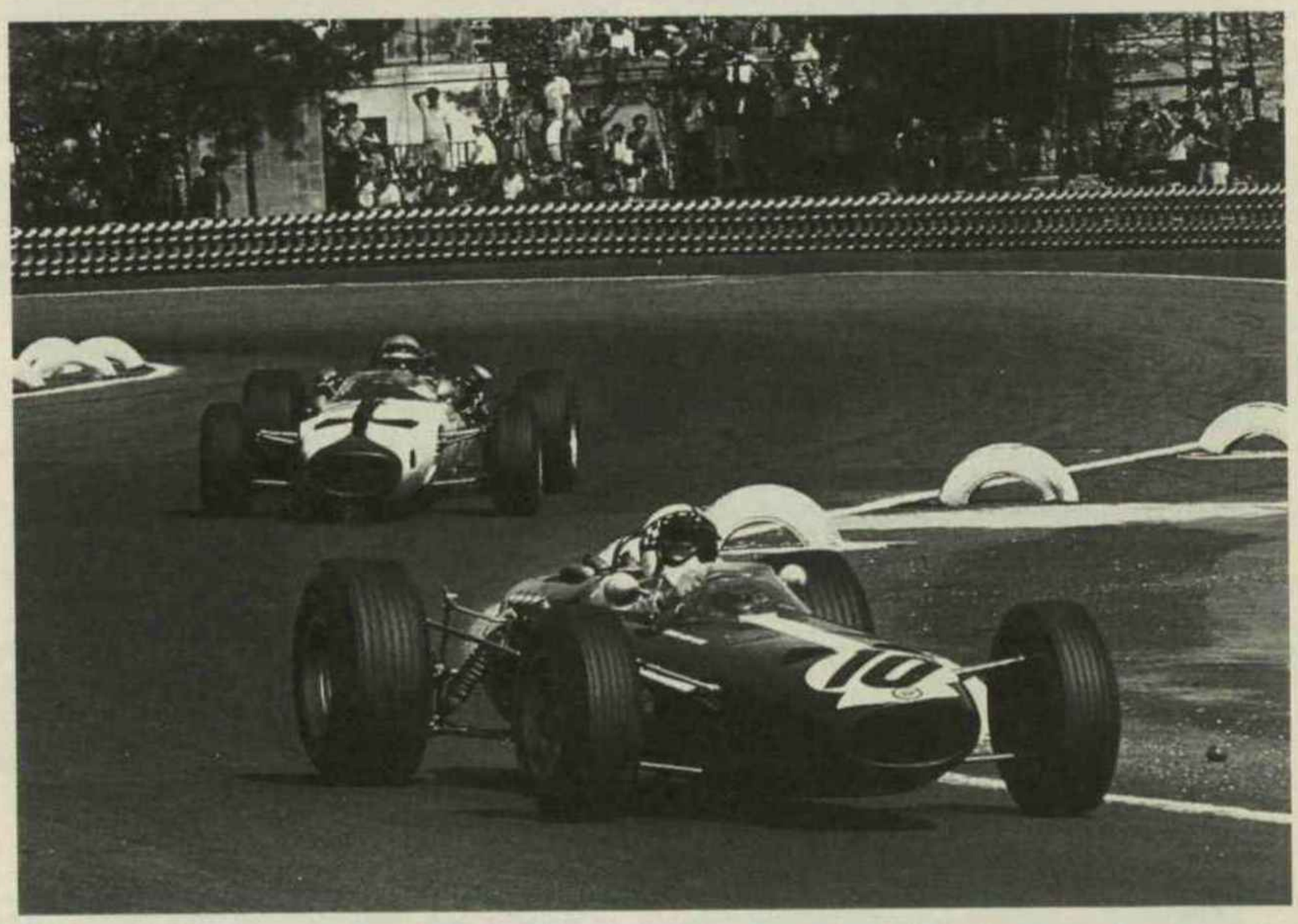
Then there was the night in 1961 when he climbed a clock tower in Austria to celebrate another non-championship victory at Zeltweg, and another 26 years later when he had to be dissuaded from trying to repeat the feat when he had been indulging in another of his favourite pastimes. This was a long while after his retirement as an active racing driver, yet his continuing fitness would probably have allowed him to do it even if his sobriety at that moment had militated against it. His original feat was rendered all the more impressive in the cold light of day.

His ability behind the wheel was illustrated to perfection to a group of us in Budapest back in 1989, as he drove us to the Hungaroring circuit one morning. Ron Dennis, the McLaren chief, pulled alongside at traffic lights in his brand new Honda hire car, and the challenge was simply too much for Innes to resist. He blasted off the line, but Ron appeared not to be playing. But as Innes approached a builder's skip, on the inside lane near to the kerb, we suddenly became aware of another car alongside, neatly boxing us in. If a final trigger had been required, that was it. A high-speed dice ensued, in which Innes's right foot remained firmly pressed to the floor, even as he wove in and out of the copious early morning traffic. With artful precision he took on and beat Dennis, and then proceeded to do the same to Martin Brundle in his Volvo 760. The latter had seen the odd









Above from left: leaping into UDT's Ferrari 250 GTO at the start of the 1962 Goodwood Tourist Trophy, which he won; leading Graham Hill at Watkins Glen in 1961, on his way to his only World Championship GP victory; Innes (standing centre) surveying the damage after a practice off at that meeting. His final GP appearance was in Mexico, 1966. Right, he leads Pedro Rodriguez' Lotus prior to retiring his BRM with gearbox failure.

journalistic face leering at him from the car, and upon arrival at the circuit his relief was all too evident when he discovered that Ireland had been the chauffeur. Being beaten by him was respectable, even if the vehicle he had been conducting with positively indecent haste was only a very battered Lada . . .

Later that day I found Innes alone outside the Ford motorhome, and we had a delightful lunch together, during which it became apparent that much of what people took to be problems associated with high intake of his national product was actually fairly acute deafness, something that he would much less rather be accused of. That weekend I also interviewed him on the subject of Donald Campbell and his Bluebird, for back in 1967, upon the speed king's spectacular death on Coniston Water, he had put himself forward to Leo Villa to carry on the quest for 300 mph on water. The idea eventually came to nothing because Innes was, by his own admission, hopeless at finding the sort of money required for such ventures, but there is no question that he would have been perfect for that daunting role. He had the courage of a lion.

In recent months he had needed every ounce of it, as he faced his illness in the same devil-may-care manner that he had always lived his life. He had married the former model Jean Howarth, who had been Mike Hawthorn's fiancée, and together they had fought to recover when Innes's son Jamie took his own life last year.

Several of us went to the memorial service at Chelsea Old Church. I felt a little awkward because I had barely known Jamie. It was almost as if I was intruding on another's grief, but the genuine pleasure that Innes derived, the way his face lit up as he shook hands with us, was moving confirmation that it had been the right thing to do. His mates were supporting him, and that was what mattered.

Only a matter of weeks ago his iron will took him to his friend James Hunt's memorial service in London, where he read Kipling's *If*. He had discharged himself from hospital specifically to honour that duty, for such things were critically important to him. He had a very strong sense of comradeship.

When the mood took him, he could also be remarkably outspoken. He had no liking for Nigel Mansell, and had not been happy with the BRDC's decision to throw a lunch in London in the new World Champion's honour late last year. Like Hunt, he did not agree with the political double dealing that had gone on behind the scenes and did not care for the idea of a celebratory lunch, but had been overruled. As the Club's new President he had put on a stoic face in all the pomp and ceremony. He accosted me at one point, taking my left elbow in a grip like a shark's. "Hallo lad, how's it going?" He was spruced up, as the event demanded, but the kilt was missing and instead he wore ordinary trousers. It struck me as unusual. I asked him why, and he responded with one of those chuckles that creased his face and lit up his eyes. "Only wear that on *special* occasions, lad!"

Innes Ireland was a remarkable man, garrulous, colourful, lovable – in his heyday an occasionally temperamental handful – but always the sort of larger-than-life character whose very existence enriched those around him. Beneath his rugged 'bloody hell, lad!' exterior lurked a highly sensitive individual who could ever be roisterous yet nevertheless conducted himself with a rare and becoming dignity.

Many years ago Michael Cooper-Evans interviewed him for a book, and was embarrassed when the subject of Lotus team-mate Alan Stacey was raised to find that, long after Stacey's death at Spa in 1960, Innes was still visibly moved by the memory of his friend.

Like the late Denny Hulme or James Hunt, he was terrific company and a fund of entertaining stories. Our thoughts were brightened by the memories but saddened by his death as we wrote our tributes in Yokkaichi and Sydney, and now they are with Jean, and Innes's daughter Christiane.

With his passing a part of the sport's rich fabric has been torn away, never to be replaced, and as the motor racing world mourns there can be no greater tribute to him than that. Robert MacGregor Innes Ireland was indeed a very fine fellow, and we shall miss the sun he brought to our lives.

DJT

Oranges



Was the arrival of Eddie Irvine in Formula One the onset of anarchy, or a breath of fresh air?

It's hard to recall just when an F1 novice burst so insouciantly on to the scene, and made the sort of impression that Eddie Irvine did in Suzuka.

His qualifying performance was excellent. All year rookie Rubens Barrichello had ruled a comfortable roost at Jordan, easily blowing off the enigmatic Ivan Capelli and the insipid Thierry Boutsen, not to mention Emanuele Naspetti. At Monza there was the slight suggestion that Marco Apicella might have given him a harder time, given better fortune (and indeed the Italian is credited within the team for suggesting the longer wheelbase modification that turned Gary Anderson's 193 into something approaching the sweetness and balance of his excellent 191). But really, the young Brazilian had it made . . . Until Irvine blew him off in all four practice sessions, and stretched him so much in the fourth that Rubens crashed trying to beat his time. This, remember, from a guy who has driven so much within himself all year that he has rarely even spun . . .

I liked the way that Irvine made no attempt to aggrandise himself. What you need to understand about him is that he really doesn't care what people think of him. He never has. He wants to race cars, and the hell with anything else. He was that way in Formula Ford, Formula Three and Formula 3000. Think of Tommy Byrne, with all his unwise candour, multiply that by a factor of, maybe, 10, and you get the picture. Irvine is also honest with himself.

Try this: "When I first drove the car in Estoril it felt awful, the worst thing I'd ever driven. It was bad here, too, for the first few laps. But then we made a small change and it was really very good in qualifying. It's quite an easy car to drive, and the steering is lighter than an F3000's."

Or this: "In the race I was lucky that it rained, because by that time my back had gone. I couldn't use full throttle. The seat was just too uncomfortable. Things were better on the second set of slicks, but then it was the rain that saved me."

There aren't many others I can think of who would have admitted that. Most would have prepared excuses about over-tightened seat belts, or minor car problems.

What made Eddie hit the headlines the world over, of course, was the way he had the temerity to race against Ayrton Senna when the Brazilian came up to lap him. It's quite possible at that point that Ayrton didn't fully appreciate that the new boy in the Jordan was actually racing for fourth place with Damon Hill in the Williams, although with his legendary shrewdness Ayrton must have been aware how well he had gone to qualify eighth.

For me the big negative about Irvine's run in Japan was the cynical way that he took Derek Warwick off at the chicane, and the manner in which he subsequently suggested that the Briton had tried to squeeze him off the road just before. He was hauled before the stewards for pushing the Footwork off the road but, as we have come to expect, no further action was taken. Later, however, Senna had launched a diatribe against backmarkers in his victory conference, and you didn't need genius IQ to know to whom he was referring.

What happened in the race was influenced by several factors, for this was the period when parts of the track were drying and parts were still very wet, such as the S Curves behind the pits. Hill had just stopped for slicks, while Senna and Irvine were still on wets. Overall, the equation balanced out over the lap, but having lapped Irvine on the 34th tour, Senna was having trouble getting by Hill. Unusually for him, he appeared to be rather less forceful than we have come to expect. To Irvine the situation was simple: the former World Champion wasn't going fast enough.

"He was in the wrong place at the wrong time, and he was getting in my way . . . "

When the opportunity came he repassed the McLaren, and that, one suspects, is what really got Senna mad. A newboy in a Jordan overtaking him!

"Suddenly," he related in the conference, "I got disturbed by another car again. The guy behind me came like a lunatic. If he is a backmarker he should respect someone who is one lap in front. It was dangerous, because those guys were going to hit each other and that could have cost me something."

It was an interesting choice of words, with the selfishness all too evident. "They could have hit each other, and that could have cost *me* something."

In fact, Hill and Irvine rubbed wheels a couple of times, but Damon had no complaints about his rival's tactics afterwards. Nor did Schumacher, whom Irvine had passed round the outside in the first corner during the start!

Later still, Senna paid his now famous visit to the Jordan office in the paddock. It is said that Gerhard Berger, ever mischievous, had communicated to him the nature of the comments Irvine was making about Ayrton's criticism, and that was sufficient to light the blue touch paper. I was next door at Lotus when the Brazilian and his entourage strode down to Jordan, and watching from the front window was just too good an opportunity to miss.

and lemons





Ironically, Eddie Irvine (celebrating F3000 success, opposite) once modelled the design of his crash helmet on that of erstwhile idol Ayrton Senna . . .

Initially, Senna didn't even know what Irvine looked like, and at one stage accosted *Autosport*'s Japanese correspondent Adam Cooper, who set him right. Presciently, Adam also switched on his tape recorder . . .

Irvine sat languidly on a table and raised his hand. "Here," he indicated to Senna. Ayrton then began another tirade that lasted a good five minutes, wagging a finger threateningly in Irvine's face. Now Eddie is not the greatest respecter of anything, and earlier on had dismissed Senna's reported ire. Now he had the full benefit of that anger face-to-face, and as Senna's digit worked overtime he sat with a 'have-you-finished-yet?' expression on his face.

Making liberal use of the F-word, the former World Champion made it rather clear that he doesn't care to be overtaken, and that once he has lapped somebody he likes to make it stick. Irvine, predictably, refused to be bowed by any of this bluster.

After the race, he had remarked: "If he was the race leader, I shouldn't have been able to pass him. That's his problem. It doesn't affect me. It's water off a duck's



Irvine leads Jordan predecessor Marco Apicella at Hockenheim, scene of the Ulsterman's only European F3000 win (coincidentally, also with Eddie Jordan).

back to me. He thinks he's a smart arse. Well, he did something to me the other day, so I got him back today, good and proper . . .

"I don't see what his problem is. I didn't put him at risk, I didn't touch him."

The one-sided conversation went on in the little office, and even without the soundtrack it was clear things would shortly get out of hand. Senna was getting madder as Irvine drawled sarcastically. Finally, Ayrton threatened him with regard to Adelaide, whereupon Eddie gave the laconic, dismissive response: "See you out there . . . "

That remark – and his entire mien – so angered the Brazilian that he lost his cool completely. After pushing Irvine's shoulders with both hands he then punched him at least once, knocking him off balance over the table. He then had to be restrained by McLaren engineer Giorgio Ascanelli, who was present along with the Woking team's Jo Ramirez, Norman Howell and Ayrton's public relations representative Betise Assumpcao. As Irvine said: "That's an insurance claim there . . . " Senna was hustled back and stomped off to McLaren's office further up the pit road, leaving Ascanelli to proffer apology for the assault to Jordan's Ian Phillips as Irvine remained unrepentant.

He, better than anyone, knew that a punch would probably be thrown. "I knew it was coming," he said later as he rubbed a mildly reddened right temple. "When it did, I thought 'Oh aye, here's a few quid coming!'

"I've been hit a lot harder than that." And assuredly he has been. "I wouldn't mind if I'd taken him off. I'd have punched myself! But I wasn't blocking him. I was racing Hill for a place. You know, it's amazed me coming here that people weave all over the road. As far as I'm concerned that's completely wrong. That shouldn't be allowed. I didn't block Senna; I was just going as quickly as I could in the conditions. This is Formula One, and I'm out to screw whatever I can to get a point for the team."

In reality, Irvine did nothing to Senna that Senna wouldn't have done to anyone else during his early days. Motorsport history is littered with all sorts of examples of Ayrton's own insouciance and opportunism at a similar stage of his career, not to mention some far more ruthless tactics. What Irvine did with him was just acceptable, if not particularly sporting. What he did to Warwick wasn't. But then look back to Suzuka 1990, if you want an example of the most infamous piece of cynical, reckless driving the sport has witnessed from a champion. Take that into context, remember that Senna was prepared to pull that kind of stunt to win, and you have the classic case of the pot calling the kettle black.

You get the flavour of Irvine's character when you hear what he has to say on other F1 matters. His manner is not contrived. The son of a one-time scrapdealer from Newtownards, he has always been this way. Call it what you will. His own man. Anarchist. Smart arse. Some may not like it, but it's just his nature, and it's real.

About Damon Hill: "I've raced with Damon before, and I've never thought that he was better than me. I figured when I came here that if he can do all right against these guys, I'd have no trouble with them when I got in . . .

"It doesn't mean much to me to score a World Championship point. It's more important to do a good job. One point means nothing when a guy like Damon Hill has got 40 or 50."

No respecter of names and faces . . .

About Senna: "He's paid a lot of money to drive quicker than me."

What foxed a lot of people about Eddie Irvine is that he broke all the preconceptions of an F1 novice. He was not cowed by it, nor all keyed up. He didn't try to strike a high profile, he didn't seek out publicity. He didn't make excuses, didn't attempt to curry any favour. He was just . . . Eddie Irvine.

The great irony is that when he scored his first F3000 victory – in the German GP support race at Hockenheim back in 1990 – scarcely an F1 face showed the remotest interest. Yet in one weekend he went from obscurity to become the most talked about sportsman in the world. As Andy Warhol once said, everyone should be famous for 15 minutes. Suzuka might well have been Irvine's quarter hour, but his showing there indicated that he ought to be in F1. What took so many aback, however, was the fact that whether he stays was a matter of complete indifference to him. And *that* isn't an act, either. Irvine does not need F1. He doesn't need to be part of the rat race, trying to find the money for a drive. He gets paid a nice little earner for Japanese F3000 – some say as much as $800,000 a year – so why worry?

The other irony concerns his helmet colours. Why the orange and green helmet? "Well . . . it's a bit political, really. I think I'll get shot for this! No, it's Northern Ireland . . . well, Ulster's colour is orange. You know? King Billy and all that history. Well, anyway, I am Protestant, so . . . we like orange. And the green is to keep the IRA from shooting me . . . "

In the light of events at Suzuka it is indeed ironic that he once affected Senna's helmet colours on his own. Some say he changed them on Dick Benetts' advice, others that Senna communicated his displeasure. Whatever, he is not the first man to admire the Brazilian, only to change his mind once he started racing against him in F1. Ask Alesi, or Schumacher . . .

The thing is that the sport needs characters. What he did at Suzuka, in racing Hill and cocking a snook at Senna, was the sort of thing Perry McCarthy or Russell Spence would also have done. I, for one, hope the Ulsterman gets another crack next year. If nothing else, he's great entertainment value.

But was it all so terrible? It was unseemly, yes. But these things happen in life. Had I been Senna, I'd have done what he did. Eddie asked for it. Had I been Irvine, I'd have reacted the way he did. Ayrton was being arrogant.

I'd take a bet as these words are written prior to Adelaide that the FIA will fudge any disciplinary action, or else penalise the wrong man. It would make you think if one former champion can be threatened with licence suspension just for criticising FISA, and another were to be let off scot free for physically assaulting another competitor, wouldn't it? Stranger things have happened, of course, and going by the adage that no news is bad news, the FIA might well take the view that controversy is good for the sport if it elevates it to the front pages of national newspaper. I wonder . . .

Back at Dijon in 1979 the F1 world got itself all irate about the mighty wheel-banging fight for second place between Gilles Villeneuve and René Arnoux. Afterwards, the voice of reason, Mario Andretti suggested: "Aw, it was just a couple of young lions clawin' themselves."

Whereas Villeneuve and Arnoux embraced as they climbed from their cockpits, there is no respect between Senna and Irvine. That's the difference, but their clash still amounted to something similar.

Suzuka III was more akin to Mansell grabbing Senna by the throat back at Spa in 1987, and was a clash of pride, disrespect and the irreverence of youth. Just as Senna appreciated then that he had to handle the Briton with less aggression than he would Prost, so he has now laid a marker with Irvine. A young lion Ayrton may no longer be himself, but you can bet that the King of the Jungle is now fully aware just who the cheeky cub is, even if the cub itself couldn't care less.

DJT

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Ford's first win in Sanremo . . . or was it?

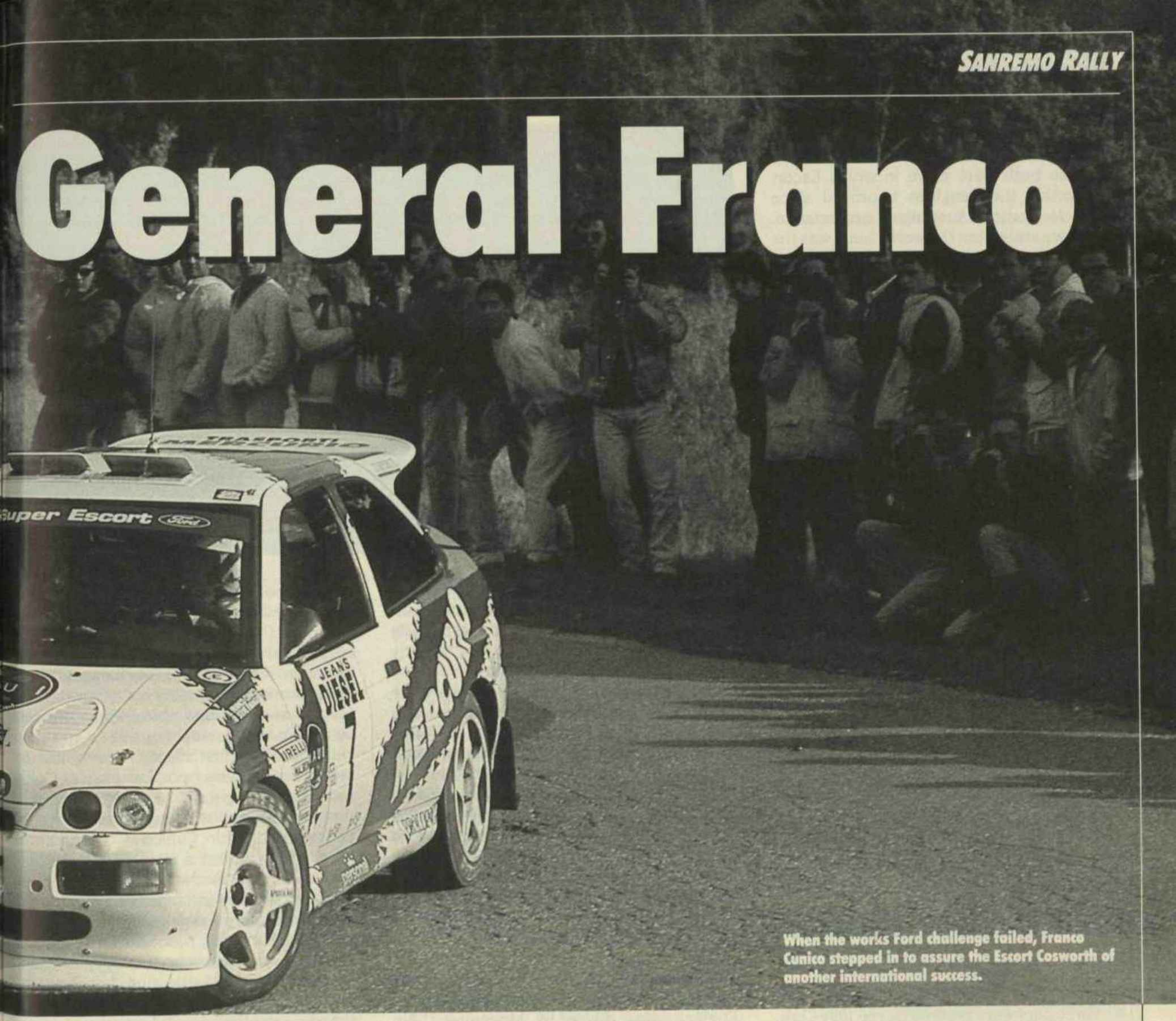
In 1966, a Ford came to the end of what was then called the Rally of the Flowers in first place. At least, that was what all the stage and road times amounted to. To all intents and purposes, Vic Elford had won the *Rallye dei Fiori* in his works Cortina. It had been a straight fight, and a British crew had beaten the Italians on their home ground, fairly and squarely, bar the shouting . . . which started soon after the event was over; the clamour almost matched that not many weeks before when Timo Mäkinen was deprived of his Monte-Carlo win because his Mini's headlights were not standard. When Elford's Cortina was dismantled afterwards, the scrutineers triumphantly reported to the stewards that the number of cogs on one of the gearbox pinions was not the same as that indicated on the ratification form. Elford was disqualified and, with the support of the Ford team, he protested. Using his engineering knowledge and skill, he proved conclusively to the stewards that the the figure on the ratification form was not correct. Indeed, he was able to demonstrate that, without any doubt, the written figure was mechanically impossible.

But it was like a head against a stone wall. Elford's cause was lost before it began. Whether the stewards were not of an engineering bent is another matter, but they nevertheless decided to throw out his protest and to conclude that, even though it had been proved impossible, the figure on the ratification (homologation, if you are French) form was the correct one. A bit like deciding that a bottle of Jamaica Rum was actually Scotch Whisky just because it bore the wrong label!

Thus it was that, for the second time in a few months, a British car was disqualified on a triviality after winning a major international rally. The late Leo Cella was declared the winner of the 1966 Rally of the Flowers, and a Lancia replaced the Ford on the winners' list.

This year, for the first time since 1966, a Ford again led the field at the end of the Sanremo Rally, but on this occasion it stayed there. Driving an Escort RS Cosworth for Ford Italy, Franco Cunico and Stefano Evangelisti beat all the fancied works crews and emerged outright winners. Ford was thus able to salvage some kudos after both its works cars retired, but scored no makes' championship points because Cunico was not a nominated driver. Beneath the celebratory skin, some Ford people may have been feeling a little embarrassment, because Cunico was, for a short period

General Franco



When the works Ford challenge failed, Franco Cunico stepped in to assure the Escort Cosworth of another international success.

during Q8's sponsorship of the Boreham team, a Ford works driver, but his contract was terminated simply by not being renewed.

Victory on a World Championship event by a non-works driver is a rarity, but certainly nothing new. Franz Wittmann won the 1987 New Zealand Rally in a private Lancia, for instance, whilst in 1978 Jean-Pierre Nicolas won the Monte-Carlo Rally in a private Porsche entered by the Almeras brothers.

Italy's premier event has a chequered history. Not only has it shifted from one end of the year to the other, but it has moved its route several times, even merging (unsuccessfully) with the Sestriere Rally to finish in the ski resort of that name. When the superbly competitive dirt roads in the mountains immediately behind Sanremo became covered in spoilsport tarmac, it went in search of unsurfaced roads elsewhere, even going as far as Rimini on the east coast and having night stops at the famous horse racing town of Siena and the mountain principality of San Marino. Tarmac stages were still included, and for several years the rally was one for which teams had to provide for mid-event suspension changes, although the tarmac was invariably grouped away from the dirt, usually right after the start and just before the finish.

The dirt roads of Tuscany were popular, but the journey there and back was not and some people proposed that the event should be based right there in the east. But that was unthinkable. The organisers are from Sanremo and the event draws much of its sponsorship revenue from that city and its environs. To move elsewhere would be to give up a lucrative backing deal.

This year, the organisers wooed the FIA even more than they have in the past by cutting the event down to three days, eliminating night running apart from a few evening stages held after sunset and cutting out all the dirt road sections. Paris has decreed against mixing stage surfaces within an event in order to reduce servicing costs for competitors, but whoever determined the stage locations for this year's rally must have done so with just a pencil and a map, without any thought for service practicalities.

The route layout was such that even more service vehicles were needed than before for full coverage, and what teams gained by not having to carry dirt road equipment they more than lost by having to field more vehicles and personnel. 'Straight line' running, with competitive sections off left and right, works in some cases – the Mombasa leg of the Safari Rally, for instance – but in Sanremo it did not. And the long, boring, sleep-inducing road sections were as unpopular as they have always been.

Entries for the Sanremo Rally were affected by its place in the calendar, its switch to an all-tarmac format and the fact that the makes championship has already been stitched up by Toyota. The latter team, having made sure of the title by its win in Australia, decided that there was no point in going to Italy when its lead driver Juha Kankkunen has no liking for tarmac stages and even less for the Sanremo Rally itself. Mitsubishi was another outfit on whose programme Sanremo did not figure. Likewise, Subaru was not there in its full strength, largely because the Hong Kong to Beijing Rally clashed, and since that event was sponsored by 555 cigarettes, the team's own backer, it was pretty well obliged to go to China, the only proper team to do so this year.

This left Ford and Lancia, the latter represented by the Jolly Club, as the only regular World Championship contestants.

Ford's drivers François Delecour and Massimo Biasion were each just capable,

with the right end-of-season results, of toppling Kankkunen from his championship lead, so both were there in works Escort Cosworths, their engines improved since their lacklustre Australian appearance. Quite separate from the works team was the Escort Cosworth entered by Ford Italy for Cunico. That he was not part of the well-heeled works outfit was shown by his lack of a full complement of 'gravel note' cars. He had just one, which could provide nothing like total coverage.

What is still referred to as the Lancia team is now really the Jolly Club outfit, backed by Totip, Italy's national lottery. Lancia itself stepped down a long time ago and, even though Lamborghini engineers have been brought in to keep the cars on peak performance, the feeling in the team is almost one of despondency. Indeed, the quest for success seems to have usurped the legendary Italian national pride and there is now a strong possibility that the team will switch from Lancias to Fords before many more moons go by. Even Cesare Fiorio, the

"The quest for success seems to have usurped the legendary Italian national pride"

man who many years ago started the HF (High Fidelity) team, with its elephant emblem to signify the weight of the cars, was heard this year to say that the competitive hey-day of the Lancia is over.

Three cars were entered by the Jolly Club, driven by Carlos Sainz/Luis Moya, Andrea Aghini/Sauro Farnocchia and Dario Cerrato/Luciano Guizzardi. Their service organisation was complicated by the fact that Sainz and Cerrato used Michelin tyres whilst Aghini was on Pirellis. This partition was noticeable when, at pre-stage service stops, one driver was casting envious eyes at another's stock, knowing that they were out of reach.

All three Lancias were in different liveries and Cerrato's engine was not, apparently, one of those given new camshafts or pistons by Lamborghini. His car was the only one in the old, familiar Martini colours and it did not sport a side-exit exhaust as those of Sainz and Aghini did. The Lancia drivers were hoping for wet conditions in order to minimise front tyre wear, which could be catastrophic on long stages. They got their wish, but it didn't do them much good.

Another Lancia integrale was the Astra car of Alessandro Fiorio/Vittorio Brambilla, fresh from their second successive win in Cyprus.

Although the Prodrive Subarus were absent, there was an ex-Prodrive Legacy entered by Italy's ART for Piero Liatti/ Alessandro Alessandrini, and this had been nominated for makes championship points.



Why Subaru should be interested in improving on its third place among just five contesting makes is hard to imagine, especially as such an improvement is not exactly likely. Liatti's car ran on Pirelli tyres.

Prominent among the 2wd runners were Bruno Thiry and Stéphane Prévot in their Astra GSi from Opel Belgium. They revelled in the atrociously wet conditions and won the non-4wd category comfortably even though they had no advance-running 'gravel note' car. Elsewhere, Thiry tries to learn the stages by heart, much as the Finns do at home, but in Italy he had to rely entirely on his notes.

Also from Belgium were Patrick Snijers/Dany Colebunders in a Bastos-backed Ford Escort Cosworth prepared by RAS, whilst a similar car was driven by Gionanni Manfrinato/Claudio Condotta. A Group N Escort Cosworth, prepared by MLP in England, was driven by Mohammed Bin Sulayem/Ronan Morgan, but they were struck early in the event by severe food poisoning which put some of the team in bed for a while. You don't have to be in Africa or India to fall foul of such a malady nowadays.

The weeks before the start saw torrential rain fall in northern Italy, so much that mountain roads became awash and mud, rocks, branches and even whole trees were washed down from the slopes. The going was very difficult indeed, and soggy leaves presented as much of a hazard as unexpected ice. The conditions continued into the rally itself, and when the first day dawned with cloud touching the high ground, visibility was decidedly lacking, even absent altogether in places, adding to the many other hazards on the narrow, twisty mountain roads.

The first day went through five mountain stages close to Sanremo before a half-hour regrouping stop at Savona. The remaining five stages led all the way eastwards to Il Ciocco where there was a night stop at a tourist centre. The next day's return run passed through seven stages before a half-hour stop at Busalla, some 20 miles inland from Genoa. Two further stages, during evening darkness, took crews back to Sanremo. The final day consisted of eight stages close to Sanremo.

Among the stages were some which have been used since the days of the Flowers, although Coldirodi, Colle Langan, Colle D'Oggia, Vignai, Molini di Triora, Colle Langan and the road above Pigna are now all covered by tarmac.

On the very first stage, starting just up into the mountains from Sanremo, at Coldirodi, Piero Longhi crashed his Delta out of the rally but was still assured of the Italian championship title. Cunico also went off the road, losing almost a minute and, as there was no time to fix the left frontal damage, losing more time on stage two.

Delecour, proclaiming that his car was much better than that which he had in Australia, was fastest on the first stage, and the next four. On the first few he used intermediate tyres, but the going was so bad that he eventually switched to wets even though the rubble on the road could not be predicted and Michelin has no wet road tyres incorporating anti-puncture foam. He said that he was not indulging in corner cutting and maintaining a middle-of-the-road line. Sainz had his soft suspension replaced by a much harder set-up and later needed a broken exhaust pipe replacing.

Aghini, after having hit a bank with the left rear on the first stage, experienced handling trouble afterwards and it was not until the Savona regrouping stop that a leaking shock absorber was found and replaced. Thiry had trouble starting his car after a service stop and it would only fire up after its ignition coil was replaced by that taken from the team manager's car. At least in some cases time-honoured remedies have not been completely thrown out by the advent of electronic wizardry.

On the stage after Savona the rally took an amazing turn as one potential winner after another vanished from the fray. In atrocious conditions, both on the road surface and in the curtain-like air immediately above, Aghini, who was first on the road, went off and out of the event. Delecour, who was leading, rolled down a bank. He eventually regained the stage by continuing to drive downwards, but this point



The lone Legacy of Piero Liatti finished fifth (far left). Angelo Medeghini provided welcome variety in the top 10, taking his Peugeot 106 to ninth place.

was a long way back from the scene of his original departure and the whole operation took so long that he was out.

Biasion's engine began overheating so badly after a water hose split that when he arrived at service after that infamous stage seven (the sixth was cancelled before the start due to disagreement with the landowner) the stench of overheating filled the air and a blown cylinder head gasket meant that there was no chance of continuing. Almost at one stroke, both Ford's runners were out.

Liatti spent three minutes off the road, losing his front left wheel, then lost more time having repairs, and the outcome was that Sainz found himself leading from Cunico, who had not put a wheel wrong after his first stage mishap.

But that was not all. Cerrato suffered alternator failure and needed a succession of new batteries to keep him going. On one stage he just managed to make the finish as the engine died and had to push the car to service. Later, he even had to drive along the motorway without lights. Imagine his feelings when, after his final battery change, reversed polarity connections damaged the system so much that he was out of the rally!

Snijers, as a result of all this, got up to fourth but lost a minute due to a jammed turbocharger wastegate. Later, his extra front lights were not available when he wanted them and he had to tackle the last two stages in the dark with just two miserable headlights. Thiry had the same problem, compounded by two organisational delays which put competitors even further into the hours of darkness.

Sainz made some bad tyre choices which allowed Cunico to get into the lead, but the Italian was certainly not overcome by his good fortune when the rally arrived at Il Ciocco. Indeed, he was most matter-of-fact, made no more significant a gesture than a shrug of the shoulders and went off to sleep. His lead over Sainz was 42 seconds, whilst in third place was Fiorio, another 2m 37s back. Snijers was next after another 2m 8s, ahead of Thiry by 3m 43s.

The differences were much larger than in most European events, especially after just 118 stage miles, but conditions were so bad that there was no question of drivers matching each other closely.

There was a little less rain during the second day, but the roads were still wet and slimy and there was fog on high ground. Sainz had wrongly chosen slicks during the first day, and on the second he wrongly chose intermediate tyres for the first stage. No service was allowed after this one so he was stuck with them for the second, this allowing Cunico to get even further ahead.

Liatti crashed into the trees on the second stage of the day, needing a replacement intercooler pump afterwards and losing time both on the stage and on the road. Cunico's engine began overheating when the sensor governing his radiator fan failed and he apparently neglected to flick the manual over-ride switch. But he still led, outwardly unaffected by any stress and displaying a professionalism which belied his status as a virtual privateer. It was quite amazing to see how unruffled he was.

Fiorio's rally came to an end when a con-rod broke and his engine ran slowly and noisily until it stopped completely after stage 17.

The last two stages of the day, before the return to Sanremo, were in the dark, the second of them ending at Pigna, up the valley from Ventimiglia where, in years past, the mechanics of Abingdon and Boreham used to stage impromptu football matches on the forecourt of Ristorante Adolfo, where service crews used to spend their time between one passage and the next. Alas, even the mountain road up from Pigna is now a tarmac affair.

Back at Sanremo. Cunico had extended his lead over Sainz to 2m 9s, whilst Snijers was another 7m 58s back. Pianezzola (Lancia) had got ahead of Thiry into fourth place, whilst Liatti was sixth. The difference between first and sixth by this time was almost seven minutes.

The final day was the shortest of the event, eight stages in the hills above Sanremo. The weather improved considerably, roads were much drier and there were even periods of sunshine. This pleased most people, except the irrepressible Thiry who lost a place to Liatti on the dry roads. Liatti seemed to be going much faster on this final day, but this was not really so. His excellent times were due to Cunico and Sainz easing off, each realising that holding position was the only proper course on that last day.

Whilst Cunico himself still looked relaxed, his mechanics were certainly agitated because his engine was still overheating after the earlier fan failure. The cylinder head gasket was certainly not in one piece by this time and the question was whether it would hold out. But hold out it did, and Cunico finished the event an extremely worthy winner, albeit in a cloud of acrid smoke. His drive was intelligent and untainted by obvious drama or undue emotion. He was calm and self-possessed throughout. Whether the Jolly Club will cast its eyes in his direction remains to be seen.

The World Championship for Makes has already been settled by Toyota. In Sanremo, Biasion's engine failure meant that he lost any chance of beating Juha Kankkunen to the drivers' title. Delecour, however, still had that chance. **G P**

Sanremo Rally — October 11-13 1993

1	Franco Cunico / Stefano Evangilisti (I)	Ford Escort RS Cosworth, GpA	6h 19m 40s
2	Carlos Sainz / Luis Moya (E)	Lancia Delta HF integrale, GpA	6h 21m 18s
3	Patrick Snijers / Dany Colebunders (B)	Ford Escort RS Cosworth, GpA	6h 30m 08s
4	Gilberto Pianezzola / Loris Roggia (I)	Lancia Delta HF integrale, GpA	6h 38m 03s
5	Piero Liatti / Alessandro Alessandrini (I)	Subaru Legacy RS, GpA	6h 44m 47s
6	Bruno Thiry / Stéphane Prevot (B)	Opel Astra GSi 16v, GpA	6h 46m 27s
7	Renato Travaglia / Alessandro Mari (I)	Ford Escort RS Cosworth, GpN	6h 58m 21s
8	Andrea Dallavilla / Danilo Fappani (I)	Ford Escort RS Cosworth, GpN	6h 58m 31s
9	Angelo Medeghini / Paolo Cecchini (I)	Peugeot 106 XSi, GpA	6h 58m 38s
10	Freddy Loix / Johnny Vranken (B)	Opel Astra GSi, GpA	7h 04m 55s

First

François Delecour needed to win. What he didn't need was for Juha Kankkunen to fare so well . . .

There are two ways of looking at the situation which arises when a championship is settled before it reaches its final round. The first involves disappointment that the series has not lasted its full term, and that the last qualifier will not be as fiercely contested as it might. Second, it could be argued that the concluding event will provide even hotter personal competition because the importance of championship points and the likelihood that teams will indulge in tactical play have both been removed.

Each sentiment has been expressed by the RACMSA from time to time, depending on the World Championship points situation prior to the RAC Rally, final round of the series. We can appreciate the reason. To say that the rally had lost its edge as climax of the series would tend to detract from its appeal, and no one can blame the RACMSA for seeking advance publicity from either situation.

Our own view, which has been expressed many times, is that any worthwhile rally needs no championship prop for support. The RAC Rally is a difficult, strenuous event which has been immensely popular for as long as we can remember, and we like to think that this will continue no matter what the championship situation.

We recall the time when the only international championship was that of Europe, when MOTOR SPORT led the campaign for the institution of a world series. Eventually it came, after the FIA finally accepted that rallying had such an enormous following that they had no choice but to elevate it from its second class ranking and give it the 'respectability' of world championship status. The crude, dirty, nocturnal, uncivilised image (in FIA eyes) of rallying was gradually replaced by one that was decent and tolerable. Was it acceptance? Or was it realisation of a profit possibility?

Since then, the World Rally Championship has been glorified almost beyond belief, manipulated mercilessly, its *dramatis personae* subjected to systematic brainwashing and its entire sporting concept turned into an F1-style money-spinner. Manufacturers have been wooed; film makers encouraged, cultivated then hit with huge financial demands. Works teams contesting the World Championship now have little time or resources for anything else, unless they are exceptionally well backed by wealthy sponsors.

Public awareness of the sport has been diminished by less television coverage (who wants to watch TV in Britain at 2.30 am?) and a situation has arisen in which a number of experienced, knowledgeable and extremely competent film makers have been forced away from the sport by tyrannical financial demands for so-called 'world rights' which would almost certainly be difficult to keep afloat in the sea of legal process. Does a British company which is an offshoot of a Paris-centred international sporting administrator really have the right to demand lucrative filming rights in the countryside of, for instance, Africa, Finland, Australia and elsewhere? It's questionable, and it's about time it was put to the test.

The FIA has contrived to create a money-spinning situation in which the forest has become more important than its trees, making World Championship inclusion conditional upon event organisers signing over the television rights of their events to the FIA agency. If this continues, the trees could wither and the forest could become a desert. What will happen then? Some excuse will no doubt be put forward from Place de la Concorde, but the time to avoid such a happening is right now. Like pennies and pounds, if the the trees are looked after, the forests will look after themselves. The glorification of the World Rally Championship, to the detriment of its qualifying events, is to be deplored. We wonder where the money gained from these film charges goes? Are accounts of this near-moonlighting activity presented to the people whose contributions fund the FIA?

In Spain, the Cataluña Rally held at the beginning of November was the 12th of 1993's 13 World Championship qualifiers, and it was there that François Delecour, the only driver capable of ousting championship leader Juha Kankkunen from his perch, won the rally in a works Ford Escort Cosworth. But Kankkunen finished third in his works Toyota Celica, just high enough to gain the minimum points he needed to take the title. Even if Kankkunen fails to score in the RAC Rally, which will just have finished when this edition of MOTOR SPORT appears, and Delecour wins, the Finn will still have clinched the championship by a single point from the Frenchman.

In Spain, where the all-tarmac route was often as wet as it was in Sanremo the month before, the only entries nominated in advance for makes' championship points eligibility were those of Ford and Lancia, the latter actually entered by the Jolly Club.



François Delecour did everything he had to in Spain to keep his title hopes alive; in the end, even that wasn't enough.

Toyota, having already clinched the makes' title, made no such nomination in order to remain within the 'maximum participation' rule imposed by the FIA, a regulation as ridiculous as the one which insists on advance nominations.

Delecour, with his regular partner Daniel Grataloup, drove one of the two works Escorts, the other being in the hands of Massimo Biasion/Tiziano Siviero. Two Jolly Club Lancia Delta integrales were driven by Carlos Sainz/Luis Moya and Gustavo Trelles/Jorge de Buono. The non-nominated Toyota line-up, there only to back Kankkunen's title bid, consisted of two Celicas for Kankkunen and Nicky Grist, to be a regular partnership for 1994, and Didier Auriol/Bernard Occelli. Both cars were using electronic traction control systems which rendered them more stable but less spectacular on corners and made them spit flame every time power was applied after lift-off.

Italy's Astra team had a Delta integrale for Alessandro Fiorio/Vittorio Brambilla, whilst Alessandro Fassina/Luigi Pirollo drove a Group N 323 GTX for the Italian Mazda Rally Team. From the United Arab Emirates came Mohammed Bin Sulayem, in a Group N Ford Escort Cosworth with Ronan Morgan, whilst the two-wheel-drive (Formula 2 is such a confusing title) brigade was led by Belgians Bruno Thiry/Stéphane Prevot in their Opel Astra GSi built by Tim Ashton.

The rally was run in three legs, each starting and finishing at Lloret de Mar and divided by the now customary night stop. The 1088-mile route included a total of 29 special stages comprising 319 miles. Two stages were tackled twice, six of them three times.



is not enough

The first stage ran over a twisty road overlooking the sea, the steep drops drawing complaints from some competitors that it was too dangerous. The loudest complainant was Delecour, but he nevertheless set equal best time and, by setting the pace on the second stage, he went into a lead which he never lost.

The surfaces were wet and slippery and low cloud resulted in very poor visibility indeed, putting accurate and trustworthy pace notes at a premium. Auriol had brake problems during these early stages, but he was fastest on the third and moved up to second place. Sainz, the local hero troubled by undecided plans for 1994, dropped to seventh place after a puncture which resulted in a broken rear halfshaft.

Josep-Maria Bardolet put his Opel Astra off the road briefly, whilst Irishman Kenny McKinstry spent a frustrating quarter of an hour after the engine of his Kaliber-backed Subaru Legacy stopped and refused to restart. Not long afterwards, he retired.

Another to go go out was Bin Sulayem

"One wonders at the justice of a system which penalises privateers on trivialities but which is unable to police major rules"

whose Escort Cosworth ran over a rock thrown up by an earlier competitor and lost all the oil from its rear differential after its casing cracked. Sainz was another to go. His engine stopped in the middle of the 10th of the first day's 12 stages. Try as they might, they could not trace the fault (not an uncommon experience, now that mechanical devices are almost entirely governed by electronic chips), but after some 40 minutes the engine fired up again and they moved off, alas beyond their maximum lateness.

It was a sad end to an even sadder year for world champion Sainz, disenchanted with the Jolly Club's Lancias and his power of negotiation for a 1994 drive now diminished. His personal contract with Spanish oil company Repsol complicates possible ties with Ford (Mobil-backed) and Toyota (linked with Castrol), whilst a deal with Subaru seems also to be less than straightforward. By the time this issue appears in print, his future may have been settled.

At the end of the day Delecour led by 39s from Auriol, who was in turn 35s ahead of Biasion. The latter's day was somewhat troubled until his shock absorber settings were changed back at Lloret de Mar. Kankkunen was down in fourth place, just 4s behind Biasion, followed by Trelles and Fiorio.

On the second day the mist was confined to the valleys, whilst the sun was gradually penetrating the thin cloud over high ground.



As Juha Kankkunen concentrated upon maintaining his vital third place, team-mate Didier Auriol slotted into second.

Delecour, having moved up from number three to be first on the road, expressed his dislike of not having the tyre marks of others to guide him. Nevertheless, he coped well and stayed resolutely in front.

On the second stage of the day Kankkunen lost almost a minute and a half when he clipped a rock and caused a puncture. He continued without changing the wheel, but even the foam filling of the Michelin ATS tyre could not cope with the brutal damage and when the car got to the end of the stage the tyre was destroyed. The championship leader was then down in fourth place, behind Biasion, and still with the nagging thought that Delecour could snatch the title from him before the end of the year.

Kankkunen gradually reduced the gap, second by second, but it was not until the last stage of the day that he felt that things were going his way. In the dark, he spotted tail lights ahead and he was amazed to find that he had overhauled Biasion. The latter's Escort had broken its turbocharger wastegate control mechanism and, without any pressure, the car had slowed right down. Nearly three minutes were lost and at the end of the day Biasion was in fourth place, 2m 19s behind Kankkunen. Delecour still led by 35s from Auriol who was 2m 17s ahead of Kankkunen. Behind came Fiorio, Trelles and Thiry, the latter putting up his usual stirring performance with just two driven wheels.

After the signs of sunshine of the second day, the drizzle returned for the third, but there were no heroics. Penalty differences were such that no one had any thoughts of changing position in the final six stages of the rally. Biasion could not even hope of catching Kankkunen in order that his Ford team-mate could have a chance of taking the title on the RAC Rally, and even Kankkunen himself slowed a little in order not to risk losing his all-important third place.

At post-event scrutiny there was more than one fracas when the technical men took cars apart. The works cars survived all the checks, but poor Antonio Coutinho, who had finished in 11th place, winning the Group N category, was displaced when it was found that a front anti-roll bar was not of the type specified on the homologation papers, fitted as the result of a genuine error. A Peugeot 309 was thrown out when it was found that a seat was too light, and one wonders at the justice of a system which penalises privateers on trivialities but which is unable to police major rules such as those governing, for instance, power outputs and fuel chemistry. Is the 300 bhp limit being observed? It's doubtful, to say the least. And is it true that a Lancia was observed by a Ford man having its fuel tank emptied, flushed and refilled just before a fuel sampling check during the Sanremo Rally?

These things apart, the main issues from the Cataluña Rally was a thoroughly deserved win by Delecour in his works Escort and a somewhat fortuitous third place by Kankkunen to give him the world champion's crown for the third time. GP

Cataluña Rally — November 2-4 1993

1	François Delecour / Daniel Grataloup (F)	Ford Escort RS Cosworth, GpA	5h 36m 19s
2	Didier Auriol / Bernard Occelli (F)	Toyota Celica T-4wd, GpA	5h 37m 19s
3	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica T-4wd, GpA	5h 40m 28s
4	Massimo Biasion / Tiziano Siviero (I)	Ford Escort RS Cosworth, GpA	5h 42m 57s
5	Alessandro Fiorio / Vittorio Brambilla (I)	Lancia Delta integrale, GpA	5h 44m 07s
6	Gustavo Trelles (U) / Jorge del Buono (RA)	Lancia Delta integrale, GpA	5h 46m 27s
7	Bruno Thiry / Stéphane Prevot (B)	Opel Astra GSi, GpA	6h 03m 47s
8	Luis Climent / Jose Muñoz (E)	Opel Astra GSi, GpA	6h 07m 37s
9	Josep-Maria Bardolet / Joaquim Muntada (E)	Opel Astra GSi, GpA	6h 08m 02s
10	Oriol Gomez / Manuel Marti (E)	Peugeot 106 XSi, GpA	6h 18m 19s

Championship points after 12 of 13 rounds

Drivers: 1. Kankkunen 123; 2. Delecour 102; 3. Auriol 86; 4. Biasion 76; 5. Colin McRae and Carlos Sainz 50; 7. Ari Vatanen 30; 8. Kenneth Eriksson and Tommi Mäkinen 26; 10. Markku Alén 25; 11. Andrea Aghini 22; 12. Mats Jonsson, Armin Schwarz, Franco Cunico and Trelles 20. (A total of 72 drivers have scored points.)

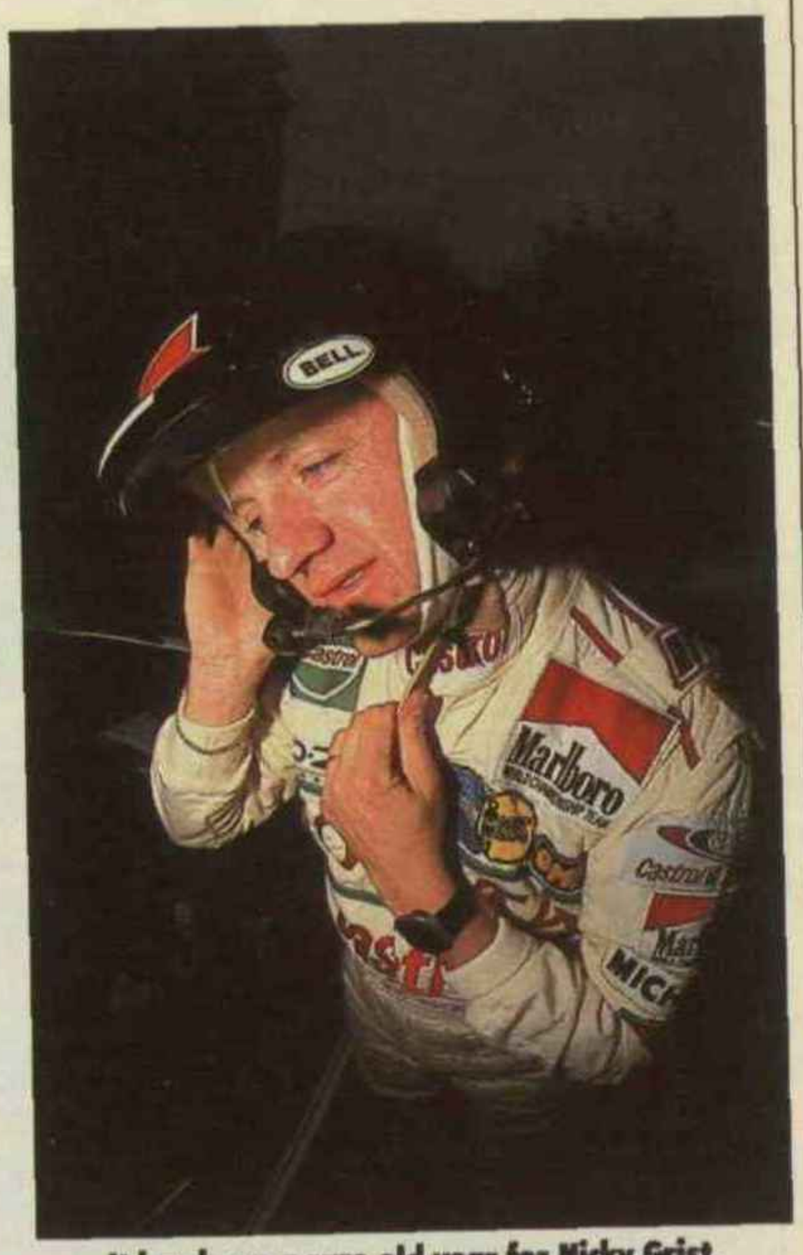
Makes: 1. Toyota 151; 2. Ford 145; 3. Subaru 100; 4. Lancia 92; 5. Mitsubishi 69.



Festival time. Juha Kankkunen and Nicky Grist take the plaudits after the Finn had clinched his third World Rally Championship title.



Stumped. Mickey Biasion wasn't in much of a position to assist team-mate Delecour, the Italian being slowed by turbo failure.

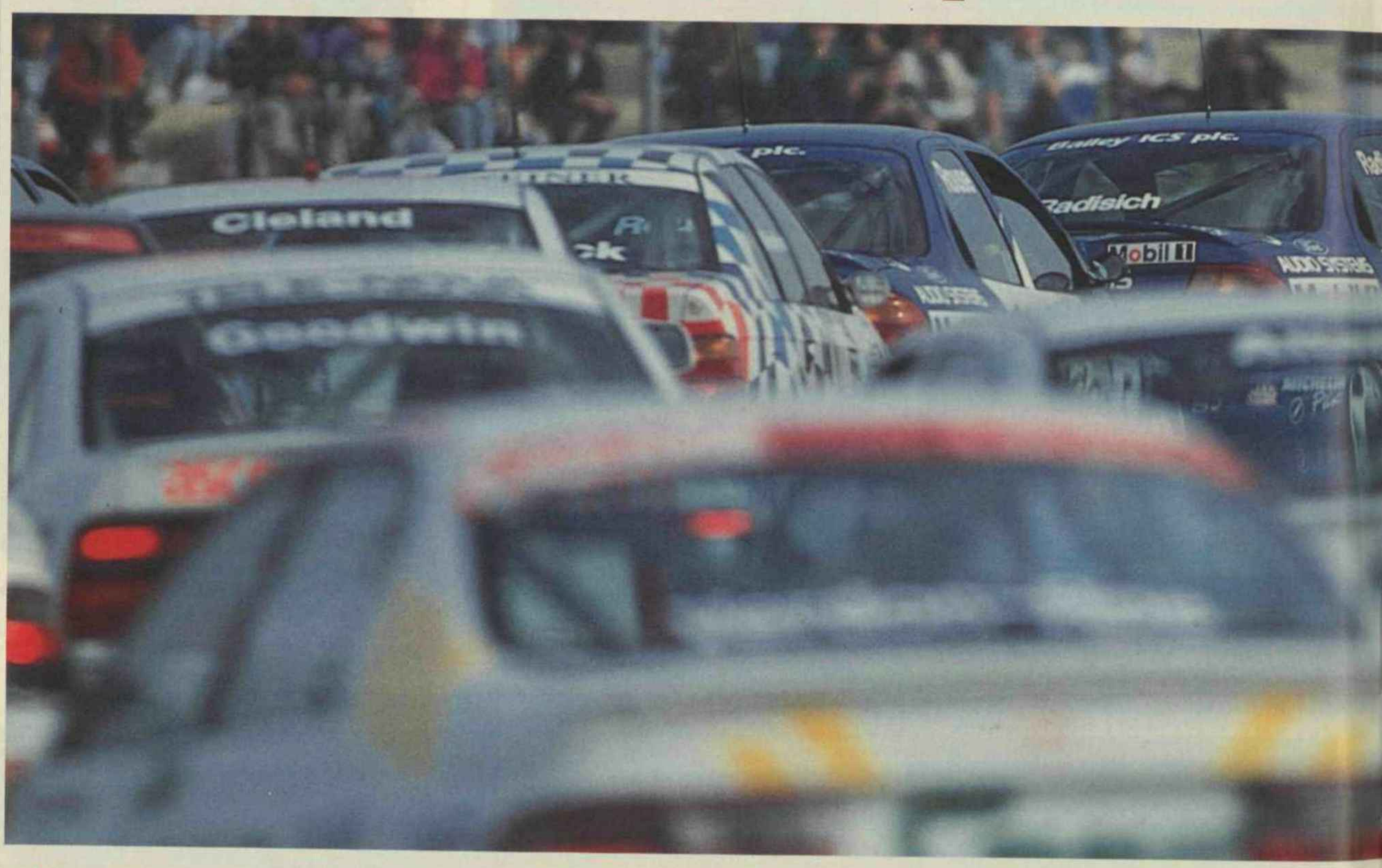


It has been a rare old year for Nicky Grist. Recruited to replace the injured Juha Piironen, he will probably co-drive Kankkunen in '94.

Once again, the press-on Bruno Thiry was best of the 2wd runners in his Opel Astra. He finished second overall.



Trans-Europe Express



The presence of 10 manufacturers in the 1994 British Touring Car Championship is extraordinarily appetising, but how long will such interest be sustainable?

The chairman of the FIA Touring Car Commission resembled an expectant father-to-be. For two days he paced nervously about the pit lane, and as the lights turned green I half expected him to pull a fat cigar from his jacket pocket. For Class 2 touring car racing gave birth at Monza recently. After a three-year gestation period, the two-litre category took its first European breath and was pronounced a healthy, bouncing formula.

The occasion was the FIA Touring Car Challenge and the nervous individual was Jonathan Ashman. As one of the catalysts behind the formula he had reason to be proud; 43 cars represented by 10 manufacturers (five of whom featured in the top six after a practice session which saw the whole grid covered by less than four seconds) took the start, and provided a memorable spectacle on the long drag to the Rettifilo chicane. In the event, neither race provided a thrilling battle for the lead – Paul Radisich winning both from pole position in the Ford Mondeo – but no matter how much Mercedes-Benz and Alfa Romeo trumpet the more technologically advanced Class 1, Monza did enough to prove that Class 2 is the way forward for touring cars.

On the same day Alfa Romeo's motorsport supremo Giorgio Pianta, a man who has put his corporate neck on the line by backing Class 1 to the hilt, staged a major show of strength: all nine of the stunning GTCC Alfas plus four of last year's Gp A turbocharged cars took part in a demonstration race in an effort to show the Class 2 cars to be the repmobiles Pianta clearly considers them to be. However, not even Germany can hold back this formula's tide, and the creation of such a series in the bastion of actively suspended, ABS endowed, 400bhp, total traction supercars looks likely to split the country's motorsport body as rival power brokers – ADAC and AvD – vie for supremacy. The organisers of the GTCC have offered to run races for the two-litre cars during race weekends, but ADAC has recently stated that it feels this would not provide the right structure for the formula to flourish, and has announced plans to run a series of its own. Both BMW and Audi are committed to Class 2, but would be unwilling to play a supporting role on the GTCC card – the ADAC series would give them a platform, however. Rumours have been circulating for some time that the M-B board took a lot of convincing to commit to Class 1 for five years, to a series where it does not race against its main market rivals and instead is given a good seeing-to by Alfa. Many German pundits feel it is only a matter of time until the three-pointed star has a presence in Class 2 – it would be the icing on the cake.

Despite Class 2's inexorable spread around the globe, Ashman is keen to play down the calls for a European Touring Car Championship; he doesn't want his baby to grow up too quickly and would rather it enjoyed another couple of years in the bosom of its national championships. Spain, Australia and, more importantly, Japan will run a two-litre formula for the first time next year, and these will need some time to come up to the strength of the current French, Italian and British series. It has already been decided that the climax to the 1994 season will be another one-off event in October, at a venue yet to be decided.

His caution is well founded. Undoubtedly, this formula is riding on a crest of a wave, but it is a wave that may leave it high and dry. The strength of the British series may be clouding our overall view. Even its organisers recognise the threat inherent in the

Swarm-mongering. Competition in both Britain's domestic series (top) and the FIA Touring Car Challenge (below) was incredibly close, but is the present level of manufacturer support sustainable in the long term?





growth of manufacturer support – the arrival of Volvo and Alfa Romeo on the scene next year will take the manufacturer count to a remarkable 10. Of course, such support cannot be turned away – the works teams set the tone of the championship, the TV coverage and major sponsorship deals – but their presence is forcing out the privateers, who for many years have been the backbone of the series. And such championships tend to follow cycles of manufacturer support, with those who become brassed off at pouring money into a programme which is not bearing fruit pulling out at short notice. The chances of all 10 manufacturers winning races next year are minimal, and a mass exodus is a possibility.

Creating a European series would make it a certainty. No works, no privateers, no championship.

Such pessimism.

On the plus side, if any formula can break the above cycle it is this one. Six manufacturers tasted the celebratory champagne this season, and at Monza no single championship or manufacturer dominated. So far the straightforward regulations have prevented any one make from stealing a march on its rivals, and grids are regularly covered by two seconds or less. True, costs are on the increase, and a top team will be sourcing a budget in excess of £3M for a two-car team in next season's BTCC, but in big league racing terms this is a drop in the ocean.

What's more, the presence of TWR in the Volvo camp and Abarth with Alfa can only step up the technological pace. The Swedish company has chosen to race its 850i; this is apparently 17 inches longer than the minimum required by the regulations, and will take the trend set by the Mondeo, which benefits from a wider track than any of its current rivals, to the extreme. But it would be highly surprising if the ultra-successful TWR outfit did not turn into a front-runner. In contrast, Alfa Romeo will use its proven 155TS, which has won races in France and Italy. In entering the BTCC, the Milanese company has gone against its previous statement that a works team will not contest a Class 2 championship. A home team will be involved in its attack on the British scene, but it would appear that Prodrive's Banbury base will provide little more than a "garaging" role.

"The chances of all 10 manufacturers winning races next year are minimal, and a mass exodus is a possibility"

Next year is therefore eagerly awaited, and must be savoured, for it is highly unlikely that the series will be able to support so many manufacturers for more than one season. The weak are bound to be weeded out and what remains after the cull will decide the formula's future. One hypothesis is that the privateers who survive may be given manufacturer junior teams to run while the works concentrate on the would-be European scene. This would ensure the continuation of the national championships while providing the grass roots support and driver breeding ground for the bigger championships. Whether the manufacturers view this as being viable waits to be seen.

Whatever happens, next year's BTCC *will* be the best yet and a revival of the ETCC looks only to be a matter of time. **PTF**

Back to Black Rock

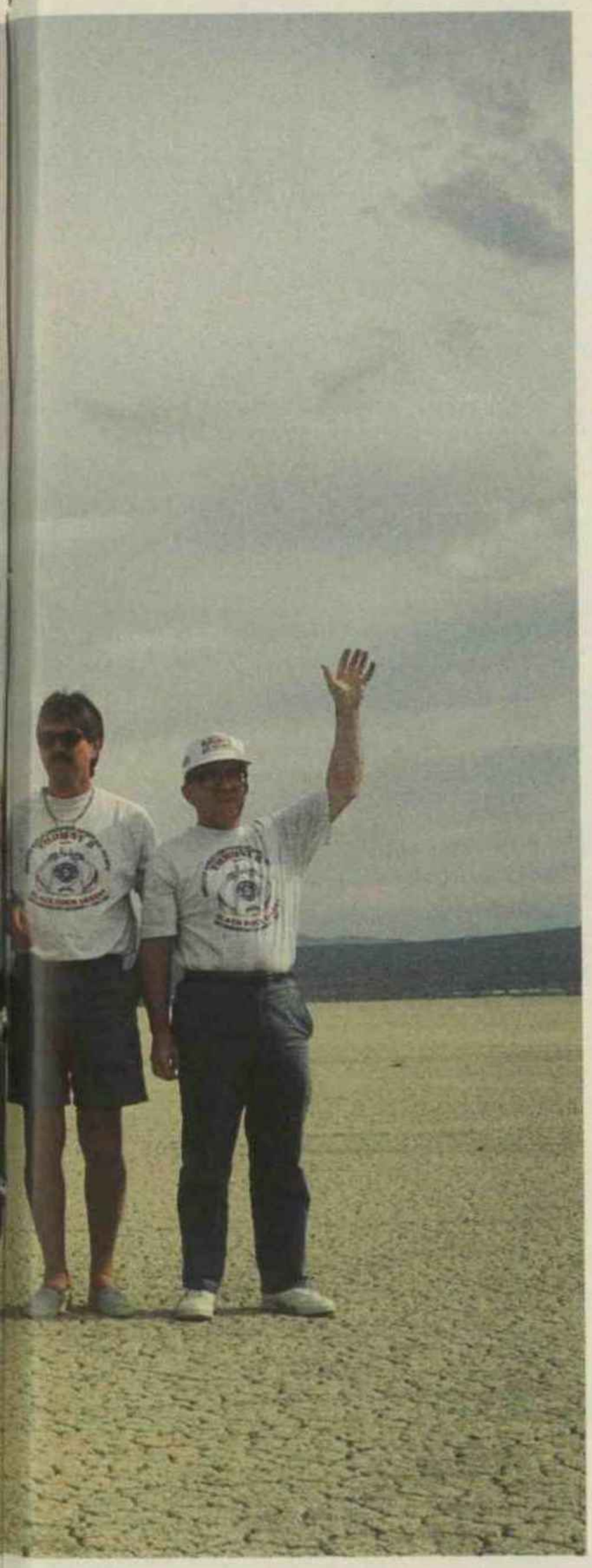


On 4 October 1983, Richard Noble blasted Thrust 2, a Rolls-Royce Avon powered jet-car, across the Black Rock Desert, Nevada, USA to set a new Land Speed Record at 633.468 mph, a figure which remains unbeaten to this day. To celebrate the 10th anniversary of their accomplishment, and to meet the man who hopes to challenge the record some time next year, Noble and the rest of the Project Thrust team returned to the scene of their success and the tiny town of Gerlach.

Back in 1982, after repeated attempts at Bonneville Salt Flats had ended in failure, thanks in no small part to Thrust's dislike for the salt surface, Noble switched to the Black Rock Desert, more in hope than expectation, and was delighted to find that, not only had he stumbled upon an ideal track for the car, but it was also found an ideal location for the team. The residents of Gerlach, who until then had witnessed nothing faster than the massive freight trains that clanked gently through the town, welcomed them with open arms and became very much a part of their endeavours.

The welcome given to the returning team in 1993 was just as warm, with Bev and Arley's Miner's Club and Bruno's Bar and Motel providing the scene for three days of reminiscing, dinners, film shows and impromptu gatherings, not to mention some spectacular hot-air balloon trips across the desert. The team even managed to set a new LSR, albeit for a rather more obscure class of vehicle. During one of the low points in 1983, while waiting for favourable wind conditions, a small group lead by team member Ron Benton dashed across the desert to set a new record for a Sani-Hut (portaloo!) towed behind a pick-up truck. The event, captured vividly in the recently reshown documentary about Project Thrust, provided a much-needed boost to team morale and, when recreated during the reunion, was just as hilarious. Driving a brand new Dodge Ram truck with the Sani-Hut firmly lashed to it, Noble averaged 72.623mph with the intrepid Benton in the somewhat unconventional passenger seat.

More seriously, Noble, Thrust designer John Ackroyd and Bluebird designer Ken Norris, team manager in 1983, reckoned that the desert, which hadn't seen rain for 106 days, was in better shape than ever, and absolutely perfect for thrust-driven vehicles. This was of great interest to Craig Breedlove, five times record-holder in the '60s with his Spirit of America jet-cars, who had flown in with some of his team to check things out for himself. Far from being retired, he confirmed that he has a new J-79 jet-powered device on the stocks which, sponsorship money permitting, should be completed by mid to late 1994. Interestingly, some of those sponsorship deals may depend on the car running on the less



suitable salt of Bonneville, a surface that, by Breedlove's own admission, now features only 10 per cent of the salt thickness he enjoyed when he took his first record in 1963. Breedlove and Noble talked at length about the Black Rock Desert, and he definitely has it slated as a quickly available reserve track if Bonneville proves as unhelpful to his new car as it did to Thrust.

When Project Thrust first turned up at Gerlach, some non-local environmental protection protesters almost succeeded in stopping Noble's runs, but representatives from the Bureau of Land Management present for the reunion confirmed that, provided they stuck to the guidelines laid down when Thrust 2 finally got to run, they would be happy to support applications by individual teams to use the desert. What they would not be happy about, and would definitely block, is any attempt to turn Black Rock into an alternative venue to Bonneville for the annual Speed Week involving hundreds of cars and motorcycles. Apart from the possible environmental damage, they cite the time taken for dust to settle after each run as just one of the practical reasons why such a switch would be impossible. To be fair, nobody has suggested this scenario, but it was a message taken away not only by Craig Breedlove, but also USAC timekeeper Dave Petrali.

Whatever the location, Breedlove is hoping that it is still Thrust 2's 633.468 mph mark that he has to shoot for, although this is dependent on Australian Rosco McGlashan, who has his own Thrust 2 lookalike jet, Aussie Invader, ready to go some time in November, probably using Lake Gairdner in Australia. To spice things up even more, Breedlove's long time rival Art Arfons has quietly "unretired" himself and is hard at work modifying his latest ultra lightweight *Green Monster* jet-car.

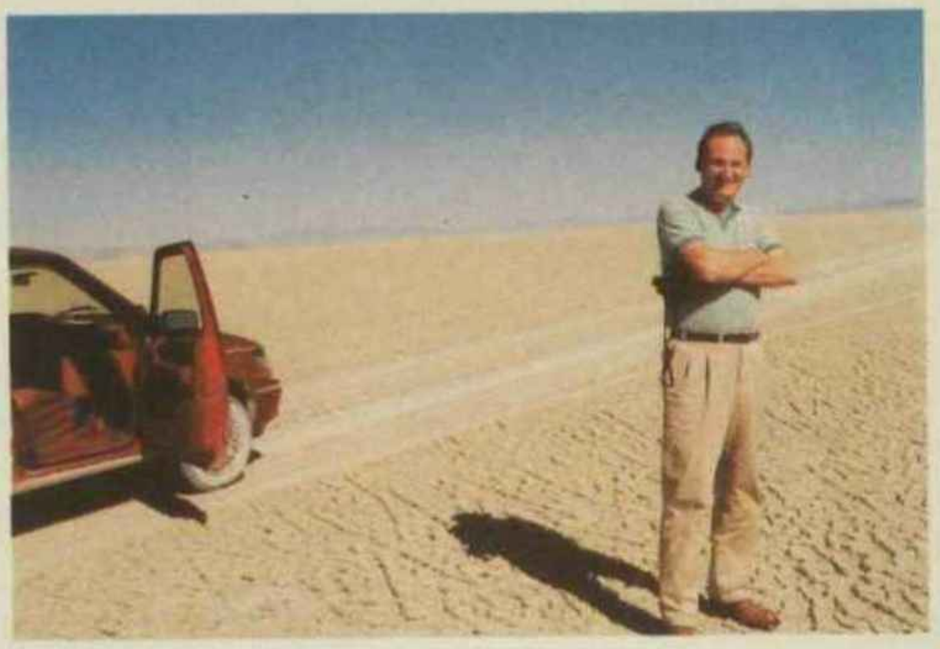
At the time of life when most others would be pottering in the garden, the 68 year-old Arfons hopes that a new steering rack, with a proper wheel replacing the lever system used last time out, and a stiffer chassis will rid it of the handling problems that forced his retirement 18 months ago. If things go according to plan, he hopes to have a shot at the record before Breedlove is ready to run.

Before Thrust 2 was proven to have outright record potential, Ackroyd had plans for Thrust 3 underway. Whether or not these ever get dusted off and fully developed will depend on the interest generated by McGlashan, Breedlove and Arfons when, and if, they succeed in taking the record. Ackroyd himself now lives in Reno and is based at Stead Field, home of the Reno Air Races, where he is putting together the three-man capsule to be used for a non-stop around-the-world balloon flight. He expects the giant balloon to travel on the air currents of the jet stream at about 35,000 feet and take approximately 11 days to complete the circumnavigation. Having the Russian cosmonaut, Vladimir Dzhanibekov, who was sent up to rescue the Salyut space station, as part of the crew is proof of the seriousness of the attempt which is a natural development from the TransAtlantic and TransPacific crossings that gained so much media attention because of Richard Branson's involvement: much of the design work for those projects was also Ackroyd's.

For now, Noble, Ackroyd and the rest of the Thrust team remain holders of the Land Speed Record, a record which, as Richard said, he attempted "for Britain and the hell of it".

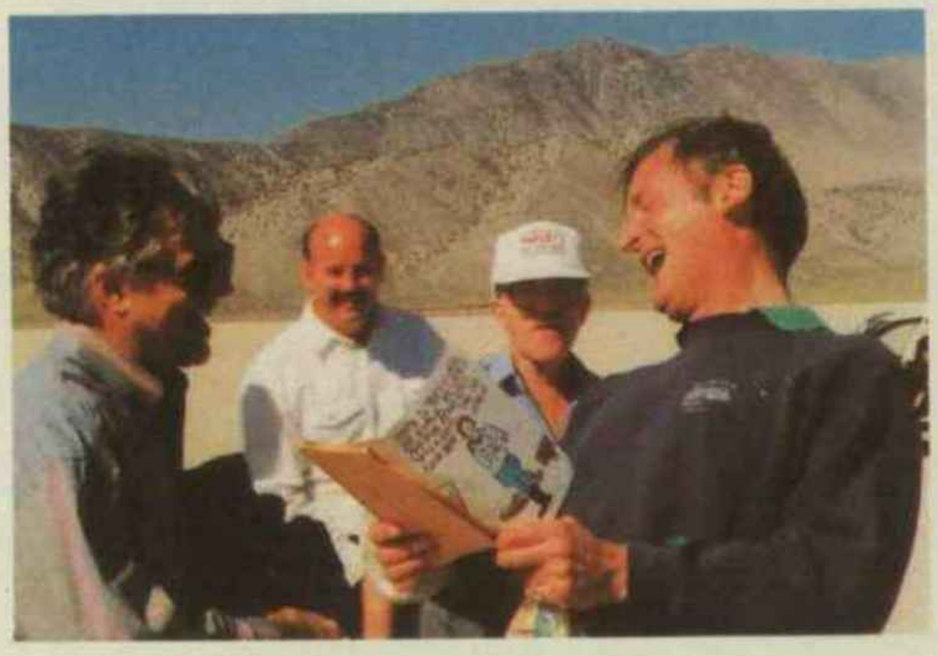
It remains an achievement of which they can all justifiably be proud. **R R**

10 years on (right): Richard Noble back in the Black Rock Desert.





Far left, the reunited team. Near left, designer John Ackroyd (to the right) explains to Ken Norris the intricacies of the round-the-world balloon capsule.

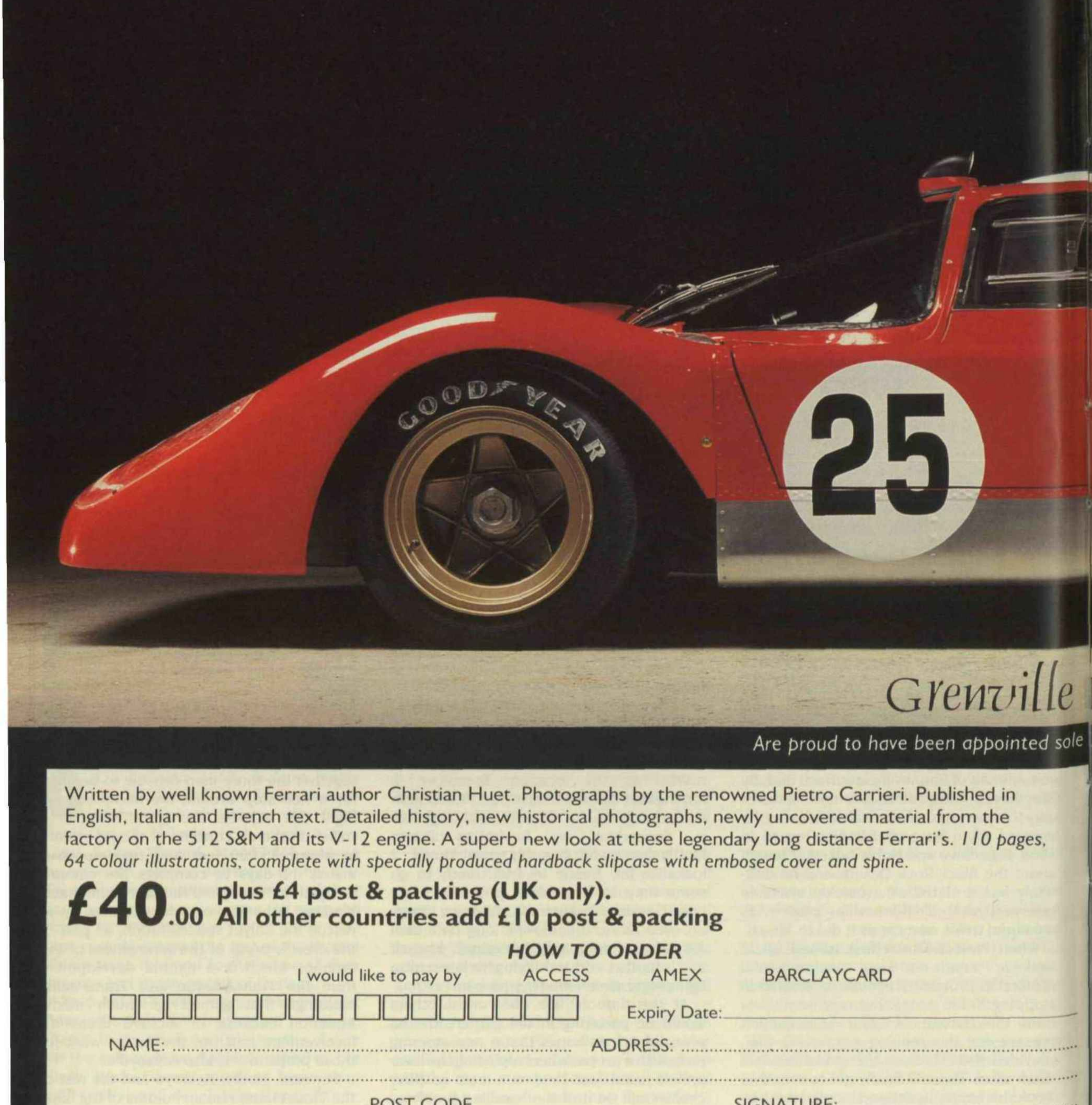


Right, five-time LSR holder Craig Breedlove presents Noble with a suitable anniversary card.

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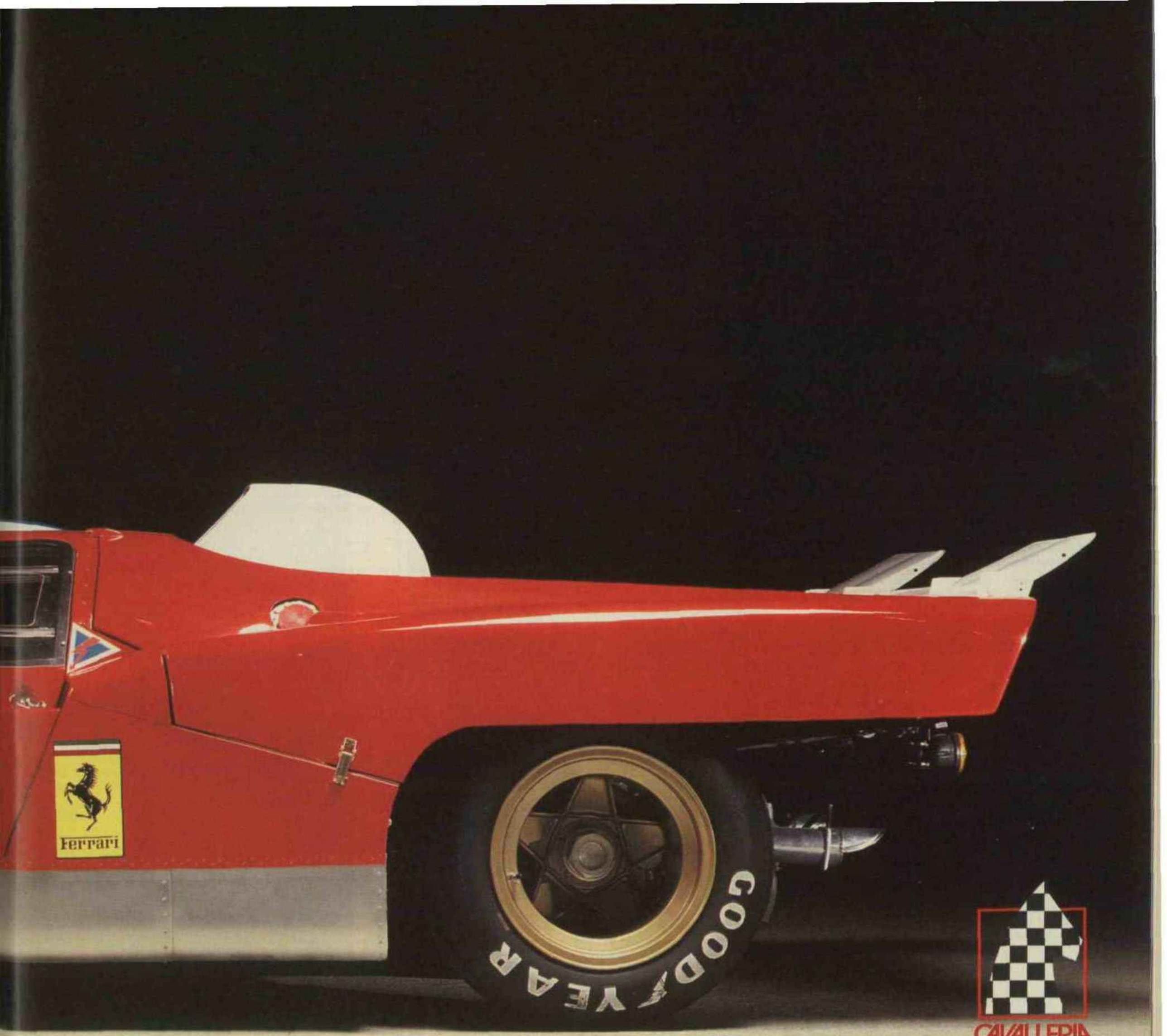
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"Keep her





– rallying is far more loosely structured than circuit racing, and offers a rich variety of challenges, even for mere privateers . . .

After a while, the autograph hunters became a nuisance: we were trying to complete our recce and the importunate gangs of schoolchildren who descended on the car at regular intervals weren't helping. If that sounds ungrateful – a couple of unknown British clubmen ought to appreciate a little adulation – it also indicates the standing of the 24 Hours of Ypres. It has a wider appeal than any other European Championship rally and the children knew exactly why a foreign-registered car was traversing the backroads of Flanders, even if they had no idea who the crew were. In that part of the world, any rally driver is a hero.

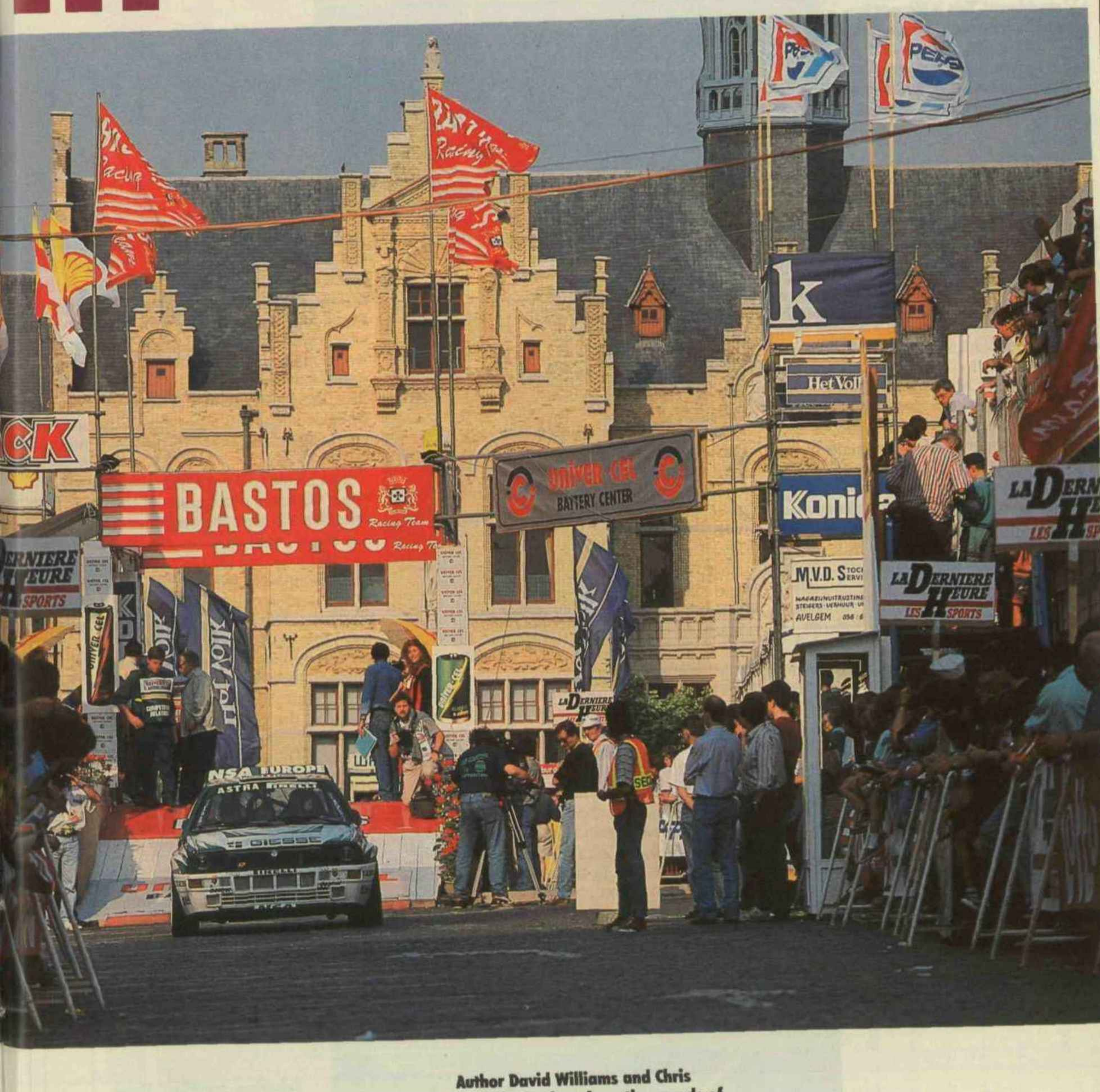
It is hard to explain the attraction of a rally made out of nothing. In theory, any good rally has two minimum requirements: challenging, enjoyable roads, in a thinly-populated area. Ypres cheerfully breaks both those rules and plenty of others. With the exception of the Heuvelland ('Mountain Land') stages crossing the low hills on the French border, the roads are largely if not completely flat and not a patch on say, the stages of the Manx or Antibes Rallies. Yet the fast, ultra-narrow lanes are immensely demanding and they are linked together in rapid-fire succession, 10-mile stages often split by five-mile link sections in a blast across the countryside that holds the population in the grip of rally fever for weeks on end; people actually watch rally cars practising at night.

To add to the fun, stages are lengthened by using crossroads twice, placing barriers diagonally across the road, and spectators throng to a three-lap stage round the industrial estate. As my co-driver, Chris Patterson, observed, in many ways it is a rally for spectators. Yet a 460-mile route that is more than 50 per cent competitive and the prospect of 170 or more cars, with strong opposition in every class, makes for a contest every self-respecting tarmac rally driver should do at least once.

The event's reputation is such that the AC Targa Florio doesn't lavish incentives on British amateurs as most Belgian organisers do and assistance for a Dunlop Metro GTi Cup crew was confined to 33 gallons of free petrol and half-price insurance of £175. It all helps of course, and Rover Sport assistance takes care of the insurance *and* adds £125 to the kitty. Taking that into account, on-event expenditure was around £775, including tyres – a tidy sum for an unsponsored amateur.

If one really wants to cut costs, one can still tackle a major international in the rally car alone, using it for a little practice if it's a

lit//



Author David Williams and Chris Patterson find refuge from the crowds of autograph hunters who add to the atmosphere in Flanders (above left). At rally HQ in Ypres (above), a carnival appears to have broken out as César Baroni edges away from the starting ramp.



Beyond the reach of the humble Metro, the outright lead was contested by more sophisticated machinery. This is Ramon Ferreyros' third-placed Lancia Delta integrale, which was itself unable to keep pace with a couple of well-driven, Belgian-crewed Escort Cosworths.

Group N car and putting a few spares in the boot. Metro rules make this easier, as contestants use the same Dunlop D84J road tyres throughout. However, rallying is a competitive sport, so we had a borrowed Montego for practice and a Fiat van with three-man service crew from Roman Camp Garage, near Bath.

We completed more than 800 miles of practice in two 18-hour days, painstakingly checking the notes provided by Rover and compiled by Roger Hunt, finishing at 03.00 on the morning of the start – not that we would be going anywhere at speed until 20.30 that evening. As foreign friends had predicted, two days' practice were nowhere near enough.

During the event, the long-suffering Montego became a chase car, which we met after all but four of the 37 stages, while the van guarded our precious parking spot in Ypres. A friend had told me that a reliable car was the main requirement for Ypres and he was right. Even during the second leg, which covers a much longer lap of the region and has longer road sections, there never seemed to be much more than five minutes for service. Rushing out of stages with a list of three jobs that needed doing, it soon became clear that most of them would have to wait: only petrol was essential. Even the end of the lap offered little respite. 20 minutes' service looked generous until one worked out the time spent fighting past other service vans and hordes of spectators to one's own service point, then back to the re-group. At a pinch, 20 minutes might mean 14.

To anyone brought up on road rallies, this is how all events should be run. My co-driver is one of the talented new breed of Ulster pace note experts and doesn't know a thing about road rallies, but he approved anyway. While he is more used to Sierra Cosworth power and treats 1400cc cars as light relief, we were not in Belgium to admire the scenery, although we visited it on a number of occasions. I knew that I was expected to "keep her lit," which is Ulster slang for not lifting off unless extinction beckons.

Chris's patience must have been sorely tried on the first night by a ragged start when I tried to make up for a three-month lay-off, persistently braked too early, slid stupidly into a ditch for 30s on some gravel, and survived a stage with only the hand-brake for company after we ran out of time bleeding the brakes.

I expect he was grateful we got round that.

There are few experiences more depressing than sitting on the startline of a 10-mile stage knowing you have no brakes. One tries to keep calm, remind oneself it will only cost a minute, and not go off the road.

Things were going much better by the end of the night. On our best stage, we were only nine seconds behind Tony Pond in the works Metro, but erratic driving, combined with the 90s lost in the ditch and through the brake problem, meant we were fifth Metro Cup crew rather than third.

Fifth soon became fourth, as Chris Pope collected a house on the second stage of the second leg. Paul Northall was now in our sights and bothered by intercom trouble. I liked the hilly stages round Kemmel and Westouter and decided to step up the attack. To my disappointment, we set equal times on Kemmelberg, but Westouter – which starts with a mile long descent that would make a fine ski run – was going better until we were outwitted by a patch of gravel near the finish. To the spectators' delight, we spun into a cabbage field. Better still, we needed pushing out. We had lost another 30s.

It was time to drive a little more neatly. 75 miles of stages remained and third was still possible. We were level again on the following stage, only to drop 10s thanks to an overshoot on the next.

Unfortunately, we set a good time on Sint Sixtus and so, a mile into the following stage, we were back in the cabbages, after a roll that unaccountably left the roof unmarked; Belgian fields are soft and well-tended! However, another 30s had gone and I had knocked the tracking out in charging the ditch to regain the road. We were no longer going to improve on third unless Mr Northall also went mad – and in any case, there is nothing like a roll to remind one that there is a finite supply of luck. Reluctantly, we settled for fourth, driving just quickly enough to keep our rival under pressure.

It didn't dent the sense of achievement in finishing. We were 53rd overall, the small matter of 19 minutes behind Pond and ninth in class, but it is impossible not to enjoy a carnival, and Ypres was still buzzing long after dawn.

D K W



Suburban servicing. There wasn't much scope for this sort of thing. By the time you'd scrambled through the chaos to reach your allocated service bay, several precious minutes would have been wasted . . .

Motoring News

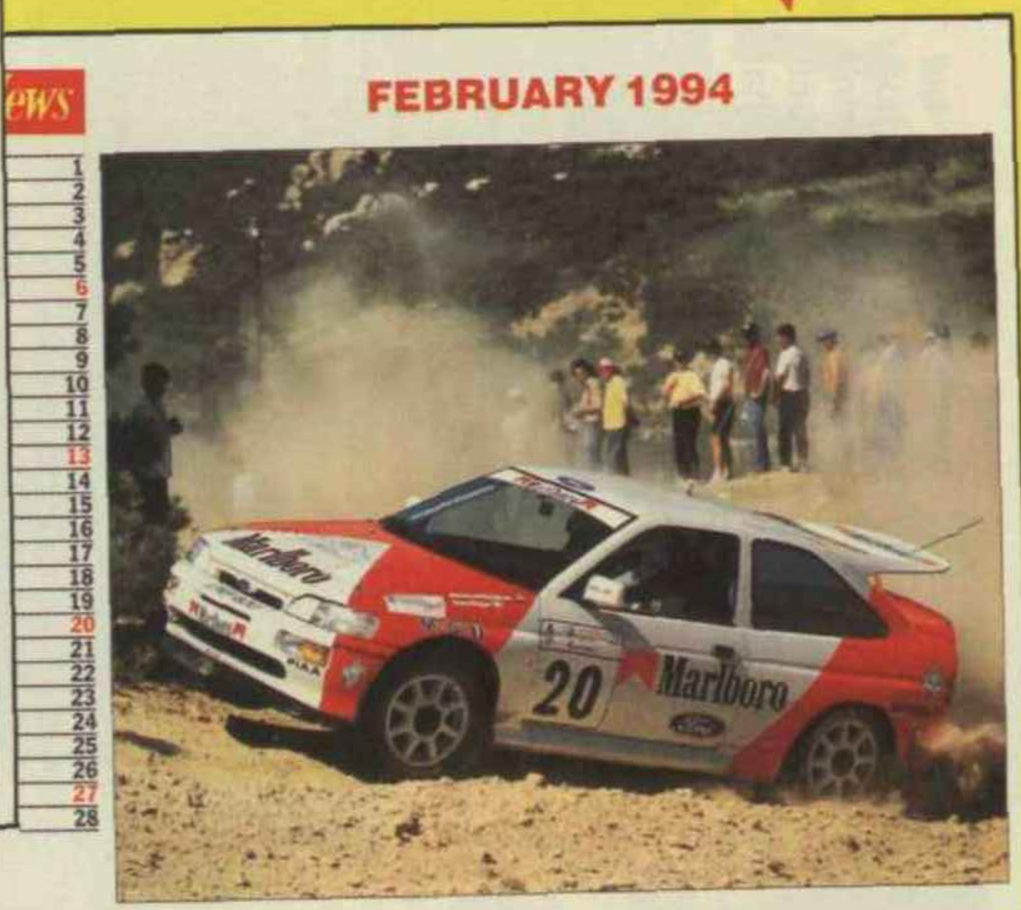


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Youth

In the history of IndyCar racing, 1993 marked something of a watershed. Thanks in large part to the presence of Nigel Mansell, the PPG IndyCar World Series attracted unprecedented international coverage and, in all but a couple of cases, attendance at the events was up and the all-important television ratings showed similar growth.

But in addition to remembering 1993 as the year that Mansell-mania came to IndyCar racing, future historians may also mark last season as the year in which IndyCar racing's old guard truly began to change. After all, it's not every season that three men who've won 148 races, including nine Indianapolis 500s, call it quits. But that's what happened when four-time Indy 500 winner Rick Mears retired in December of 1992, the winningest IndyCar driver of all time – AJ Foyt – hung up his driving shoes in May, and the second most successful IndyCar driver of all time – Mario Andretti – announced in October that 1994 will be his final season.

But in many ways the retirements of Mears, Mario and AJ were just the tip of the iceberg. Everywhere you looked in IndyCar racing, it seemed, young talent was coming to the fore.

Of course Paul Tracy and Robby Gordon got the most attention. And rightly so. For all his well-documented gaffes, Tracy was the only driver who carried the fight to Mansell race after race. If anything, Gordon's raw talent is even more blinding than that of his Canadian counterpart. And while he also made his share of mistakes, there can be no doubting the latter half of the 1990s will see Robby vying with Tracy for many a PPG title.

But what of the others? Ironically perhaps, the success of Tracy and Gordon may help a slightly older generation whose talents were squandered in the early '90s; drivers like Mike Groff, Jimmy Vasser and Scott Pruett. Groff, the 1989 Indy Lights (FIL) champion, did wonders for the small Euromotorsports team in 1990/91 but seemed headed for obscurity after a short stint with AJ Foyt failed to click. Following the lead of Roger Penske, not to mention former mentor Jim Trueman, Bobby Rahal plucked Groff from the ranks of the under-employed to serve as tester and occasional second driver for Rahal/Hogan. Saddled with the Rahal/Hogan chassis, Groff didn't get much in the way of results in '93 but he's earned rave reviews for his testing work with the new Honda engine.

Speaking of the Rahal/Hogan, in its earlier guise as Truesports' 'Made in America' project the chassis all but ruined Pruett's career. But Scott was nothing short of brilliant in ProFormance Racing's '91 Lola last year and has since been tabbed to spearhead the testing and development of Firestone's new IndyCar tyres with the reborn Patrick Racing Team.

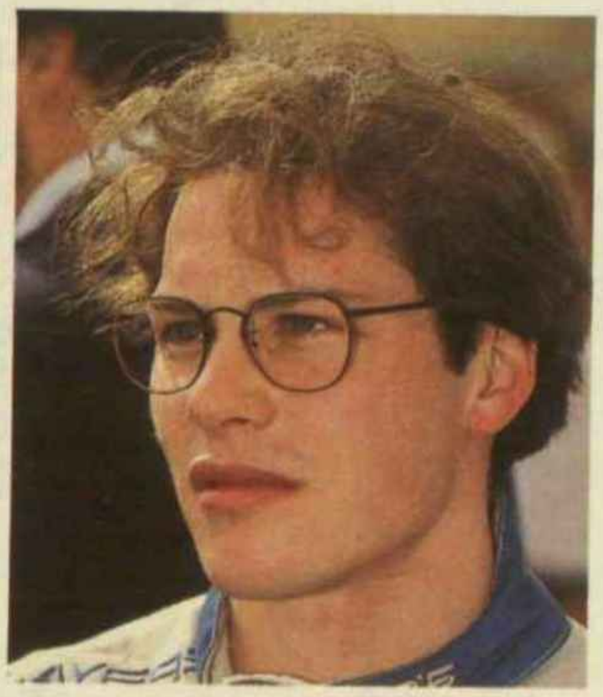
Vasser's future is less clear after he came tantalisingly close to a deal with Galles Racing for '94, only to have Rick Galles and Danny Sullivan agree to stick it out another season. Virtually everyone who's worked with Jimmy – mechanics, engineers, team managers – simply drool about his ability, but despite the best efforts of team owner Jim Hayhoe he hasn't had the IndyCar equipment to showcase his talents with any regularity.

1994 will be a crucial season for Groff, Pruett and Vasser if they are to feature in the coming years. Groff must show he can be a front runner, Pruett must convince Firestone and Patrick he can win and Vasser simply has to make the right choice as to what, when and for whom he drives.

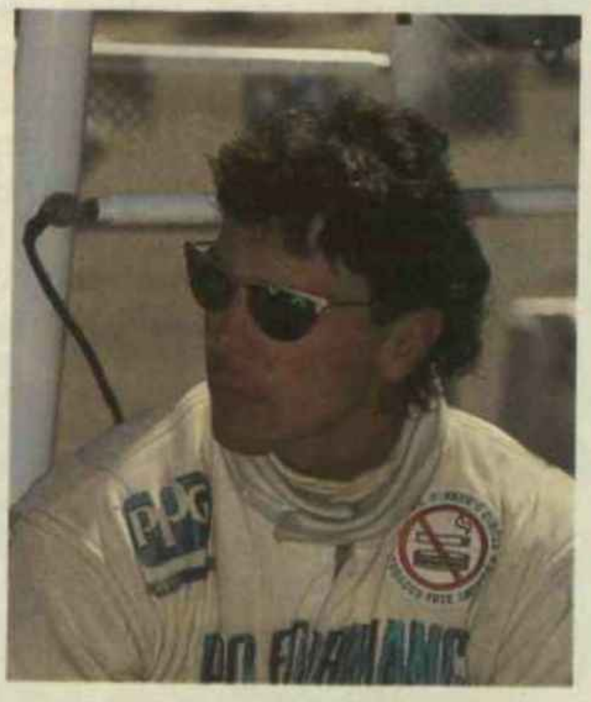
Perhaps unfairly, Adrian Fernandez also faces a critical year in his second season with Galles Racing. Like Tracy and Groff, he was brought on as a junior driver to do testing legwork with a few starts thrown in for reward. Although he showed great form in the '92 Indy Lights series, the amiable Mexican ended too many races against the wall during a year in which Galles Racing had more to worry about than its cub driver.

Next up is a group that showed promise in their first crack at IndyCars last year. While time is hardly on their side, it's safe to say that 1994 isn't quite a make or break season for the likes of Andrea Montermini, Scott Sharp and Mark Smith.

With his brilliant performances at Detroit and Vancouver, Montermini was as impressive as Tracy or Gordon. Perhaps to ward off prospective poachers, Euromotorsports' Antonio Ferrari claimed last year he had Montermini under contract for '94 – a claim Andrea disputes. Double TransAm champ Sharp looked quite at home in his IndyCar debut at Laguna Seca and has since signed to drive along with veteran Dominic Dobson in the well-funded PacWest Team. Fast but wild in the junior formulae, Smith showed impressive maturity in 1993 but was hampered by a budget that seemed to shrink as the year progressed. He seems likely to join Gordon and Willy T Ribbs at Walker Motorsports and should benefit from that squad's professional approach.







The future of US motor racing? Jacques Villeneuve (left), Jimmy Vasser (below left), Scott Pruett (right), Robby Gordon (below right) and Paul Tracy (main pic).



movement

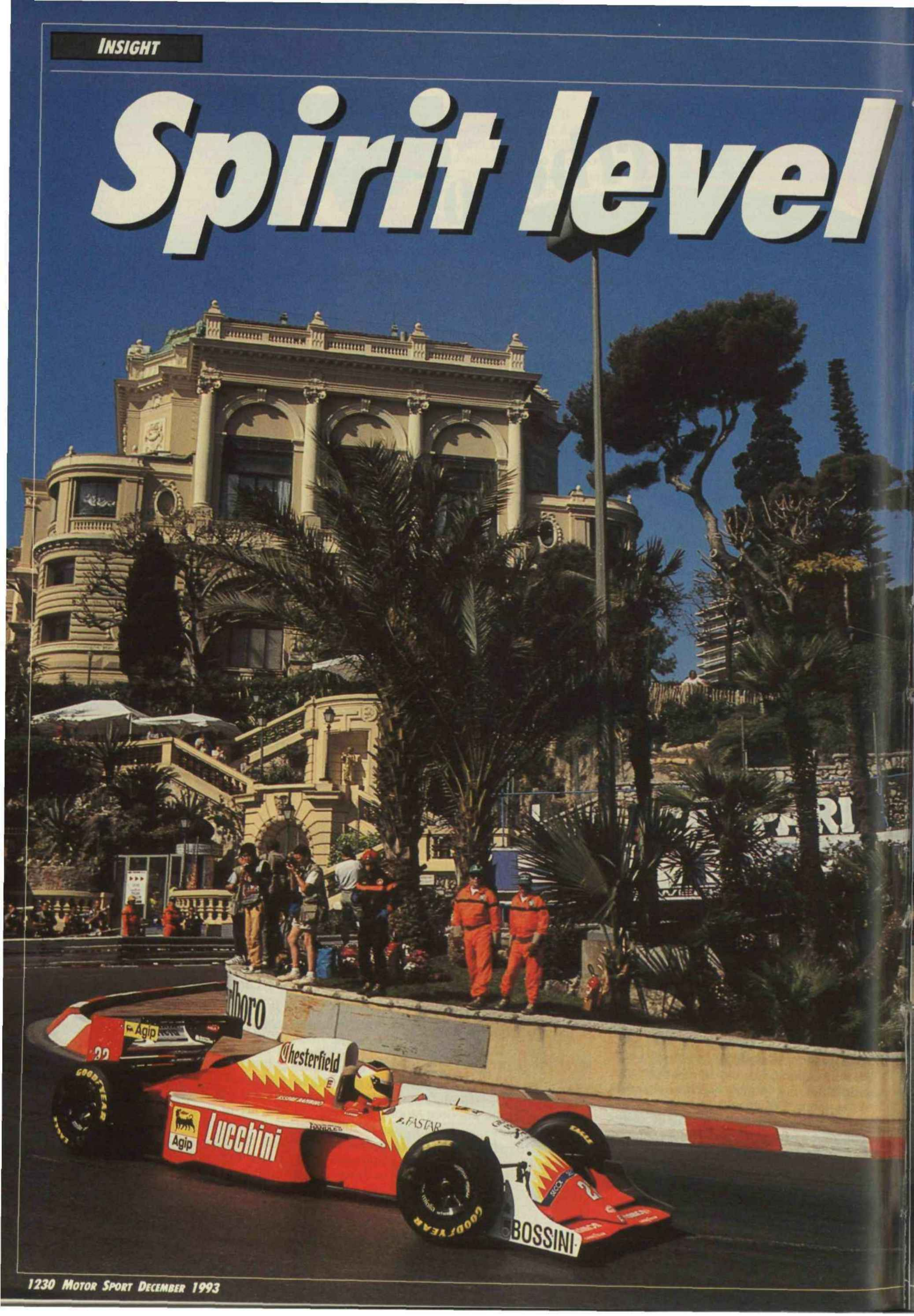
Just over the horizon are Jacques Villeneuve and Bryan Herta. The son of Gilles Villeneuve, Jacques already has a solid IndyCar programme together for '94 with Forsythe-Green Racing, with which he won four races and earned rookie of the year honours in the '93 Toyota Atlantic championship. Undeniably gifted . . . and young, the 22 year-old will face a steep learning curve next year. In contrast, Herta has demonstrated a maturity beyond his years since he burst onto the scene in 1991 with the Zerex/Saab title and a fine performance in Britain at the Formula Ford Festival. With the assistance of Tasman Racing he completely dominated last year's Indy Lights series but as yet has nothing more (or less) than some tests scheduled with Newman/Haas Racing. He does, however, have a Lola T94/00 with which to barter, Indy racing's most prolific constructor having loaned him a chassis as part of his Indy Lights championship prize.

Franck Fréon and Frederik Ekblom are also set to move up from FIL to IndyCars, but it remains to be seen whether they'll have a fair chance to display their talents. Freon and team owner John Martin were simply overwhelmed by the Tasman juggernaut in this year's FIL, and only time will tell if Martin has the requisite resources to give the talented Fréon a fair shake. Ekblom has, at times, shown dazzling speed in outclassed equipment and, sadly, will probably face the same uphill battle in IndyCars with Sovereign Racing.

Former world champion 'biker Eddie Lawson really sparkled in the waning races of the FIL season and certainly may develop into a hot property after another season on four wheels, as will Greg Moore, the Canadian teenager who jumped from FF2000 to FIL with surprisingly little drama last year. Briton Steve Robertson also impressed in FIL after a disappointing 1992 in European F3000 but, like Tasman team-mate Herta, has no clear-cut road to IndyCars ahead of him. Ditto Claude Bourbonnais, the moral victor of last year's Toyota Atlantic series. Older, more experienced and every bit as fast as his celebrated team-mate Villeneuve, Bourbonnais was either first or second in every race he finished in 1993. And yet he had to concede the title to the unheralded David Empringham, who earned points in all but one race and scored one victory. Bourbonnais has had an IndyCar test with Forsythe-Green but his prospects for 1994 are uncertain, while Empringham seems destined to defend his Toyota Atlantic title at the behest of sponsor Motomaster.

In another era, the names of midget and sprint car standouts Mike Bliss, Andy Hillenberg and Stevie Smith might have topped the list of young lions itching to get into IndyCars. Sadly, like Kenny Schrader and Jeff Gordon before them, the best that USAC and the World of Outlaws have to offer look to the Daytona 500 rather than the Indy 500 as do an increasing number of other up and comers. Just ask Zerex/Saab standout Jerry Nadeau who finished an impressive fourth in the Kent class at the recent Formula Ford Festival . . . **D P**

Spirit level



At the start of 1993, everything looked fairly rosy for Lola. Fate had cast Nigel Mansell in the general direction of IndyCar racing, where he would drive one of the Huntingdon manufacturer's chassis for Newman-Haas. Inevitably, the explosion of media interest in American motorsport focussed on Mansell to the virtual exclusion of suppliers such as Lola and Cosworth, though Lola insists that it has enjoyed sufficient reflective coverage on the back of Mansell's successes. "We never used to feature in the daily papers at all, for instance," says Formula 3000 Project Manager Nick Langley, "but now we're popping up everywhere."

No question, America has been the marque's salvation this year. In addition to Mansell's performances, Lola entered successfully into the first of three years as supplier of monotype chassis to the improving Indy Lights series. The relationship has, thus far, been hugely successful. Grids increased by 50 per cent last season, and similar growth is forecast for 1994. "We've come a long way since Roger Bailey and I launched the formula, as the American Racing Series, in 1986," says co-founder and experienced IndyCar entrant Pat Patrick. "The purpose was to launch the careers of young drivers, and it's beginning to happen." Indeed, Indy Lights' appeal has increased since Lola threw one year's loan of an IndyCar into the champion's prize fund. As a result, 1993's leading light Bryan Herta now finds himself with a valuable bargaining tool when it comes to looking for a full-time Indy drive next season. "In many ways," says Herta, "it's better than bringing sponsorship money to a team, from a driver's point of view. It's a fixed asset."

"Now," continues Patrick, "I believe that we have, pound-for-pound, the most sophisticated racing series in the world. $700,000 covers the cost of the car, 12 races and all the testing that you need to do. In Formula 3000, eight races will cost you around $1,000,000 . . ." Most F3000 entrants will tell you that his maths is a little shaky there, but you get his point. And it's not as if the F3000 champion gets free use of an F1 car for the following season, is it?

Beneath this garden of roses, however, there lie some sickly roots. Not *everything* went Lola's way in '93.

– Supplier of Nigel Mansell's successful IndyCar chassis, Lola has had its fair share to celebrate this year. Behind the glitz, however, a little remedial work is taking place . . .

Far from it.

The company had already taken a kick in the bank balance in 1992, with the demise of the World Sportscar Championship, for which a customer car had been designed. It had been built, at considerable cost, before it became apparent that the category had no future.

This season, continued triumphs in the States were offset slightly by the news that Bruce Ashmore, head of the design team which produced Mansell's T93/00, was defecting to Reynard, to play a leading role in development of the latter's new 941 IndyCar, which debuts next year.

Rubbing salt into the wound, Reynard also monopolised the European Formula 3000 market in 1993, though Lola found solace in the Japanese equivalent.

To cap it all, Lola's return to motor racing's global showpiece, Formula One, replacing Dallara as Scuderia Italia's chassis supplier, was a flop.

The cars were regular inhabitants of the back row of the grid, and the relationship failed to survive the season.

There are thus three pressing issues. In no particular order of urgency, Lola needs to counter the predatory menace of Reynard in the USA, to regain customer confidence in European F3000 and to restore its tarnished image in F1.

On the latter point, managing director Mike Blanchet is quite open about the T93/30's dismal record. "Naturally, I'm going to say that we didn't have a decent crack at it, but it didn't work out for a whole feast of reasons. That said, I have to admit that we underestimated the challenge. We'd been away from F1 for a couple of years, and the technology had progressed enormously in that time. We were taken slightly unawares. We certainly never expected to be as uncompetitive as we were. Realistically, we hoped to be able to qualify in midfield. In that light, the project has to be regarded as a failure, but we are determined to prove that we can still build a competitive F1 car."

Indeed, in the corner of the main assembly room there nestles a small office containing the nascent T94/30, which is tucked away behind protective sheeting whenever the press are around.



Hit and miss: while Mansell was winning for Lola in the States, Badoer (pictured opposite) and Alboreto were struggling in F1.

If Lola is to return to F1, says Blanchet, it wants to do so on its own terms, though the team would have to be autonomously structured, away from the main manufacturing base.

Should such a works F1 team come to pass, it would put Lola in a unique position. You do not, after all, see McLaren, Williams, Ferrari or Benetton attempting such diversity, although the latter may run a junior team in Formula 3000 next season, albeit as a paying customer, not a constructor.

Blanchet argues that it is not an unfeasible proposition. "You can learn a little bit from every category, whether it's Formula Ford, IndyCar or Formula One. You get more lateral ideas, and that input can help across the board."

There remains, of course, the perennial thorn of finance. The commitment to go it alone in F1 increases the ante. "We will only do it," stresses Blanchet, "if we have the money to do so *properly*."

By November, the money was not in place. If the T94/30 doesn't run in F1 next year, what happens then? Is that another case of wasted investment, like the T92/10 Group C car?

"Not at all," counters Mike. "In that situation, we'd run a test programme in 1994, to be properly prepared for the following year. Besides," he adds, warming to his theme, "Formula One might be a good place *not* to be in 1994. Does anybody really know what the regulations are, or what we can or can't build? It says you can't have driver aids, but what constitutes a driver aid? The steering wheel? The brake pedal? The way I see it, you could drive a coach and horses through the regulations at present. There are lots of grey areas, and there could be quite a barney."

If Lola takes the test route, it will merely be a repeat of its European F3000 experience in 1993. Bereft of customers, the factory ran a T93/50 in a private research and development programme. At the end of the year, Paul Stewart Racing ran the car and one of its own Reynards at Silverstone. In the hands of two different drivers, Paul Stewart and Vincenzo Sospiri, the Lola proved quicker. The results produced mixed feelings for Langley. "Obviously we were delighted, but with hindsight we really regret not having contested the closing two rounds of this year's series." That *had* been the plan but, like much else, the idea was knocked on the head on the grounds of expense. "All the same," he emphasises, "I'm absolutely confident that we will be back in European F3000 next year. The recent tests have stimulated enormous interest, and the reaction of the teams we've spoken to has been most positive."

Presently, Lola thrives on optimism borne of pragmatism.

Commercially, however, the biggest test is that to be tackled in the US. Can Lola handle Reynard's invasion of the IndyCar market, with its inevitable accompaniment of aggressive marketing? Reynard has already laid down a batch of 15 cars, although Stateside observers reckon that there will only be six or so racing at the start of the year. That notwithstanding, there was impressive interest in the 941, given that the firm has never before built an Indy racer, and that was *before* Ashmore was recruited to fortify the design staff . . .

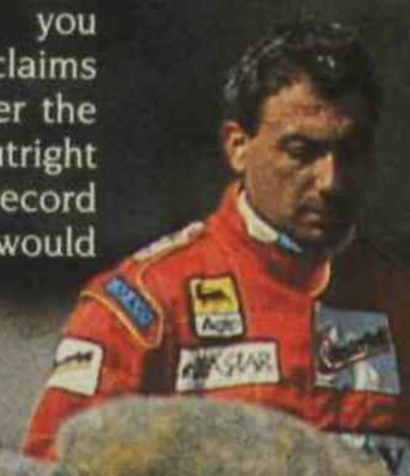
Lola has reorganised its troops, however, and Blanchet is fully confident that they will sell at least 30 T94/00s. In recent years, of course, Lola has faced stiff opposition from Penske, though the latter has concentrated essentially on supplying its own works team. Reynard will be taking a more scattergun approach to the matter of chassis distribution, and has also landed something of a coup with the recruitment of Michael Andretti to drive a car for Chip Ganassi. Say what you like about Andretti's lacklustre arrival in F1, he is still regarded as an awesome IndyCar racer, and with good reason.

Blanchet accepts that they face fierce opposition. "We've always tried to do our best, even when we haven't faced commercial rivals," he says, "though we accept that we have to improve communications next year when it comes to making teams aware of our various development programmes.

"We've actually strengthened our Indy team. There are more people working on it than ever before, an increase in workforce of about 20 per cent. Since Bruce left, John Travis and Keith Knott have taken responsibility for the design, and they've produced an all-new car which wind tunnel results confirm is quite an improvement aerodynamically."

Cynics will note that, every winter, manufacturers the world over produce new cars, claiming to have improved torsional rigidity, aerodynamics, suspension geometry . . .

Blanchet laughs. "I know, I know. Why didn't we design it like that in the first place? Every year, you read about so and so's new car doing such and such a time in testing. If you applied all the claims you'd heard over the years, the outright Formula Ford record at Snetterton would



be down to about three seconds by now!

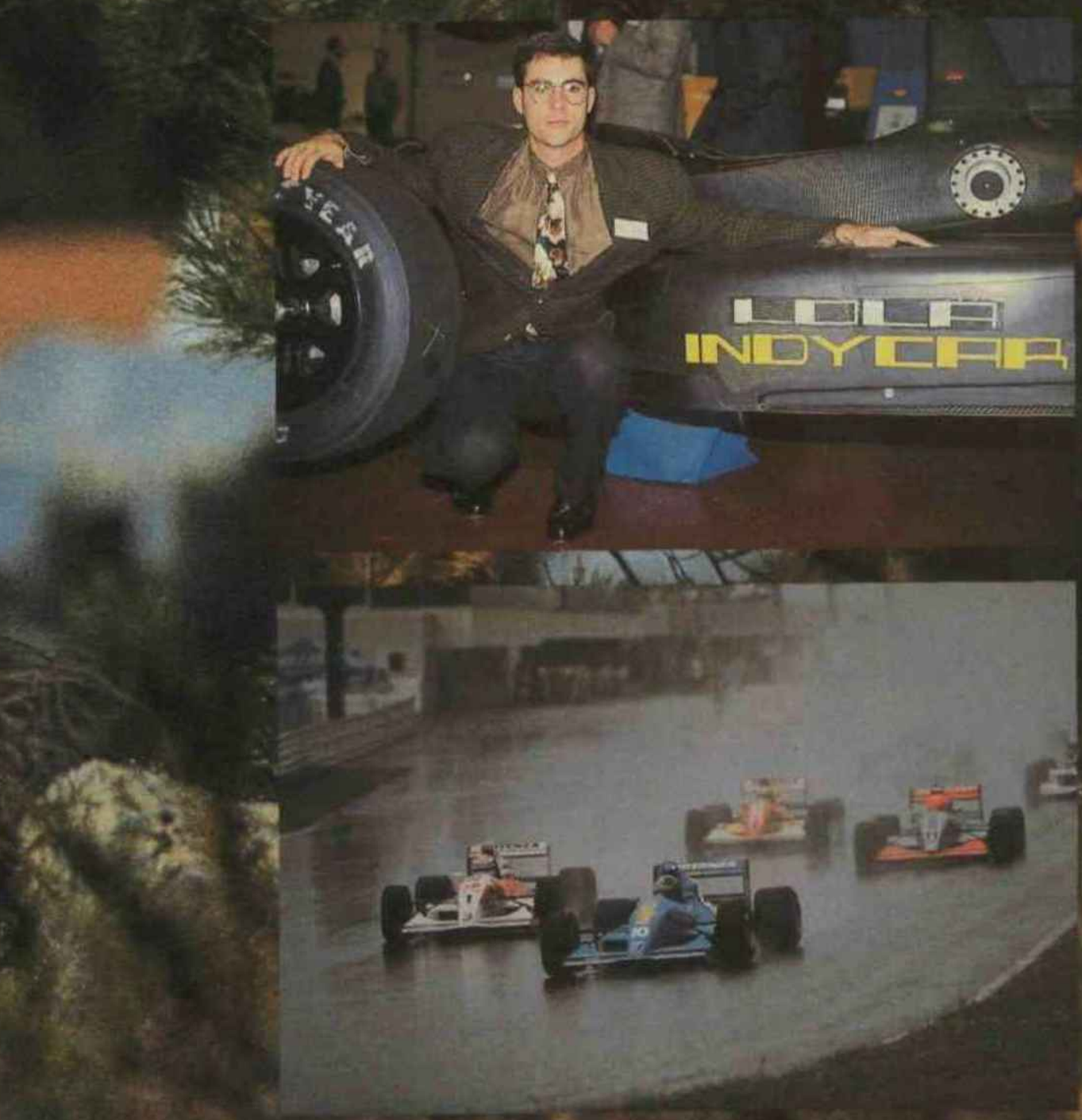
"We were going to produce an evolution of Bruce's last car, but when he left we made the decision to do something different. Besides, the Penskes had started to give us a bit of a whipping in mid-season, so it made sense to start afresh. There's no point trying to play catch-up all the time. You've got to make the effort to jump ahead."

For the first time, Lola will use a transverse gearbox in IndyCar racing next season. "That allows for superior weight distribution," continues Blanchet. "Really, the longitudinal 'box has the same effect as hanging a sack of spuds on the back of the car. I'd say that we were as quick as the Penskes this year, but they were a little easier on their tyres in races because of their transverse gearbox, particularly on the road circuits."

Results bear this out. While everyone expected Mansell to be at his most competitive on the series' road circuits, he scored a greater number of his victories (four out of five, to be exact) on ovals.

With logical, if unproven, remedies to its crises in F1 and European F3000, continued customer loyalty in the Far East, a blossoming Indy Lights market and a feisty confidence in its IndyCar prospects, Lola might be entering 1994 a tad bloodied, but its spirit is most assuredly unbowed. **S A**

Main shot: Michele Alboreto contemplates a disappointing year, quite likely his last in F1. Below, from top: Lola's arrival in Indy Lights brought life to the series; FIL champion Bryan Herta accepts his prize; customer confidence in Japan remains high — Heinz-Harald Frentzen leads in the wet at Mine; Paul Stewart set quick times in the European F3000 development chassis during the autumn.







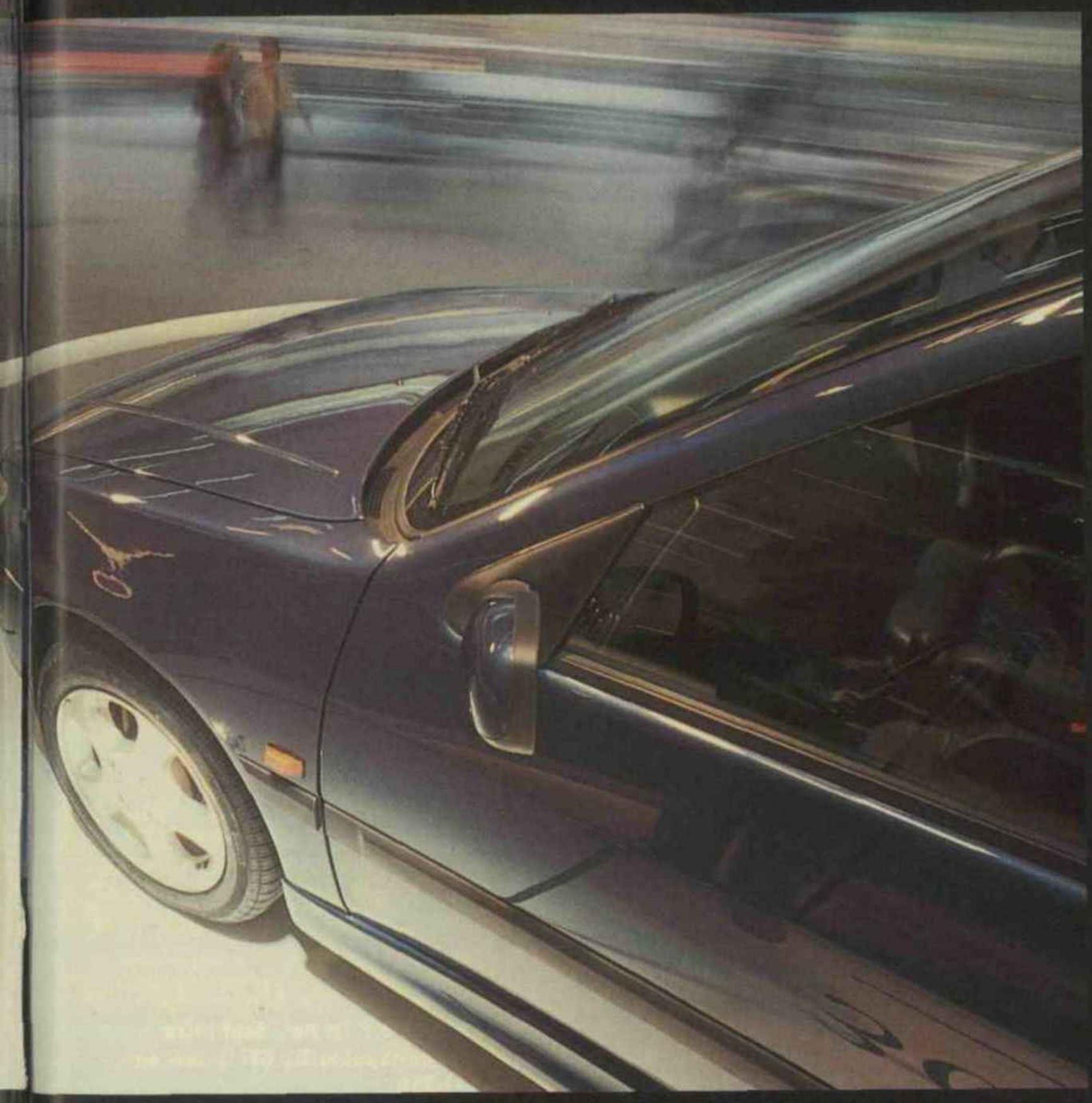
Such were the crowds at Earls Court for last month's London Motor Show that only those with a jockey-sized frame could be considered to have even half a sporting chance of moving, unimpeded, from stand to stand. Here is a selection of photographic highlights

Halls of fame



Crowd-puller (above). During the week leading up to his eventful Mondeo drive, Nigel Mansell caused inevitable pedestrian chaos. Below, TVR's Cerbera is a two-plus-two prototype on a stretched Chimaera chassis. Its future depends largely on public reaction in the wake of the show.







Manufacturers altered their displays for Motorsports Day. Fiat wheeled out Scott Lakin's F3 Reynard (left). Hyundai comes over all streamlined with its Epoch concept car (below).



Vauxhall's pretty Tigra coupé (below) is based on a Corsa floorpan.



Plentiful performance per pound: the Honda Civic Coupé (below).



The Ferrari 348 Cabriolet (right) turned plenty of heads, while the Peugeot 106 XSi (above) just turned, and turned, and turned . . .





GTD's R42 (left) is marketed as a 300 bhp supercar. It may have the performance, but does it have the charismatic appeal of the same company's GT40 replicas?



A nice sense of proportion. The Aston Martin DB7 (left).

Sporting VWs. Jim McRae's rally Golf (above) and Ray Armes' Vento VR6, which will contest a new one-make UK championship in 1994.



The Lister Storm: outrageous in more ways than one. V12 yields 600 bhp. Top speed exceeds 200mph. Price exceeds £200,000 . . .



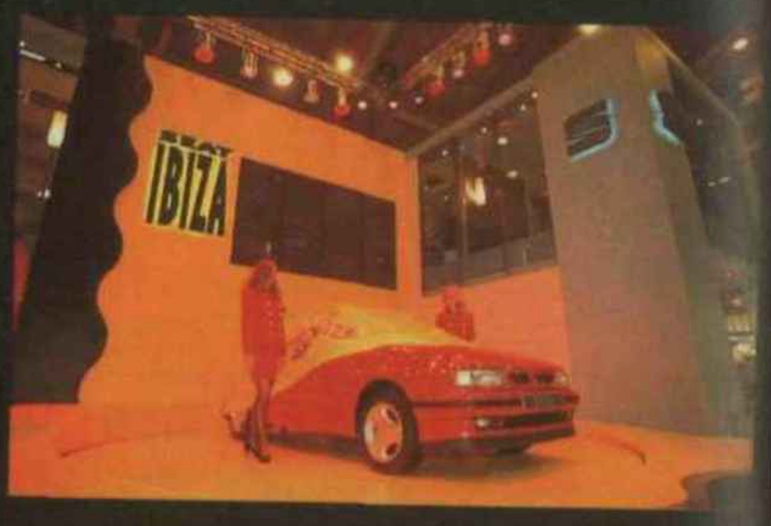
Chrysler Viper GTS Coupé (above). Porsche Carrera racer (below). Porsche would like a few Brits to contest the European 911 series.



The wraps come off the new Seat Ibiza (below). Range-topping 2.0 GTi is now on sale for £11,250.







Rapid estate (above): the 162 mph Audi RS2. Below, racers unite. David Brabham (left) asks Will Hoy if he knows any good sponsors.



Marcos has high hopes of its new GT Le Mans (right). Beyond a national racing programme lurk aspirations of a two-car assault at the Sarthe. Former TVR Tuscan racer Andy Purvis will handle this car in the BRDC's National GT Championship next year.



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1969: The first year of the new decade brought the dramatic shape of the new Lotus 72 (below), the car with which Colin Chapman would again redraw the parameters of F1 design. With this model, and the still V8, Rindt would clinch the title, but died at Monza without knowing that he had done enough to beat Jackie Ickx in the Ferrari (seen winning in Mexico, above). In that final race not even Pedro Rodriguez's pleas could persuade the boss to observe safety requirements and keep behind the Armco, but to avoid a riot it went ahead.

DECEMBER 1993

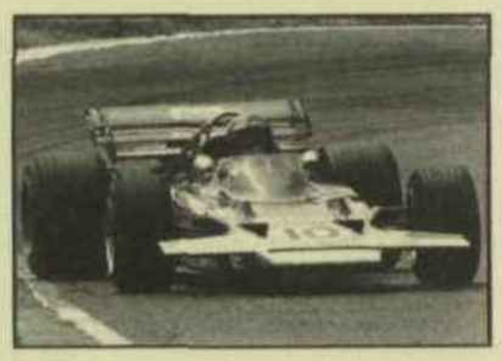
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Fad Gadget

There used to be a school of thought that the Toyota Supra was a second division footballer's car. Powerful, athletic, but perhaps not quite subtle enough to make the top grade. The latest recipe, however, is certainly more Manchester United than it is Doncaster Rovers. On paper, the new Supra looks to be a car for the élite . . .

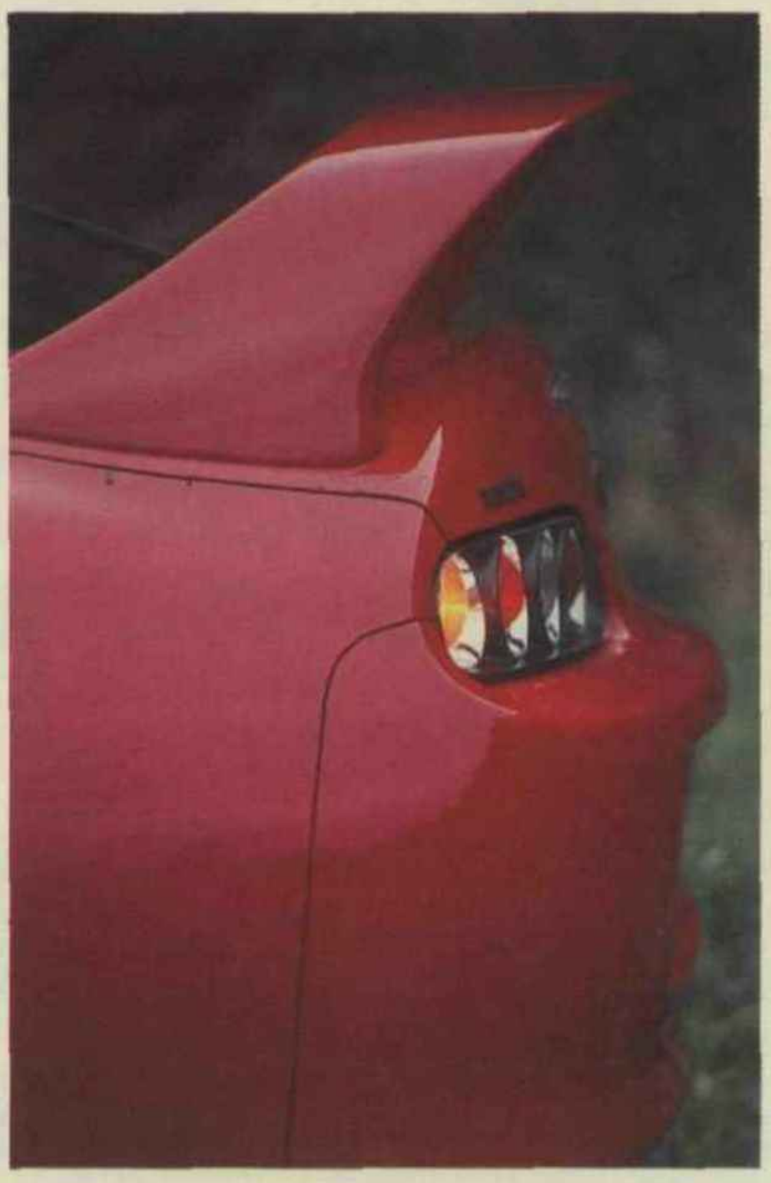
This is the third evolution of the Supra, latest in a family line that has been nothing if not brash – and something of an antithesis to the quiet, tasteful designs of the rest of Toyota's range over recent years. That's not to say that Supras were particularly ugly cars, far from it, more that they retained the over-fussy design detailing of which most other Japanese cars were relieved some time ago.

The last version of the Supra, the Turbo, looked particularly flash, and was every bit as fast as it looked, but its potential entry into 'supercardom' was really frittered away in the chassis department. It was, literally, a huge handful on the limit, no doubt to the disappointment of owners who'd parted with £20,000-plus for the privilege.

That car was never an ace in any one department, despite being very competent in many, and never captured the imagination in the same way as the sensational MR2. No doubt Toyota hopes to have eradicated that Supra's shortcomings with its all-new model, which has received a price hike commensurate with its improved technical specification.

Making the new Supra look right would be a start. Thankfully, the two-plus-two coupé body is devoid of its predecessor's fussiness. The end result is by no means radical, but the expanse of sculpted metal is well proportioned and has an imposing sense of purpose as it sits on massive alloy wheels that appear to be crammed improbably into their arches. Sensual, seamless curves replace slats, rubbing strips and shut-lines, while neatly cowled headlamps replace fashionable (in the '70s) pop-ups.

This is a car that is, aesthetically, bang up-to-date. Unfortunately, it has one flaw – in the shape of a hideous rear wing, somewhat reminiscent of those seen on ungainly US musclecars of the '60s. This is the overstated focal point, and it has a detrimental effect on the car's visual appeal, though it does yield useful positive downforce at speed. Some observers, particularly young lads, drooled over it as they would a slow-mo action replay of an Ian Wright goal.



Static photography: Matt Cooke

Toyota adds extra vigour — and a somewhat incongruous rear wing — to its already heady Supra cocktail

Otherwise, the Supra offers rather greater styling sophistication; lamp clusters for example, both front and rear, are evidence of what *can* be done with such practical and necessary elements.

However successful (or not) the Supra may be externally, Toyota has greatest need to prove the calibre of what lies beneath the lightweight monocoque. Here, only the familiar three-litre, 24-valve, dohc straight six engine is retained from the old model, albeit suitably modified. Two small air-intercooled turbos are operated individually or sequentially, depending on engine speed, so not only does the unit now produce a useful 326 bhp at 5600rpm, but 90 per cent of the whopping 325 lb ft peak torque is available all from way from a measly 1300 rpm to 4500. Given its flat torque curve, the engine is, of course, supremely flexible.

Even more impressive than the flexibility, is the awesome performance. The Supra has probably more sheer grunt than any other 'non-exotic', and, unsurprisingly, Toyota claims not only a sub-five second dash to 60mph, but a theoretical top speed of something approaching 180mph – were it not electronically restricted to a mere 155. Somewhat amazingly, fuel consumption of over 27 mpg at 75 mph is also claimed, though on our test, with mixed driving conditions, we could not quite average 20 mpg. Having a fuel capacity of over 17 gallons, the Supra's range shouldn't be far short of 400 miles with a restrained driver at the helm.

Toyota has collaborated with German company Getrag in the design and con-

TOYOTA SUPRA

L64 BPL





Supra handles well, but can feel a little spooky when electronic governors cut the power. Engine (right) has 320 bhp and gorgeous, flat torque curve.



struction of the six-speed gearbox, with sixth being an overdrive ratio rather than the last cog in a close-ratio 'box. Another familiar non-Japanese name, Torsen, provides the limited-slip differential which uses a simple but effective gearing system to combat wheelspin. Traction is also aided by TRC (traction control), which not only affects the throttle and the ignition timing, reducing power to the spinning rear wheel, but also acts on the rear brakes.

New technology is continually updated but the best traditional ideas will keep on making a return – hence all-round double wishbones and coil-springs over dampers in the latest Supra suspension configuration. The aim is to reduce unsprung weight and achieve a lower roll-centre than that of its predecessor, thus producing more neutral handling. Look at every Grand Prix car, with or without active suspension, and you will see double wishbones . . .

Brakes were never a problem with the old Supra, but they have still been changed. There are, of course, large ventilated discs all-round, together with four-channel G-sensor ABS (a Toyota innovation which can modulate each brake independently in tricky conditions, or while cornering). With features like this, it is clear that Toyota is gunning for prestige heavyweights. Porsche beware.

Although the new Supra is shorter in length than the old, it is still a large car, and one of an increasing number of two-plus-twos in which the 'plus two' might as well be a golf bag. Driver and passenger are given generous leg and headroom (even for the tall), but in the rear . . . suffer little children, who will spend entire journeys staring into the back of your seat. Adults in the back? For a trip of any distance over five miles, forget it! Luggage? And that too. It has a shallower 'boot' area than a Porsche 968.

Driver comforts, however, are many. The sumptuous cockpit allows a perfect seating position via precise electrical adjustment of the fine-leather seats and the manual manoeuvrability of the steering wheel, but greater lumbar support would be welcome. Backache over a long journey does not exactly do wonders for one's temperament when crawling along the M1 at five mph. While you're there, at least there are plenty of things within the console to keep your mind occupied.

The dials are simply massive, very clear and readable in a retro kind of way, though they look rather cheap. The rev counter, unusually, is sighted in the middle – perhaps for the benefit of the serious red-line fetishists. The switchgear stalks are conventional and straightforward but minor buttons are scattered in a most haphazard manner, all over the expanse of sombre black facia which swoops from door to centre console. The equipment level is, shall we say, more than adequate. To ensure that the Supra remains in its owner's possession for more than five minutes, a sophisticated security system is employed. This primes the alarm even when the car is unlocked while unattended, such as when you shut the doors at a filling station. It was activated once (without touching the panic button) with the key in the ignition and passengers on board, which is a trifle embarrassing in a car *this* obvious.

In the unlikely event that the Supra is stolen by 16 year-olds, the good news (for them, not the owner) is that both driver and passenger will receive the protection of an air-bag when they have the inevitable crash . . .

Avoiding accidents has been an integral part of Toyota's task when cleaning-up the Supra's act, and this becomes all too apparent when driving the car hard. Plodding round town, the Supra is docile, and easy to drive. The speed-related steering is very light at low velocities, but the drooping snout, thick C-pillar, tall head-restraints and enormous girth mean that parking could become a whole new adventure. With its abundance of torque, the engine will pull cleanly from rest and though the short gear lever has precise, firm movements, one can get away without using it for the most part on urban roads. Refinement isn't at all bad at these speeds – engine and road noises are unobtrusive – and the ride, while not the best, is certainly superior to some of its Japanese rivals.

Drive the car faster and, on occasions, you can feel the technology working. Give it





Cabin is opulent, and well equipped. Seats (above) could do with greater lumbar support. Dash (below) has more buttons than Cadbury's . . .

plenty of revs at rest, sidestep the clutch and the strobing TRC light on the dash accompanies the momentary tramping – then you're off on an ever-increasing surge (to the sound of a prominent turbo whistle), that, were it not punctuated by gearchanges, would feel exactly like being in an airliner on take-off – complete with tyres thumping over ridges.

This is *fast*, but it feels normal.

However, if you floor the accelerator from a crawling pace, after a moment's delay, there's a strange feeling as engine response is not proportional to throttle input until the car is well under way.

This does *not* feel normal.

It takes a little adjusting to, as you want to control the power at will, but the computer decides to tame your right foot. Higher up the rev range and at higher speeds, or with the TRC switched off, this sensation is less detectable. There's certainly nothing unsatisfactory about forward progress in terms of sheer speed. The power is immense, and at 100 mph plus, when the aerodynamics play a more important role, the Supra just knuckles down and flies along with such impressive stability that it feels like half the speed.

Bends throw up greater challenges to the 'intelligent' componentry. Driving quickly into tight corners, the Supra understeers on entry before the TRC kicks in and tightens the line.

A progressive increase of throttle on a constant radius fast bend will eventually send all the sensors into overdrive, and before the car enters any kind of lateral slide, the frustrating retardation process begins and tidies everything up.

Again, this feels unnatural – you can have your right foot planted to the floor with neither revs rising nor speed increasing, and in more extreme cases you can actually feel the brakes being applied.

Switch off the TRC and, with such an abundance of power, brutal powerslides are possible – and satisfying – but if liberties are taken it is possible to wear out the enormous patience of the huge Michelin Pilots. If the Supra does snap at you thus, you'll need to be quick to catch it. Toyota *has* by and large eliminated the old Supra's naughty habits. But not entirely . . .

With or without TRC, the Supra is not nimble or agile enough to be truly satisfying or quick on twisty roads. Despite weight-saving engineering, it is not a light car, and though much commendable work has been done to increase engine response, there is always a slight stammer before things get going. There's no denying the car's ability over faster terrain where the electronic gimmickry isn't tripping over itself and sheer pace will make it stiff competition for many more expensive supercars. It corners with little roll and is largely unsettled by bumps and undulations. Providing there aren't any surprises on the road for the driver, the Supra will remain composed.

On uneven surfaces the tyres will tramline – not excessively, but enough to be detectable through the anaesthetised steering. They will also rumble enough to cause comment, while the suspension thumps over ridges. None of this inflicts great distress (though prolonged tyre roar will eventually become wearing), and the cabin is generally a soothing environment, even at high speeds.

Verdict

Wild and alternative, this is the brashest Supra yet. But, were it not for the gross rear wing, it would also be the most tasteful. Nissan 300ZX, or even Honda NSX buyers may consider it, but whether a potential Porsche 968 owner would bring him/herself to do the same is debatable.

One has to realise that with such genuine supercar performance, and the high level of technology making the driving experience more accessible to a lower common denominator, it is good value at £37,500 (for an extra £260, Toyota offers an advanced one-day driving course based at Silverstone).

However, we at MOTOR SPORT feel that European drivers are increasingly being subjected to the air conditioning, cruise control, electric *everything* mentality that proliferates in the States, at which market the Supra was undoubtedly aimed.

Reduce the car to seven-eighths scale, rid it of all the electrically powered 'luxuries', integrate the rear wing with more subtlety, add some more feel to the steering and you'd have the makings of a great sports car. **R R B**

TOYOTA SUPRA

ENGINE

Location	longitudinally front-mounted
Cylinders	six, in-line
Bore × stroke	86 × 86 mm
Capacity	2997 cc
Compression ratio	8.5:1
Valve gear	dohc, four valves per cylinder
Power	326 bhp/5600 rpm
Torque	325 lb ft/4800 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

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

GEARBOX

Gear	ratio	mph/1000 rpm
First	3.827:1	n/a
Second	2.360:1	n/a
Third	1.685:1	n/a
Fourth	1.312:1	n/a
Fifth	1.000:1	n/a
Sixth	0.793:1	n/a
Final drive	3.266:1	

SUSPENSION

Front & rear ..... independent via double wishbones, coil springs, gas dampers and anti-roll bars

Wheels, f/r ..... alloy, 8JJ/9.5JJ × 17

Tyres, f/r ..... Michelin Pilots 235/45 / 255/40 ZR17

BRAKES

Front/rear ..... ventilated discs all round

STEERING

Type ..... rack and pinion, power assisted

Turns, lock to lock 2.8

DIMENSIONS

Wheelbase	2550 mm
Front/rear track	1520/1525 mm
Overall length	4515 mm
Overall width	1810 mm
Overall height	1275 mm
Kerb weight	1585 kg
Fuel tank	17.6 gallons

PERFORMANCE

0-60 mph	4.9s *
Maximum speed	155 mph *

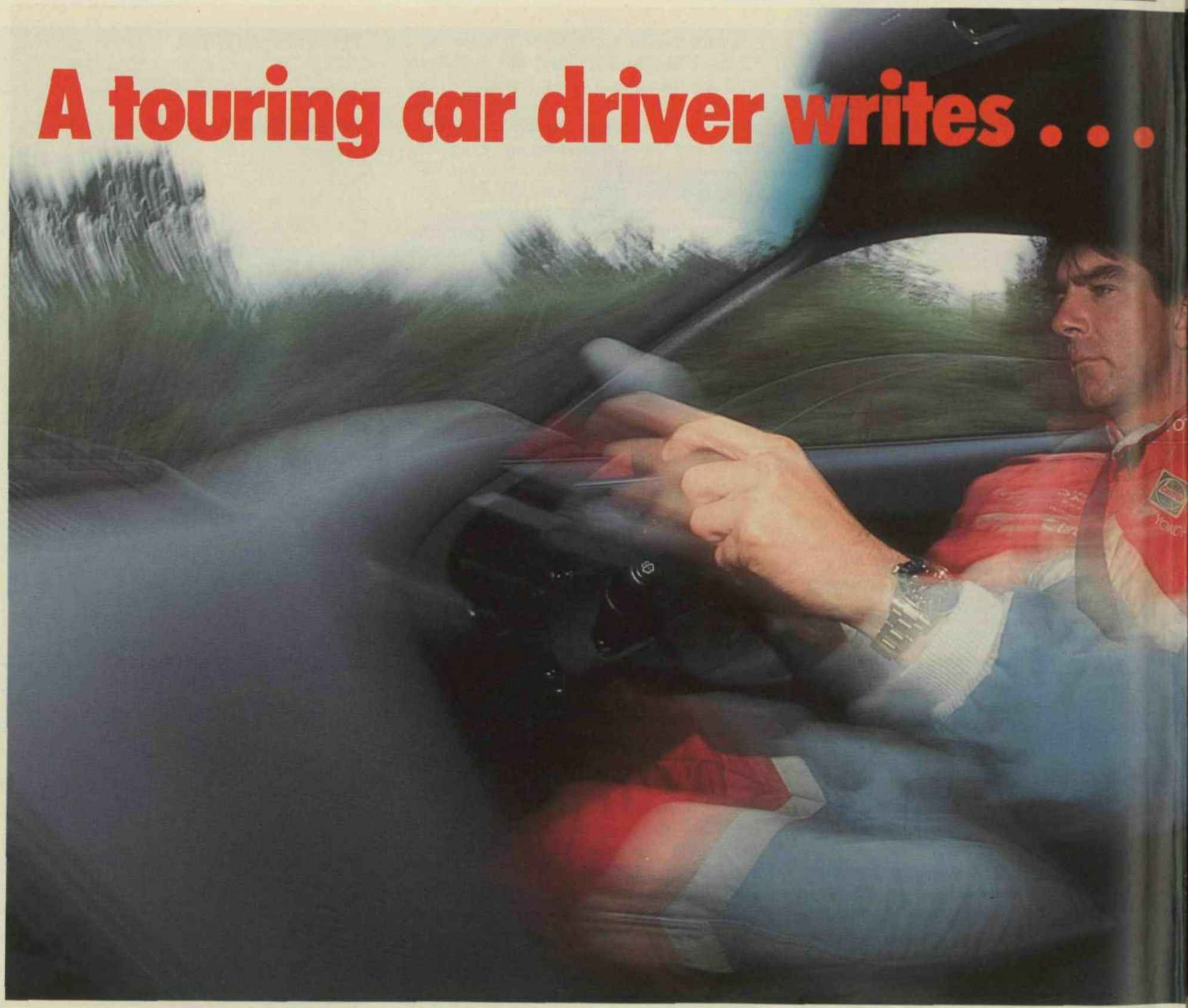
** Figures supplied by Toyota GB*

FUEL CONSUMPTION

Average for test	19.4 mpg
Government figures:	
Urban	19.1
56 mph	36.2
75 mph	27.4

LIST PRICE £37,500

A touring car driver writes . . .



– Julian Bailey, works Toyota driver in the 1993 BTCC, offers a few thoughts on the new Supra, and on life in general as a touring car driver

"I'll tell you what I found most impressive about it. I was driving around Brands Hatch on the club circuit, and it was pulling about 125 mph coming into Paddock.

"That is *quick* for a road car."

It only takes a few seconds to realise that Julian Bailey really *did* enjoy his stint at the wheel of the new Supra.

This is more than marque loyalty. His voice chirps with genuine enthusiasm.

"Clearways was taken in third, and it's really good through there. I was up into fifth coming into Paddock, almost on the limiter. I was surprised. It's quite a heavy car, and you notice that on the circuit. It takes some stopping, but the brakes are really good. The great thing about it is that it's all so progressive. It doesn't snap away or anything.

"I was a little stunned, to be honest," continues the man whose usual mode of company transport is the somewhat tamer, though class-competitive, Carina GTi. "The thing that makes the Supra so good, in my mind, is the engine. It's got so much torque, which makes it very easy to drive. Everything about it inspires confidence, though I felt the gearchange could perhaps have been a little slicker.

"The only trouble is that you think you're bumbling along and you look down and you're doing 110 or something.

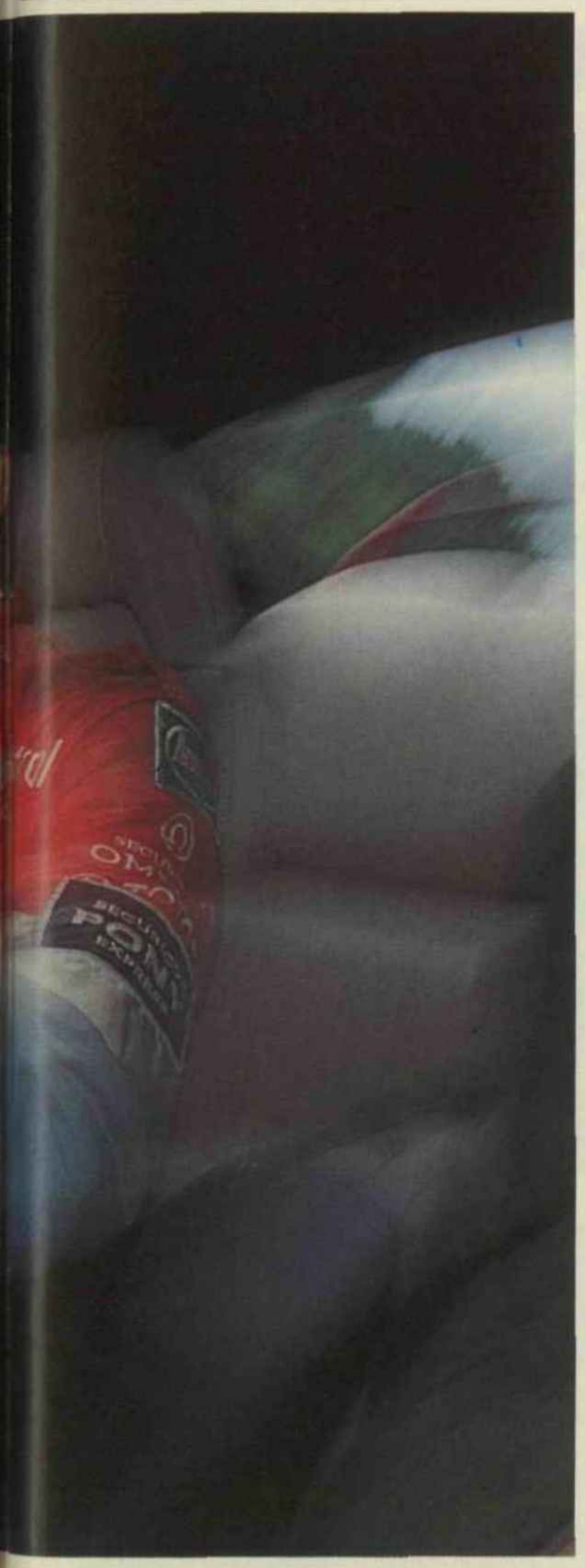
"I have to say that I'm not sure about the looks" – he agrees that certain elements of the shape are redolent of the worst excesses of 1960s Americana – "but it is unusual. It was certainly a head turner."

There are those who would argue that the Supra's mass of electronic aids compromises its ability as a sports car. Bailey has mixed views. "It's not really an out-and-out performance car, is it? It's a Grand Tourer, and I like some of the accessories. Cruise control makes a lot of sense in this car. Without it, I get the feeling that I could get myself into a lot of trouble. As I said, it's so easy to break the speed limit without meaning to.

"I also like the traction control. Or rather I like the fact that you can switch it off. But it's nice to have the option, if it's snowing or something.

"Around Brands, it was hopeless coming out of Druids or Clearways with the traction control on, and brilliant if you switched it off. Generally, I think it handles superbly at the limit. You can really throw it about if you want to, but the adhesion levels are so high that you have to be really shifting before it breaks away."

Bailey feels that the car's limits are such that the optional John Watson Performance Driving Course is only for those who really want to venture somewhere close to them. "If you've got the money, you can go and buy an F40 for the road, can't you? In the wrong hands, that could be lethal. The Supra is very safe, particularly when you switch the traction





Julian Bailey swaps Carina racer for Supra road car (left). He likes the fact that the traction control can be switched off (above). . .

control on.

"I think it's quite practical, too. You can get a couple of kids in the back, though that would take up most of the luggage space.

"It doesn't have the same status as a Porsche or a Ferrari, of course, but I'd say it offers you better value for money. It's not expensive for what it is."

In 1994, Bailey will once again contest the British Touring Car Championship, though he hadn't signed a contract as MOTOR SPORT went to press. He's enjoyed his first-full season as a professional driver in anything other than single-seaters or World Championship sportscars. "It was quite hard to start with. I hadn't been on these circuits for such a long time. I had to go and relearn Snetterton, Oulton Park and so on. Once I got to grips with it I really enjoyed it, and I'm looking forward to next year.

"One thing I don't like is the contact, which goes on all the time. Having got used to the discipline of single-seaters, where you don't touch people – you get close, but you don't hit them – there is a school of thought here which says that you can lean on people. I think we should stay away from each other, then you know where you stand. How far do you lean on someone? It's very easy to gain an advantage just by hitting someone up the boot. I just think all contact should be avoided, but I accept that's part of the reason the series is so popular.

"If *I* watch a race, I like to see a bit of contact. I just don't like to be in it!

"It's a thin line. I've had people hit me up the back and all of a sudden I've lost two places. I don't like that at all.

"I've had to change my mentality in other ways, too. In F1, or the World Sportscar Championship, we didn't have to deal with the public. We just used to sit in our motorhomes, get on with the race and then go home. The BTCC is a much more pro-active series where you have to stand and sign autographs for an hour or so. I don't mind that at all, but I'd forgotten what it was like. I had to get used to being available again. It was a bit of a culture shock.

"From the driving point of view, I needed a little bit of adjustment to acclimatise to front-wheel drive. The funny thing is that after a while you just get used to it, and just get on with trying to drive it to the limit. Actually, it's probably a little easier to find the limit in an fwd car, so long as it's well balanced. Ours was pretty good.

"You can see from what happened when Derek Warwick and Nigel Mansell got in to touring cars (at Donington Park's TOCA Shoot-Out) that it's not the sort of thing you pick up straight away."

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The boundary of middle age tends to roll back as your years advance, and two famous cars subscribe to that theory. The Mini Cooper, born in 1962, is being prepared for yet another Monte-Carlo Rally while its old adversary, the Porsche 911, which first appeared a year later, is rejuvenated with a new rear suspension system in readiness of a second season of Super Cup competitions.

Mika Hakkinen didn't complain about the 911 Carrera's rear suspension when he won the Monaco Super Cup race last May, although in former years the overhung six-cylinder engine had a habit of dictating the path of the rear wheels through corners.

The Carrera 2/4 chassis introduced in 1988 finally tamed the oversteer, but did nothing to quell the strongest objection from loyal customers. Namely, the noisy, jarring sounds emanating from the rear tyres and amplifying right through the cabin.

The 'Swinging Sixties' suited the Porsche 911 very well, in every sense of the words. Dunlop SP tyres, 165 section, were mounted on 4.5J x 15 steel rims – you could order 5J, or even 5.5J alloy rims at extra cost – and the long travel suspension allowed plenty of camber change. Porsche's top engineers were, even then, deeply rooted in the past!

Noise and vibration only became a problem as tyre widths increased and springing became harder, but a golden opportunity to revise the rear suspension was wasted when the Carrera 4's major revisions were announced in 1988. There simply wasn't enough money in the development budget to do everything, management now admits.

Today, all is well in Porsche's world. An entirely new rear suspension system, triangulated and caged, has been grafted on to the existing monocoque. It's rubber-mounted and completely overcomes the noise-vibration harshness (NVH) problems that have dogged the 911 in recent years.

Of course, a sports car with nine-inch section rear tyres can't behave like a wraith, and we'll need a further trial on the notorious Denham section of the M40 to pass judgment. Suffice to say, for now, that the '94 model 911 gives a very comfortable, quiet ride in contrast to its immediate predecessor.

The 911 is better in many ways. Its appearance has been changed more substantially than at any time in the past three decades, notably with new front and rear body panels, flush-fitting windows, lower headlamps (at last!) which extend the 'fish eye' look of the 928 and 968, and bodywork which is beautifully flared to accommodate the wider track.

This increases by an inch at the front, but a full 2.7 inches at the rear. Cornering forces in excess of 1g are promised, though you'd need a race track or a skid pan to exploit the tenacity of the tyres. And since there is no need to build understeer into the steering, the geometry has been altered and the power operated rack quickened to improve the response.

There is more. The flat-six is still air cooled, still has the characteristic, throaty rumble overlaid by the whine of the belt-driven cooling fan, but it has been toned down. Heard from a distance it's still a Porsche, but now with hydraulic tappets, a dual catalytic exhaust system and an 8.8 per cent hike in power, to 272 bhp.

An entirely new six-speed transmission is installed, a beauty with close ratios and a quick, easy shift. The massively powerful disc brake system has a fifth generation Bosch ABS control, but as one colleague discovered it doesn't work properly when the 911 is airborne . . .

Some of us feared that the 911 would have been toned down too much, boiled for the Greens, but we needn't have worried. A Grand Touring car that can hit 60 mph from rest in 5.2 seconds, and 100 mph in under 14 could never be boring, and the Porsche formula is scintillating.

In olden days Porsche AG would have hiked the price by five per cent without a second thought. They've invested 'millions of marks' (their phrase) in the new 911, but declared that the price remains unchanged. The outlay will be recouped from improved, more efficient production methods, and there's no sign anywhere that quality has been compromised.

This means that the 911 Carrera should come to Britain in December at a tad below £51,000, a price that's beginning to look quite reasonable after the hikes that accelerated the downward spiral in sales five years ago.

Professor Helmuth Bott, former director of research and development, reckoned that the Porsche range should be sufficiently improved every two or three years to persuade customers of the need to buy new models at regular intervals. He is no longer the king of Weissach but his philosophy remains. The new 911, celebrating its 30th birthday, has hit the jackpot. **M L C**

Pep torque





Arrival of GSi adds real zest to Corsa range. Cabin (left) is functional, if unspectacular.

It's late Sunday evening. The City of London is quiet. Turning into Petticoat Lane, the route is suddenly obstructed by a roadsweeping truck, advancing the wrong way down a one-way street as it seeks to clear away the papery evidence of the local market. Quite why this urban dinosaur should be progressing thus isn't clear. What *is* clear is that its driver sees no reason either a) to head back in the lawful direction of travel or b) to shuffle out of the way.

There are two options. One is to reverse a few hundred yards into a three-lane one-way system. The other, which calls for a greater degree of spontaneous improvisation, involves driving up a kerb, along the pavement, squeezing through a gap between a lamp post and a shop front and rejoining the road beyond the truck. In many cars, this would not be possible. In the Vauxhall Corsa GSi 16v it is. Just.

It wasn't the only time during our tenure of Vauxhall's new performance baby that *The Italian Job* sprang to mind, for the 16v Corsa is the nearest thing you'll get to a modern-day Mini Cooper (without, of course, buying a Mini Cooper).

When we tried the 1.4-litre Corsa SRi (MOTOR SPORT, May 1993), which served as an interim range leader while the finishing touches were applied to the GSi, we weren't overly impressed, principally because it was raucous and a touch crude. We made the point that it was, in fact, a bit *like* a Cooper, albeit without the grin factor.

The arrival of the GSi coincides with the removal of the roughest edges that marred the SRi we drove.

This really *is* a supermini for the 1990s. It looks good, rides well, handles sharply (though the powered steering, while direct, remains a little numb) and its brand new 1.6 engine, the first of Vauxhall's smaller units to feature both double overhead cams and four valves per cylinder, is both smooth and flexible, in the best traditions of GM 16-valvers. It yields 108 bhp at 6000 rpm, but its best feature is accessible torque. Reaching its 110.6 lb ft peak at 3800 rpm, it picks up well in third and fourth gears, even around town, and the close ratio 'box allows for perky acceleration when you want it, though the change itself is a little notchy. GM claims that it will sprint from rest to 60 mph in nine seconds, going on to an eventual top speed of 121 mph. It stops effectively, too, though the ABS can be a little too indiscreet.

The latter forms part of a slender standard equipment list, highlights of which are a central locking system with deadlocks and engine immobiliser and the split-level radio/cassette system, theft of which would be a) time-consuming and b) pointless. On the minus side, if a petty criminal didn't realise the latter, and was of a mind to remove the Corsa's ICE equipment, he or she would completely marmalise the dashboard.

Items such as electric windows, which you would expect to find on cars of this ilk, are optional, which might seem like an unwelcome surprise on a car costing £11,250. To my mind, it's better to save weight than human effort on a sports saloon, but there are bound to be those who would appreciate such touches, particularly when the better equipped and arguably prettier, but less powerful and, unquestionably, noisier, Peugeot 106 XSi is around £700 cheaper.

Elsewhere, the cabin is typical Vauxhall: functional, if a little cluttered. The worst aspect, by far, is the footwell; even staff members with modest hooves found it uncomfortably cramped.

Vauxhall claims that almost 40 mpg should be attainable at motorway cruising speeds, and we returned over 30 using considerably more taxing routes.

Generally, the Corsa GSi is a good advertisement for small car technology: civilised in any environment, and peppy with it. **S A**

The Carrera Panamericana Mexico

Although it only ran for four years, from 1950 to 1954, the original Carrera Panamericana has left a legend of high speed adventure which time has not diminished. That is why every year, at the end of October, over a hundred racers meet in the extreme south of Mexico to race with each other for over 2500 kilometres up the whole length of the country, to finish in Nuevo Laredo a week later, in cars similar to the ones used in the '50s. Although it is technically run to a rally format with transfer and spécial stages, it is won and lost on speed and still retains the aura of the old flat-out road race of the past. This is its special attraction.

This year, time, effort and money were no object for those out to win. Jon Ward from California built two Studebakers designed solely for this race, with features such as a hydraulic boot lid that could be raised from the cockpit and used to help stick the car down on to the road at 180 mph on the long desert runs. Last year, one of the Mexican Studebakers made an unceremonious exit when it took off at that speed. California-based Englishman, Steve Lawrence, managed an excellent second place overall in his highly modified XK120 with fibre glass body. Ian Harrower of ADA and co-driver Richard Worral took third in their small sportscar class and Carol Spagg, in her DB2/4 Aston Martin, came second in the big sportscar class behind the V-8 Kurtis of Joe Sexton.

Every year, the attrition rate in this gruelling event is high. This year, on the first day alone 19 cars failed to arrive at the night stop at Oaxaca either through mechanical failure or accidents. The following evening, in Mexico City, as if the excitement of driving in to the centre of this huge City behind the police escort at over 100 mph was not enough, competitors were shaken from their beds at 2.30am by a major earthquake!

High altitudes for the first few days coupled with poor quality Mexican fuel (the rules state that cars must run on local pump fuel plus boosters) mean constant regulation of carbs and fuel systems. The mountain scenery is breathtaking with cactus forests and snow-capped volcanoes dotted with colonial towns with cobbled streets. Every night is a party and the municipalities lay on music and dancing, food and drink for all.

A big party is held in Zacatecas on the fifth evening in which everyone dances in the streets. After this, the road begins to straighten out and the smaller manoeuvrable cars who have had it all their own way until now begin to lose stages to the big horsepower cars which have been waiting for their chance. Many change axle ratios and even engines in Zacatecas.

The Ward Studebakers had both suffered mechanical difficulties and fallen by the wayside. This left Carlos Anaya's similar car, Steve Lawrence, Luis Unikel in his Corvette and Ted Thomas' relatively standard Ford, "Blanco Peligroso", as main contenders who finished in that order. Ted had had gearbox trouble and despite changing the gearbox at a service stop in 45 minutes, had seen his outright win slip away with the penalty points gained. Frenchman Herve Ogliastro was dicing amongst these giants in his little Alfa TI fitted with special 2-litre engine. This has been immaculately prepared and maintained and the attention to detail was rewarded with a fifth place overall and a first in the Tourismo Production class.

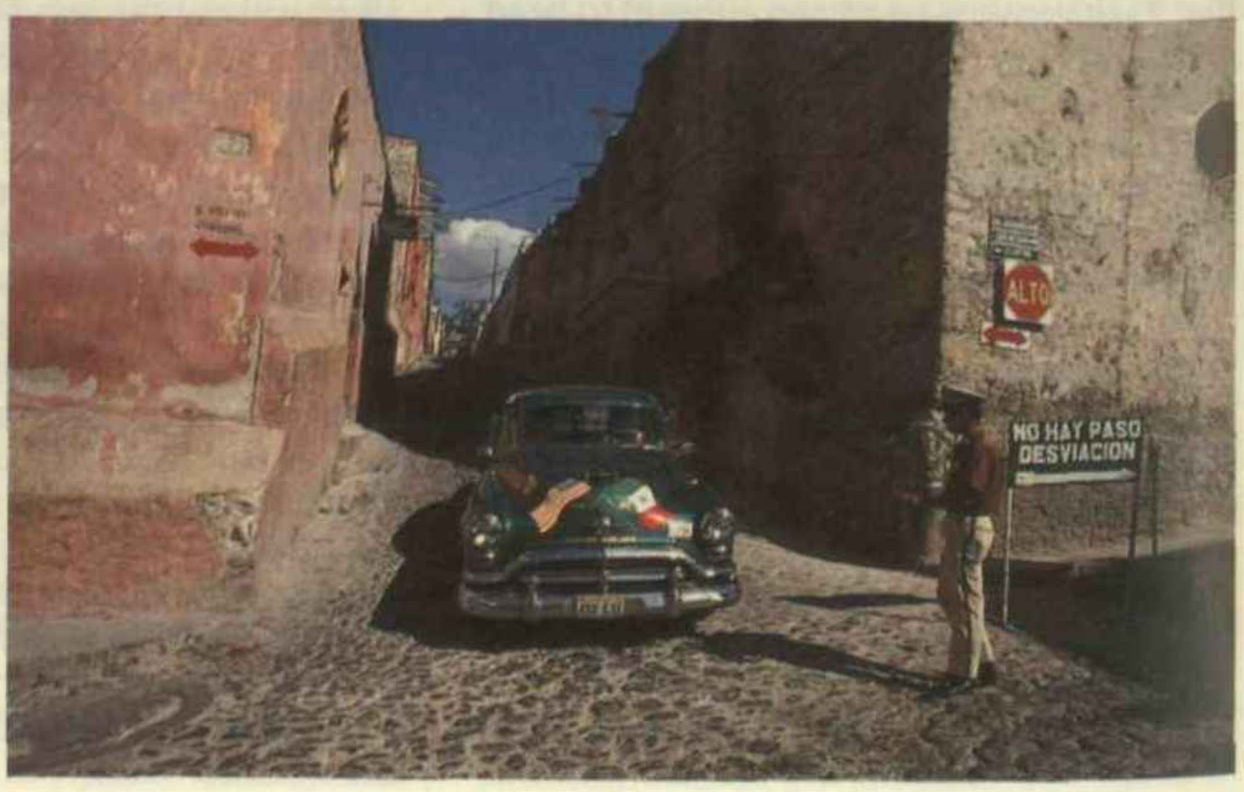
There were lots of stories to be told as the cavalcade arrived in Nuevo Laredo and no doubt participants will be telling Panam stories until next year. It is that kind of event. Just to have survived it is something to boast about.

CS



Main pic: Steve Lawrence under wide Mexican skies in his modified Jaguar. Below left, our correspondent Carol Spagg's Aston parked between Oldsmobile and Porsche in Oaxaca on the first night. Right, the big American sedans come into their own on the later, faster stretches.





Rare find



— a twin-cam 2LS Ballot

The other day I was introduced to a rare car, in the form of a 2-litre twin-cam 2LS Ballot, of which not many were made and of which very few survive. The French manufacturer Etablissements Ballot of Paris made very fine motor-cars but prior to the 1914-18 war in Europe had specialised only in supplying engines to other automobile makers, notably to Delage. During the period of hostilities the firm's founder, Edouard Ballot, must have thought about producing his own cars and to introduce them he commissioned the great designer/draughtsman Ernest Henry to build a team of four 4.9-litre racing cars for the first post-war Indianapolis race of 1919.

straight-eight Ballots the twin-overhead-camshafts and four-valves-per-cylinder which he had pioneered for the epoch-making and very successful 1912 7.6-litre Peugeot that had won that year's French Grand Prix, and which Henry was to follow with the equally successful smaller Peugeots of 1913 and the 1914 4½-litre cars which Mercedes vanquished at Lyons. No wonder, then, that M Ballot persuaded the master to produce his first racing cars, the 4.9-litre cars said to have been designed and built in an unbelievably brief number of days. They were not rewarded with good luck in America, but when the formula was changed to 3 litres for 1920 Ballot encouraged Henry to build another team of straight-eight cars for him. Ballot had managed to engage top drivers, and in the 1920 Indy race Ralph de Palma was two laps in the lead after 190 of the 200 circuits of the "brickyard" when the magneto gave out, leaving René Thomas to come home second to Chevrolet's Monroe, de Palma fifth, Jean Chassagne seventh.

It was much the same at Le Mans in 1921, where Ballot fielded a team of three 3-litre straight-eights, and as the fourth car wasn't ready, filled in with a similar Henry-designed twin o h c 2-litre four-cylinder Ballot, for the revived French Grand Prix. These cars missed early practice, for which one of the older 4.9-litre Ballots was used, but again Edouard Ballot had the services of some top drivers — the American de Palma, Chassagne, the veteran Louis Wagner and Jules Goux. For a time Chassagne in the 4-speed, 4WB Ballot battled with Boyer's 3-speed, "water"-braked Duesenberg but retired with a split fuel tank on the rock-strewn road. De Palma had trouble re-starting his engine after a pit-stop and finished the 322-mile race 15 minutes after Murphy's victorious Duesenberg had crossed the finish-line. Wagner's Ballot was back in seventh place, but the outstanding performance had been that of Goux in the little 2-litre Ballot, which came home third, only six minutes and 27.6 seconds behind de Palma's bigger Ballot, after a non-stop run.

It was not surprising, therefore, that when he was ready to go into production with road-going cars, Ballot based these on his 2-litre racing-car. In fact, the specification of his first catalogue model was closely akin to that of the Ballot with which Goux had performed so well in the 1921 Grand Prix. The first of these advanced sports cars made the Paris Salon, accompanied by one of the 3-litre GP cars, freshly painted and its bonnet locked, but it seems that Ballot only just made the 1921 Olympia/White City Show, because the make was absent from preliminary lists of exhibits. But in the outcome they contrived to show three of these exciting new twin-cam sports cars at the White City, with two and three-seater boat-tail bodies, backed up by some displays of smaller engines, a legacy presumably from pre-war days, although one was a 2-litre single-oh-camshaft power-unit, a foretaste of less sporting models to come.

The twin-cam cars created much interest, as well they might. Their engines had four valves per cylinder, inclined at 60deg, the camshafts driven by a vertical shaft and bevel gears from the front of the ball-bearing crankshaft, and a bore and stroke, 69.9 x 130 mm (1996 cc), exactly like the racing engine. Another Henry hallmark, a three-point sub-frame, was used, a Scintilla magneto and the water pump were driven by a cross-shaft at the front and the big-ends were force-lubricated. A cone clutch took the drive to a 4-speed and reverse gearbox and a spiral-bevel back-axle. Suspension was by half-elliptic springs front and back and the brake lever applied Isotta-Fraschini-type front brakes, the pedal rear wheel brakes, in the cautious idiom of those early 1920s. A single Claudel carburetter was fitted and the specification was that of the racing car except for a

modified exhaust system, a revised dashboard, and the provision of such equipment as a Delco lighting and starting set. The price, with any of the body styles, was 72,000 francs from the Boulevard Brune in Paris, which at the then rate of exchange was in the region of £1200. But if a four-cylinder Bugatti or a Bentley were less costly, the new Ballot was quoted as the fastest car of its type in the Show. The bodies were by the Parisian coachbuilder Felber et Fils and had long flared front wings.

Ballot was absent from the 1922 Olympia Show but returned there in 1923, when the twin-cam car was supplemented by the 12/45 hp model, the cylinder bore enlarged by 1 mm to increase the capacity to 2001 cc, and to emphasise the touring capabilities a quite large *coupé de ville* body was displayed on this chassis, in which the engine was more forward in the frame and coil ignition was used. Later the single-ohc theme was utilised for the well-liked 2LT and 2LTS models. However, the exciting 12/75 hp twin-cam was still in evidence, with bright green 3-seater body and red upholstery and wheels, straight from attracting attention at the Paris Salon. The chassis price in England was £1550 and the sports-model cost £1850. Although it was in production from 1921 to 1924, the 12/75 hp Ballot was made in decidedly limited numbers, Ballot expert Paul Frère quotes a figure of less than 100, other sources around 50. So it was all the more surprising when one of these delectable motor-cars surfaced a short drive from my house in Wales.

The disappointment which Edouard Ballot had experienced from his technically efficient but unsuccessful 4.9-litre and his later 3-litre racing cars, alleviated only when the latter achieved first and second places, driven by Goux and Chassagne, in the 1921 Italian GP, was to be further alleviated by his 2-litre cars. For example, Goux, with his mechanic Pierre Decrose, so nearly won the 1922 Targa Florio, until the car left the road on the final lap; Goux recovered, to be placed second to Count Masetti's 4½-litre 1914 GP-type Mercedes, with Foresti's Ballot third, Leo Villa as his mechanic. The cars were driven to Sicily from Paris and back again. Then at San Sebastian in 1923 the amateur driver Haimovinci was third in the 277-mile race behind two straight-eight GP Rolland-Pilains, and in 1924 Debuck and Decrose had an extremely good lead in the Spa 24-hour touring car race when the Ballot's back-axle packed up on the last lap. Amends were made in 1925 with the same 2LS four-seater, with its outside exhaust pipe, when they won the San Sabastian GP de Tourismo at 61 mph. All endorsed by Goux's remarkable third place in the 1921 French GP. . .

These fast Ballots naturally attracted the attention of competition drivers in this country but due to the close similarity of the production cars to the works racing cars, even to retention of the four-valves-per-cylinder and the two-piece ball-bearing crankshaft, it is impossible to say whether any of the actual works cars came to England. Certainly, however, by Easter Monday 1923 Capt (later Sir) Malcolm Campbell was racing a 1922 2-litre Ballot of the classic dimensions at Brooklands, winning the 90 mph Short Handicap from a Bentley and a 30/98 Vauxhall, with a best lap at just over 89 mph. This saxe-blue car was called, don't ask me why, "Vanda" (Campbell reserved "Blue Bird" for his 3-litre Indy/GP Ballot; this car and the big Ballots raced by Count Zborowski, Humphrey Cook, Jack Barclay and R B Howey, etc, were popular at the Track but I am concerned here only with the 2LS Ballots).

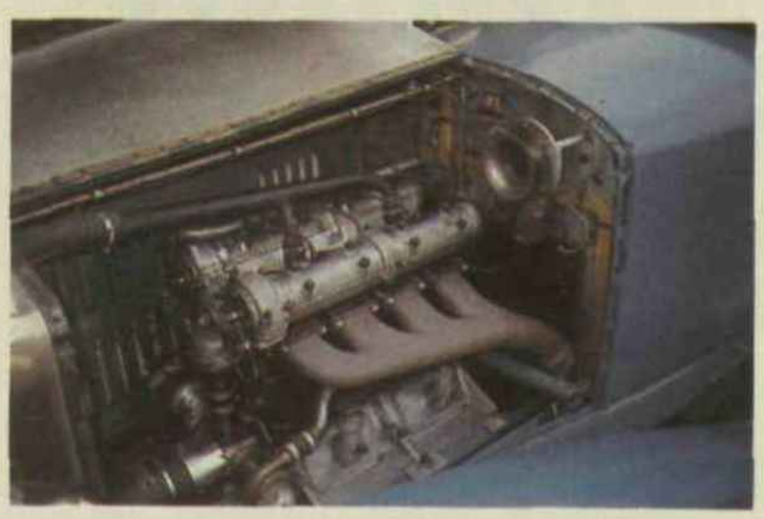
Campbell's Ballot eventually lapped at 94.15 mph, confirming that these were 100 mph cars. Campbell was an agent for Ballot and other cars and he sold the car he had raced, with two bodies, the lightweight racing one and a Mulliner 3-seater, to Col Tennant later in the year. In September the Colonel was asking £1350 for it, after it had been to Paris for an overhaul at 3000 miles. No takers, it seems, for Campbell then offered it for £1300 ono that September.

By August 1923 J Lucas-Scudamore, of the same family as the current Champion Jockey and *Daily Mail* horse-racing correspondent, was at the track with his 2LS Ballot. While at Oxford Lucas-Scudamore had competed with this car in the 1923 Inter-'Varsity speed-trials at Aston hill near Tring. FTD was secured by R F Summers, after a wild run in his 30/98 Vauxhall in 45.5s, but this was rather over-shadowed by Scudamore, whose smaller Ballot clocked second fastest time, in 45.9s. He was

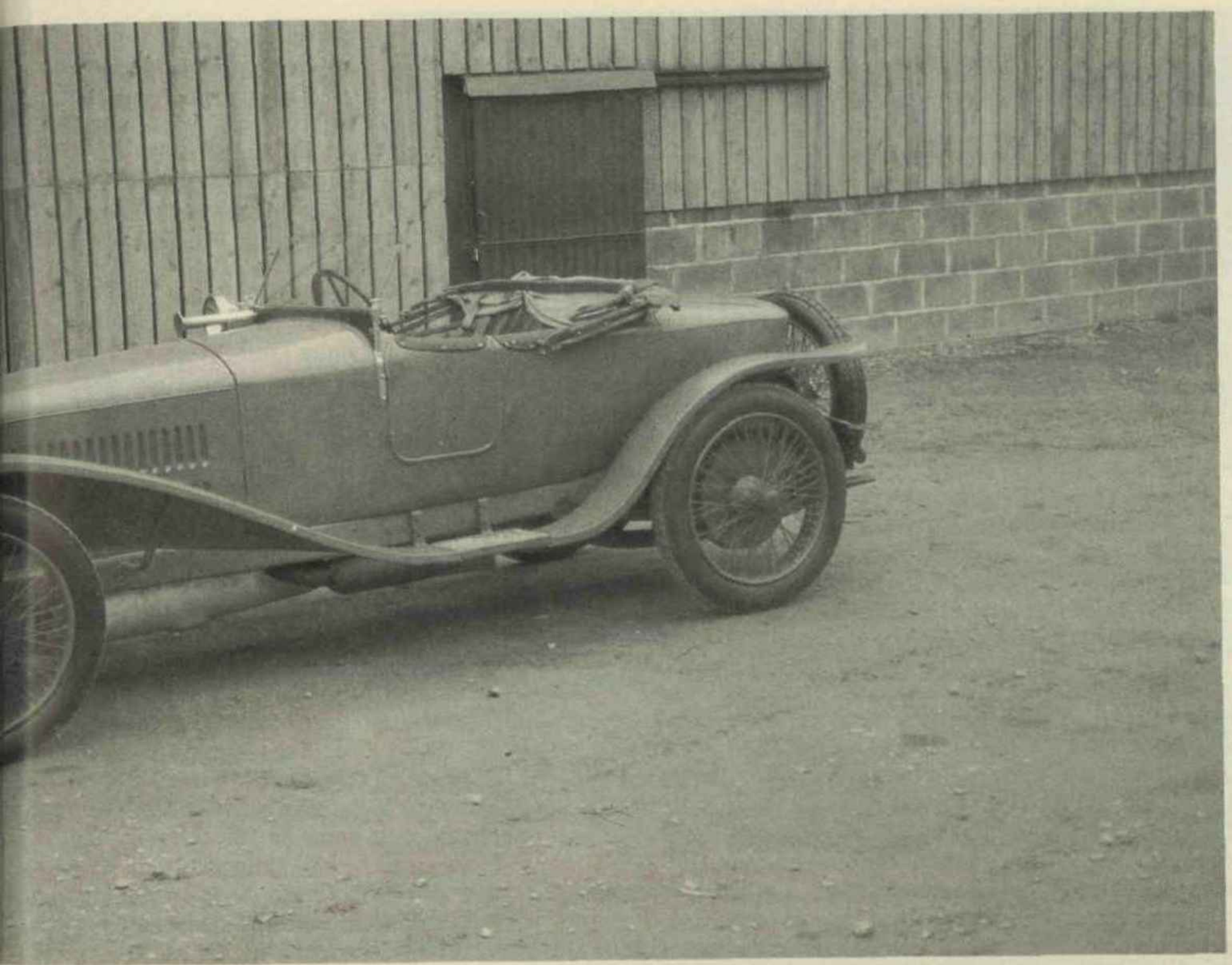


The well-stocked dash with wooden air-pump handle and red/black sector oil pressure warning.

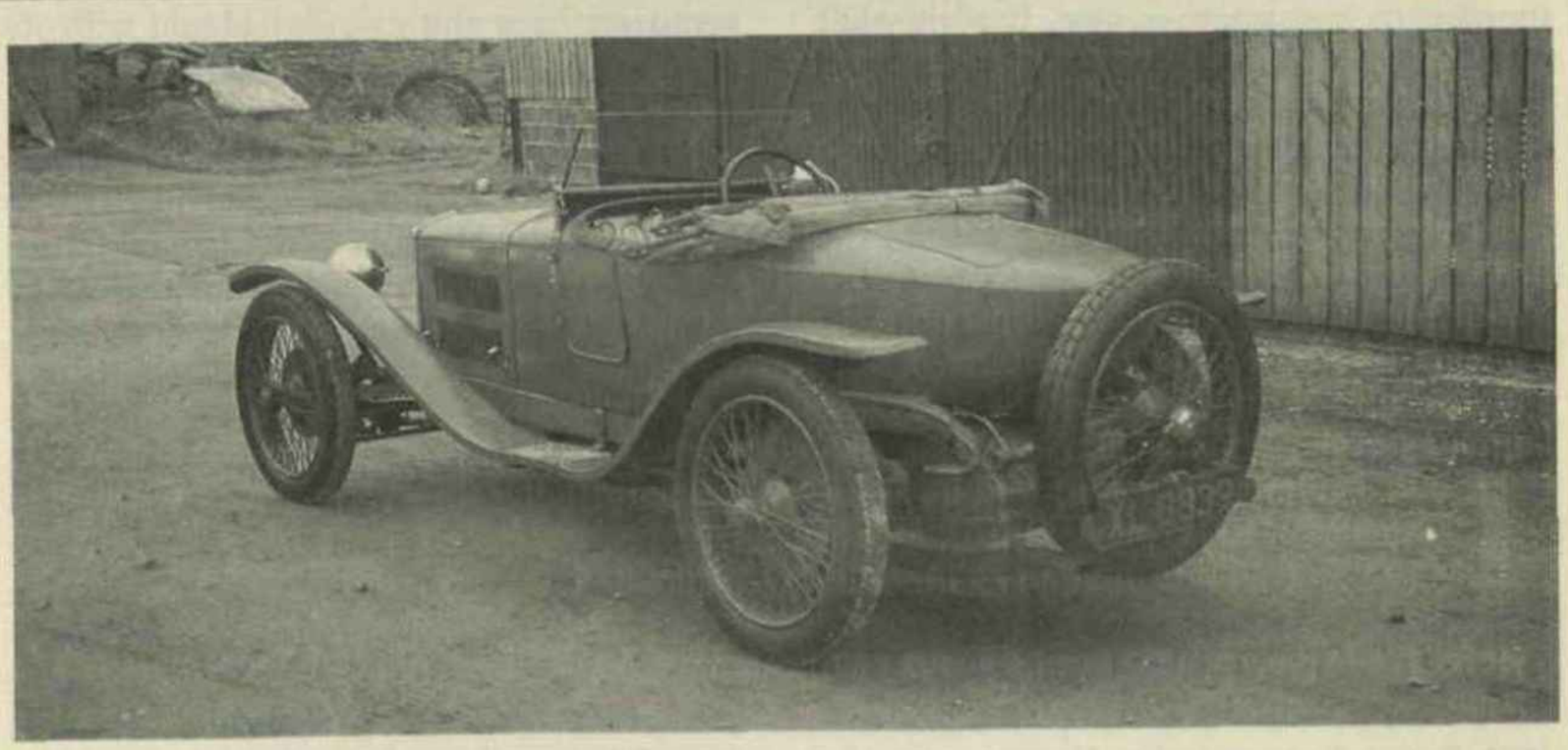




Pure Henry: the delicate twin-cam has been measured at 74 bhp.



Three-seater Park Ward body is original, though more sporting mudguards liven it up, as are seats, hood and fine lighting.

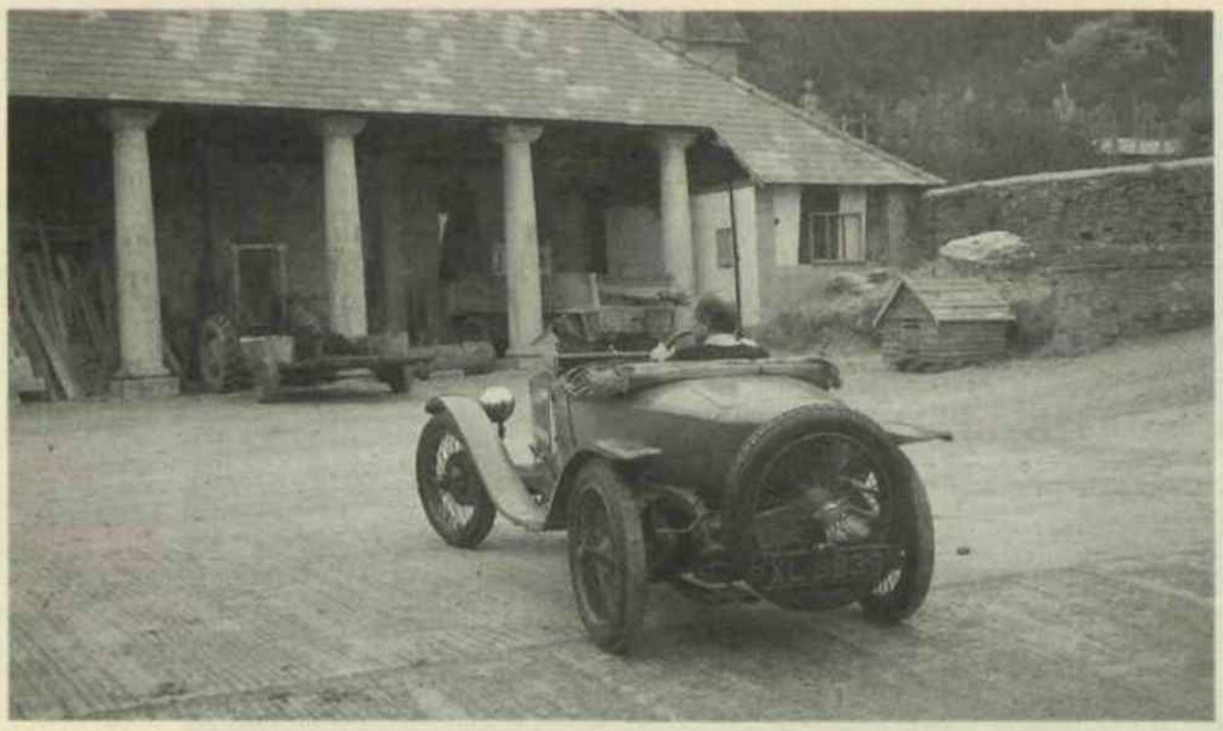


described as "coming up very well, and holding the road at the double corner in a remarkable manner."

At Brooklands the grey car lapped at 89.74 mph but Scudamore did not have much luck with the BARC handicappers, and he went over to a 1097cc Sascha Austro-Daimler.

I think it is worth quoting in full a letter Lucas-Scudamore wrote to an enquirer about the Ballot while it was in his possession: "I have owned one of these cars for about a year and a half, and covered some 15,000 miles. During this period I have never had an involuntary stop except for punctures, and for one or two trifling details. As regards maximum speed on top, this naturally depends on many things, but I would see no reason why 100 mph should not be obtained under favourable circumstances. My car, without any tuning or practising, and driven by myself in my first race on the track, achieved a lap speed of 89.75 mph, and a standing lap at an average speed of 72.5 mph (the official BARC records show that these speeds were achieved in different races, at 89.74 and 71.95 mph so he may have been referring to another Club's Meeting) and I have every reason to believe that an experienced driver could have improved considerably on those figures. Minimum speed on top gear, with the carburetter fitted as standard, I should place at about 15 mph, but I have fitted a Zenith, and can now do about 6 or 8 mph, with very little loss in maximum speed. Docility in traffic: like all racing cars, it is by no means ideal and frequent gear changing is necessary, but there is no danger of oiling up the plugs. Total weight ready for the road, with a very substantial three-seater body, is 25 cwt. It will keep in tune for at least 10,000 miles. Oil consumption is rather heavy, and petrol consumption varies from 22-30 mpg according to road conditions. The acceleration is very good, and at 2000 revolutions is really stupendous, while the brakes are truly amazing, and may be applied at full speed with absolute safety. I believe that the car will wear for ever and that the workmanship on the engine and chassis is finer than that of any other car produced, the only possible source of repairs being the accessories, etc. Gear changing is not easy, but can be mastered in a few days, after which it will be found difficult to miss a gear, though skill and care are required to effect a silent change, even after years of practice. As regards suitability for use in England, I would not exchange the car for any other make, although, frankly, I would not recommend it to any old or nervous person!. To conclude, I must say that the Ballot, in my opinion, is the most wonderful car of its type in the world, and I defy anyone to produce a car which would not have collapsed long ago (with the possible exception of the Bentley, which is a 3-litre car) under the terrible gruelling to which I have subjected this one."

Lucas-Scudamore's 1922 car had been stripped and repainted in 1923 and in 1926 was sold to a Mr McArthur of Melbourne, Australia, who fitted an experimental rotary-valve head. This ruined the block but McArthur's son, when he decided to completely restore the car, was able to obtain another engine from Col A Archdale in England, who had acquired it from Colin Crabbe but was unable to find a suitable chassis for it. Then there is the replica of Goux's Targa Florio Ballot which was meticulously made by Wildae Restorations Ltd of Brasinton, Devon to the order of André Plasch of Brussels. It won the 1987 Pursuit



Lean looks confirm the sporting background of this very driveable 100 mph car.

of Excellence Trophy awarded by John Donner for the highest form of artistic achievement, judged by a panel of R-R EC experts. It is a top *Concours d'Elegance* exercise obviously.

Another Targa Florio replica is owned by Rinsey Mills in Devon. (The car Ian Connell drove in trials when he was up at Oxford may be the same car.) The Ballot which Campbell raced in 1923 has disappeared, unless it is the car rumoured to be in the north of England but at least two more 2LS cars went to Australia, one of which contested the Australian GP three years in succession.

Otherwise precious few 2LS Ballots have survived. So I was quick to make the short journey to see another one, if somewhat apprehensive of Lucas-Scudamore's comments about these not being cars for the aged or nervous! This 2LS was bought in 1922 from Malcolm Campbell by Lord Cunliffe, the second Baron, just back from the war, while he was up at Oxford. His father was Governor of the Bank of England. The Ballot, a Park Ward three-seater, was not popular with Lady Cunliffe, who said its difficult starting made her late for social functions, and if it rained she got wet. It was replaced by a Beardmore which was promptly returned because it failed to attain its advertised speed. But the Ballot must have been a highly desirable car, until Lord Cunliffe turned his attention to Bentleys. It was disposed of to Vasena, son of a rich Argentinian steel magnate, while he, too, was at Oxford, but by 1930 was in the hands of a trader in Hastings. Here it languished under a back street railway arch for nearly 60 years. . .

It was known to a number of Ballot *afficionados* but in 1989 was acquired by Paul Ffoulkes-Halbard, its engine seized, and later advertised in MOTOR SPORT by C A R Howard as a remarkable discovery. This attracted the attention of Ekhart Berg, the Alfa Romeo expert in Munich, who bought the Ballot and stripped it down in its entirety, making new parts of the highest quality, where required. But fortunately a replacement body did not interest him, so the patina of the car remains undisturbed, especially as Berg carefully preserved any worn or suspect original components which had to be replaced. In time Berg heard of a Miller that he craved and the Ballot returned here as part of the deal. It was put up for sale again by Fisken's and in 1992 acquired by the present owner.

As soon as I saw XL 6839 I knew that here was something rather special — a 2-litre sports car of low, lean looks, stamped very clearly as the work of the immortal Ernest Henry. You have only to look at the engine and chassis to see the Henry influence. The specification is as aforesaid, the twin-cam engine which now develops 74 bhp at 4200 rpm (confirmed on the test-bed after the rebuild) in the 9 ft 2 in chassis used even for the racing models. Contemporary accounts of output vary, but Leo Villa's *ms* notes (preserved by Ffoulkes-Halbard) speak of 72-74 bhp at 4000 rpm.

The two-branch inlet manifold well removed from the cylinder block, with its priming tap for ether injection (still needed for a cold start) and its updraught Claudel-Hobson carburettor, is pure Henry. As are the engine subframe, the camshaft covers and the vertical drive shaft for the camshafts. The engine is well back, enabling the dynamo to be behind the radiator, not beneath it, and there is no cooling fan. From the cross-shaft a Bosch GA4 T4H magneto is driven on the off-side, the water pump on the opposite side. Other typical Henry features are the hole in the o/s of the bonnet for priming the gas-works, and the neat inspection covers and breathers on the base of the crankcase — a legacy of the designer's marine-engine experience, perhaps? As are the substantial four-bolt big-ends with floating bronze bushes (did Ford copy these for the famous V8?)

The engine is No 21 and many of its components are stamped with the magic "EB". On the near side is the bunch-of-bananas exhaust manifold. There is a tiny cover plate on the back of the o/s cambox for the fuel pump used for the racing cars. Under the scuttle a tank is provided for extra oil feed to the sump on the "chicken-feed" principle, but this is not needed for road use. (The oil feed to the camshafts was reversed by Berg when he rebuilt the engine, to give cleaner lubricant to the front main bearing). Starting is somewhat hindered as there is no hand throttle; the ring on the steering wheel boss is for ignition advance and retard. Timing has been set as advised in Leo Villa's notes, made when he worked on Campbell's racing car. An unusual cut-out deflects the gases, not to the atmosphere, but around the inner body of the silencer.

The Park Ward body suits this Ballot admirably. The original mudguards, which are still with the car, have been supplemented by more sporting ones made by Crailville of London, celebrated for their bodywork on many historic luxury cars. The headlamps are a masterpiece in themselves — a pair of Bleriot PHIs, with external beam adjustment and efficient clips and hinges for their glasses. The wiring is likewise very neatly contrived. The wire wheels have centre-lock hubs and 820 x 120 Dunlop Cord tyres. The leather seats and hood and side screens are original and equipment includes a swivelling spot-lamp by Phares Besnard for the driver's amusement, and Bosch and bulb horns.

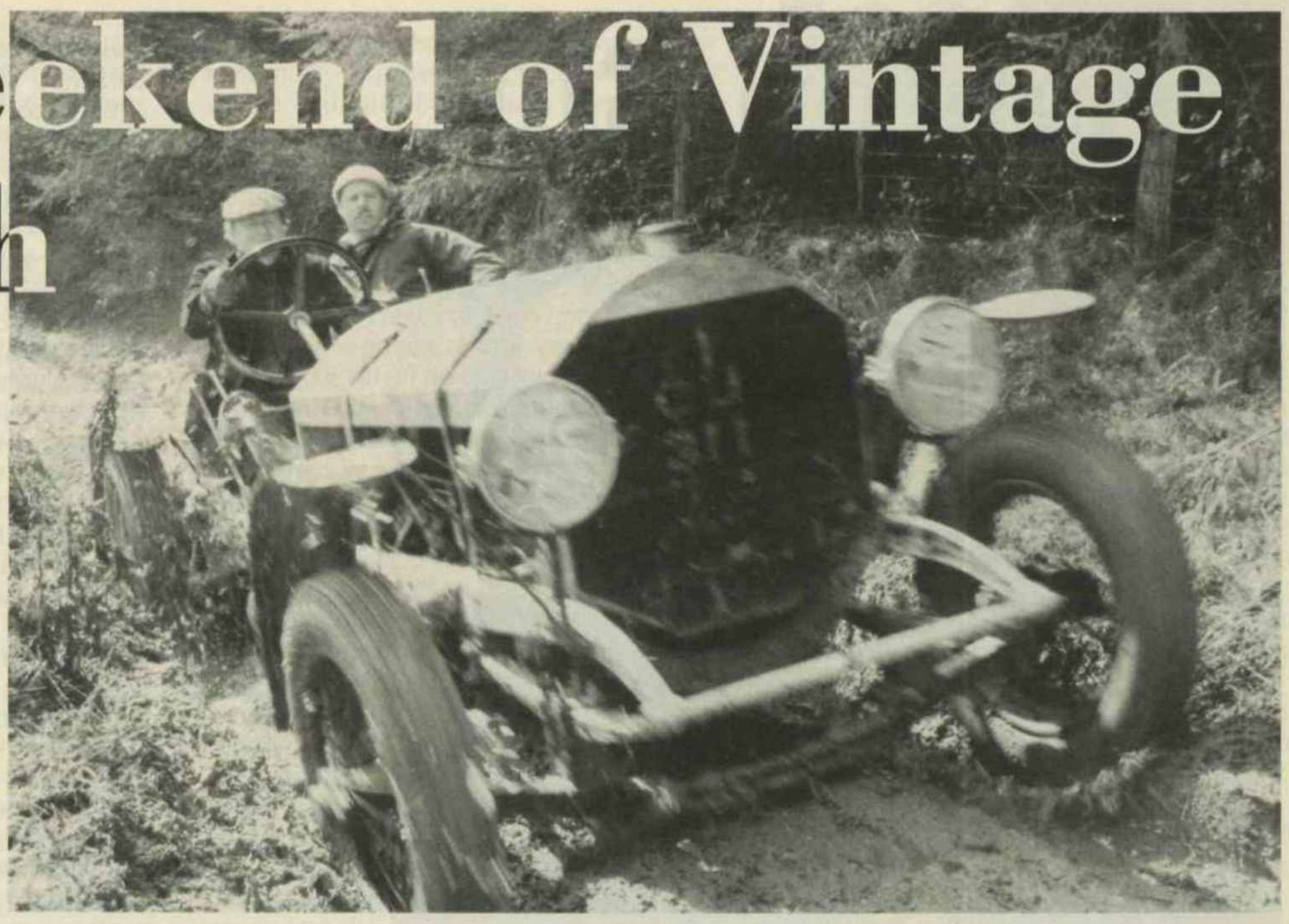
The brakes are a reflection of the days when 4WB were somewhat suspect — the big front drums are somewhat smaller than the rear drums, operated independently hand/foot, and the interesting Isotta Fraschini front brakes have their shoes attached to the back plates and the rods *beneath* the axle beam. The rh gear-lever has first and second positions to the right of the gate, reverse on the extreme right. The polished metal dash is fully stocked, with, from left to right, Le Nivex fuel-gauge and knob, water-heat gauge, 120 mph Jaeger speedometer, fuel tank air-pressure gauge, with the wood-handled pump lever on the extreme left for the luckless passenger to attend to, a Ballot oil-pressure indicator (a red sector comes on should this drop below the customary 10 to 15 lb/sq in), a large Kirby-Smith ammeter with knurled lamp bezel as on a Bentley, a Jaeger-Paris tachometer reading to 4000 rpm, and over to the right an ignition cut-out and a spot-lamp switch.

You enter this endearing motor-car through the single n/s door. After the ether doping the engine breaks into life with the eager note which typifies a twin-cam power unit of racing pedigree. The cone clutch is no problem but, as Lucas-Scudamore discovered all those years ago, the gearbox isn't easy. The heavy flywheel and lack of a clutch stop make the change up from bottom to second gear slow, between these widely spaced ratios. But into the higher close-ratio gears, although care is needed to avoid a crunchy change, the acceleration is most impressive, particularly for a 2-litre 1922 car of this comfortable wheelbase. We are talking in terms of 100 mph at 4000 rpm in the high top cog, around 75 mph in third, 62 in second. In touring rig the maximum is around 92 mph. The exhaust bark from the fish-tailed pipe is purposeful, but becomes subdued once top is in.

Ernest Henry no doubt used a transverse magneto-drive to make the contact-breaker points accessible, then thought important. With the dynamo drive, this lands the timing arrangement with a total of 12 gears and as the cross-shaft has no seals this is a somewhat oily engine. A small price to pay, however, for such a "driveable" car, which takes fast corners without noticeable roll and can make larger vintage sports-cars uncomfortably breathless. A rare find indeed!

W B

A Weekend of Vintage Welsh



Collings' huge aero-motor scatters the Welsh mud.

A major happening in the crowded VSCC calendar is the weekend spent trialing up the stiffer Welsh fields and by-ways, a fixture dating back to 1939, when the winner was Clive Windsor-Richards, driving a dope-fed 30/98, second another racing-driver, Joan Richmond in her Lancia Lambda, an A7 third. They were tough then, the cars including a 1901 Benz whose driver sent a final telegram to Presteigne asking for "candles, snow-plough, petrol, oil and patience". And the *Concours d'Elegance* encompassed a Centric-supercharged P1 Rolls-Royce. . .

This year, in contrast to 1992, rain fell copiously prior to the Saturday of October 9, so the hills were expected to be "stoppers". But in the event they proved easier than anticipated. The first were in Worsell Wood near Old Radnor, where 16 drivers got top marks, whereas at Lower Hanter only J Diffey's 1929 A7 took the maximum, with Low's A7 but a mark less.

Here there were diversions, such as noting that Jane Walker had left her husband, but no further than to navigate in Hamilton-Gould's Ford saloon while Ian conducted his Gwynne 8. American autos had turned out in fair numbers and one wondered if the ¾-elliptic rear suspenders of the more aged ones were good, or less good, on trials hills. . .

Forest Fach and Cwm-y-Gerwyn were easy for most but at Fron Wen Lilley's 907cc flat-twin two-seater Jowett was the suprise star-climber, to "20", where Rides' 4½-litre Invicta Special scored only one mark. It was then back to the *Radnorshire Arms* for imbibement generously poured by Sotheby's.

A look around before the competitors tackled 13 sections on the Sunday showed that Thorpe was in his lhd hoodless 1919 Buick tourer, that Rankin had his full crew of "bouncers" in his nice 30/98 Vauxhall, that Father Diffey was in his replica-bodied 12/50 TG Alvis Sports tourer, and that Gosling had full all-weather equipment on his 1928 Alvis tourer against the brief rain shower — how *does* the VSCC control the weather?

Sunday was a perfect day and again it ended at the three Pilleth hills, where the land owner very generously opens a vast field as a free car-park for the many onlookers. Lower Litton had caused little anxiety, except to Walker's G8 which was indulging in a clutch-stop problem, to Ritchie's Riley 9 that missed it out altogether and later jibbed at other hills, and to King (Morris Minor) and A Marsh (A7) who both failed to score anything.

Stringer's A7 was best up Cwmgilla, but the rest of the sections did not inflict much marks-deduction for the more capable cars. Likewise, the Pilleths were in forgiving mood. Here the public gathers to access this odd sport. Roger Collings' 19-litres of Mercedes aero-motor was hidden on its arrival by interested spectators. Road tyres did not help but the biggest car on the Welsh Trial was doing well, especially on eleven of the hills, but it hardly got away on Pilleth 2.

Marchant's A7 Chummy, screen up, scuttled off fast up Pilleth 3 and was "clean" on two of these, but Rankin got the 30/98 very sideways on Pilleth 3 and crabbed to a standstill at "14", Roger Collings got to "9" where the surface was getting difficult but Ben Collings in the long-bonneted 4½-litre vintage Bentley cleaned it.

There was still much to see. The Edwardian Renault attoned for spartan bodywork with a pair of Bleriot gas headlamps, the 1917 Nordenfelt was motoring about strongly, in spite of a "sudden" clutch, the lady route-finder in Ainscough's Alvis beetleback wore a white helmet of the kind once favoured by the crews of SS100s, Riley's Ford saloon displayed headlamp covers and a ballast box on the front, and had an excellent tickover. Barnett's A7 Special sported racing bonnet-straps, Welch's A7 Chummy aero-screens and strip mudguards, against which the Chummy of Seymour and Liz Price looked quite normal. We were treated to *two* four-seater Chryslers, the back tyres deflated to almost zero on one of them; both cleaned Pilleth 3 and they finished the event only six points apart.

While all this was happening 34 other cars had been out on Sunday's road navigation event. They included an early Hudson Super Six saloon and a later version, an exciting twin-cam 2LS Ballot (see p1247), and the 1911 Marion. W B

Results

TRIAL: Harry Bowler Trophy (Best performance): tie between J Diffey (1929 A7) and P Blakeney-Edwards (1929 Frazer Nash), 316 points each. **Presteigne Trophy:** R Harcourt-Smith (1929 Alvis), 291 points. **First Class Awards:** R Thwaites (Chrysler), B Collings (Bentley), R Odell (Riley). **Second-Class Awards:** P Longhurst (Riley), H Moffat (Bugatti), Jane Tomlinson (GN-A7), R Welch (A7), F Firth (1906 Nordenfelt), L Baxter (Chrysler), J Urry (Riley). **Third-Class Awards:** R Low (A7), J Blake (GN), M Blake (Frazer Nash), F Giles (Frazer Nash), J Ghosh (30/98), T Threlfall (Ford), D Marsh (30/98). ROAD RUN: **Jubilee Mug:** P Cole (Riley), lost 6 marks. **First-Class Awards:** D Baker (Rolls-Royce), **Second-Class Awards:** M Barber (Sunbeam), F Hyland (Alvis), I Rendall (1911 Marion), K Stimson (Riley). **Third-Class Awards:** S Skilbeck (Vauxhall), K Burnett (Alvis), R Britcher (Alvis), **Best Novice:** D Cree (A7).

Brighton Run



The VCC's 1902 Wolseley, with Tony Smallbone, who has prepared it for several Brighton Runs, behind the wheel. With him is Roy Brown, VCC Events Committee Chairman.

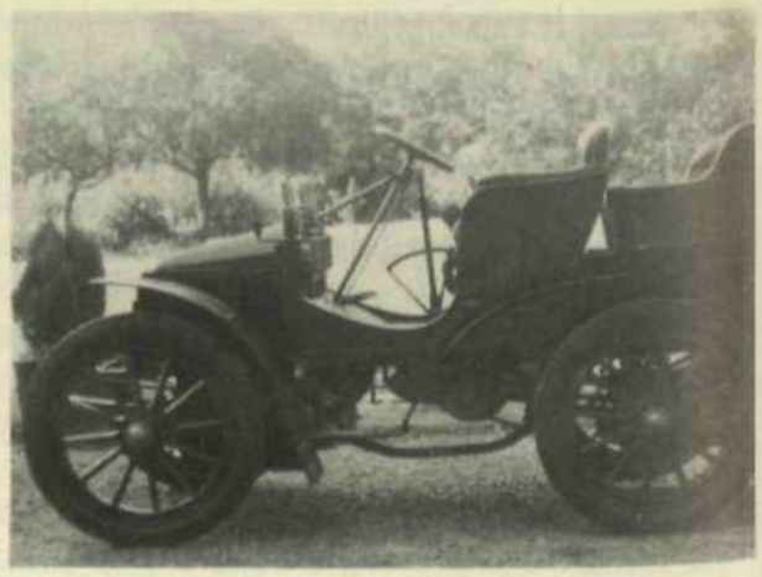
The RAC/VCC Veteran Car Run from London's Hyde Park to the Madeira Drive at Brighton, with Benson & Hedges sponsorship and held this year on November 7, has become a national, nay a world-renowned, happening. Never more so, indeed, than this year, with an entry of 460 pre-1905 vehicles — the police being more lenient over the total allowed in view of the much improved Brighton Road in recent years.

An event of international importance certainly, with veterans being brought from Australia (4), Belgium (7), France (7), Germany (13), Holland (5), Hungary (1), Ireland (3), Luxembourg (1), Norway (2), S Africa (4), Spain (1), Sweden (5), Switzerland (1), Turkey (1) and from the USA (9). To compete would be incorrect, as this is *not* a race. Leaving the start at around 08.00hrs, with a half-hour dispensation for the oldest entrant (this year Timothy Garrett's 1893 Benz carried No 1 and was waved away at 7.30hrs), all that is requested of the veterans and their drivers is that they pass the Pylons, some 10 minutes out from the Madeira Drive, not later than 16.00 hrs to qualify for an RAC bronze medal. Easy for some, a tough task for many, especially in the inevitable crush of modern traffic. All credit, then, to the aforesaid Benz, which had finished 10 Runs prior to 1993, cruising on the clear bits of the A23 at 16 mph. . .

The Run commemorates the historic 1986 Emancipation Run, held to celebrate the easing of restrictions on the use of horseless-carriages and the raising of the speed-limit which had formerly applied to them from four to 14 mph. It did *not* mark the demise of the notorious Red Flag Act, that had so hampered the cause of automobilism in Great Britain, although this legend will persist, as I predicted it would on my November *Boddy Language* page. Even Colin Wilson, the RAC MSA's PR, in one of the most useful press packs ever, commits this *gaffe*. But not so *The Autocar* in reporting that 1986 Run with an issue printed with red ink on November 14 1896; it simply said that day was ". . . a red-letter day, not only in the history of automobilism, but in that of England itself, for it marks the throwing open of the highways and byways of our beautiful country to those who elect to travel thereupon in motors instead of horse-drawn vehicles or bicycles. Yesterday we were criminals if we ventured on the Queen's highways, trespassers upon forbidden ground, at the mercy of every officious policeman who sought to secure points for promotion by securing a 'case'. Today autocar users enjoy the free rights of British citizenship, restricted only as necessary for the comfort and safety of other liege subjects of the Queen, and those same policemen and officials now join in applauding the progress of the motor car." (Would that this be as true now as it was seen to be in 1896!) It would have been foolish for the Motor Car Club which organised the 1896 Run, or for *The Autocar* in its red-ink issue of that date to have celebrated the abolition of the need to carry a red flag in front of any "road locomotive" when this had been rescinded by another Act *18 years earlier*. . .

Back to 1993, of the impressive Brighton Run entry (although some were destined to be luckless reserves) the most popular make was De Dion Bouton, with 75, followed by 33 Panhard-Levassors, 25 Oldsmobiles, 24 Darracqs, 15 each of Peugeot, Renault and Wolseley, 14 Cadillacs, 10 each of Benz and Gladiator, and nine each of Humber and Mercedes. Among this impressive assembly of veterans valued at the very least at £20-million, some were unique survivors of a given make, like the 1898 Orient Express, 1899 Brown Quad, 1900 SFA Quadricycle and others equally rare, including the last surviving three-cylinder Panhard and the only remaining veteran Rochet Schneider. The list proudly proclaimed the oldest British-made Daimler, the British Road Transport Museum's 1897 wagonette, the Heritage Trust's last of the 1899 Riley tricycles, and its first four-wheeled (1899) Wolseley, A Thomas with the world's oldest Napier, his 1900 G20 double-phaeton, S Southall with the eldest of Lagondas, a 1904 forecar, and the oldest working electric car, an 1897 Roberts Stanhope. Caffyn's 1899 Benz claimed 51 Brighton Runs up to last year, the 1904 Vauxhall 42, the Dennis had finished in 41, Lord Strathcarron's Georges Richard in 33.

The public loves "celebrity" veterans and had them in the 1904 Darracq "Genevieve", back from Australia (and up for auction on December 2), an MCC which was in a Sherlock Holmes film (regardless of the fact that the only cars Holmes was associated with were a Model-T Ford and a big Benz), while the AA's Renault Type-V park-phaeton has appeared in *Those Magnificent Men*. . . Those who revere "personal" number plates should have been able to collect visually the Irish MI-1 on a De Dion, AA1 on the AA's Renault, Lord Palumbo's A6 on his 1899 Benz, A7 on Jaguar Cars' 1900 Daimler and AA11 on Lord Montagu's 1903 Daimler. It was also encouraging to see cars emerging from museums. Thus the York Museum put in two entries, Von Peim and D Ritter ran in the Benz and Mercedes from Stuttgart's M-B Museum, the BMI Heritage Trust had seven, the NMM three entries, Ramsgate Museum ran its 1903 Wolseley, Nottingham Museum a Celer and Cornwall's Museum a Peugeot. Ford joined Jaguar and Vauxhall in taking part. The RAC trusted its 1901 Mors to HRH Prince



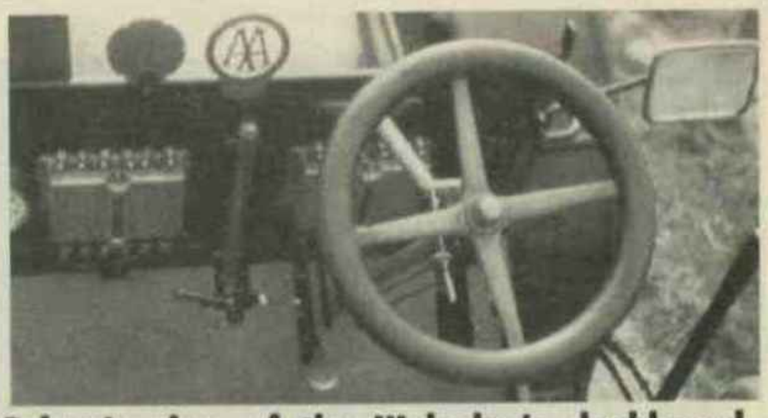
Side view of the Club's Wolseley, showing tonneau body and long handbrake.

Michael of Kent. The 1902 and 1903 GB Napiers, a Paris-Vienna Renault, an ex-Brooklands Mercedes, and Don Meyer's 1904 Peerless on which I went last year, represented the racing-cars, Nick Mason (1901 Panhard) and Phil Hill (1902 Mors) the racing drivers. The VCC of GB put in its 1902 Wolseley for Nick Ridley to drive as usual; he is of course more accustomed to racing his 1914 TT Sunbeam. I had the honour of a place on this car. It is right and proper that the VCC, which helped to develop the Run to its present very high standard, should enter a British car. With such an enormous entry it is impossible to report on each veteran, so let us concentrate on the VCC's Wolseley.

It is a 1902 10 hp model (BM 719) with a tonneau body and the typical "beehive" radiator and single headlamp. I first met this type of Wolseley in 1935, when I went on the Run in Peter Pointer's similar car (BJ 53), which still takes part. It had been used by a clergyman in Suffolk until about 1920, then dismantled. Mr Painter had it reassembled ready for the 1954 Run. It performed well in 1956, administered to by its owner's chauffeur and engineer, who followed in his Mk VII Jaguar. It boiled slightly on the hills, when hot water went onto my feet, but it got along effectively, to the rattle of the long transmission chains and spit-and-miss of its low-speed engine, which peaks at about 750 rpm.

These cars are typical of "Pa" Austin's early designs, the 2.6-litre two-cylinder horizontally-opposed engine under the floor in line with the frame, with suction inlet valves, trembler-coil ignition, a long chain taking the drive to a 4-speed gearbox, another long chain driving the back-axle. The history of the VCC's Wolseley has not been fully unravelled. It seems likely that W Worby Beaumont was its first owner, but nothing much more is known about it until the Allens of Oxford acquired it and presumably re-registered it, after I had inspected it on behalf of the VCC in Leeds in 1945, when it was UB7309. The club bought it for £80. It later did around a dozen successful "Brightons" when owned by Major James Gardiner, that delightful eccentric. After his death in 1971 it became officially the Club car, and in 1984 carried Prince Michael of Kent to Brighton. Tony Smallbone has cured its boiling proclivities and eased its once-heavy steering, and Roger Steer of Brentcastle Ltd made it ready for this year's Run, and past VCC President Nick Ridley said it was now "running like a train". Rather better, then, than the similar but solid-tyred 1901 Wolseley on which I went on the 1978 Run. . .

You crank up from the near-side. The dash carries the 12 oilers, glass-tube petrol gauge and the luxury of a clock. The hand parking brake has an enormous ratchet rack. Piano-type pedals, a transmission foot-brake coupled to the carburetter which slows the engine as you brake, and the unhurriable quadrant gearchange which



Driver's view of the Wolseley's dashboard. (Photos by M Jeal.)

has to be used to humour a "one-speed" engine, fully occupy a new driver's attention. But these Wolseleys were good. Kent Karslake once wrote: "It is not hard to see why this was the most popular English car of its day. I have never travelled on any car nearly half a century old on which I was so confident it would reach the end of its journey without giving trouble. The inherent soundness of its engineering positively declares itself at every turn of the wheels."

After which, is it any wonder that yet again the VCC's Wolseley did this year's Run with no problems, arriving triumphantly, four-up, around midday.

The first commemoration of the 1986 Emancipation Run happened in 1927 (51 entries) as a newspaper "Old Crocks Race" to Brighton but was made more dignified by *The Autocar's* co-operation in 1928. It was then taken over by the VCC and later by the RAC. What a commendably long way it has come since that original *Daily Sketch/ Sunday Graphic* stunt! **W B**

The Yorkshire Collection

The Peter Black collection of historic cars was started (when he had slipped a disc and sought a hobby while incapacitated) in 1959, with the restoration of a 1922 40/50 hp Rolls-Royce, found in a Scarborough orchard and bought for £30, was developed by Mr Black's sons and was opened last year to the public, as the Yorkshire Car Collection.

It owns over 200 veteran to classic vehicles, exhibiting 70 of then in the Keighley Musuem and 30 at the Hornsea Pottery, changing them annually. They range from an 1898 Benz to a special collection of American cars, which are honestly described as "coming from the tin-and-chrome era which stands as a monument to brash vulgarity". There are more than 24 of these cars, believed to be the largest group in the UK, although here there is competition from the Haynes Motor Museum in Yeovil, etc.

These USA monsters number Chryslers,



One of the latest additions to the Yorkshire Car Collection is this Hudson Commodore 8.

Cadillacs, Ford Mustangs, Buicks, Pontiacs, and Chevrolets, the latest added after a long search, being a 1951 Hudson Commodore 8, found in California. The Collection is open at week-ends and daily until October 31; admission £3 per adult, children and OAPs £2. The Museum entered its 1895 Peugeot *vis-a-vis* and its 1902 MMC rear-entrance tonneau for this year's Veteran Car Brighton Run.

Alpine Ghosts

The re-run of the 1913 Alpine Rally by the R-R EC/20 Ghost Club, sponsored by Motorola, went off with great gusto. The event was confined to 40/50 hp Rolls-Royce Silver Ghosts, the entry of which numbered 40, the oldest a 1911 tourer from Australia. John Kennedy had put his 1913 tourer into full "James Radley" specification, Radley having been the top performer in this arduous trial 80 years ago, but it rewarded him with a broken arm when he was hand-cranking it and Colin Crabbe had to take over.

The only "gate-crasher" was a 1914 Vauxhall from New Zealand but a Phantom I tourer and three closed Phantom II Rolls-Royce were used as official cars, covering the entire route. The event lasted for 15 days and the Ghosts covered over 1700 miles and ascended more than 47,000 ft of mountain passes. That was the route mileage. But one Ghost from Dawlish covered a trouble-free 4725 miles. Not one retired. Good show indeed! **W B**

Island hopping

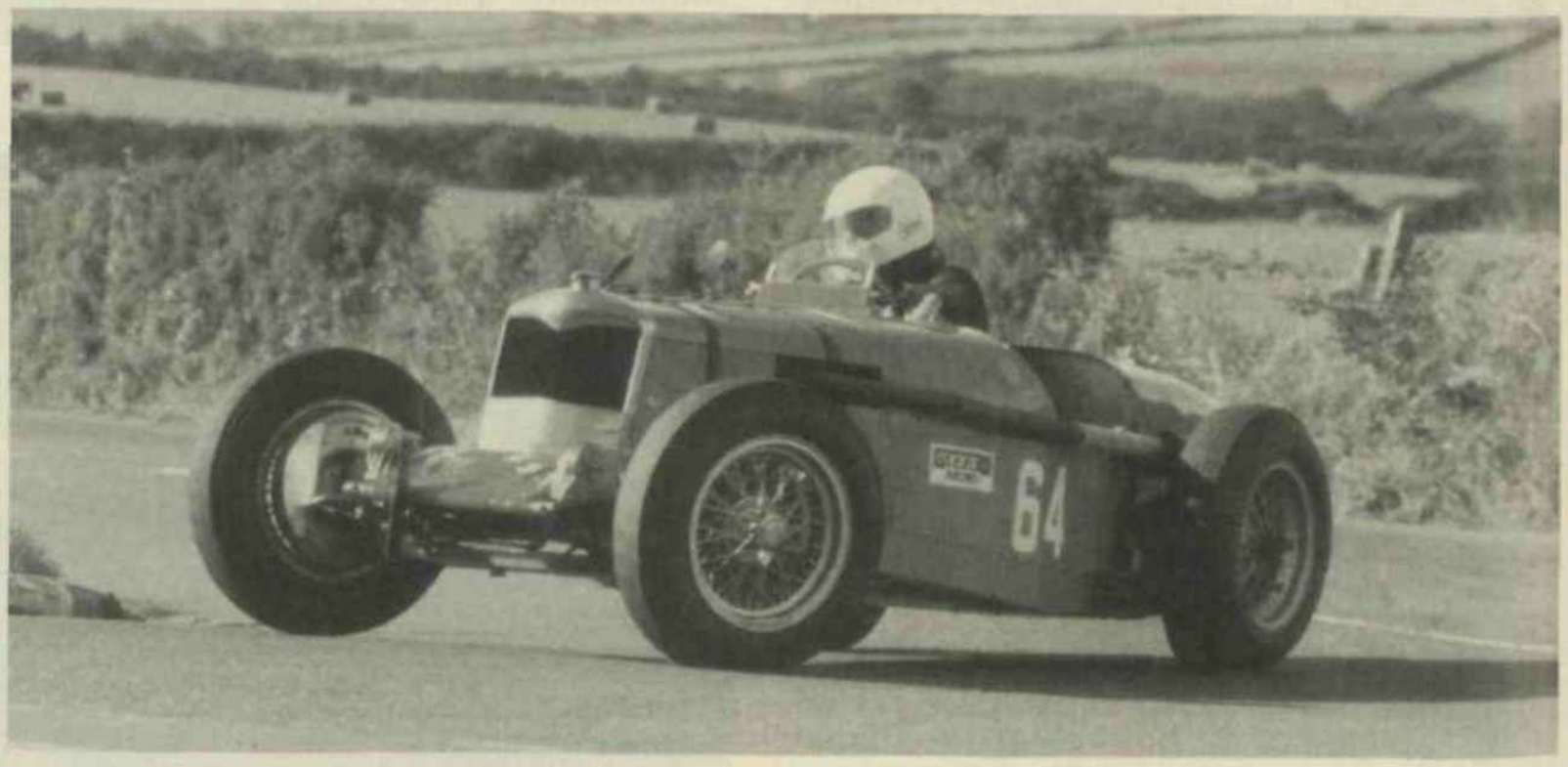
Phil Bennett set a new record on the Willaston circuit.

Over 120 cars congregated in the Isle of Man in late September for the three-day Manx Classic, where Mike Sayers swept the pre-war honours in all three sections of the event in his 1937 Riley Sprite Special.

There was rain for the Total Oils Hill Climb on Lerghy Frissel, the longest UK hill, where FTD (89.05sec) fell to local man David Mylchreest in his MGB, pursued by Chris Weedon's Sunbeam Tiger. Sayers put the methanol-fuelled Riley up in 90.71sec.

As darkness fell, the crowds moved to the Promenade for the evening sprint, where Weedon's Tiger hit the quarter-mile at 105 mph, the Anglo-Yankee machine beating Trevor Pritchard's all-American Corvette by 13.43 to 13.57sec. Frederick Tidball on Donald Day's ERA R14B, replete with IoM history in the hands of Bob Gerrard, gave Sayers some stiff opposition, but scored 14.05 against the Riley's 13.65sec.

There was more British Empire Trophy nostalgia next day, when the Willaston Circuit was the scene of the Pursuit Sprints. Cars set off at intervals, but things soon take on the character of real road-racing, as faster runners catch up those ahead. This year the lap record was broken by Phil Bennett, who averaged 77.79 mph in his 1964 E-type. Again, the pre-war class fell to Sayers, with an average of 71.14 mph.



Pre-war victor – Sayer's 1937 Riley Sprite Special

Next year the Manx Motor Racing Club who run the Classic plan to add full-fledged circuit racing at the new Jurby track, and also to extend Lerghy Frissell to an exhilerating 5km, making the island the centre of a unique variety of motorsport. G C

V-C Miscellany

It must have been some 40 or so years ago that I attended a steam-car rally. It attracted, if I recall correctly, only a Doble saloon, a home-made "pot-boiler" and a Turner-Miesse. In the interim things have hotted up; thirteen steam-cars took part in the Welsh Tour, the first of its kind in the UK, organised in August by David and Diana Goddard, who themselves brought their Stanley. The route took in many Welsh places of interest, described on the route card, an idea other organisers of historic car touras (as distinct from competitions) might well copy.

Of the steamers enjoying this exercise of over 400 miles in four days were 11 Stanleys, a 1908 Model L 20hp White from Cornwall, and the "Likeamobile", a replica Locomobile from Norfolk. From touring Ireland Don Bourdon came in his model-85 Stanley, and was able to impart useful knowledge to the other Stanley participants. A repeat, please. W B

Congratulations to the 12/50 Alvis Register, which has just issued a very comprehensive list of its members' cars. Membership stands at over 500 and the cars range from a 1920 10/30 to 189 12/50s of various types and 220 12/60s, and the most popular body style is the tourer, 174 of

the overall count of cars, followed by 103 sports Beetlebacks and 23 Ducksbacks, and 65 saloons. The Registrar is John Willis, The Vinery, Wansborough Manor, Guildford, Surrey GU3 2LR, who would be glad to hear of any "new" pre-1934 Alvis cars, and the Register's historian and archivist is Alan Stote, Yarhampton House, Yarhampton, Stourport-on-Severn, Worcs DY13 0XA.

The results of the VSCC Madresfield driving tests were: **First-class awards:** D Hescroff (AC), Rosie Shapland (Talbot), J Ghosh (30/98), T Jones (30/98), M Lemon (30/98). **Second-class awards:** T Tarring (Frazer Nash), Jo Moss (Invicta), J Stammers (Riley), K Stimson (Riley), R Collings (Bentley), R Marsh (A7), J Bullock (A7). **Third-class awards:** M Joseland (Frazer Nash), S Welch (Bentley), P Bullett (GN), M Parkin (A7), Amanda Lemon (30/98). **Concours d'Elegance:** M Lemon (1913 30/98). **Ladies' award:** Rosie Shapland (10/23 Talbot).

VCC members are restoring a 1901 Locomobile, 1905 two-cylinder Ford, a 1907 De Dion twin, a 1910 20 hp Hupmobile and a 1916 Mercer, etc. The VCC Journal *Veteran Car* had articles recently on Britain's first imported car, by Malcolm Jeal, and on Ronald Harris's 1900 Daimler.

The Brooklands Society's 25th Annual Dinner took place on November 25. The Society is anxious to find a good model of the Thomas Special "Babs", in connection with a display of memobilia associated with Parry Thomas, or to find a model-maker who could produce one. What, then, became of the fine scale model of this famous car which C C Wakefield had made for their stand at the 1926 Olympia Show, to emphasise that Thomas used Castrol oil? The new Chairman of the Brooklands Museum Trust Ltd is the Rt Hon The Lord Tombs of Brailes, who is a Director of N M Rothschild & Son and Shell UK Ltd and who is Chancellor of Strathclyde University. What is more, he owns a pre-war Alvis, said to have had a long association with Brooklands. The Membership Secretary of the Brooklands Society is B Reynolds, 38 Windmill Way, Reigate, Surrey RH2 0JA.

At the popular Riley Register's annual Coventry Rally, when so many of these cars support the cause, some of the prize winners were – Veteran & Edwardian Class: P Cattell's 1908 vee-twin Riley; Open vintage Rileys: G Dick's Brooklands Riley; Closed vintage Rileys, C Baggaley's 1926 side-valve Riley; Open pvt Rileys; P Cattell's 1933 March Special; Closed pvt Rileys: R Clarke's 1932 Monaco. Most Original Riley: R Farmer's 1904 Tricar; Riley Specials: J Lyall's 1931 tourer; Best "working" Riley: G Kingham's 1936 Adelphi; RM Trophy: M Atkinson's 1952 1½-litre Riley. Long-distance Award: C Goodall's 1933 Kestrel which came 264 miles from Corn-wall.

The Penrite Oil LE JOG which takes place from December 4 to 7 should provide spectators and competitors with some excellent winter entertainment. For historic and classic cars, it will start from Land's End to John O'Groats, as the title implies, with all manner of regularity tests, driving tests and time controls, with night driving, such as over the Devil's Bridge route from Rhayader on the first night, and in Scotland on the Monday night. The route takes in Bala, the Preston area, the Forest of Bowland, the Yorkshire Dales, Edinburgh andLoch Rannoch, Tayside, with tests at Ingliston and/or Knockhill. Ambitious! The winner gets the Penrite Trophy and others gain gold, silver and bronze medals, in the old MCC tradition, depending on their proficiency. The older cars have an easier route and there is a blue riband for drivers who opt for a long but primarily scenic route, and a red riband for simply driving on main roads from End to End.

Run under the banner of the Historic Rally Car Register, this is claimed to be Britain's longest historic-car event, at 1600 miles, for cars of the 1920s to 1960s. Details from John Brown, The Town House, Leigh, Worcester WR6 5LA. Tel: 0886 833 505 or 83228, Fax 0886 833 144, mentioning MOTOR SPORT.

We queried recently what cars the writer of articles about animals and wild life, Mortimer Batten, owned after having had a 1908 TT Metallurgique and used on the road in the 1920s a 1914 TT Straker Squire. The answer eludes us but a reader does recall that later Mr Batten had a flat-twin fabric-bodied Jowett saloon, which he drove into the mid-1930s, in a somewhat ragged state. **W B**

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1963 Aston Martin DB4 Convertible sold at Beaulieu in September, 1993 for £78,500.

25 February, 1994

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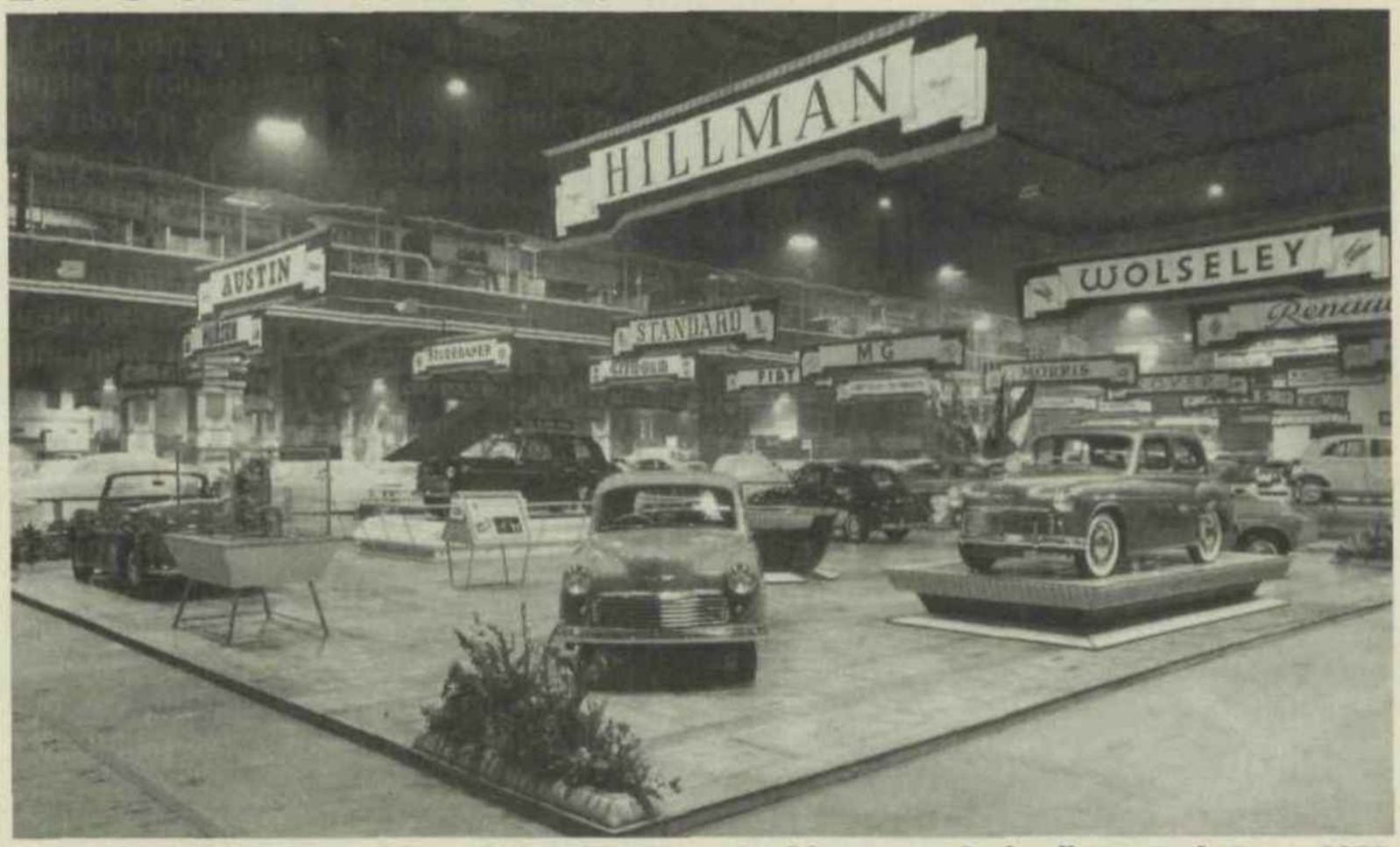
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Motor Shows



Motor Shows have always been a happy hunting ground for car-mad schoolboys: Earls Court, 1951.

It was Motor Show time in October and colleagues were busy with notebooks and cameras. But not, I hope, losing their cars, as I did mine in the vast car parks at the first Birmingham Motor Exhibition, having moved it to help our photographer with his heavy equipment and omitted to note the new spot in which I had left it. I am old enough to have gone as a keen visitor and later reporter to the pre-war London shows, first at Olympia and later at more spacious Earls Court.

How the SMM & T crammed so many cars into the confines of Olympia I do not know. In fact, they didn't in 1921, when so many brave new makers wanted to receive public appraisal that the White City, to the west of London, had to be utilised as an overflow show, to which those still sufficiently unexhausted to care, were delivered from Olympia in solid-tyred motor-buses. It used to be a standing joke, and quite likely a reality, that a spell in the Olympian confines would bring on a monumental cold. The Brooklands authorities would cash in on London being fuller than usual with car buffs and have an October race meeting down in Weybridge, to which the snufflers might go, to be killed or cured, probably the latter as the air was fresh off the bankings in the autumn and inhaling burnt castor-oil fumes may have helped. . . I recall once being asked, after the war, by a desperate chap working for Jack Brabham, how he could get a ticket for the famous driver for the Earls Court Show. "No need", I told him, "just give him a bucket and a mop and he will be able to walk through the back doors unchallenged." The PR man wasn't amused! But I am sure it would have worked — and I believe Jack would have done it, too.

One of the schoolboy attractions at Olympia was the Trojan Bag. It was a big cardboard container in which to carry any catalogues and leaflets you could prise out of bored sales-staff. It was a clever ploy, because you then became a walking advertisement for the unusual two-stroke Trojan car, with your bag well-endowed with publicity material, and although it encouraged you to collect literature from other firms, Trojan knew that they alone sold a vehicle which was the cheapest practical transport obtainable (£125 in 1925), with unpuncturable solid tyres and, they told you, so cheap to run you couldn't afford to walk. . . Perhaps this easy way of accumulating motoring publicity material explains why I still have a drawerful of now rare catalogues for some now very rare makes of cars.

But one much-wanted and very fine catalogue, that for the then-new Rolls-Royce Phantom III, I can now confess to obtaining in a different way. I simply walked into the hallowed R-R showrooms in Conduit Street, W1, and asked for one. My mistake was that I was young. A burly uniformed commissionaire approached, to tell me that boys were not given free catalogues, but that I could buy one. Undaunted, I left, entered a 'phone box and rang the illustrious number. "I am about to purchase a new car," I lied, "and so I sent my office lad to obtain for me a few catalogues of makes in which I might be interested. He has returned with Daimler and Hispano Suiza brochures but was told he had to pay for a Rolls-Royce catalogue. This has rather turned me against your cars but if you will inform me of the amount you seek I will send the boy back." Mumbled appologies, a request for my name and address, and the next morning a heavy package arrived containing the catalogue I craved. I still have it. And may God forgive me.

Frantic Big Brothers

One cannot but go along with Governmental attempts to reduce road accidents. They say that Gatso cameras reduce speed whether they record a misdemeanour or not. So quite apart from whether speed itself kills or only speed in the wrong conditions, this watchful eye on your driving habits is unlikely to go away. I was surprised to learn, however, that the Big Brothers who are behind the installation of these costly cameras have thought up a new idea, so frantic are they. It seems that the ploy is to have screens facing the road on which to display information about drivers who have been caught on the Gatsos as exceeding a speed limit. If the publicly displayed information gives only the numbers of the cars involved it will be meaningless, except as another way of wasting public money, because while you covet your neighbour's ass or wife, you are unlikely to know the number of his car. It may be, of course, that the frantic brothers in charge of these pillory-screens will contact the DVLC and light up for public consumption the name of a speeding driver. How awful to see something like "BODDY IN FORD H990 JPU has just gone at 45 in camera-range in a 40 mph area", for instance, to bring your eyes off the road. But just very occasionally the *wrong person* has received a summons when the Gatso readings have given the police a wrong number — and if an incorrect name was flashed on these screens, might not the barristers handsomely profit?

Then there is the thought of how many times a car is driven legitimately (or otherwise!) by someone not its owner, so a screened name could be like being charged for a murder committed by a criminal to whom you had innocently rented accomodation. Maybe the BBs have become too paranoid over Gatso-crimes? But in their war on drivers they apparently intend to introduce motorway tolls and electronic car-tagging. St Christopher spare us!

W B

The Things They Display

Robbie Hewitt, whose 4½-litre team Lagonda is well known in vintage circles, has sent me this intriguing poster which she spotted in her local bank. The opposite applies, of course, when riding your motorcycle or when driving in a race. . .

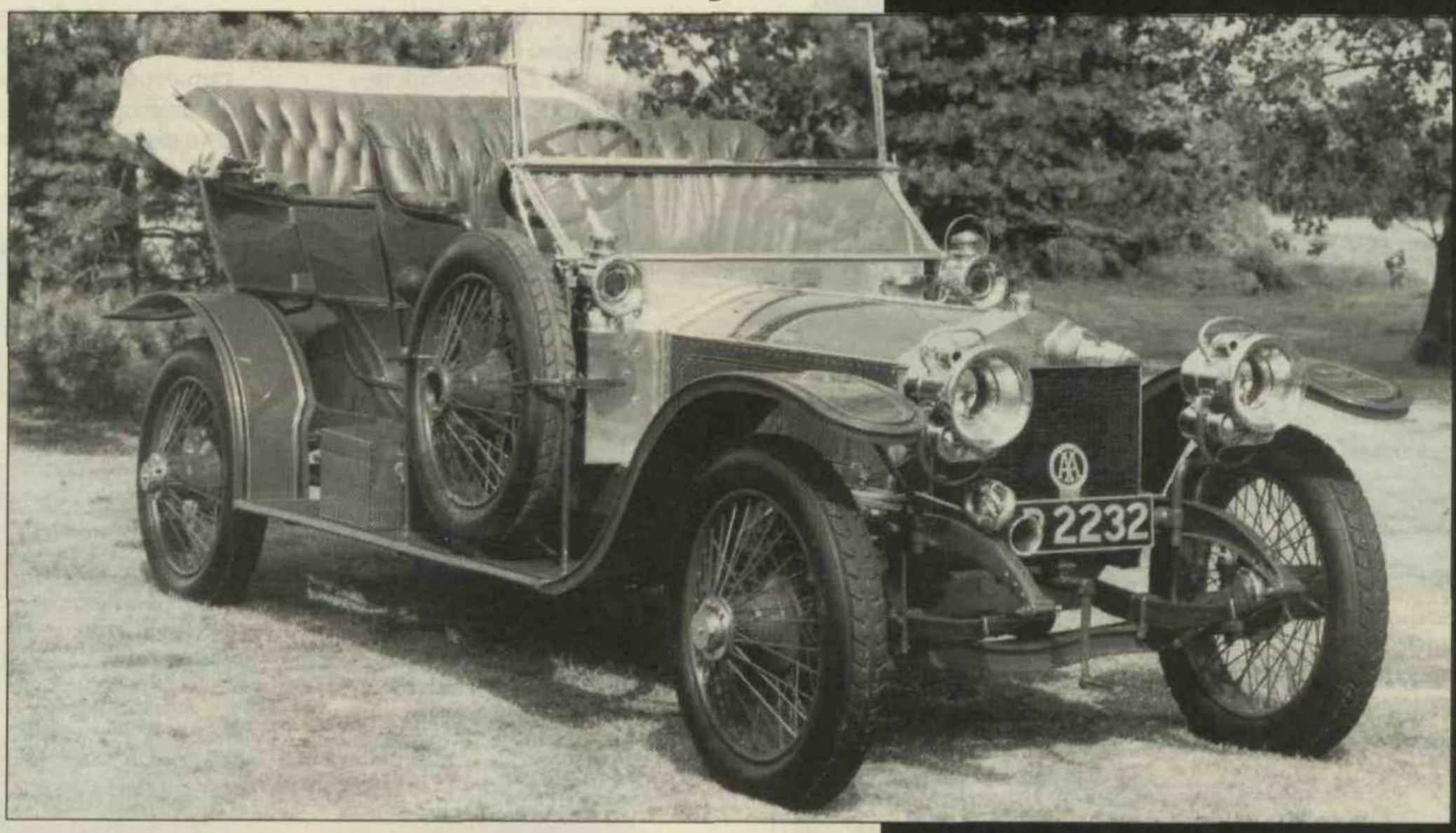
W B



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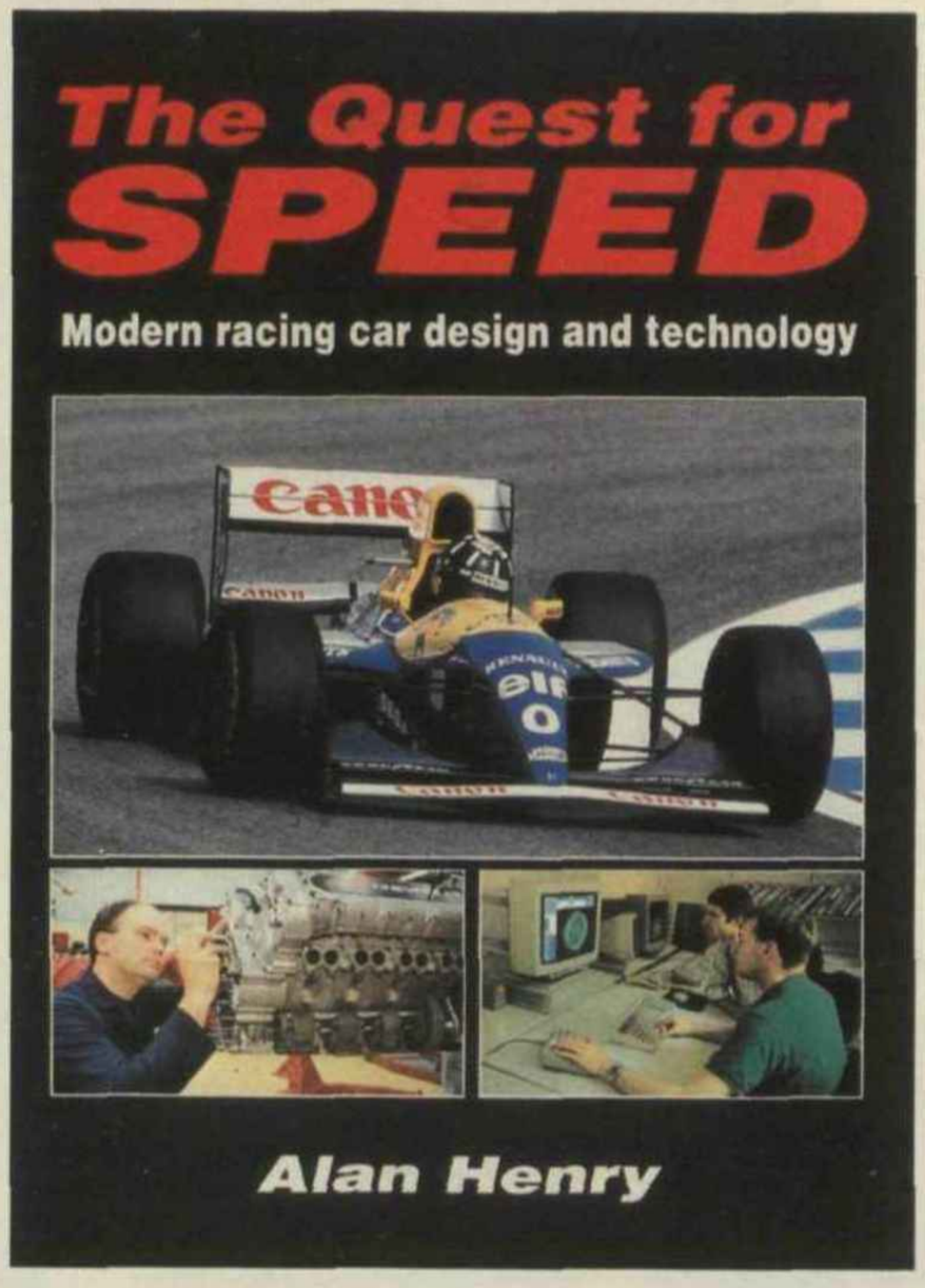
To include the 1931 Bentley 4½ litre Supercharged Tourer, the ex Billy Cotton 1938 Frazer-Nash B.M.W. 328, a 1913 HISPANO-SUIZA 3 litre TORPEDO, an 1898 PANHARD-LEVASSOR WAGONETTE, a 1929 ROLLS-ROYCE PHANTOM II LIMOUSINE, a 1937 ASTON MARTIN 2 litre tourer, a 1948 ROLLS-ROYCE SILVER WRAITH and a 1968 ALFA ROMEO 2000 VELOCE SPYDER and two VAUXHALL 30/98 "barn discoveries" and a 1933 Siddeley Special.

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The Quest for Speed — Modern Racing Car Design and Technology, by Alan Henry. Patrick Stephens Ltd, £17.99.

Formula One, Indy and sports cars have developed so drastically in recent years that even those who follow modern racing closely can be confused about the advanced technology involved. Here is a chance to have it explained to you, by the motor racing correspondent of *The Guardian*, who served his apprenticeship with *Motoring News*. In chapters about chassis design, aerodynamics, F1 engines, suspension, F1 transmissions, data logging and similar techniques applied to Indy and sports/racing cars, Alan Henry brings the student up to date with today's racing cars. In the final chapter he poses the question of what comes next for competition cars?

In an economy of words and adequate pictures he covers such innovations as active suspension, semi-automatic transmissions, auto clutch control and engine data recording in the pits. Pertinent quotes by top engineers and others are used to endorse the author's explanations and descriptions. An up-to-the-minute book which makes the modern racing car easier to understand and appreciate. **W B**

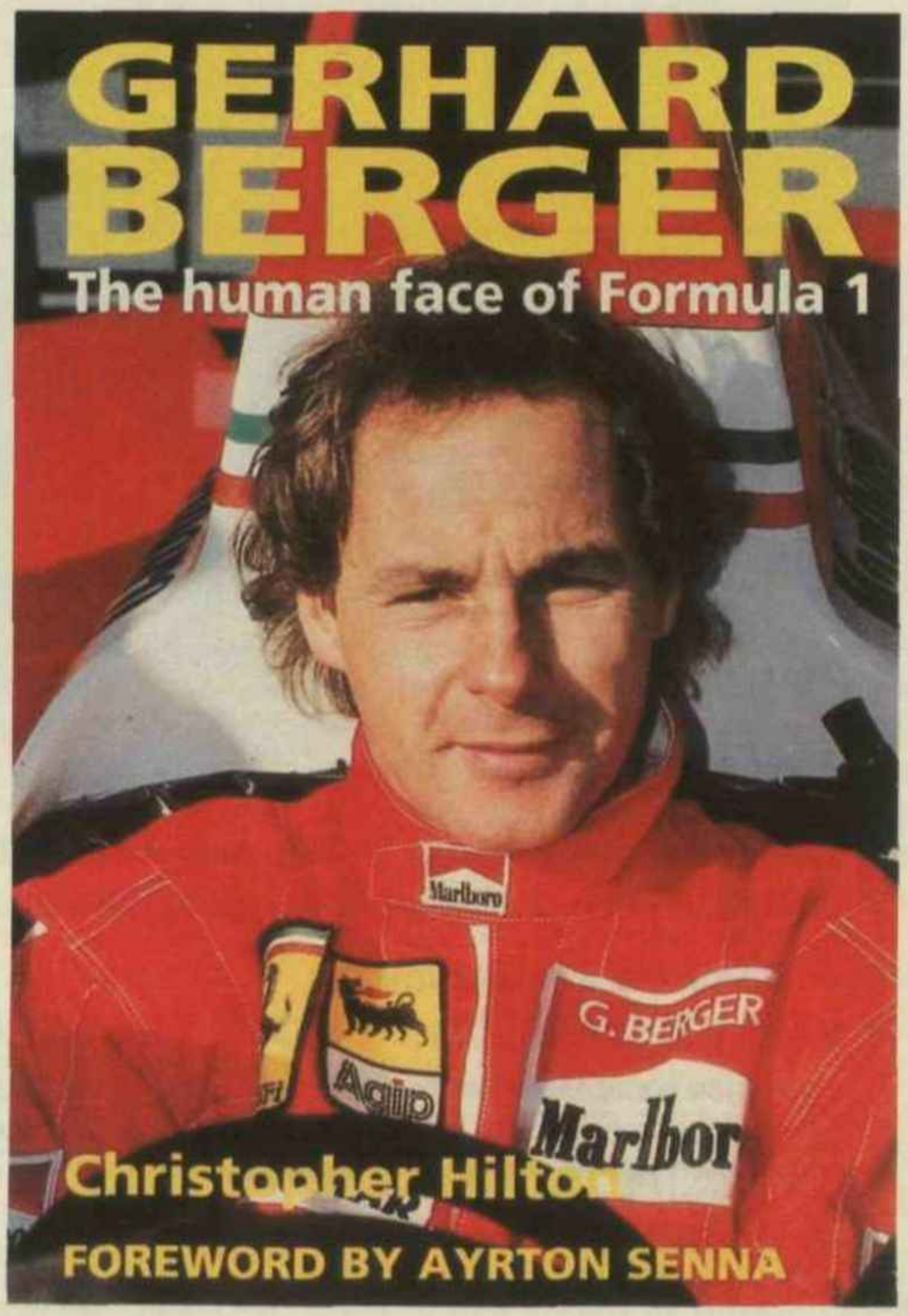
The Chequered Flag — 100 Years of Motor Racing, by Ivan Rendall. Weidenfeld & Nicholson/ Orion Publishing Group, £25.00.

Although this is another big book in the coffee-table style, it is more attractive than most of these tomes, because it is solely about motor racing and presents us with a very fine selection of over 500 illustrations — rare and not-so-rare photographs, and reproductions of worthwhile paintings and drawings in its 400 large pages. What is more, the price is right (although it will cost £30.00 after the end of this year) and the text is up-to-date, the results of the leading races from 1894 onwards ending with this year's Canadian GP.

The author was the executive producer of BBC2's motor-racing coverage *The Power & the Glory* and he also wrote the book that accompanied this TV series, and which I am glad to note was a best-seller. *The Chequered Flag's* coverage is enormous and answers many of the leading questions which confront motor racing followers, but you will have to read it to discover who was voted the greatest driver in the sport's history. On the minus side, I see that Indianapolis 1993 has got itself under Grands Prix in the results tables . . .

The Daytona 500 results are there from 1959 to date, and there is a glossary covering two pages. All the major races are described, American as well as European, and there are circuit maps and programme cover reproductions in colour.

There have been similar books in the past but this one has a fresh appeal and is commendably inexpensive, especially if purchased before Christmas. **W B**



Gerhard Berger — The Human Face of Formula 1, by Christopher Hilton. Patrick Stephens Ltd, £16.99.

Here is another racing-driver biography to add to an ever-growing numbers. The foreword is by another fast-charger, Ayrton Senna, and although not everyone will agree with the book's sub-title, the life of the multi-millionaire Ferrari folk-hero is very adequately dealt with, by the former *Daily Express* sports reporter. **W B**

British Sports Cars in America 1946-1981, by Jonathan A Stein. AQ/ Dalton Watson, £29.95.

For British car manufacturers, America has often looked like a land of golden opportunity, where wealthy buyers will surely queue to snap up every car you can shift. It has not often turned out that way, but there is as much interest in the falterings of TVR as in the success of the MGB, and this high-quality book looks equally at the big players (Jaguar, MG, Triumph) and the tiddlers such as Elva, Berkeley and Peerless. Stein's overview introduces us to the import-

ers and the dealers, the idealists and the con-men who tried to sell funny little foreign cars to Americans, with increasing success from the '50s and increasing gloom in the '70s.

Well researched, with many period illustrations and comments from those involved, the book is produced by the team who produce the lavish and enjoyable *Automobile Quarterly* (the only hard-backed magazine I know of) and it is handled in the UK by Dalton Watson, P O Box 2, Belton, Loughborough LE1 9UW (add £2 p&p). **G C**

Alfa Romeo Ferrari, by Murray Rainey. Wyche Books, £35 plus £3 p&p.

Hillclimb enthusiasts will know the supercharged 8C and 6C Alfa Romeo specials which Murray Rainey and his daughter Joy have campaigned for many years. This self-published book tells how he built and runs these much modified machines, with much technical detail on pre-war Alfa innards. Its best audience will be those who work on such cars, but the sprinkling of tales and reminiscences adds entertainment. Incidentally, the 'Ferrari' in the title relates to Rainey's belief that his 8C was initially assembled secretly by Enzo in the AAC days. Available only by post from Wyche Books, Birlingham, Pershore, Worcs WR10 3AD. **G C**

Colin Chapman Lotus Engineering, by Hugh Haskell. Osprey Automotive, £25.

This is so much more than a company or personal history. Haskell is an engineer who worked at Lotus in the '60s, and he has the ability to explain in simple terms just why Chapman's design skills were special, and how elegant the resulting solutions could be. Of course, there were talented engineers there who brought these ideas to reality, but we learn that Chapman's strength was not purely innovation, but the ability to appraise the whole picture and instantly alter priorities for the best outcome.

It was more than just being clever; he also knew when not to be. Haskell cites the example of BRM beautifully fabricating tapered radius arms to save a few grammes, whereas Chapman specified a slightly heavier plain tube which was cheap and could be repaired at the track. The heavier part was more efficient because repairs are part of racing. Yet he often expected his drivers to skate on structural thin ice in the quest for lightness.

Haskell writes well for both layman and expert, explaining structural principles on the race and the road cars as well as the boats, aeroplanes and even furniture Chapman tackled, and interviewing the likes of Peter Wright, John Cooper and Gordon Murray for inside and outside views. I found this book illuminating and engrossing. **G C**

Guinness Sports Yearbook, by Peter Nichols. Guinness Publishing in association with Sportspages, £11.99.

Promoted as a complete reference work for the past 12 months, this is a neat and tidy guide to 1993 for anyone with catholic sporting tastes. From the obscurity of trampolining and curling to the media saturation of soccer, cricket and, dare we say it, Formula One, all major results of the past year are included, with comment and pertinent, often amusing, quotations where appropriate.

The contents of the motor sporting section are a trifle odd. The need to have this in the shops before Christmas, one presumes, has led to the omission of the final two Grands Prix, which will be rather belatedly included in the 1994 edition. Also, there are results of most F3 rounds (one of which, incidentally, is wrong, though Warren Hughes might be pleased to learn that he won at Donington in May, where he actually speared into the gravel at the first corner), but no mention of higher profile categories such as the British Touring Car Championship or European F3000. For all that, the industry gets just recognition.

Are there are other Hughesesque glitches? Who knows? I'm not qualified to comment on the accuracy of the World Gas Balloon Championship results. In a volume of this magnitude (given the compact nature of the book, the quantity of information is extraordinary), perhaps the odd mistake is inevitable. Personally, I also find it forgivable. This is more than a reference work. It's compelling reading for sports lovers, trivia maniacs and anoraks everywhere. **S A**

Morgan – the cars and the factory, by John Tipler. Crowood, £19.95.

If this had appeared five years ago I would have been impressed; it's wide-ranging, readable and well illustrated in Crowood's attractive AutoClassic style. There is a history, plus tables, road-tests, and comments from Charles and Peter of that ilk.

But after seeing so many Morgan books I searched for anything much new in it, except that I learned the names of some of the Morgan workforce and some esoteric details of assembly. The factory chapters are minutely, indeed obsessivly detailed — we are even told what grade of wet-and-dry is used on the primer. Fans will wallow in it.

But there is a contradiction, too: the overall tone is positively panegyric, implying that Morgans are the only "real" cars left and somehow better than modern cars for being built with pre-war methods. Yet a section on development work describes attempts to improve access, ergonomics, storage, ride, drag, safety and looks. Let's just admit it: Morgans are silly cars which happen to be great fun. **G C**

● Patrick Stephens has brought up to date and republished *Life At The Limit* by Graham Hill, with a Foreword by Damon. You can enjoy Graham's 255-page book for £16.99. **W B**



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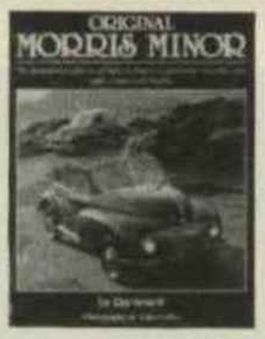
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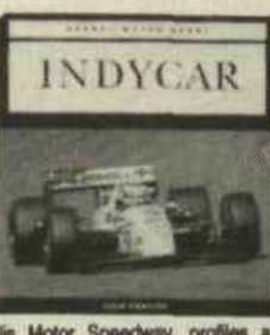
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Dear, oh dear

Sir,
I have just finished reading your report of the Italian GP at Monza, which I was fortunate enough to attend again this year. I feel it is necessary, as a motor racing enthusiast of 25 years, to query the entry fees charged at this year's European (Donington Park) and British (Silverstone) Grands Prix. Can someone please explain why it should cost £60 (£55 in advance) at Donington and £55 (£50 in advance) at Silverstone for general admission? At Monza, the equivalent ticket costs 45,000 lire – around £19.15.

I can see no earthly reason why it should cost three times more to watch a GP in Britain than it does in Italy. Is there any wonder attendance figures are down? I suspect that the British public has finally concluded that we are once again being taken for a ride.

I have been a great follower of Donington Park's revival. Even before Tom Wheatcroft began his reconstruction programme, I used to walk the course of the pre-war circuit, and vowed that I would have to attend should there ever be another Grand Prix there. Thus, on April 11, I was there in the wind and rain. The attendance undoubtedly suffered as a result of the weather. I couldn't help feeling that the event was well overpriced; the half-empty covered stands (£120 per seat) tended to confirm my suspicions.

Sadly, I have just learned that there won't be a 1994 GP at Donington. I am sure that the attendance would have been much higher had tickets been more realistically priced, and the circuit might well have retained its F1 race. Silverstone's GP is obviously better established, but the crowd was down there, too, despite the summer climate. Some will say that this is because Mansell wasn't there. There's some truth in that, but Damon Hill is just as entertaining. I have no doubt that the £55 admission was equally to blame. It was a shame, too, that you were allowed only *one* passout to go back to the car/camper. It seems as though it's all too much trouble for the organisers. Perhaps they are content to see the numbers dwindling.

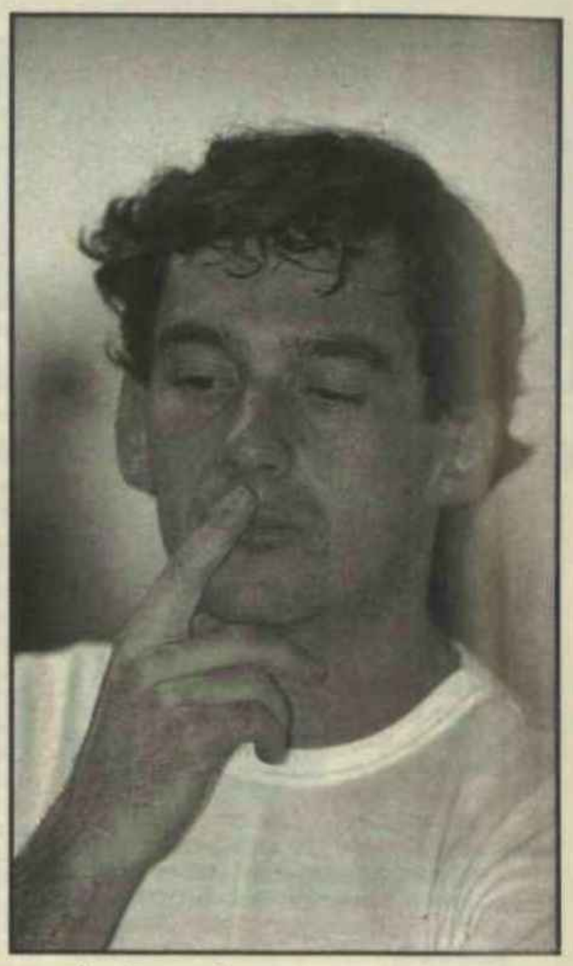
At Le Mans this year (£38/310 FF for four days' viewing!) the public were allowed in and out of the enclosures as many times as they wished. I really feel the British promoters and organisers have got a lot to learn, not to mention a little explaining to do to justify exorbitant pricing.

On the subject of F1 technology and driver ability, I personally welcome the news that cars are once again to place demands on the drivers' ability. No one can have failed to notice that active suspension, traction control and so on have made the drivers little more than ballast in some cases. Car control, as exhibited by the likes of Clark, Peterson, Villeneuve and Lauda, has been a thing of the past. When did you last see a Formula One car in a full-blooded, opposite lock powerslide? Today's drivers appear, by and large, to be an unsportsmanlike bunch who don't want to drive, or develop, any car that won't win them the championship. Therein lies the problem: it is the car, not the driver, who wins today. Imagine some of today's F1 racers trying to tame a 640 bhp 1938 GP Mercedes around Donington. That would catch their attention!

Hopefully, we are now returning to a formula where the abilities of both car and driver will be equally relevant.

C Gibson,
Edwalton,
Notts.





Eddie Irvine (left) – a joy; Ayrton – challenger for Bruno?

Punch & Eddie

Sir,
I am appalled by the reported attitude of Ayrton Senna following the Japanese GP.

I watched the race live, via satellite TV. Despite having to crawl out of bed before 4am, I found I was soon wide awake, thanks largely to the spirited efforts of Eddie Irvine. He was *racing*, actually trying to make his Jordan go faster than it wished to go, and it was a joy to watch. All Senna's bleating about irresponsible, unprofessional driving makes me laugh. He had a huge lead when he came across the Irvine/Hill scrap. Surely, as a professional driver, he should have had the nous to back off for a couple of laps, to let the other two sort it out amongst themselves without getting involved? In his position, there was no particular need to hurry. I read somewhere that he said the other two cars were hitting each other, spinning off and that he had to go off the track to avoid them. What utter nonsense! Who is he trying to kid, apart from himself?

It was entertaining motor racing between two of Formula One's newer recruits. Hard, certainly, but always fair.

The presence of that famous yellow helmet in a racing driver's mirrors should be no grounds for submission, especially when, as in the cases of Hill and Irvine, they were travelling at pretty much the same pace. If Senna wants to pass people, he should be prepared to fight where necessary.

All of this was bad enough without the post-race punch. I know that racing drivers have always agreed to disagree, and that there were contentious issues even back in the days upon which we now look as having been 'golden', but resorting to pugilism is simply out of order.

My sincere, if unrealistic, wish is that the FIA should suspend Senna for a whole season. This would achieve two things. Firstly, it would freshen the paddock ambience; secondly, it would make for a more open contest in the 1994 World Championship.

Great driver as he undoubtedly is, Ayrton Senna has revealed too many character flaws for my liking. He simply can not be allowed to carry on running around F1 as though he owned it.

Christian Davies,
Sevenoaks,
Kent.

Punishment should fit the crime

Sir,
Remember Mauricio Gugelmin rather absurdly being fined for getting in the way of the leaders during the 1992 French GP (despite the fact that he had more or less driven off the circuit in his attempts to keep out of the way)?

I shall be fascinated to see to what extent the governing body penalises Ayrton Senna for his infamous left-hook at Suzuka. In the past, Senna's excesses seem to have escaped severe punishment from the authorities.

This time, surely not?

John Boyle,
Crawley,
Sussex.

Boxing loves

Sir,
Here's an idea. Despite his defeat against Lennox Lewis, Frank Bruno says he wants to pursue his sporting career. My spies tell me that Ayrton Senna won his bout against Eddie Irvine on points.

So, Senna v Bruno?

At least, in that arena, Senna could still be classified as a sportsman, something he long since ceased to be in motor racing.

His behaviour in Japan was despicable.

Jeremy Hardie-Allen,
Timperley,
Cheshire.

Norton necessity

Sir,
In reply to WB (page 1042, October), I remember that H Mortimer Batten wrote articles for *The Motor Cycle* just after WW2. The articles were not wholly of a motoring nature, but were concerned with country life, stag hunting, fishing and so on.

The use of a Norton motorcycle on these trips appeared to be a necessary, but enjoyable, adjunct.

JE Philipson,
Kendal.

René Dreyfus

Sir,
The passing of René Dreyfus is certainly sad. A great driver and person he was! I still have an ashtray from Le Chanteclair.

René raced later than 1952. In 1955 he drove for SH (Wacky) Arnolt in the Arnolt-Bristol team at Sebring (and maybe in 1956, too). I was only present in 1955, as reserve driver.

We shall miss the man.

IW Stephenson,
Menominee,
Michigan, USA.

Bitter end

Sir,
I have become sadly accustomed to Ayrton Senna hitting people *on* the racetrack. I am bitterly disappointed to see that that he now chooses to do so off the circuit as well.

Al Byrne,
Coatbridge,
Scotland.

Mercedes bends

Sir,
Your caption writer (MOTOR SPORT, October 1993, p1029, Oldtimer GP) seems to be under the impression that Mercedes SSKs haven't raced in the UK, although I confess I have only seen them once.

Many of us had the pleasure of witnessing a Mercedes team competing in the Christies Cup at Silverstone in July 1991, against Alfa Romeo, Aston Martin, Bentley, Invicta, MG, Riley and Talbot teams, plus a Hispano Suiza and a Lea Francis. In the programme is see that no less than two SSKs, one SSKL and one SS Rennsport are listed, although I don't recall them all appearing.

I enclose a photograph taken in the paddock showing Peter Kern's 1929 SS Rennsport (41), Markus Kern's 1931 SSKL (40) and Manfred Dietze's 1929 SSK. (Yes, there was an air display, hence the people looking skywards!).

A pity we don't see — and hear — them being driven in anger more often on this side of the Channel.

Richard Halliday,
Beaconsfield,
Bucks.



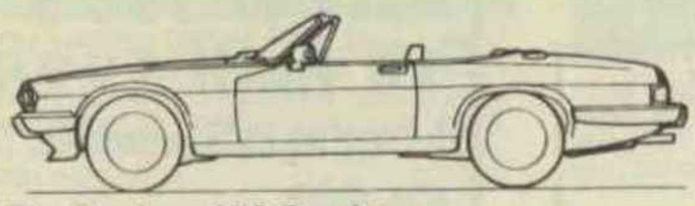
Mercedes SS variants in the Silverstone paddock in 1991.

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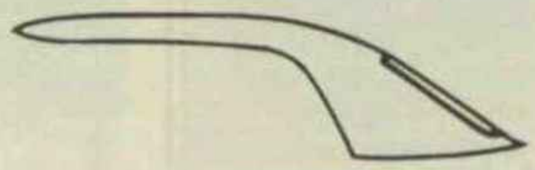
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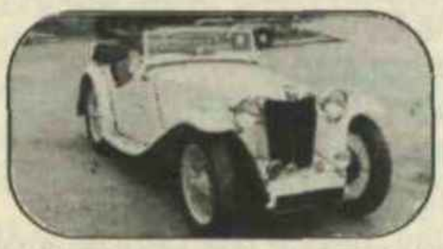
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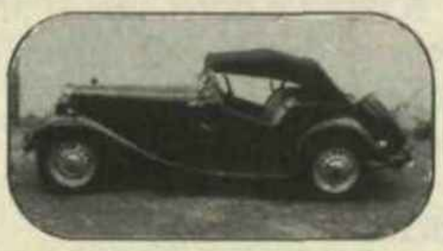
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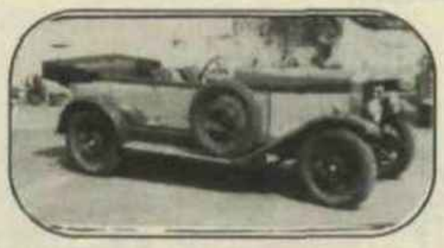
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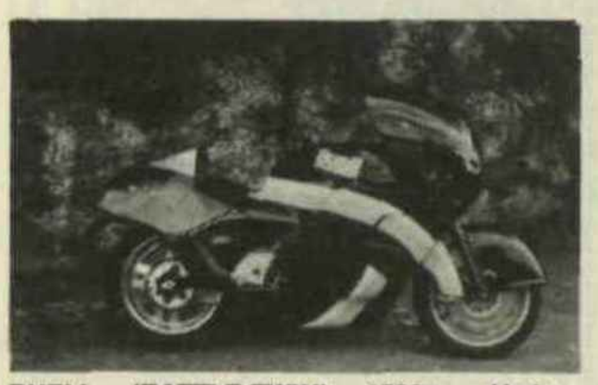
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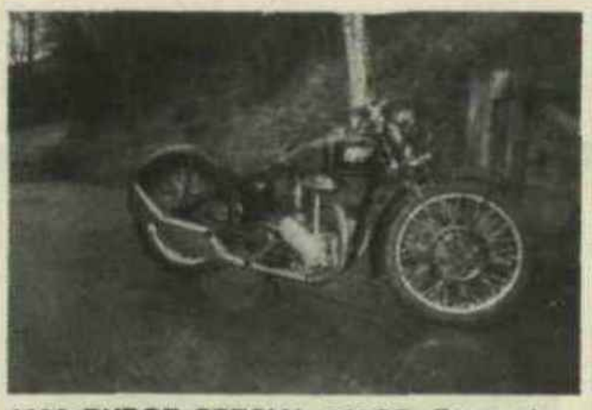
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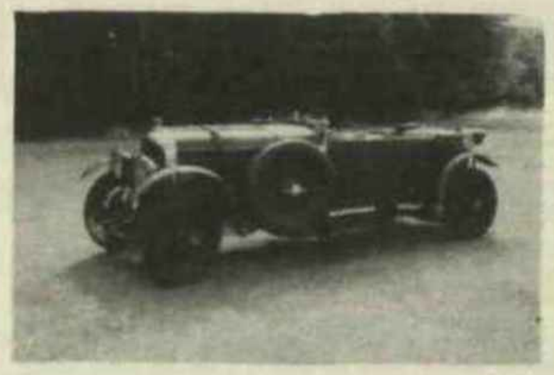
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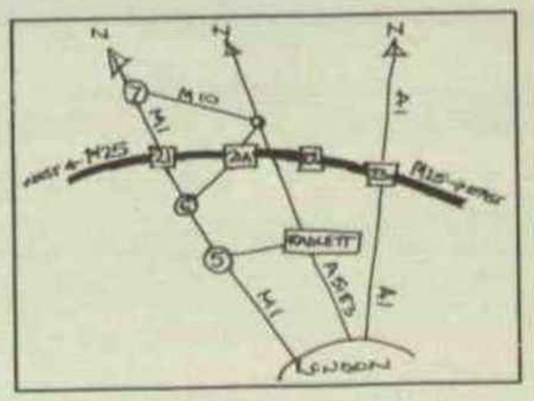
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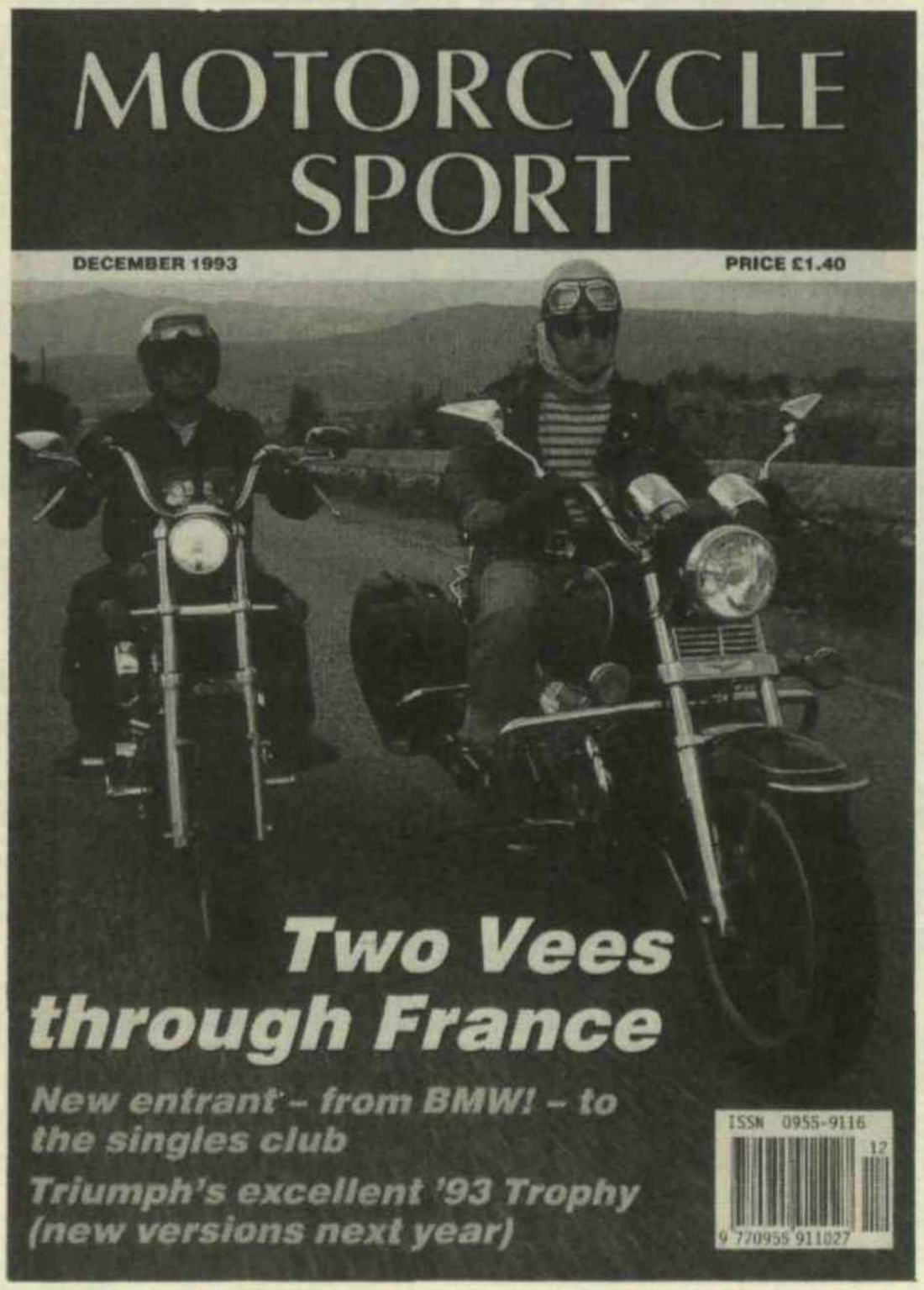
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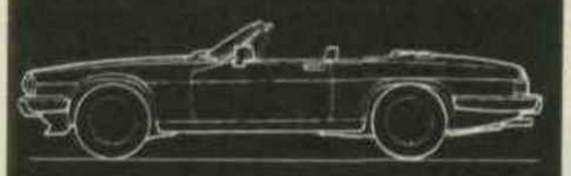
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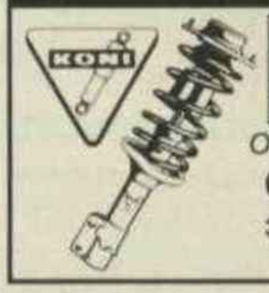
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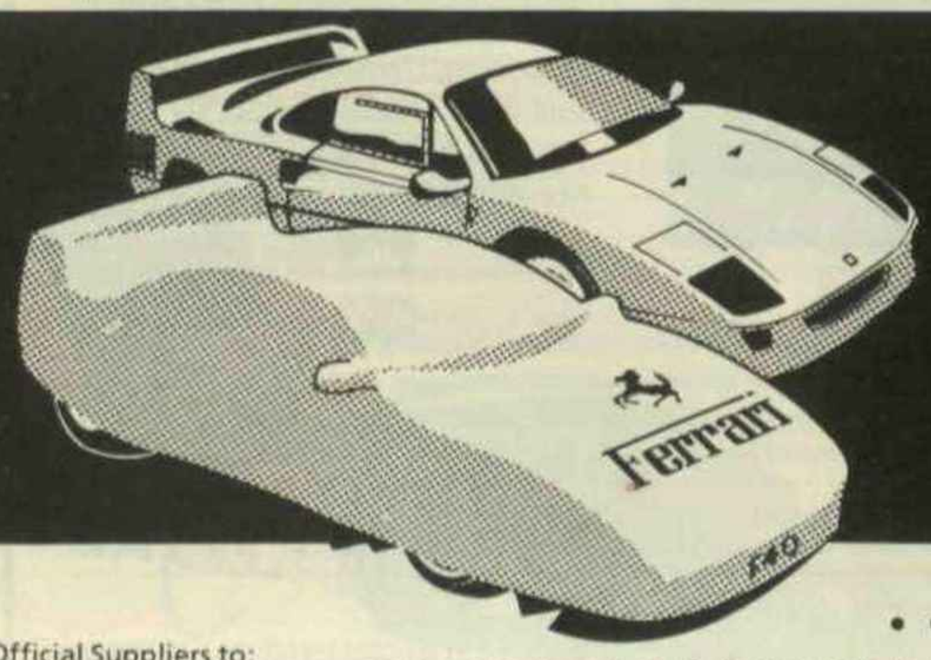
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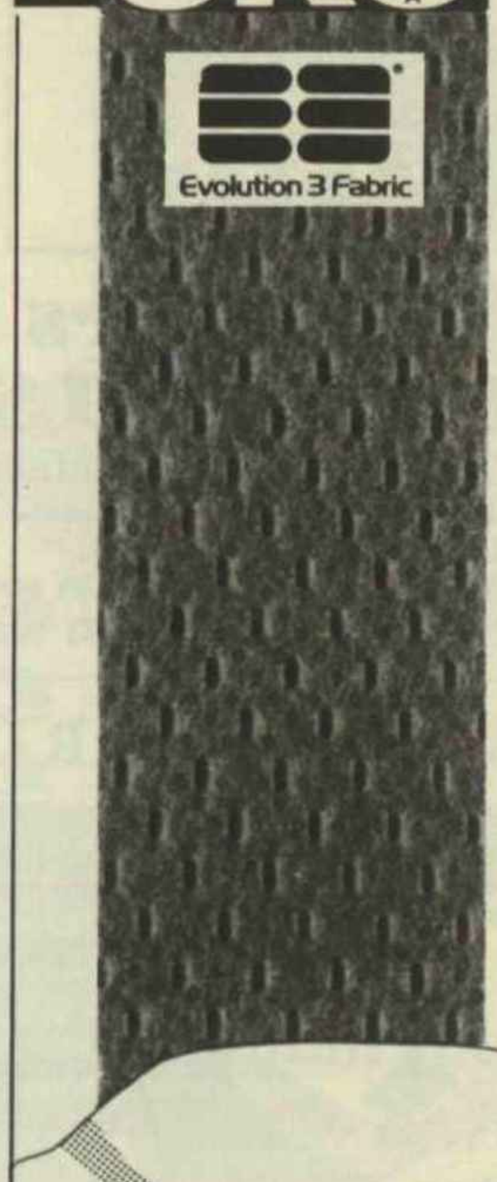
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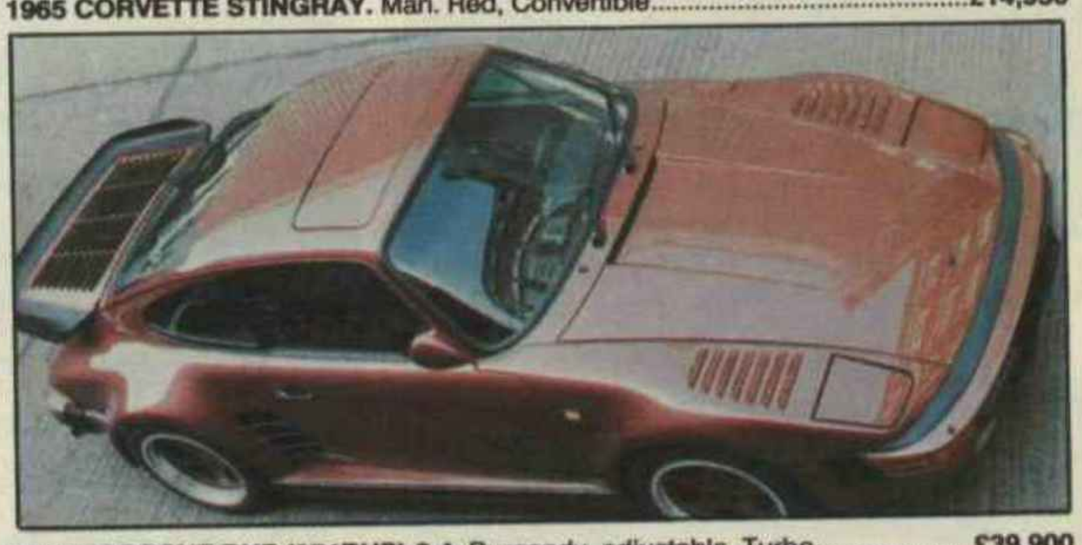
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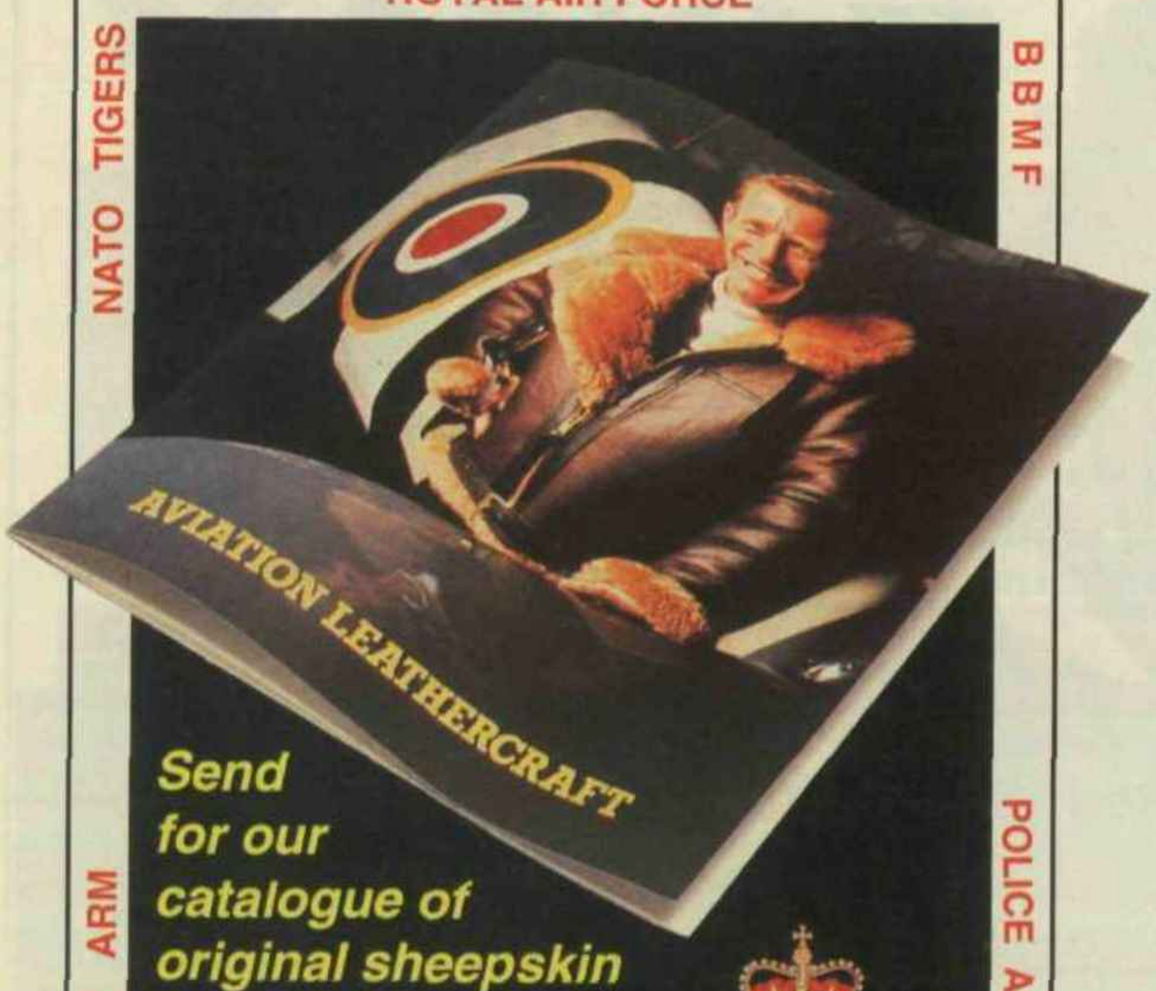
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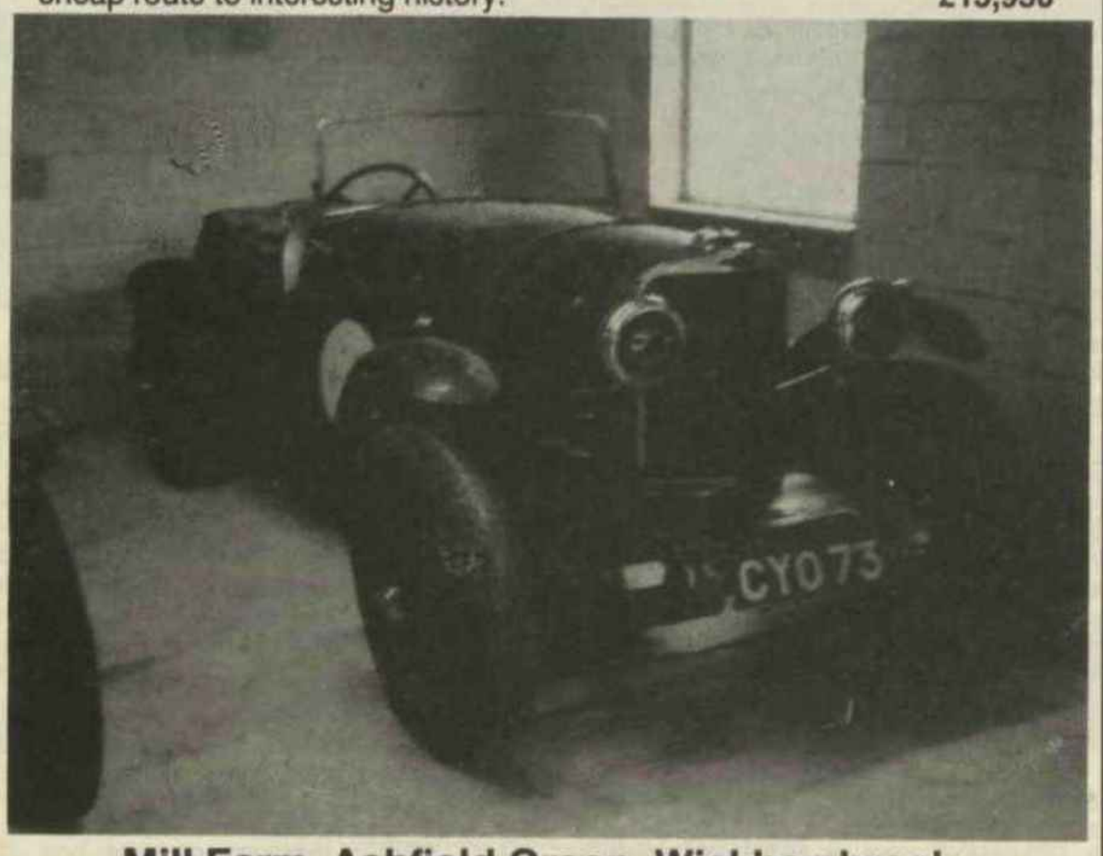
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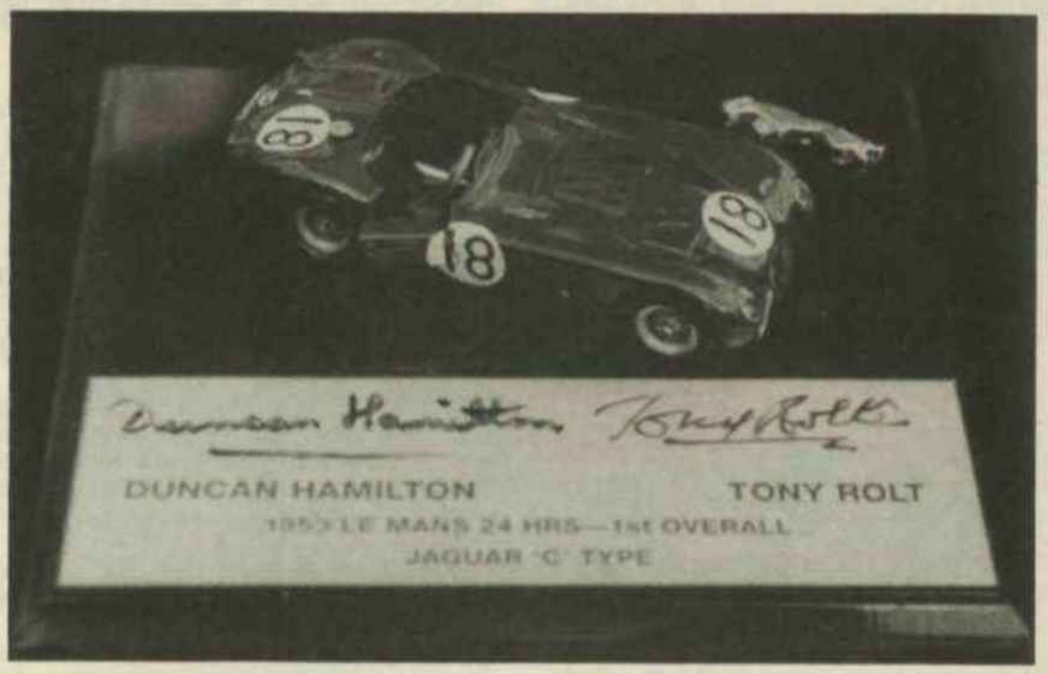
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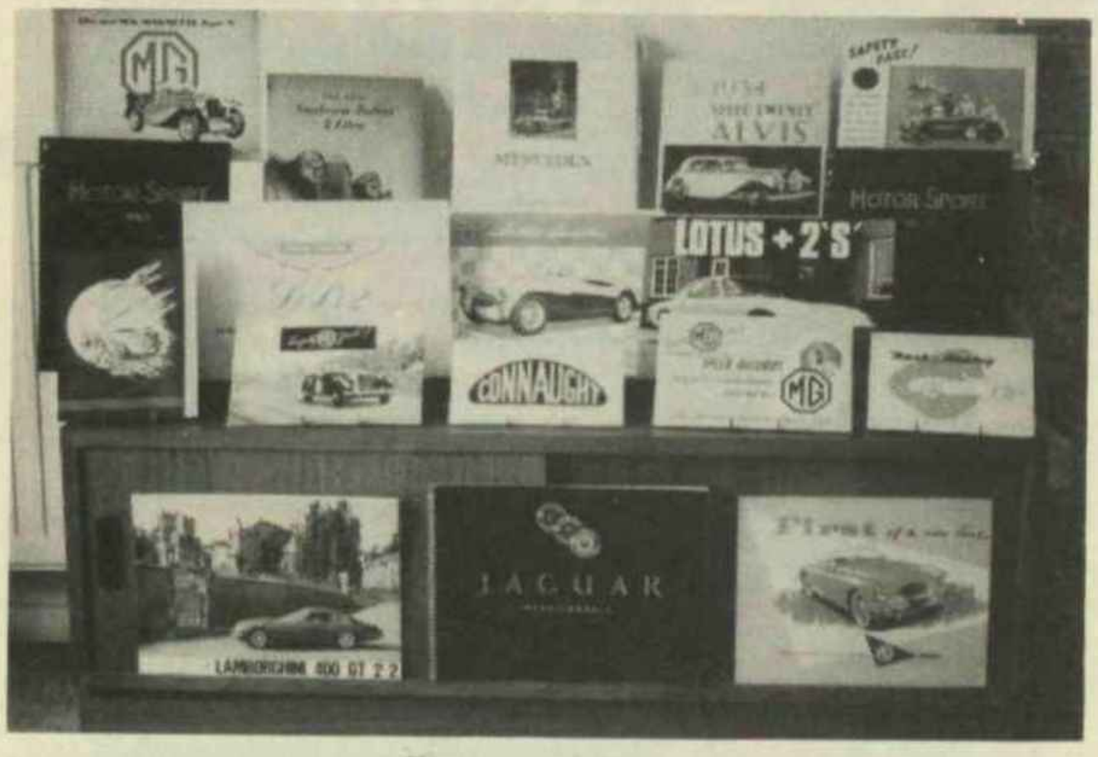
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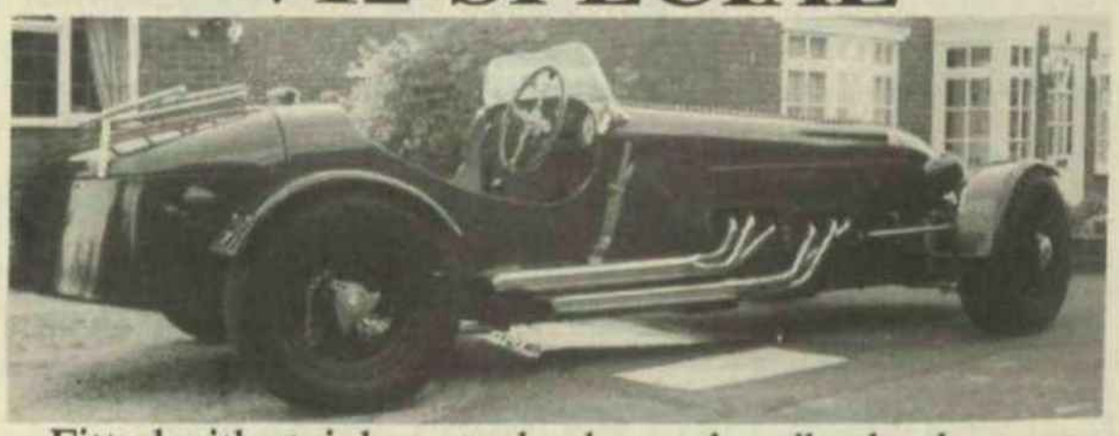
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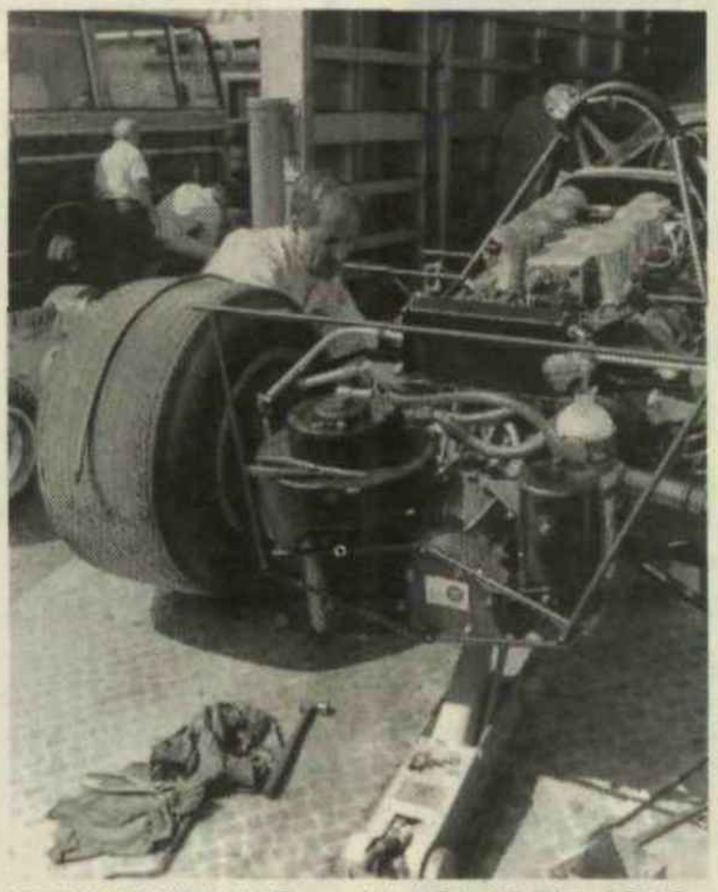
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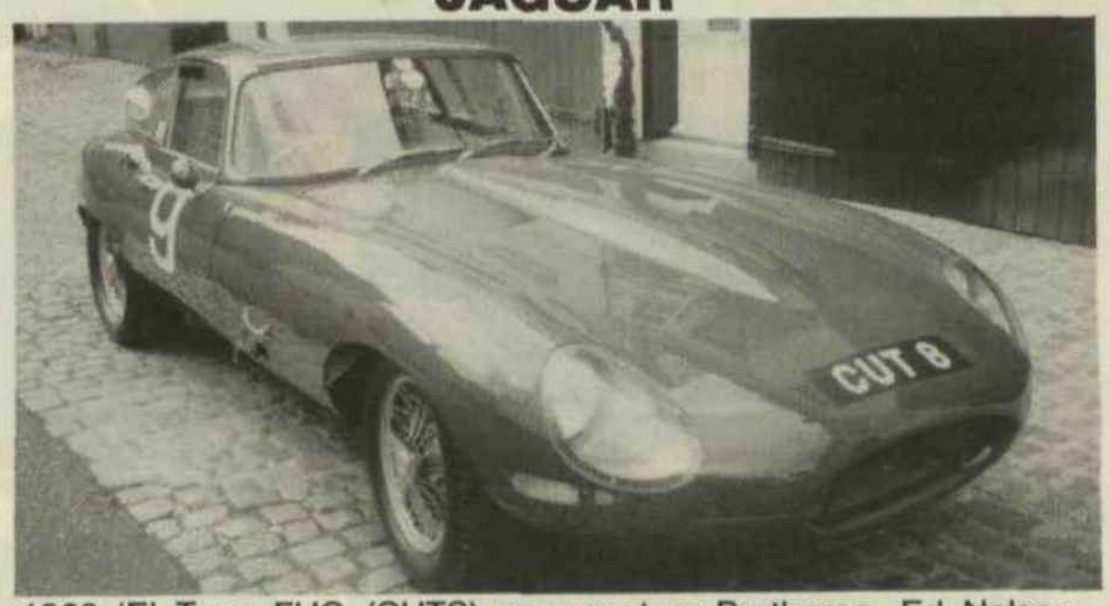
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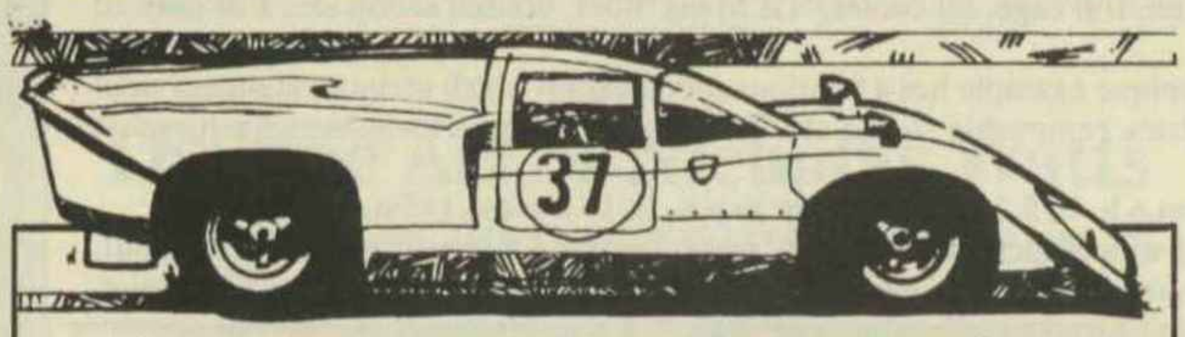
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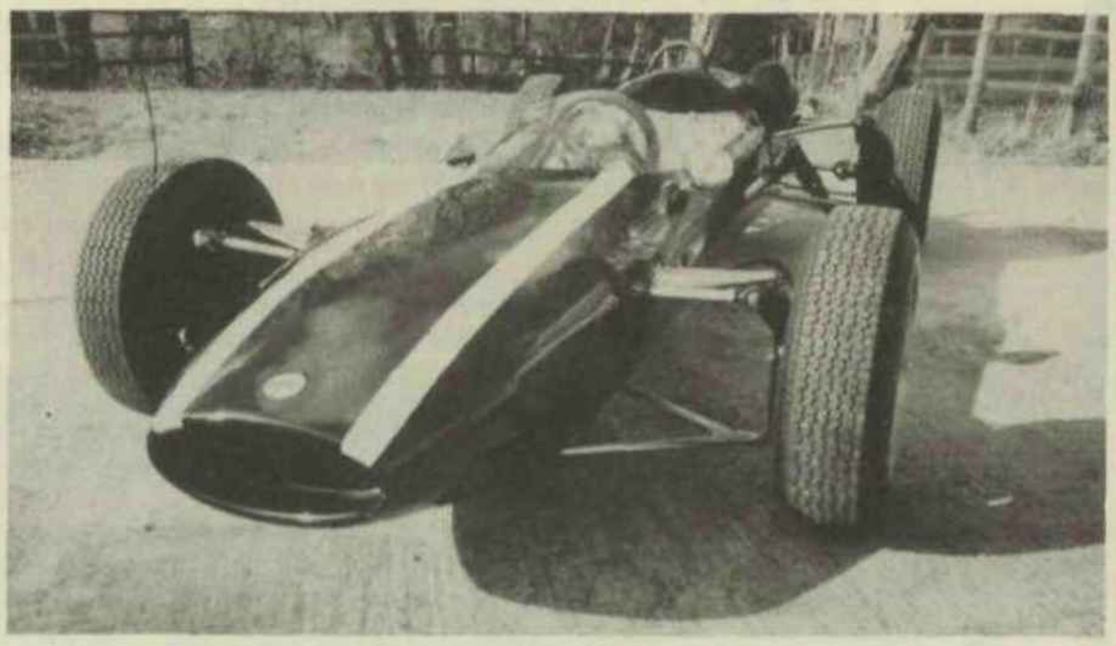
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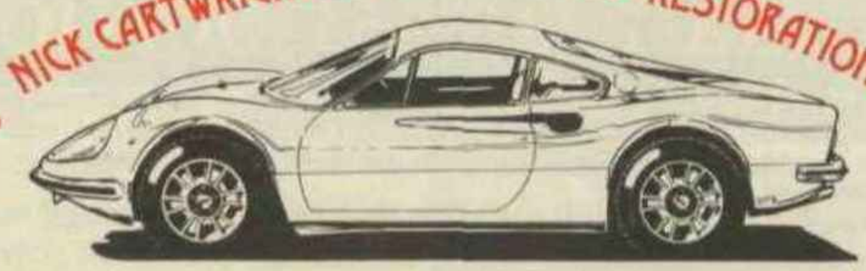
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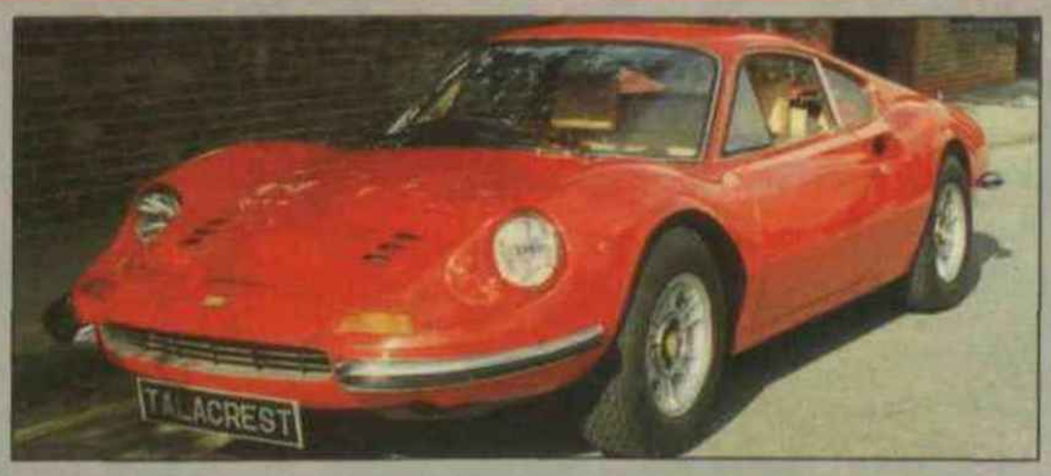
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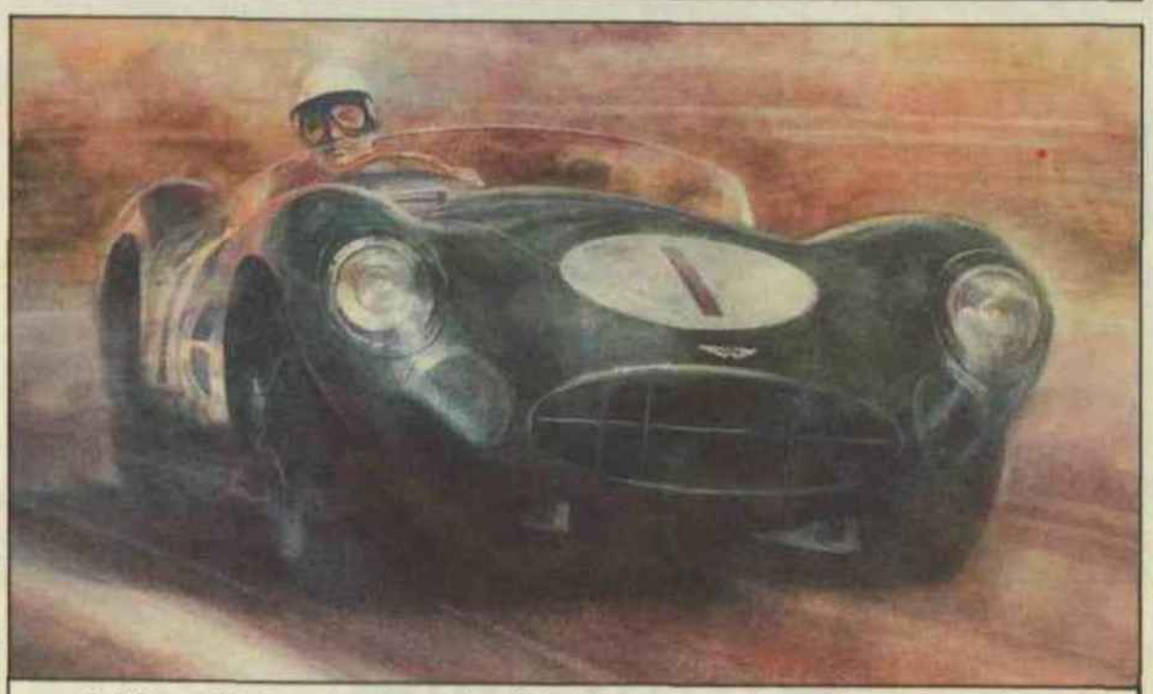
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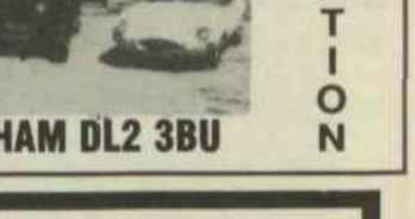
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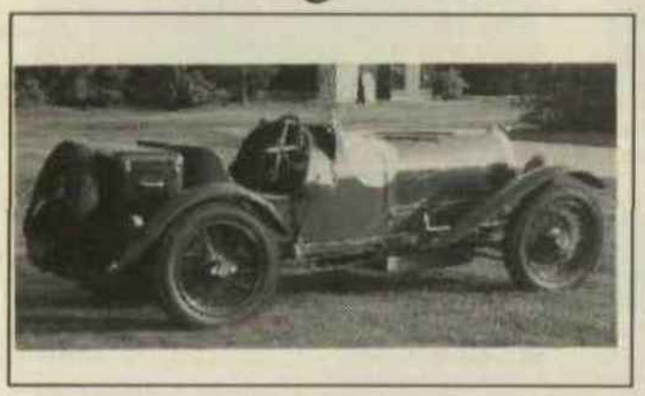
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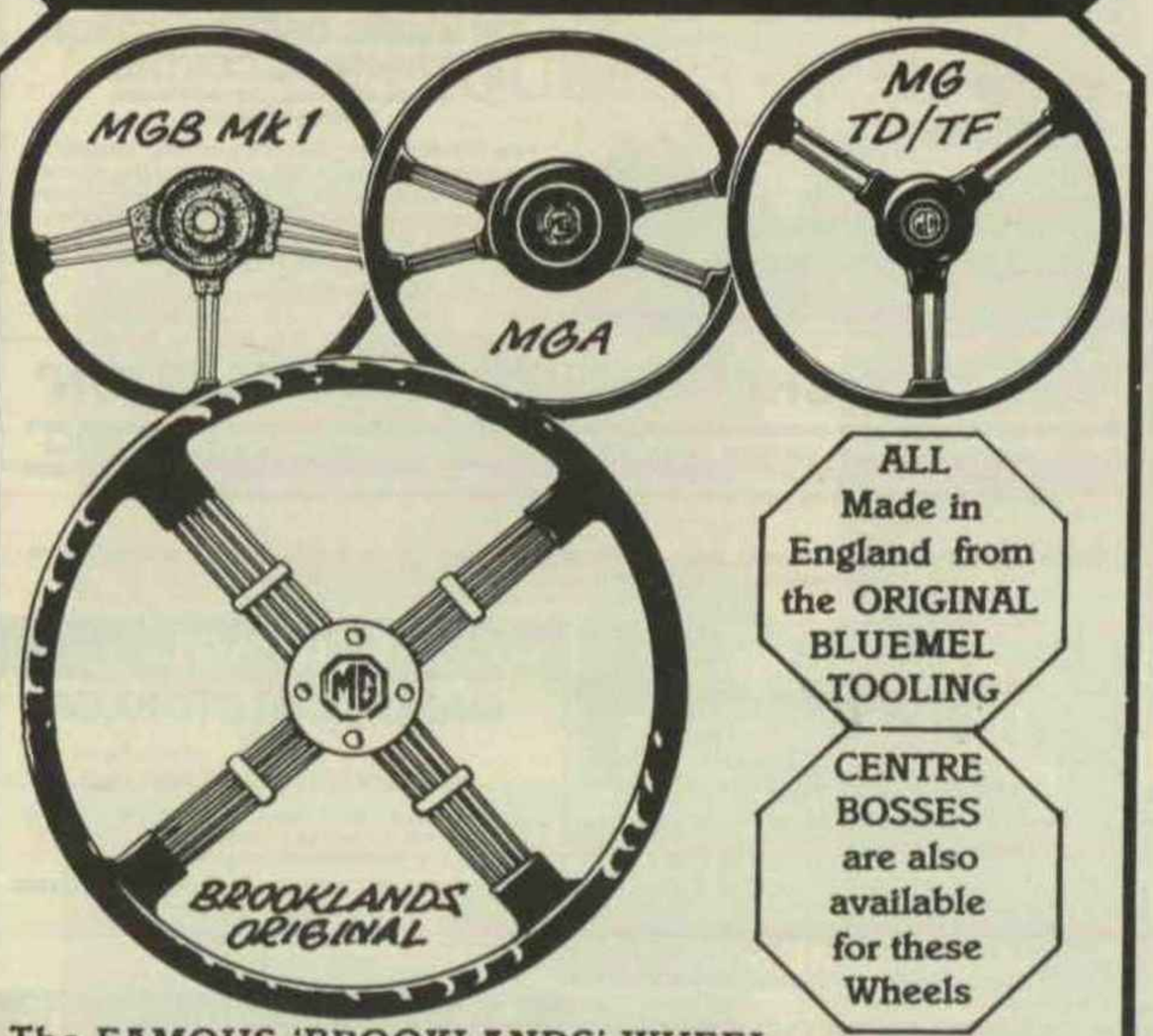
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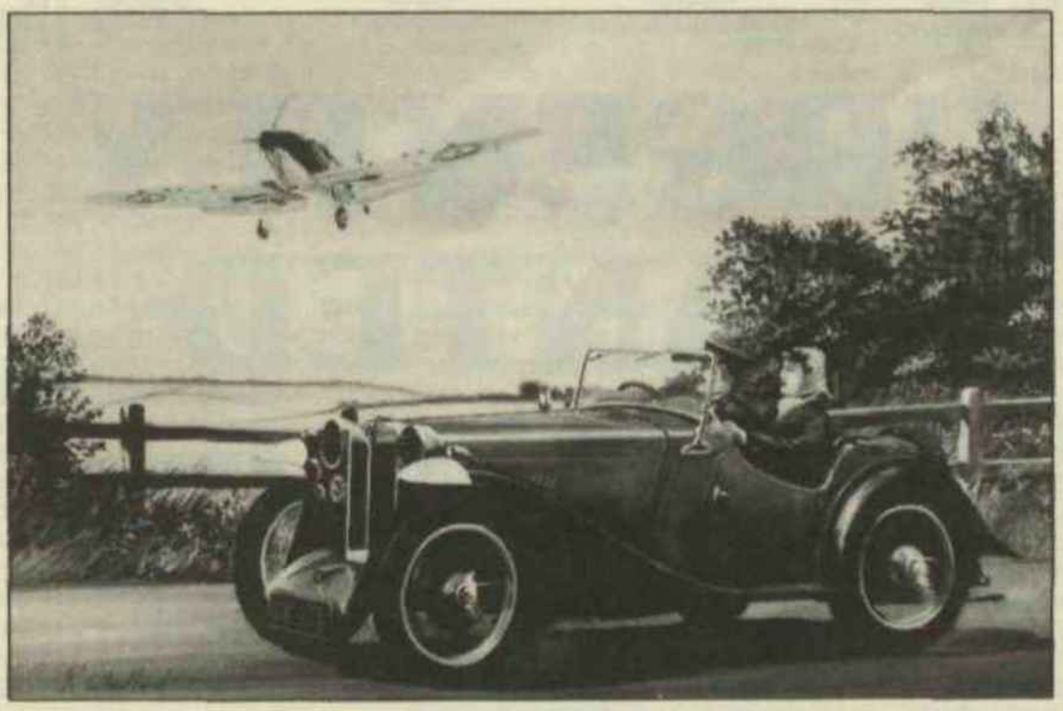
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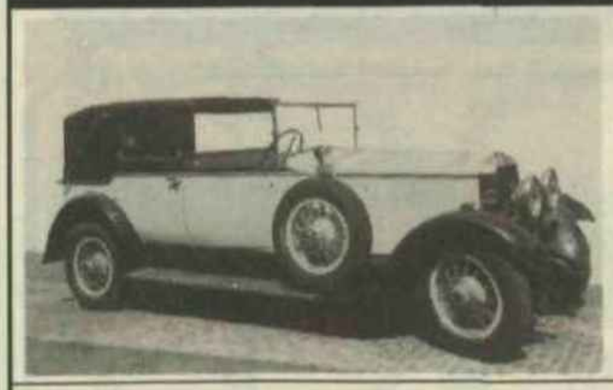
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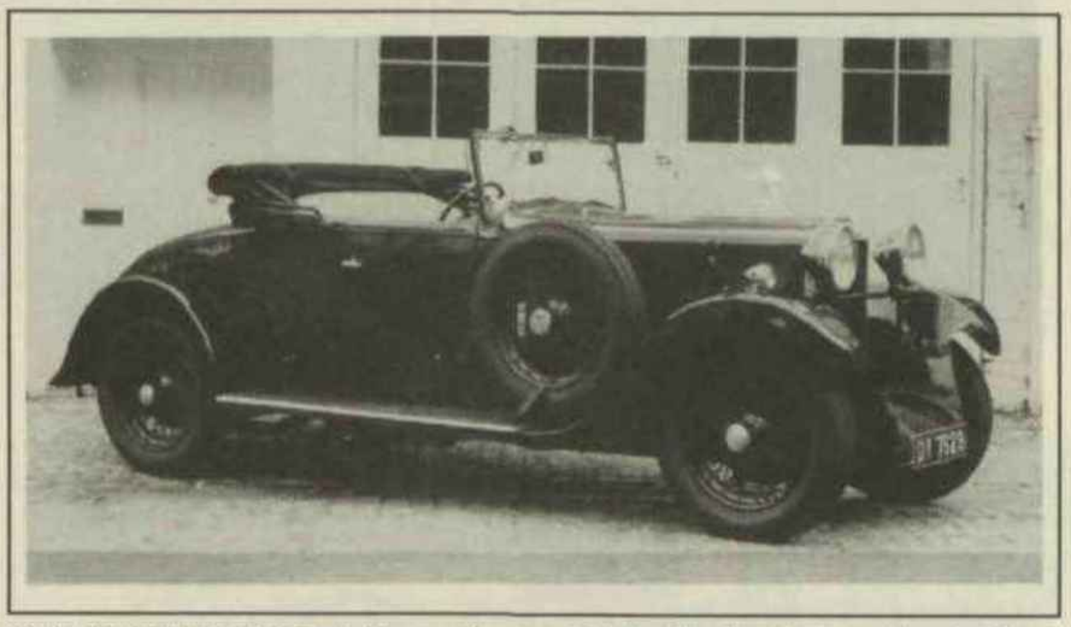
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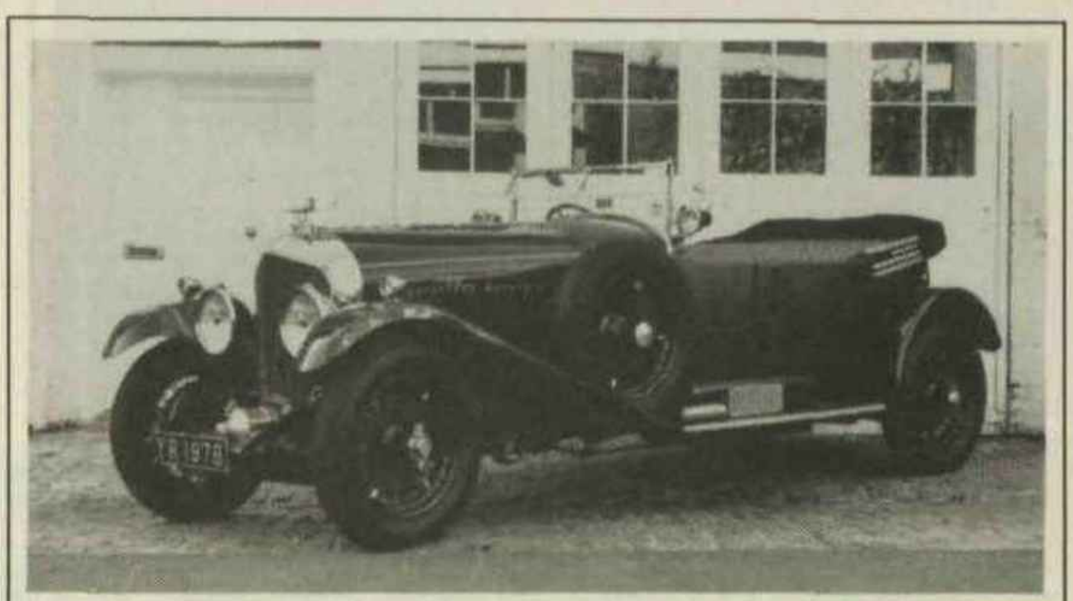
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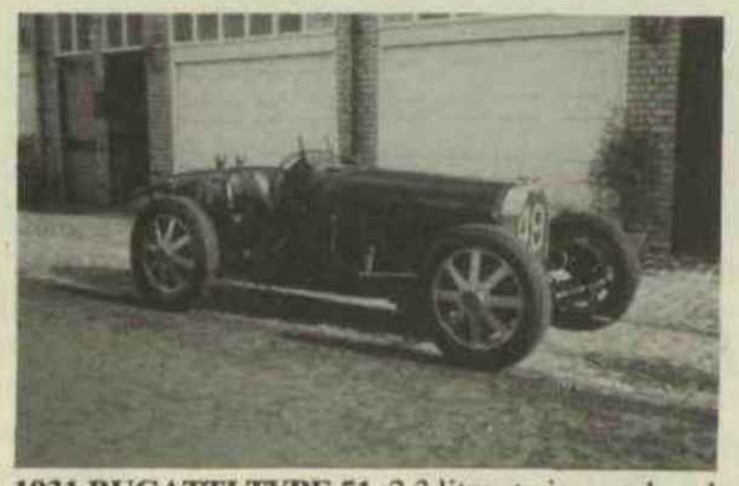
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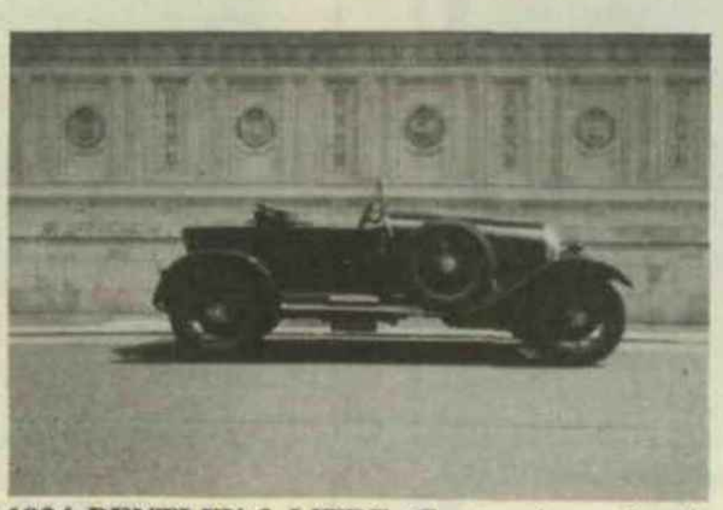
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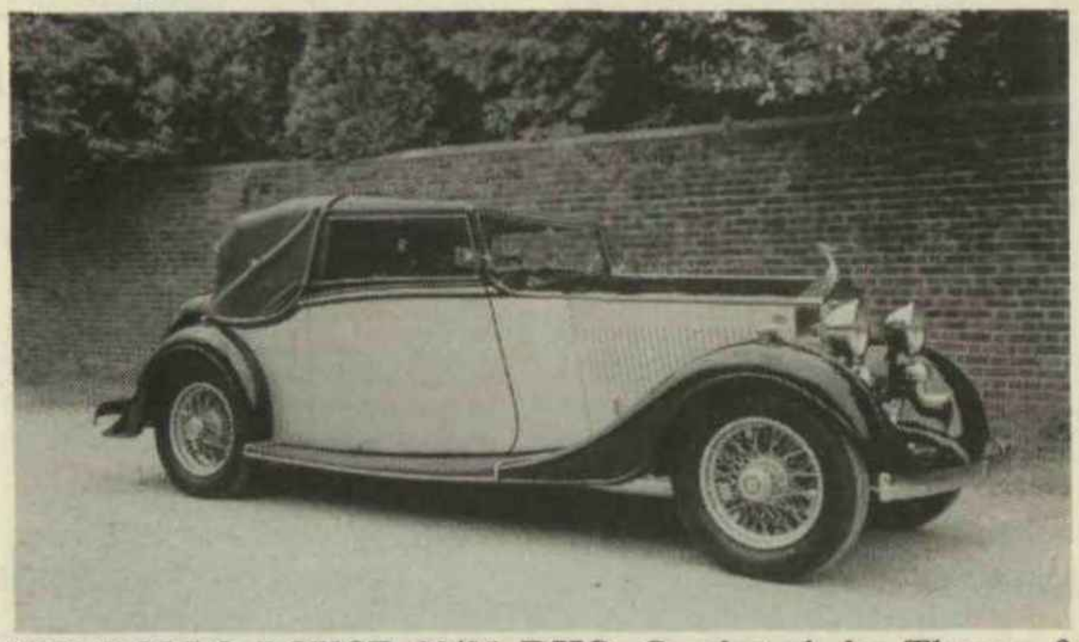
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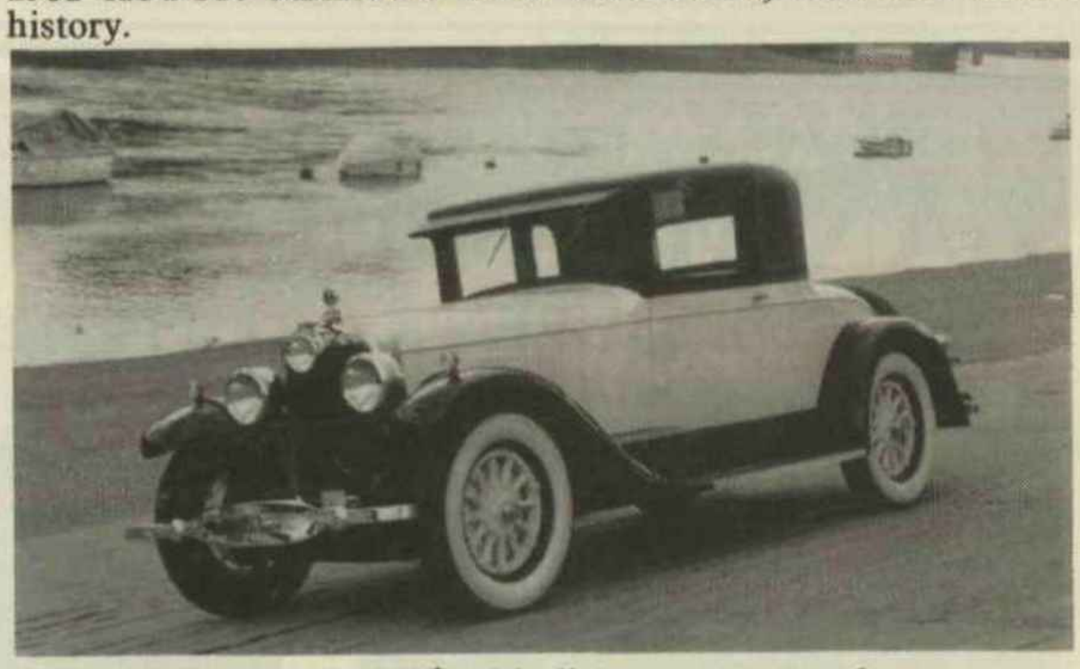
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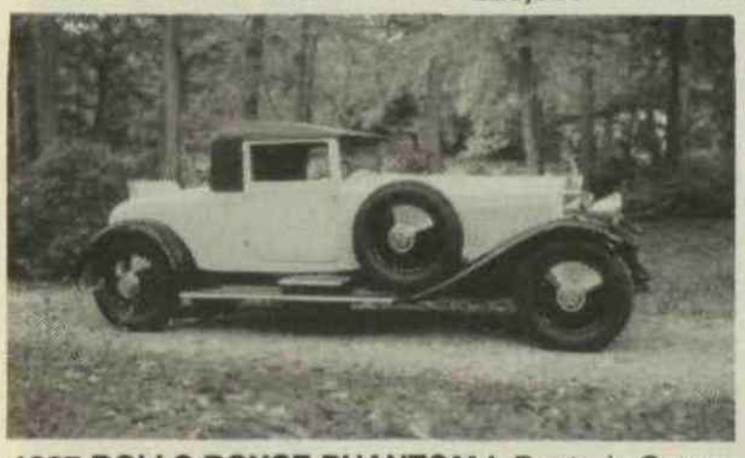
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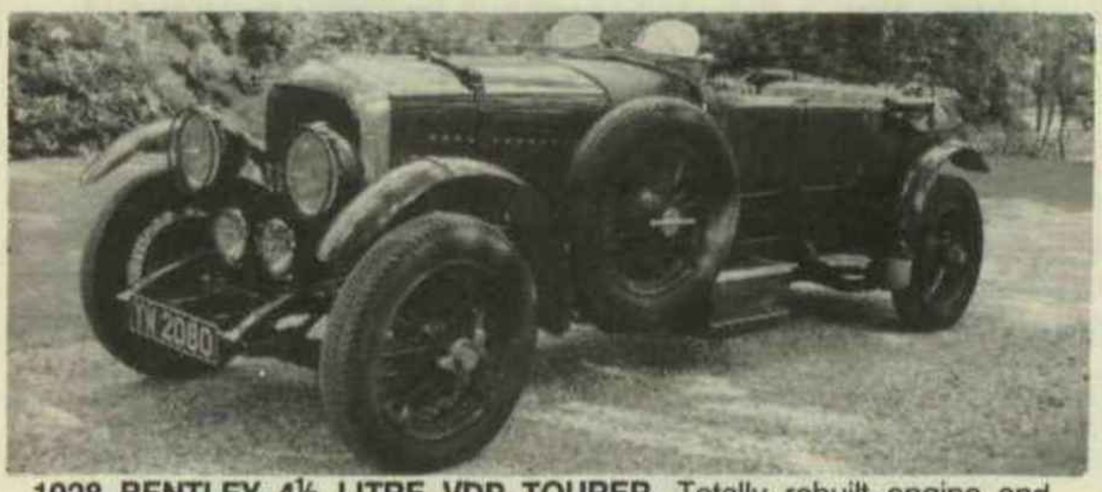
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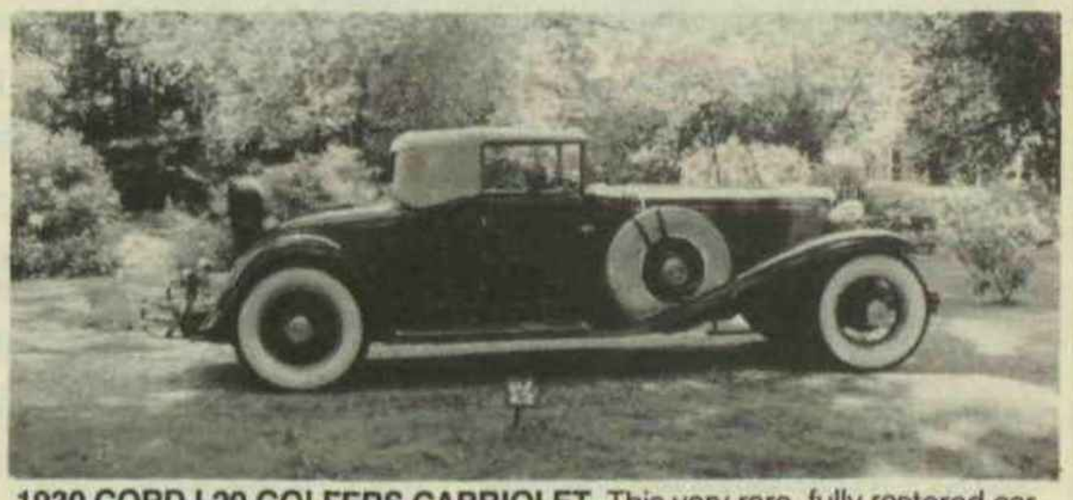
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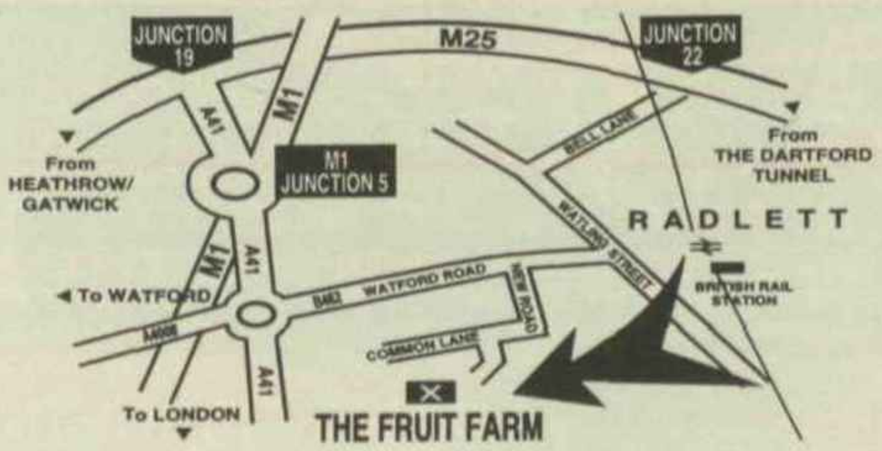
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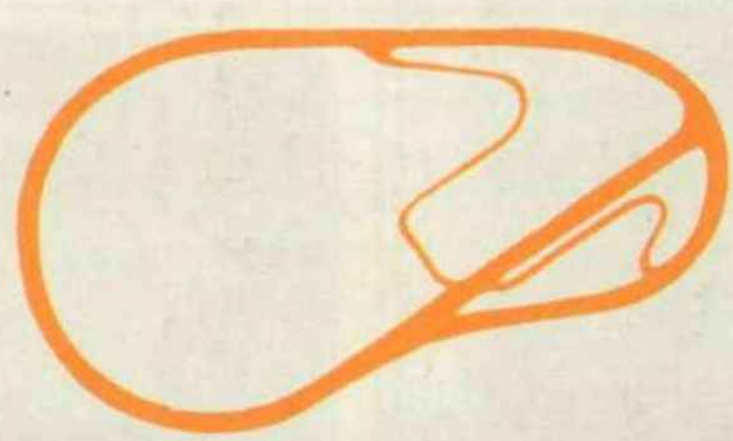








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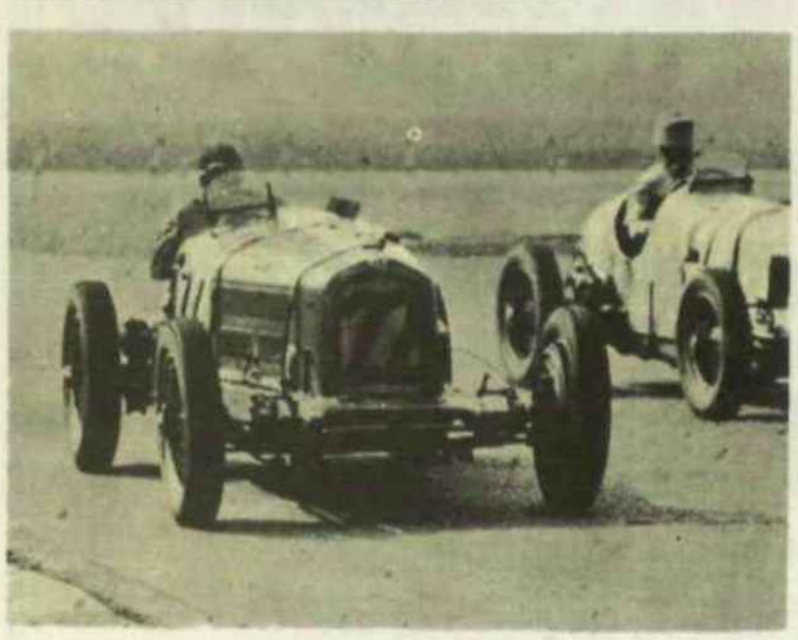
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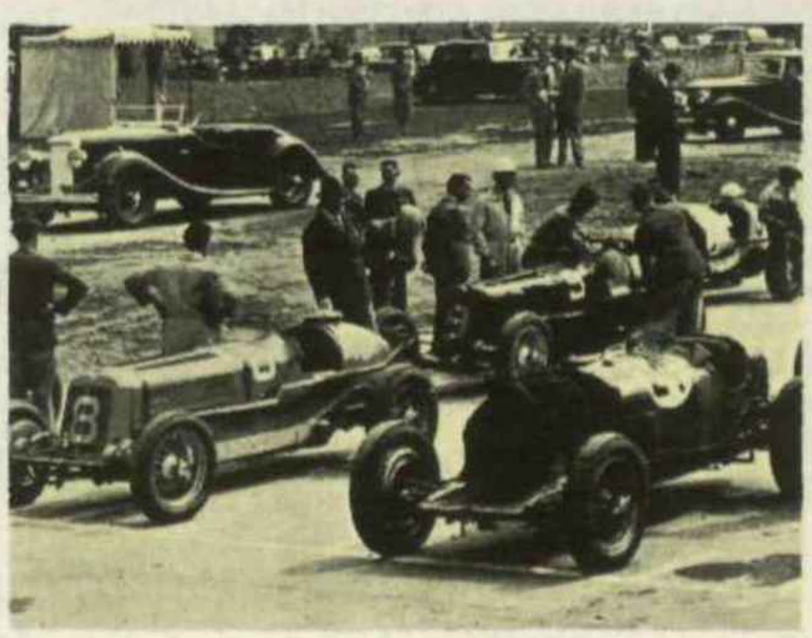
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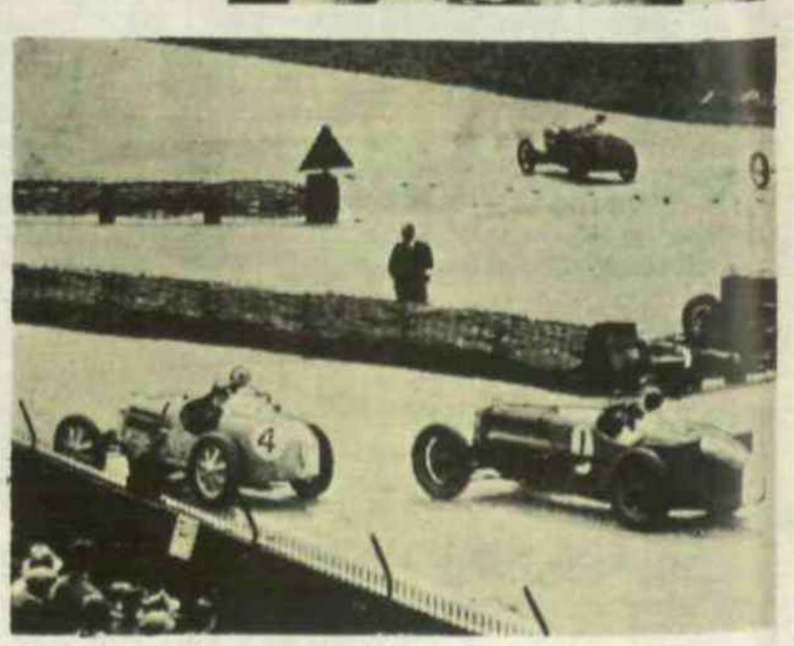












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