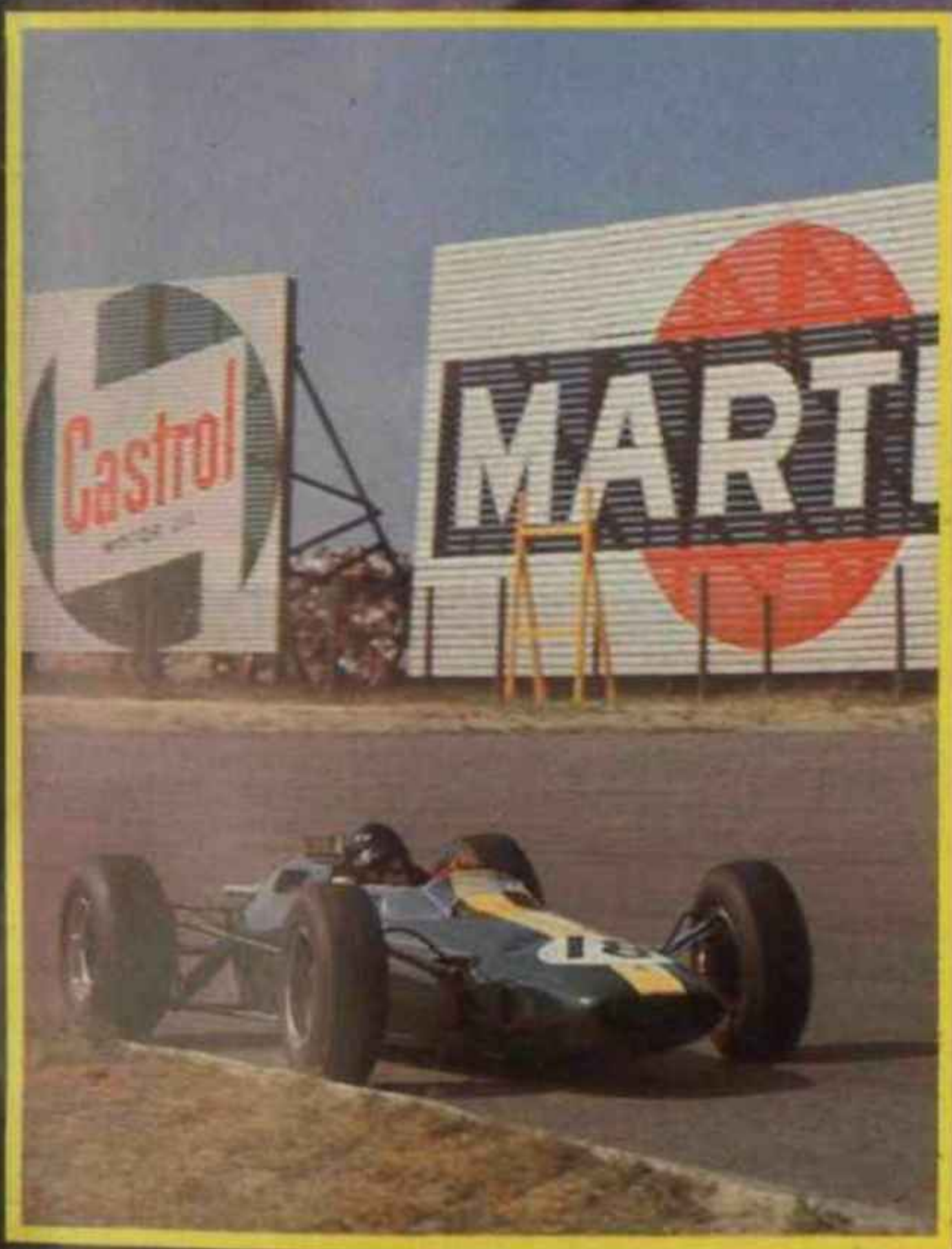


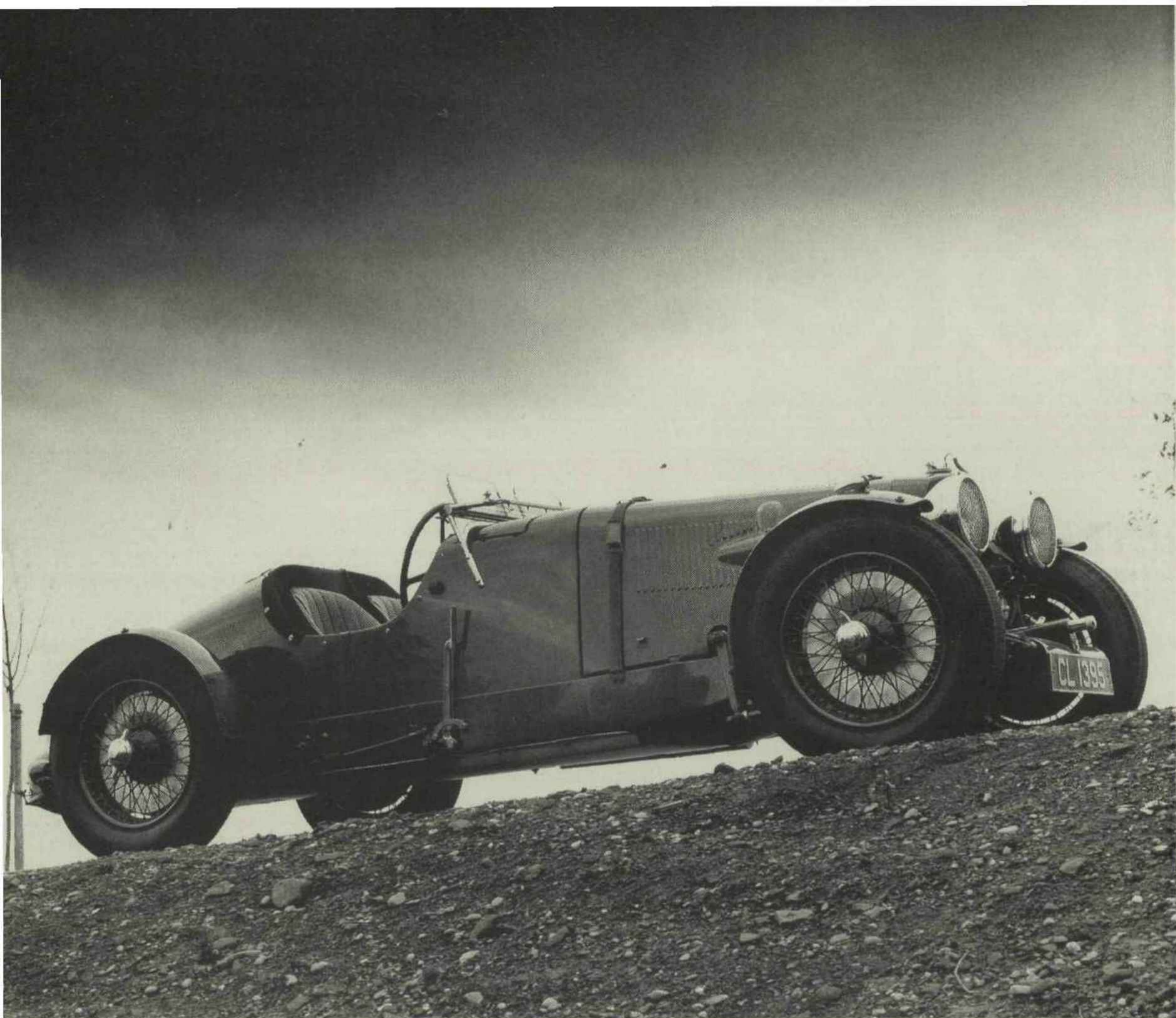
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Clark room under threat?

Kankkunen's rally title





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Clark room under threat?

Kankkunen's rally title

Front cover: Juha Kankkunen (main shot) heads for RAC Rally victory. Jim Clark (inset): Memorial Trophy Room under threat?

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The month in MOTOR SPORT

Nov 8: Alister McRae, son of Jimmy and younger brother of Colin, is surprise winner of the Shell Rally Scholarship. His prize is a full British Rally Championship season in a Ford Sapphire Cosworth 4x4 sponsored by the oil giant. His programme will also include a couple of overseas events.

Nov 9: Wisbech Stadium hosts its last-ever meeting. Danny Semrau wins the saloon stock car race which signs off the evening. Next visitors to the site will be the housing developers.

Nov 11: Volkswagen joins the ever-growing band of manufacturers who support one-make racing in the UK. A series for the supercharged Polo G40 is announced.



Al Unser Jr: first F1 run for Williams.

Nov 12: Williams raises a few eyebrows by revealing that CART star Al Unser Jr is to join the team at Estoril to help with its winter test programme, despite bad feeling when a similar venture came to nothing last year. With Nigel Mansell busy moving to Florida, Unser Jr is contracted to partner Riccardo Patrese and usual Williams tester Damon Hill in Portugal.

Nov 12: Il Barone Rampante is confirmed as the first customer for the new Judd KV engine, which will be introduced to the European F3000 Championship in 1992.

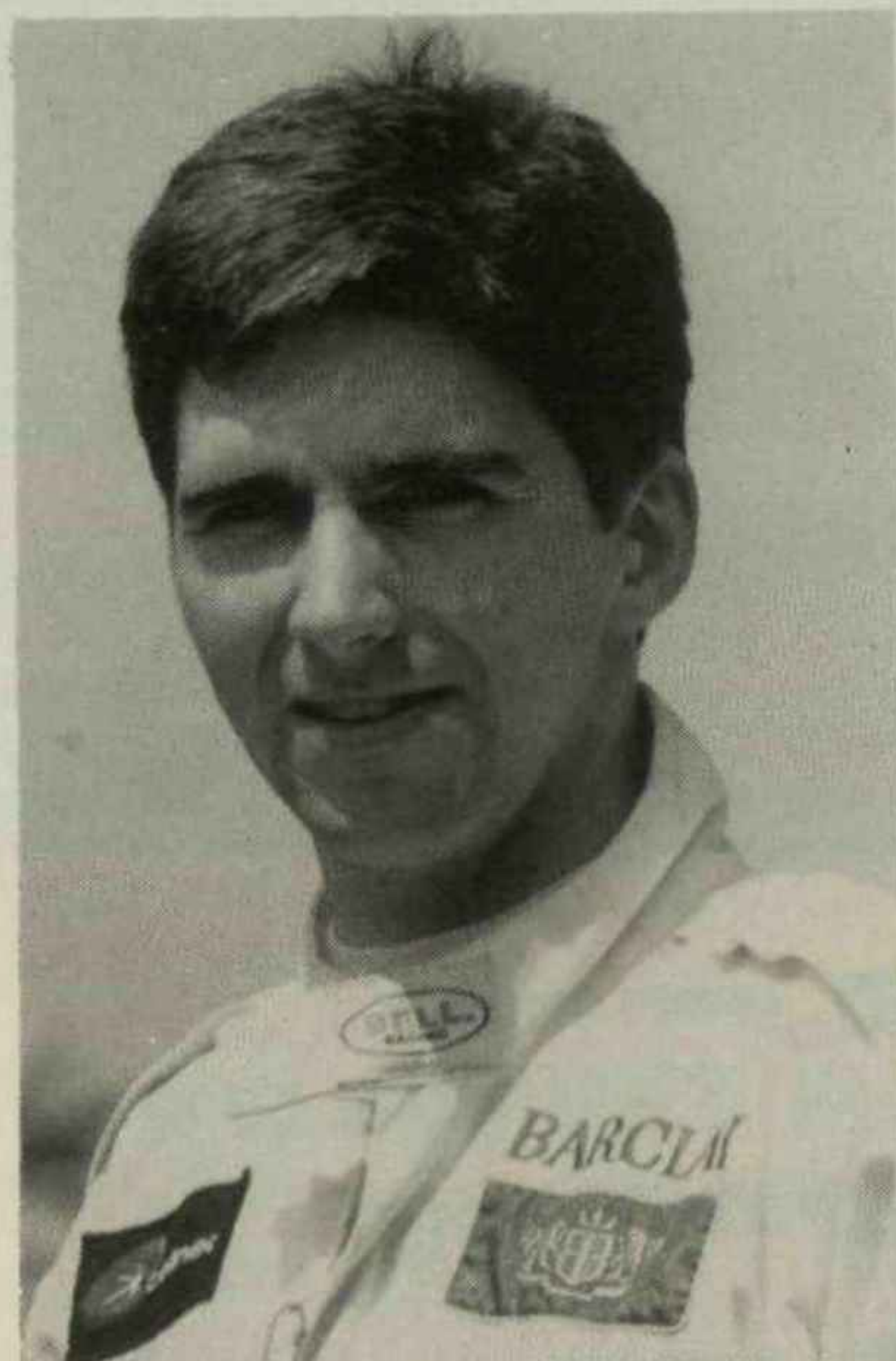
Nov 12: The BARC applies to run a race meeting... on a new street circuit in Moscow! Makes a change from Thruxton and Pembrey. The Moscow Super Prix is scheduled for August 1/2 1992. Highlights will be Formula Renault and Renault Clio 16v races. Marshals and senior administrators will be exported, along with the racing series, from the UK.

MOTOR SPORT Nov 15: Luca di Montezemolo, charismatic Ferrari team manager in the '70s, rejoins the Prancing Horse, replacing Piero Fusaro as president. Fusaro is moved onwards and upwards within the Fiat Group. Since his last stint at Ferrari, di Montezemolo's CV credits include organisation of the 1990 soccer World Cup.



Dale Earnhardt: NASCAR crown.

Nov 17: Mark Martin scores his first victory of the year in the NASCAR finale at Atlanta. Dale Earnhardt, crowned champion one round earlier, finishes fifth. Chevrolet takes the manufacturers' crown for the ninth consecutive year.



Hill: sub-pole time at Estoril.

Nov 18: Al Unser Jr duly tries the Williams FW14 at Estoril, at the start of a five-day test session which sees the Didcot manufacturer's regular test contractee, Damon Hill, set a best time 0.8s faster than Riccardo Patrese's Portuguese GP pole time.

Nov 19: Gordon Kimball resigns from the design team at Benetton. Ross Brawn assumes overall control and Rory Byrne heads research and development.

Nov 19: Former GP driver Brian Henton and two associates are bailed to appear before a Sheffield court on fraud charges. Henton's case will be heard in February.

Nov 21: FISA sacks its press department.

Nov 21: Alain Prost whispered to be testing Jordan F1 car at Silverstone. Rumour subsequently denied...

Nov 22: Ferrari announces its 1992 F1 line-up. Ivan Capelli replaces Prost as Jean Alesi's new team-mate. Gianni Morbidelli and Nicola Larini are contracted to assist with the research and development programme. 1991 incumbent Andrea Montermini isn't. Dallara, meanwhile, which will run Ferrari's V12 for the first time in 1992, confirms that Pier-Luigi Martini is to join the team, replacing Emanuele Pirro as JJ Lehto's team-mate.

Nov 22: John Watson returns to an F1 cockpit, carrying out testing duties for Jordan at Silverstone.

Nov 22: The world's leading sportscar manufacturers bare their teeth. Infuriated by FISA's decision to axe the 1992 SWC, a meeting at Peugeot's Paris base comes up with a set of proposals geared towards resurrecting the series. A final decision will be made on December 5, when FISA's World Council holds its next meeting.

Nov 22: Mobil and *Top Gear* step in as sponsors of the 1992 British Rally Championship.



David Coulthard: triumphant in the Far East.

Nov 24: David Coulthard clinches outright victory in the Macau Grand Prix, first and second places in the two heats being enough to shade fellow Ralt RT35 racer Jordi Gene. In the supporting touring car race, Dallara F1 refugee Pirro wins for BMW.

Nov 24: David Greer is the first retirement from the RAC Rally. The unfortunate Ulsterman wakes up to find that his Group A Ford Sierra Cosworth 4x4 has been stolen overnight.

Nov 25: Colin McRae (Subaru) gives British rallying a boost when he leads the Lombard RAC for a short time, before erring on tyre choice and dropping to fourth.

Nov 25: David Brabham gets back behind the wheel of an F1 car, assisting with Team Lotus' active suspension development programme at Silverstone.



David Brabham: brief F1 return.

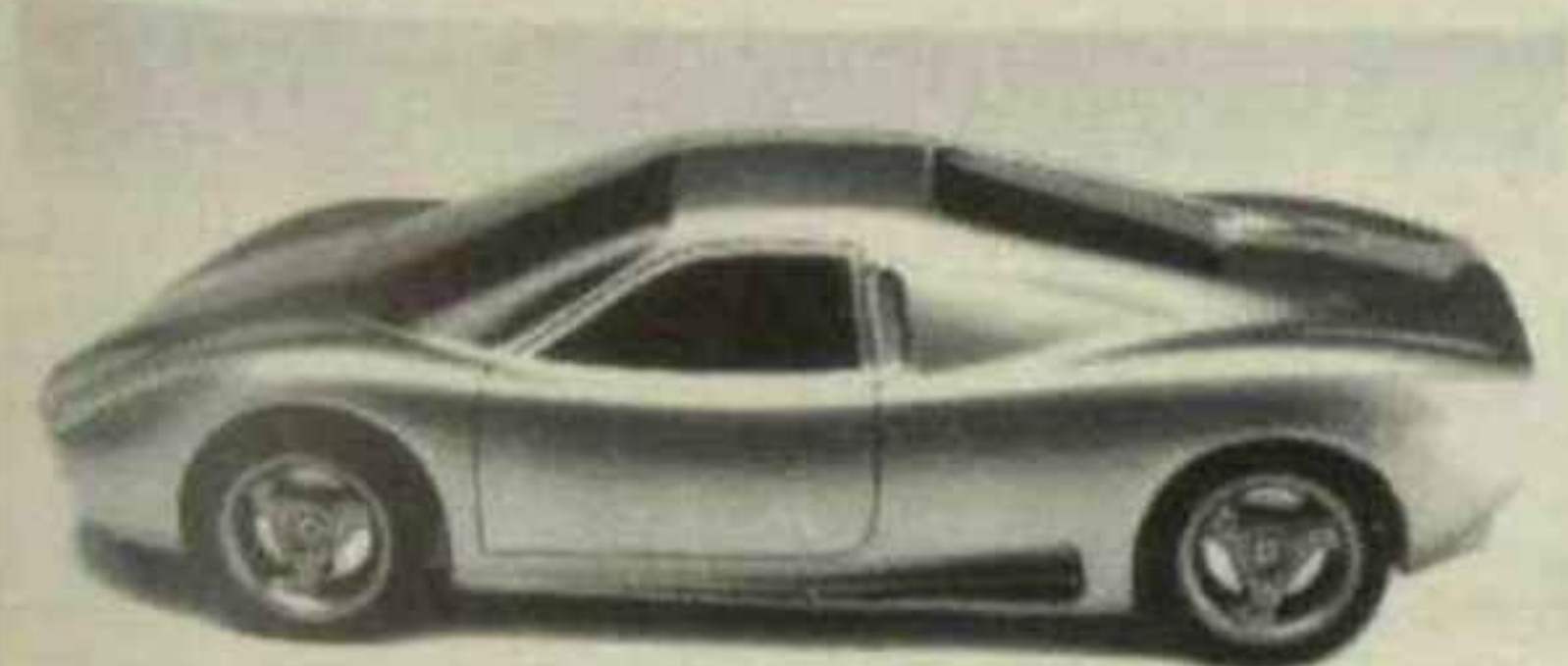
Nov 26: Mercedes-Benz axes its F1 plans, citing environmental concerns which some view as spurious. The Stuttgart giant ends media speculation about the date of its return when it announces that its only foreseeable motor racing commitment will be to touring cars.

Nov 27: The RAC Rally finishes in Harrogate. Victory secures a third World Championship title for Lancia's Juha Kankkunen. In 10th place, Louise Aitken-Walker (Ford Sierra Cosworth 4x4) is top Brit.



Louise Aitken-Walker: top Brit on the RAC.

Nov 27: BRM unveils its new sportscar contender, the P351 Le Mans, at London's Science Museum. Finn Harri Toivonen is confirmed as one of the revived marque's contracted drivers. Several other sportscar racing aspirants are in attendance. Drawings of the proposed BRM P401 road car are also shown.



BRM's P401 road car design study.

Nov 29: Alain Prost 'spotted' eating with Jordan personnel in a café at Silverstone. This comes as news to Eddie Jordan, who denies all knowledge.

Nov 29: Brabham's Chessington factory, from which a skeleton staff had been operating after 82 workers were laid off, finally closes its doors. The

MATTERS OF MOMENT

Green, or yellow?

Mercedes will not be competing in Formula 1, either in 1992 or the foreseeable future. That was the surprise message from Mercedes-Benz AG chairman Prof Werner Niefer on November 26.

Quite plainly, Mercedes is no more obliged to participate in motor racing's highest echelon than any other manufacturer. But it differs from other F1 absentees in that its recent behaviour was geared quite clearly to a future in the category, a discipline it hadn't tackled since 1955.

Last summer, it hired the well-respected design skills of Dr Harvey Postlethwaite; an F1 chassis was known to be under development in Switzerland, at the base of Peter Sauber, the man whose organisation created the Group C racers which had returned Mercedes to the motorsporting limelight in recent years; it was actively developing young, Teutonic drivers within its Junior Team, a major part of its assault on the Sportscar World Championship. By the end of 1991, both Michael Schumacher and Karl Wendlinger were in F1, thanks to Mercedes-Benz's deutchmarks.

These were not the actions of a manufacturer planning a future in touring car racing...

So why the sudden change of heart?

In its official statement, the Stuttgart giant rambled on about environmental concerns, which is a quick and easy means of scoring PR points, particularly in Germany, where the Green Party holds more political clout than anywhere else in Europe.

But where does Mercedes-Benz's withdrawal - which also precludes any further Group C participation, despite the series' welcome reinstatement - leave Sauber, its erstwhile partner, which has an embryonic F1 car on its books? Niefer stresses that Sauber will not be left in the lurch. He would not be drawn, however, on the specific nature of any future collaboration. The Swiss is tipped still to be working towards an F1 programme under his own name in 1993, though he says that he cannot continue along that route without major commercial backing.

Could Porsche's bitter experiences in the

early part of the F1 season, and the subsequent negative publicity, have caused tremors within the Daimler-Benz boardroom? Could it be that Mercedes-Benz is merely waiting to see how such a project might fare, before agreeing to lend its proud name?

There is a precedent for this. Sauber ran Mercedes-engined sportscars long before the factory stepped in with some cash and a few pots of the famous silver paint. It was only when Sauber had honed the sports racers to a competitive pitch that the factory lent its support...

Perhaps that it is being too cynical. The tone of Mercedes-Benz's statement suggests that there really is no question of a return to F1 in the near future. "We are convinced," said Niefer, "that the real challenges for Mercedes-Benz do not arise from acquiring a good image by participating in Formula 1 racing. Especially since Formula 1 continues to be the World Championship for drivers, rather than being a competition of marques."

Funny that nobody appears to have pointed out as much to Honda, which has squeezed great PR mileage out of its considerable F1 successes since the mid '80s. Is it also too cynical to suggest that Mercedes has opted out of direct confrontation with Johnny-come-latelys such as Honda?

When a car manufacturer of Mercedes-Benz's worldwide standing eschews participation in the recognised pinnacle of motor racing to concentrate on a domestic touring car programme (where, it points out, it has been able to develop compatible catalytic converters and ABS systems) someone, somewhere, will sooner or later sit up and take notice. Our feeling is that Mercedes-Benz might have couched its statement in terms that seemed less negative in regard to the benefits of a category of racing which has helped it build the reputation in which it is still happy to trade.

If a giant such as M-B spurns F1 on 'environmental grounds', FISA needs to make absolutely certain that it is equipped to cope with whatever political pressure may, as a result, be brought to bear on the sport. **SA**

JANUARY FIXTURES

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

Date	Venue	Event	Type
December 19-January 16	Africa	Paris-Cape Town	INT
December 29	Croft	Rallycross	R
January 1	Lydden Hill	Rallycross	R
January 23-29	Monte Carlo	Monte Carlo Rally	INT
January 25	Bournemouth	Mazda Carline Winter Rally	N

team prepares to move to new premises in Milton Keynes, from where it will be overseen by former Middlebridge F3000 team manager Ray Boulter. Herbie Blash, an integral part of the organisation for so long, transfers to Yamaha. Brabham's immediate future is clouded by the news that Akihiko Nakaya, who brings much-needed sponsorship to the team, has had his initial application for the necessary F1 superlicence refused . . .

Nov 29: Mixed fortunes for World Championship rally drivers trying new steeds for the first time. Miki Biasion emerges satisfied from his first experience of Ford's Sierra Sapphire Cosworth 4x4 after an extensive workout on Welsh gravel. Meanwhile, Tommi Mäkinen rolls a Nissan GTi-R at Millbrook Proving Ground. The Japanese hatchback is totalled.

Nov 30: Ukyo Katayama clinches the Japanese F3000 title at Fuji. His only rival, Ross Cheever, tangles with Kazuyoshi Hoshino on the second lap, which assures Larrousse's new F1 signing of the crown.

Dec 1: Jordi Gene backs up his F3 heat win in Macau with his first outright F3 success of the year in the international F3 race at Fuji. David Coulthard finishes second, with Kazuaki Takamura best of the home drivers as Ralt's RT35 claims the top three.

Balestre, attending the Rallye du Var, expresses his dissatisfaction with the new FISA régime's plans (a rota system had been suggested, whereby only the Monte Carlo and Safari rallies were guaranteed annual inclusion on the calendar) to reduce the number of World Rally Championship rounds. Curiously, as president of the FFSA (the French motorsporting federation), he is particularly concerned about the possible downgrading of France's only round of the series, the Tour de Corse . . . He calls an extraordinary general meeting of the FFSA to discuss the situation.



Balestre: still vocal after all these years.



Pat Doran gives a clear idea of what victory in the British Rallycross GP means to him.

Dec 1: A last lap puncture robs Will Gollop (MG Metro 6R4) of victory in the British Rallycross Grand Prix at Brands Hatch. Pat Doran (Ford RS200) profits to lead home the Metro of Rob Gibson and Barry Squibb's Escort. Mark Rennison wins the supporting Vauxhall Nova Challenge event.

Dec 1: Deposed FISA president Jean-Marie

Dec 2: Pirelli, with no further F1 commitments, confirms that it is to tender for the contract to supply control tyres to the European F3000 Championship. Avon, which has done so since 1986, says it will fight to retain the business.

Dec 2: Ferrari sells GTO, its British research centre set up by John Barnard, to McLaren.

Dec 3: Due to Larrousse's failure to satisfy its financial obligations, Lola – which had supplied the French team with its F1 chassis for five years – announces that it has terminated the collaboration henceforth. Lola's next certain F1 obligation is in 1993, when it will run its own team.

Dec 4: British Touring Car champion Will Hoy defects from Vic Lee's BMW team and signs instead to partner Andy Rouse at Toyota.

Dec 5: McLaren announces its 1992 test team. Mark Blundell, out of a regular Grand Prix drive, takes over as lead development driver. Supporting roles go to Allan McNish and Jonathan Palmer.

Dec 5: FISA's World Motor Sports Council meets in Paris. The Sportscar World Championship, which previously appeared destined for the scrapheap, is reprieved for 1992. The World Rally Championship gets a full 14-event schedule and dates are set for 10 European F3000 Championship races, including the surprise nomination of the new Albacete track in Spain as host of the eighth round.

Dec 5: Allan McNish impresses experienced F3000 entrant Mike Earle with his testing pace at Silverstone, aboard a modified Ralt RT23. McNish concentrates on developing new-spec Avon radials, which prove to be significantly better than the equivalent 1991 product. Damon Hill reaches similar conclusions while testing the same tyres at Nogaro. Avon is taking Pirelli's threat very seriously . . .

Dec 5: 1990 BTCC champion Robb Gravett is spotted testing a Peugeot 405 at Silverstone. Peugeot is expected to launch a factory assault on the series in 1992.

Dec 5: After an absence of three seasons, top French team Oreca announces that it will return to the European F3000 series.

Dec 6: Rumours in Italy point to John Barnard's imminent return to Ferrari's design team. Having met Luca di Montezemolo, Barnard admits that the idea interests him.

Dec 8: Juha Kankkunen wins rallying's Race of Champions in Madrid.

Dec 8: Gabriele Tarquini wins the indoor F1 sprint challenge at the Bologna Motor Show, the Fomet pilot heading home Johnny Herbert's Lotus.

Dec 8: The British circuit racing season concludes at Brands Hatch. Among the winter champions are Phil Ellis (Formula Forward), Duncan Vercoe (Formula First) and Chris Hall (Formula Ford).

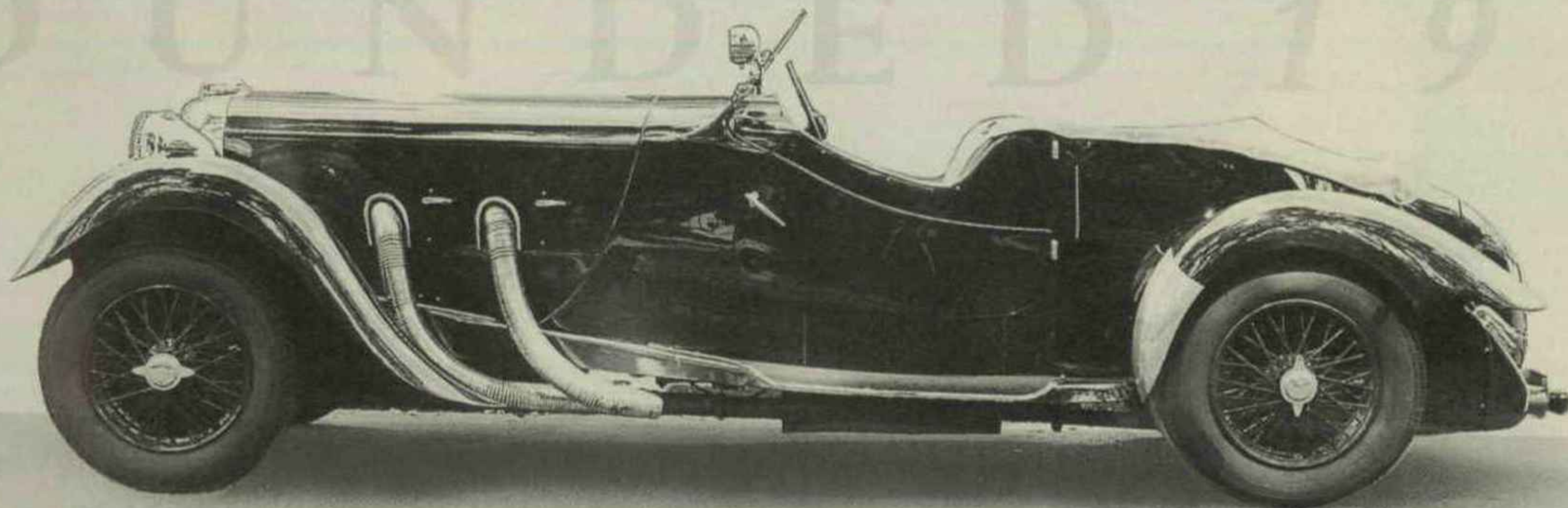
Dec 9: Eddie Jordan welcomes Stefano Modena and Barclay to his F1 team, but has less welcome news in the shape of a £2m claim from Vickers plc, owner of Cosworth Engineering.

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Preserving the legend

The disclosure of initial plans to redevelop the Jim Clark Memorial Trophy Room met with a storm of protest, but what is the truth behind them?

"Jim Clark stands out as one of the world's greatest racing drivers. His record proves this beyond doubt. His tragic accident at Hockenheim on the 7th of April 1968 terminated a brilliant and ongoing career over more than a decade when his skill, style and natural ability were demonstrated worldwide. He was the finest driver of his time, and perhaps of all time, allied to which was his reputation as a gentleman, for he was a true credit to motorsport as readers will be well aware.

"It must therefore seem incredible to motor racing enthusiasts and those who just knew him as a brilliant sportsman in his field, that a proposal was put forward earlier this year by the Berwickshire District Council's Museums Department, as reported in the local press, to change the name of the Jim Clark Memorial Room, which was established in the first place as a permanent dedication to Jim and Jim alone, and establish a 'Museum of Berwickshire Motorsport' therein.

"The Jim Clark Memorial Room was never intended as a museum but as a unique and sole permanent tribute and anyway who, knowing anything of the life and times of Jim, would wish to associate him with the image of a museum?

"Much thought and attention went into the setting up of the memorial room in the first place and the form which it took and in which it remains to this day was with the approval of his late parents, which one may think would be the way Jim would have wanted it and which in itself is more than enough reason to leave it as it has always been.

"I would ask any reader who feels that Jim's room should remain a tribute to him alone to write to the Berwickshire District Council requesting that the letter be put before the next meeting at which the matter is discussed and the objection to any changes in name or format noted."

Thus wrote reader W. H. Stoves to our weekly sister *Motoring News* last year when the proposals to change Clark's memorial were first mooted. Mr Stoves was certainly not alone, as our joint postbags testified.

According to popular rumour, this quiet, dignified room was to be transformed into an all-singing, all-dancing museum that incorporated other local celebrities as well as the man still thought by many motor racing cognoscenti to have been the greatest of them all.

But what was the real truth?

On a personal level, I have always enjoyed the Jim Clark Memorial Trophy Room, as it nestles quietly at 44 Newtown Street, Duns just north of the border. My wife and I went there on our honeymoon in 1979, and again early in 1990

when, indirectly, the visit inspired the book *Racers Apart*. Late last year, in company with Clark's articulate biographer Graham Gauld, we went again to see what all the fuss was about.

Jeff Taylor is a quiet, bearded individual, responsible for the museums in the area to which he moved a couple of years ago. Far from having two heads and a penchant for eating children, he is an affable character aware that he is dealing with a subject that is surrounded by very strong emotion. "Really my job is to try and do something for this region," he says as he explains the rationale behind the proposals. "We started off by having a meeting with the trustees to explain that we wanted to do something, and to ensure that they were quite happy with our ideas.

"We think we got our 200,000th visitor this year. Up to 1979, our first 10 years, we got our first 100,000, with around 30,000 in the first year. It's gone downhill gradually since then, but we've managed to keep up the figures in the past couple of years with better marketing, stuff like that."

Despite the attendance record, the Room has tended to be a well-kept secret, something with which Taylor agrees readily. "I think it has been, yes. I think before local reorganisation there was a lot of pride because it was the Duns Town Council. Since 1975 perhaps it hasn't been quite the same."

Nevertheless, many have been horrified at the thought that the essential character of the Room might – arbitrarily, it seemed – be changed. Where did such fears originate?

"When I first looked into it, I didn't know very much about Jim Clark when I started in this job," Taylor, who was not a racing fan, confesses openly. "It became obvious that it wasn't just Jim Clark's story, there was Charterhall and all that was going on there in the early '50s, and also the link with what's happened since Jim Clark died, with Louise Aitken-Walker and Andrew Cowan, people like that. It seemed to gel together as one story. A local dignitary suggested that we broaden the scope of the Room and call it something like the Berwickshire Motor Museum in order to incorporate those two sections. I think it was just the name that people latched on to. They didn't know what we were intending to do, they just saw that the name might be changing. It has become obvious that that was a mistake on our part, but it actually got people talking.

"It was one sentence in a development plan saying this is what we were suggesting, and it didn't get very much reaction actually, for about three or four months. Then letters to the *Berwickshire News* got the thing going.

"It was difficult for me because the District Council hadn't agreed anything, so I couldn't

write to somebody and say *this* is what we're going to do. I wasn't that upset actually, because we were getting some reasonable publicity out of it. And it has provoked discussion.

"Basically, I just want people to find out more about Jim Clark, what he was like, how he raced, where he was bred.

"It would have been nice to do a feasibility study on Duns having a heritage centre in a separate building, but that's something long-term. What we want to do is to get something going which can be ready in time for the 25th anniversary of Clark's death in 1993."

Contrary to the original scare stories, the character of the Room will not be altered, although one major change will be the simple expedient of up opening the windows, which are currently blacked out and thus give it the feel and appearance of a shrine. Taylor is enthusiastic about the idea. "Yes, it feels so closed in the way it is!"

Gauld, such a close friend to Clark and the author of the definitive books on his life, holds strong views on the entire subject of the Scot, and any memorial to him. "You know, you can go to any museum and see racing cars. There is something personal to this, which is why you don't want to destroy the feel. We are talking about nearly a quarter of a million people who have done a major geographic job in even *finding* Duns." One of the nicest things about it is that you just find the town (well signposted off the A1 in either direction) and then anyone is happy to direct you to the Room. Everyone in the town seems to know it.

The 'museum' threat has receded, and the plan now is simply to re-present the Room. The design study states its objectives in straightforward manner. 'To tell the Story of Jim Clark's career by putting the trophy collection into context and by using photographs, audio-visual aids and other memorabilia for interpretative purposes. To significantly increase the number of visitors to the room and in particular attract those potential visitors who know little or nothing of the Jim Clark legend. To put his career into a local context. To make a visit to the room a more pleasant and more comfortable experience. To produce a fascinating memorial to Jim Clark while still retaining the original feel of the trophy collection.'

"Opening up the window will make it all much lighter, and getting rid of this" – Taylor gestures to the photograph board directly to a visitor's right as he or she enters, and which blocks the view of the rest of the room and thus makes it appear even smaller – "will improve things. This was put up some years ago, and the plan now is to incorporate pictures into neatly arranged graphic panels and the trophies into annotated cabinets."

"There are a lot of pictures, behind which there are stories," says Gauld, "and at present there are no stories there."

The worries that the whole thing will be commercialised for the '90s appear to be unfounded. Happily, there is no scare story to reveal. If the Jim Clark Memorial Trophy Room tells more of the story of the Scot, then so much the better. Personally, I like its feel, its atmosphere and its quaint manner, but there is great scope – and need – for the story to be presented in much greater, much more emotional detail.

"One thing I feel," says Taylor, "is that when I first came to Duns and visited the Room, I didn't know much about Jim Clark. I went away feeling if



Clark at Spa in 1967. Despite his distaste for the circuit, he won the Belgian GP four times.

anything that I knew less about him. The trophies are not in any order, and there is very little interpretation to them."

Gauld: "In terms of general interest, some areas are almost wasted because these are relatively insignificant things. They could be closed up a lot more, whereas other things need to be expanded."

Taylor: "We are looking for more photographs, obviously, we can't just re-use all of those that we have. We'll be trying to select those that tell much more about Clark." Many of those currently on display are Gauld's own. "I did many of them for another exhibition and just handed them on," he says as he points to one in particular. "You see, that picture there, to me, tells me one hell of a lot about Jim Clark because it

shows the state of his fingernails. And that's why it was taken. There are others, such as the Lister or the DKW, which also tell stories."

"Of course, this is all just something that's evolved through the years," admits Taylor of the board. "The funny thing is that this is where most people go when they come in. They just whip round the trophies, and end up at the photos." A trophy is a trophy, and while many of Clark's have fascinating stories behind them, it is the photos that draw people. Taylor recalls when Ayrton Senna visited the Room last year.

"When he came up I thought he would look at the trophies in great detail, but he just looked round very quickly, had a look at the photos, and was obviously bored by it all. He didn't know much about Clark, from what he said, because he

was asking a lot about him.

"You find that you have to explain things to people, all of the time. That's okay, of course, but it would be nice if people could come round on their own and get something out of it."

The next problem is whether to charge an entry fee, given that the District Council's desire is to increase the number of visitors and to use the Room as a tourism attraction. Gauld again has strong views. "Clearly, if you want to do that you must charge people. It's daft not to." Taylor is ambivalent. "The District doesn't have a policy on charging. It charges but it has never really thought it out. Once the renovation work has been carried out I will give the Council the option to up the charges or to get rid of them altogether.

"I don't think that we're looking to make money out of it. We're looking to get people to visit. Some museums charge and the attendance goes down, because they overcharge and they end up still only getting 5,000 people through the doors."

Currently it costs only 50p to go into the Room, and as Gauld says, "that's one and a half copies of *The Scotsman*. Personally, to me 50p is an insult. I don't think people who know of Jim Clark would mind paying more; and I would have said of that 200,000, certainly 150,000 would have known of him." Certainly, for many who have visited the trip has been a pilgrimage.

Taylor raises a counter point. "If I go somewhere with my family, and see that it's going to cost a couple of quid each to get in and then another 50p for the kids, then maybe I'll think twice about it and go somewhere else."

To me, the low price of entry is all part of the undying charm of the Room, along with the unfailing politeness of those who work around it. That matter of charges remains under discussion.

If all goes to plan, work will start on revamping the Room next October once it has closed for the winter period, in readiness to reopen on April 7 1993.

The one real area of controversy in the revised plan is the format of the graphic boards, as Taylor begins to talk of starting with Charterhall to set the scene into which Clark came when he started racing. "We intend to do things in chronological order, with a little bit of pre-Clark and then have the '50s and then obviously the big things such as '63 and '65, and Hockenheim. Then we'll have a little bit on the legacy of Clark, Louise Aitken-Walker and Andrew Cowan."

A great deal depends on how tastefully and tactfully this is done. Louise and Andrew are gentle characters, neither of whom would wish to be drawn into any sort of debate on the matter, and neither of whom is keen to see themselves portrayed as a significant figure in what many believe should remain a display devoted entirely to Jim Clark. Taylor, it is fair to say, is a man still coming to appreciate the Scot's full impact worldwide, and his true status. He gives every sign of awareness of the need to tread warily here.

"I'd like to put something about them in here, maybe a photograph or something. There is absolutely no way in which we are trying to compare them with Jim Clark, you can't do that. We are trying to say that Jim Clark is dead, but



BERWICKSHIRE DISTRICT COUNCIL
 THE JIM CLARK
 MEMORIAL TROPHY ROOM
 OPENING HOURS - APRIL TO OCTOBER
 MONDAY TO SATURDAY - 10AM TO 4PM 2PM TO 6PM
 SUNDAY - 2PM TO 4PM
 PROCEEDS FROM ADMISSION CHARGES
 USED FOR UPKEEP OF THE ROOM

there are still other people in the area who have the same enthusiasm for motorsport."

That, I feel, could be a mistake if handled wrongly. Gauld is more trenchant still. Taylor believes that, if one is trying to tell a story, such people should not be left out. Yet this is a story of such magnitude that it does not need any self-serving embroidery. "It will only be a small section, point one percent of the display." Taylor speaks of starting with a piece on Stirling Moss at Charterhall as the starting point.

Gauld bridles instantly. "Jimmy's standing was, in many respects, probably better known than Stirling Moss's. I appreciate that you are trying to tell a story, but Jimmy is the story."

"I'm afraid a lot of people round here don't realise that they've got a folk hero on their hands," he contends. "They don't realise that. I'm sorry, but they don't understand the view of that man by people away from this country. They don't want anyone else sitting at the feet of their hero."

"Two years ago I entertained the Australian Jaguar Club on its world tour, and this is one of the places they really wanted to visit. They came up by coach here and I stood in that corner explaining the significance of this and of that. That's the effect Jim Clark still has."

Taylor has approached Gauld to act as consultant to the project, so this discussion will doubtless continue.

It is also important that the Room offers for sale some things that visitors can take away with them.

Not cheap souvenirs, but important, non-trivial mementos. Taylor has had pens and pencils produced, the sort of things that children like, and also a range of nice postcards depicting Clark at Indianapolis in 1967, for grown-up children. "I'm quite happy to do anything like that, within limits, but I got a lot of hassle over those cards," he admits, rather surprisingly. "People told me no-one would buy them, they were too detailed." They were wrong. Clark aficionados have long been starved of some really poignant or dramatic photographs, and there could be no better site for sale than the Room. Both old and new generations of fans could thus be served well.

He and Gauld are also discussing high-quality posters and some sort of information booklet - not expensive, fullblown books - but something that visitors can then read at their leisure to enhance their trip. If the exhibition is good enough, people will almost be inspired to buy associated products.

Taylor also plans to publicise the Room more through more aggressive advertising and marketing, "although it's difficult at present to say just how because I don't know what my budget is going to be next year but obviously there's advertising locally, and using the local tourism press, that kind of thing. We're thinking of doing a colour poster, leaflets, that sort of thing. We haven't really thought until we get a Working Group together to propose just how we do all this, but on the 25th anniversary there should be an ideal opportunity for national and local television

and press coverage."

How far advanced are the plans and how firm is the budget? "The District Council has said it will put £20,000 in next year, and other sources have offered sums too." It is intended that the project will seek grant-aid from the Scottish Tourist Board and the Scottish Museums Council, too. "Our overall budget is £40,000, which we believe will enable us to do a proper job. Some people think we may not increase the number of visitors and that it's a lot of money, but I think we will if we do a good enough job. I think we could get two or three times the number we get at the moment."

The Jim Clark Memorial Trophy Room needs to be more informative, but changes must be done with discretion. The latter point is what has most worried so many readers. Having spoken to Jeff Taylor, and knowing that Gauld will be involved, I have few doubts that the remodelling will be done in the sort of manner of which Jim Clark, a man to whom accuracy of the printed word and excellence of motorsport photographs were paramount, would have approved.

"To people, even today, Jim Clark represented values that they would like to apply to their children," says Gauld. "Jimmy represented all the values that people seemed to think had gone in life." And also that have gone from motor racing's upper echelons. He was a giant, and remains that to an awful lot of fans. His Memorial Trophy Room should always reflect that quiet style and dignity that made him unique.

To those who hark back to his Formula Three days he is still the Man Who Could Beat Senna, but since those heady months in 1983 when their battle for the British title kept crowds on their toes, their career paths could not have been more divergent.

Nobody is more aware of this than Martin Brundle. The very mention of that part of his past makes him uncomfortable.

"It's an old saw, that! To be frank, I'm embarrassed when people keep saying 'You beat Senna, didn't you? You beat Senna.' It's eight years ago and I don't think it's that relevant, because Senna has done such an outstanding job inside and outside the car. He's extremely clever. Back in 1983 I remember saying something to the effect that he's got an old head on young shoulders. He's not only done a better job than I

pole, winning World Championships, and I've got none of that whatsoever. In my mind I know that as soon as I win races that I can win the World Championship because I did that in the sportscar thing, although I appreciate that the level will have to be jacked up.

"I think I've got that one advantage that when I get behind him I won't have any collywobbles at all because of 'Oh God, it's Senna'. I'll be thinking 'Hang on, I can pass this guy.' And he might be thinking the same way."

The practicality of the thought process is typical Brundle, a product of a shrewdness and avoidance of hype that have been two hallmarks of his character. Now, for the first time in his F1 career, he is poised for a season in a topline car, with a topline team. Some expressed surprise when his name first became connected with

was in the turmoil of takeover and much money was still owing from the previous season, Brundle was lucky to find himself a further chance. Now, he is luckier still for having such a strong drive for 1992.

F1, as we have all been reminded since Derek Warwick was forced from participation, can be very irrational, not to say occasionally downright silly. On the one hand, there are teams which won't take new drivers, believing experience to be all important. On the other, there are those who believe that drivers who've been in a Grand Prix for three years and haven't won a race should be turfed out. Where would that have left Nigel Mansell?

Sages such as Jackie Stewart and Alan Rees believe it takes a driver at least that amount of time to reach full maturity, and very few ever



New team, new colours, new hopes: Brundle made his first acquaintance with Benetton at Estoril last November, and now has his sights firmly focussed on exploiting his best F1 opportunity.



United colours?

Martin Brundle knows that to beat old F3 arch-rival Ayrton Senna, he must first beat his own team-mate

have since 1983; he's done a better job than anyone, let's face it."

One would think that the inner knowledge that he can beat the established yardstick would have helped to sustain him through the numerous bad times he has endured since then, but Brundle says otherwise.

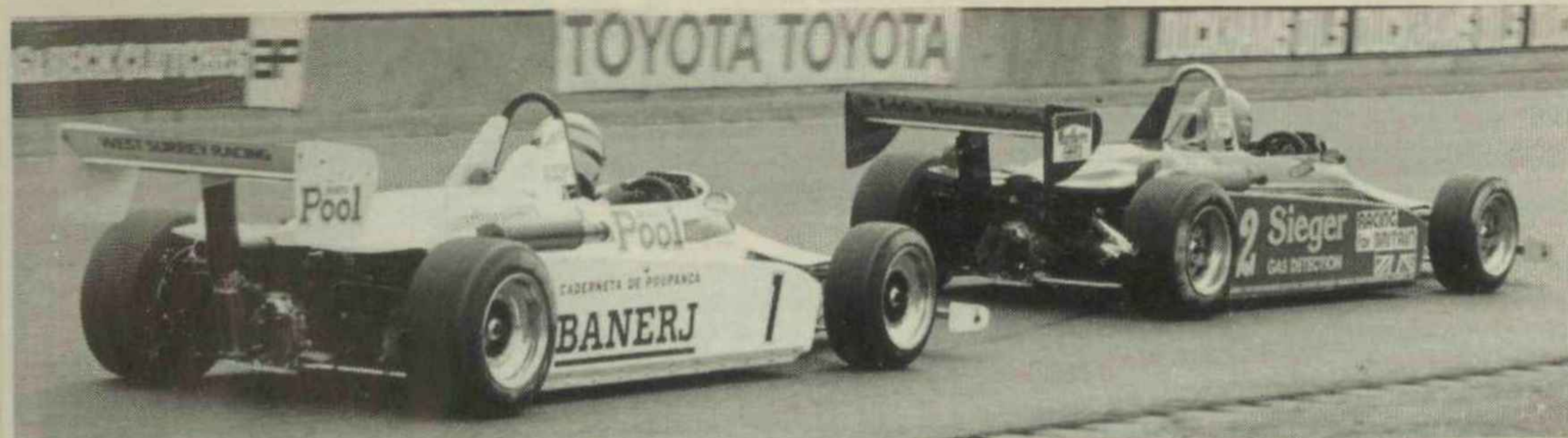
"I haven't sort of reflected on that too much," he admits, clearly anxious not to be drawn too much into this particular debate. "The only thing that the Senna year can do for me now is if we get this Benetton going as quick as a McLaren, when I'm sitting behind Senna in a race I know I can pass him and beat him because I've done it before, and if I can do that it will be a huge psychological advantage that not many other drivers have got. That's all I've got that I can relate to the '83 year, because his F1 programme and mine have been so completely different. He's got experience of leading races and winning races, starting from

Benetton for 1992, but the man himself has no doubts that he will justify Tom Walkinshaw's faith. A year ago, when we talked about the prospects for his return to Brabham, he remarked: "I had a glimpse of what F1 can really be like, having Patrick Head tuned into my crash helmet when I drove for Williams at Spa in 1988. That's what I aspire to. Either we can make the Brabham that good, given time, or I'm going to get into one of those cars." Determination to succeed, simply expressed.

Well, the Brabham situation got about as bad as it could have, for a variety of reasons, and the inevitable parting was anything but sorrowful. For Brundle it was a year every bit as tough as the disaster with Zakspeed in 1987, with the added 'problem' of a team-mate who proved as fast or faster on several occasions. The opportunity to come back to F1 was not something that comes to every driver, and having left for the second time at the beginning of 1990 when the Brabham team

manage to jump straight into a competitive car at the outset. The question is, though, has Brundle done enough in his six seasons of F1, and has he the sheer speed, to justify a top drive? There are those who wonder, but the man himself has no doubts even if he admits that he isn't leaping about in uncontrolled ecstasy whenever he thinks about the coming season. Suggest to him that he faces his most settled winter in many years, and it is clear the thought has not previously burdened him.

"Yees," he says after a moment's cogitation, "I guess I am. I hadn't really thought of it like that. You don't ever usually sit down and think about the following year until you've finished the present season. Your head is always so full of what's got to be done, understeer, oversteer. It's only really when I got home from Australia and sat down and thought about it that I began to feel quite excited.



The Man Who Beat Senna: in 1983 he heads the Brazilian to the line in their gripping F3 encounter at Donington.

"Obviously I put a lot into the Brabham Yamaha thing, particularly during the second half of the year, and it really was an uphill struggle. There was a thing that Mark (Blundell) said to me, because I got an enormous amount of publicity in Australia, going round and about. He said: 'Have you noticed how much more profile you've got because you've signed for Benetton?' I mean, I hadn't even sat in a Benetton, and I didn't until I got back!

"It wasn't exactly easy just cruising into the Benetton pit and sitting on Nelson's car and having a fumble around with the switches and gearlever, because at that point I was still a competitor. You then come home from that and think 'Well, we were on the same tyres all year and mid-season we got quite close to them, and information was very much kept secret, obviously. And suddenly you can walk straight in and sit in the car and discuss every spring rate and damper setting they've ever had, you know? It's just a very strange situation."

Brundle has been accused in the past of believing that motor racing history began when he first took up the sport, of adopting a cold approach – "not true, I was rivetted to *The Power and the Glory* on television just the other night!" – but the more he talks about 1992 the more his underlying excitement is evident.

"Yes, I am excited, absolutely, but it's like when you work to achieve something and then when it happens you're not that surprised and not that excited about it. It's a bit of an anti-climax, really. You don't sit at home barely able to contain yourself, you look at the next step. At the end of the day, the old order can't stay the same way for ever. You've got a new wave of designers that everyone's getting excited about, you've got a new wave of drivers... I've always rated Ross Brawn very highly, and always, *always* wanted to work with Rory Byrne. In that respect I have the best of both worlds. Perfect.

"It's taken a long time to get my bum in a really good topline F1 car. The very first one I drove was a McLaren MP4/1 at Silverstone for the F3 thing at the end of 1983, and some of the early Tyrrells were quite good. I had that shot in the Williams in 1988 at Spa, and though Frank himself would say that was the worst year they'd had since they started winning, it gave me an insight into how a proper F1 team works, and working with someone like Patrick. You know, that image from Spa really stuck with me; I've had glimmers of it, enough to know what I've been missing."

Surely his sportscar drives for TWR Silk Cut Jaguar kept him up to speed on that score, though?

"Yes, that's a good point. The Jaguar XJR14 still remains the best car I've ever driven, but the fact is that F1 and the general level of it is so much

higher than it's difficult to really rate yourself in world terms when you're doing sportscar racing." Lest that give the wrong impression, he is quick to add: "But then if you look at it, you had the likes of Schumacher, Blundell, Brundle... I've always said over the years: don't underestimate the ability of Group C drivers. Or Group A, because you get specialists in their own field."

Brundle himself has excelled in many disciplines, winning in F3, GpA and GpC, and giving particularly good account of himself when he did the American IROC series in 1990. Consistent success in F1 has eluded him so far, although there are those who remember his glorious chase of Piquet in Detroit in 1984, his qualifying sparkle at Monaco a year after his accident there with the Tyrrell 012, his performance with the Brabham there in 1989 when only battery failure robbed him of a deserved third place. And if it is true that you can tell more about a driver when he faces

adversity than when he wins with ease, then there was certainly much to glean about his character this year. It was not that Brundle was bad, when Blundell was proving himself to be so quick; it was more a case of the latter also being something special. And Martin was not exactly overshadowed. His drives at Spa, Monza, Portugal, Spain and, particularly, Suzuka, were outstanding examples of a refusal to give in, and were played against a backdrop of mechanical frailty which makes them all the more meritorious.

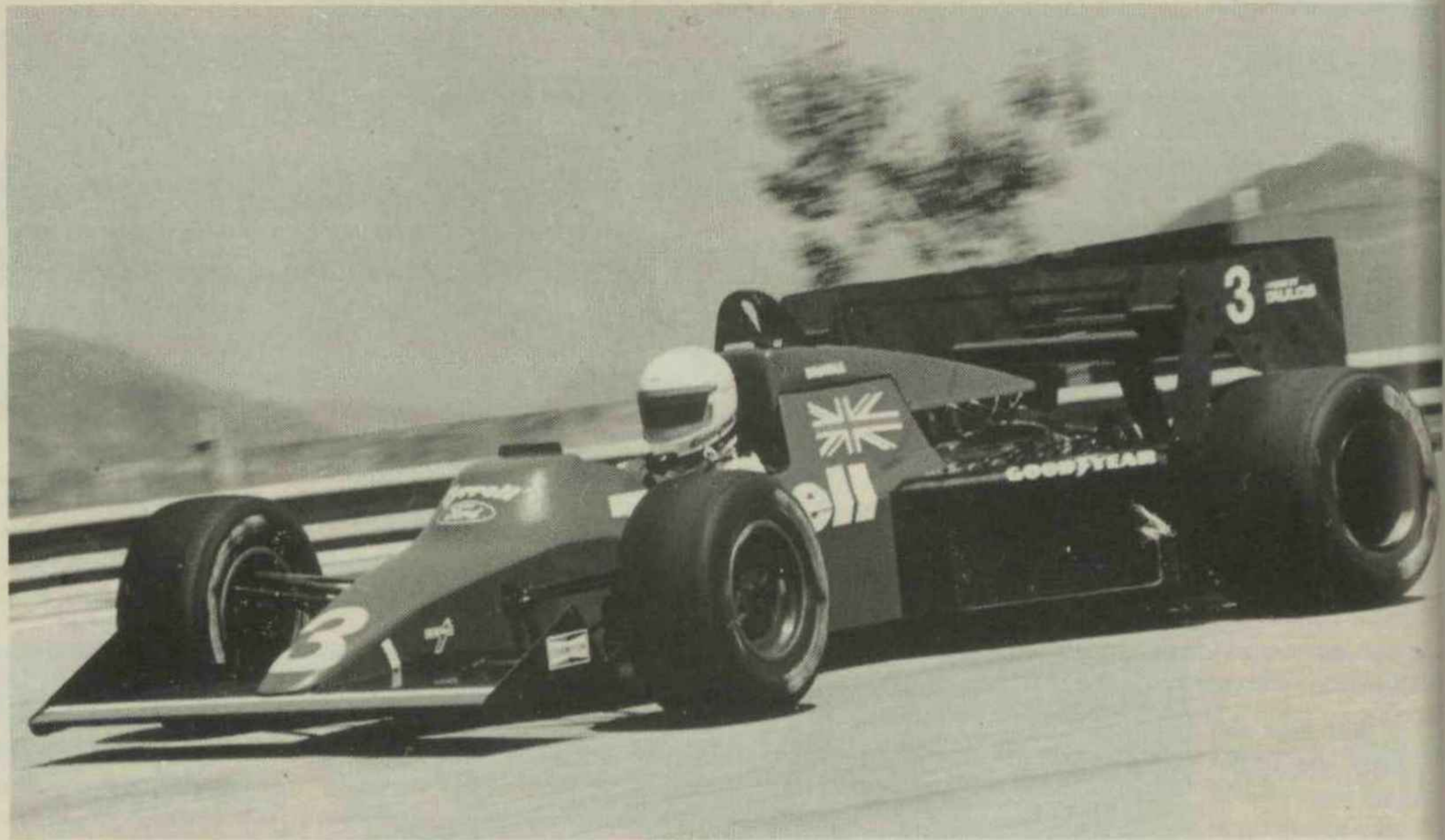
"The obvious structural integrity of the Benetton is great, it's obviously a very strong car. I came to expect with Brabham, for various reasons, that something would break, and I don't blame the mechanics at all. I found by Friday afternoon during the Estoril test in November that I was hurtling the Benetton into the corners and never having a second thought about it, and we're talking about fifth and sixth gear, flat-out corners.

Happiness is having Patrick Head (right) tuned into your helmet. Working with the Williams technical director at Spa in 1988 left a major impression.



Photography: LAT

On his GP debut Brundle finished a dramatic fifth in Brazil back in 1984, although FISA subsequently 'annulled' the achievement.



"I don't think I ever sort of sat at home wondering what was going to break next on the Brabham. But I definitely got to the point in prequalifying for the race in Estoril where I realised that if that suspension had let go more or less at any other corner on the circuit, it would have been a huge accident. To be honest, at that point I knew that the Benetton thing was a strong chance, and I was more scared that with my big chance staring me in the face I was going to end up with a broken leg, you know? Or worse. That's what really bugged me, with the problems I had in Mexico, Hockenheim, Spa, Portugal, one way and another.

"I spoke to Tom about it, actually. 'What do I do?' He said you either get out of it, or get in it and drive it flat out." He chose the latter course. "When I sat and thought about it, I said 'Well Tom's absolutely right'. There's no point in cruising round, because you're still going to be going within five miles an hour of any given speed and you might as well get in and give it one. I felt I put in some really good performances in the second part of the year, even if they didn't always show up. In Spa where I was going well the undertray came loose, and in Spain we had the misfire. Generally we put up some quite strong performances in the second half."

The recent tests in Estoril and Barcelona further helped him settle into the Benetton environment. "Obviously there are a few changes going on at Benetton right now and I still feel a little bit of an outsider," he admitted after the former, "because I've just had a few working days with them. I'd

settled into the car by Friday in Portugal once we'd alleviated a problem with the original seat I had to use, and I could start driving it properly. But they made me extremely welcome. I was a little bit nervous that I was moving in on Piquet's stamping ground, although I was aware that he had made it quite clear he wanted to leave the team, but you're still moving into someone else's territory. I think once the team gets to know me a little better it will be able to see some of the qualities I'm able to bring to it. So far they've made me extremely welcome and I can see they're very professional."

During that test his irrepressible new team-mate Michael Schumacher proved very quick. Because of his greater experience with the B191, he was entrusted with the runs on qualifiers, and emerged second fastest only to Damon Hill in the Williams-Renault, lapping well below Riccardo Patrese's pole position time now that the car was on Goodyear rubber. On race tyres he was nine tenths faster than Martin. The Briton was settling himself in, ostensibly, but was he not disappointed not to have stamped his authority first time out against the man he used to beat regularly when they raced Jaguar and Mercedes-Benz sportscars against one another? It's a slightly unfair question that he nevertheless accepts at face value.

"It is a hard question. Obviously I didn't know the car and he'd done several races in it including Estoril, which is a very fast track. I didn't have a proper seat in the beginning and was on a pretty steep learning curve. I wouldn't say I expected to be quicker than him, but I would have liked to be

nearer to him on lap times, no doubt about that! But we'll have to wait and see when I get fitted properly in the car, and have had a few things changed around me. One valuable lesson I learnt is that you don't sit in seriously fast racing cars without being 100 per cent comfortable. Especially when you're lapping four seconds quicker than I'd ever been round there before on race tyres. It's not the hardest GP we go to, but it's the highest g circuit we visit."

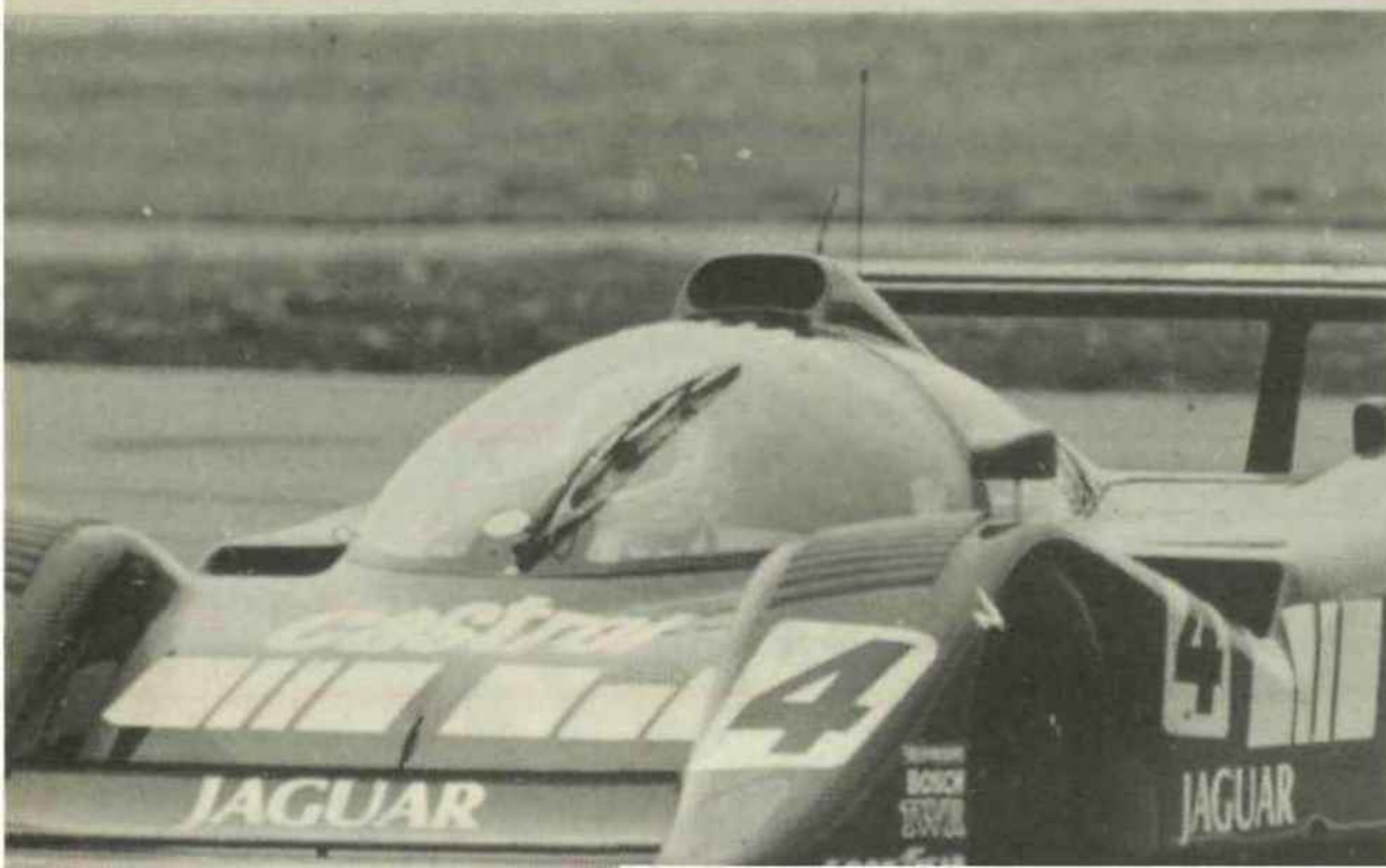
Already the detractors are pointing at Schumacher, with his Senna-like lust to be quickest in every session and on every test or race lap, and predicting that he will eat Brundle alive. If he finds that hurtful Martin conceals it well, and just as he was with Blundell, he is generous with his praise for the German star.

"I don't think you get much quicker when you get to Formula One. You just learn how to be quicker, longer," he begins, reminding one of Jim Clark's comment that there are old heroes and there are bold heroes, but there are very few old, bold heroes. "He is a very impressive young man, let's put it that way. He's obviously superfast. The quickest thing I've seen in a long time. He's got a lot of confidence, inside and outside the car. And he's also got a pretty good technical ability. We very much felt the same things about the car, which I'm pleased about, which proves we should be able to go in the same direction."

If Schumacher does prove the faster of the two, Brundle is not the type to go to pieces, losing self-confidence. Back in 1983, when Senna had beaten him for the ninth straight time, he resolutely declared: "I'll beat him yet, you'll see." And beat him he did as the championship suddenly exploded into life. The race at Donington that year, in which he headed Senna to the line by inches after leading all 25 laps, is still the most electrifying I have ever witnessed. If all the factors fall into place for him, Martin Brundle should not be underestimated, but he is well aware that 1992 will be the Year of No Excuse.

"To be honest, that's fine by me, because if you want to win in F1 – and that's my final goal in racing, obviously – you've got to beat Senna. So if I'm going to beat Senna, I'm going to have to beat Schumacher. . ."

DJT



"The best car I have ever driven," is how he describes the Jaguar XJR14 in which he guested during 1991.

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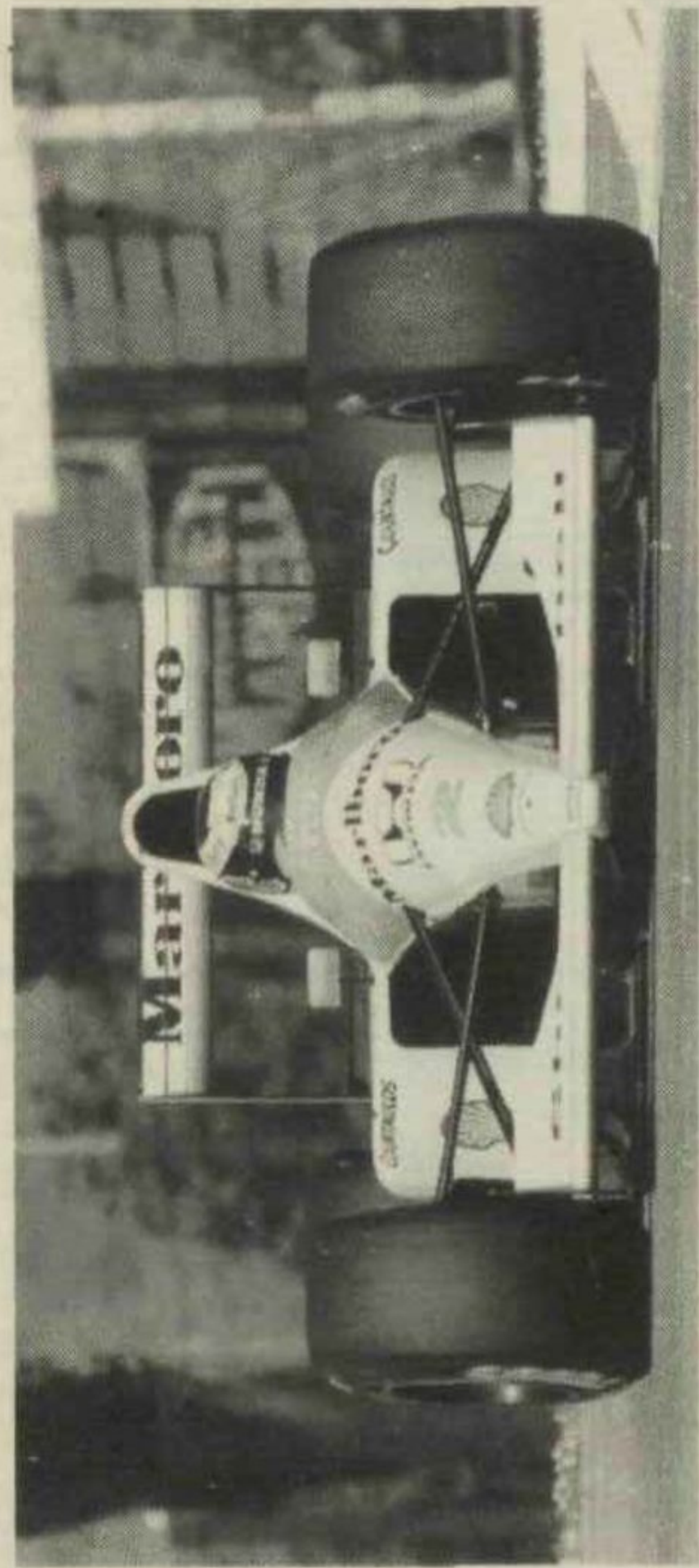
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WORLD CHAMPIONSHIP EVENTS FORMULA ONE 1991



Champion Driver: Ayrton Senna



Champion Car: McLaren-Honda

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph	Fastest Lap	Time min. sec.
Mar 10	United States GP (301.320 km)	Phoenix Ar.	Ayrton Senna (McLaren MP4/6-Honda V12)	Alain Prost (Ferrari 643)	Nelson Piquet (Benetton B190B-Cosworth V8 EXP)	Stefano Modena (Tyrrell 020-Honda V10)	Satoru Nakajima (Tyrrell 020-Honda V10)	Aguri Suzuki (Lola L91-Cosworth V8 DFR)	149.665	Jean Alesi (Ferrari 643)	1.26.758
Mar 24	Brazilian GP (307.075 km)	Sao Paulo	Ayrton Senna (McLaren MP4/6-Honda V12)	Riccardo Patrese (Williams FW14-Renault V10)	Gerhard Berger (McLaren MP4/6-Honda V12)	Alain Prost (Ferrari 643)	Nelson Piquet (Benetton B190B-Cosworth V8 EXP)	Jean Alesi (Ferrari 643)	187.110	Nigel Mansell (Williams FW14-Renault V10)	1.20.436
Apr 28	San Marino GP (307.440 km)	Imola	Ayrton Senna (McLaren MP4/6-Honda V12)	Gerhard Berger (McLaren MP4/6-Honda V12)	J.J. Lehto (Dallara BMS 191-Judd V10)	Pierluigi Martini (Minardi M191-Ferrari V12)	Mika Hakkinen (Lotus 102B-Judd V8)	Julian Bailey (Lotus 102B-Judd V8)	193.671	Gerhard Berger (McLaren MP4/6-Honda V12)	1.26.531
May 12	Monaco GP (259.584 km)	Monte Carlo	Ayrton Senna (McLaren MP4/6-Honda V12)	Nigel Mansell (Williams FW14-Renault V10)	Jean Alesi (Ferrari 643)	Roberto Moreno (Benetton B191-Cosworth V8 EXP)	Alain Prost (Ferrari 643)	Emanuele Pirro (Dallara BMS 191-Judd V10)	137.785	Alain Prost (Ferrari 643)	1.24.368
June 2	Canadian GP (305.670 km)	Montreal	Nelson Piquet (Benetton B191-Cosworth V8 EXP)	Stefano Modena (Tyrrell 020-Honda V10)	Riccardo Patrese (Williams FW14-Renault V10)	Andrea de Cesaris (Jordan 191-Cosworth V8 HB)	Bertrand Gachot (Jordan 191-Cosworth V8 HB)	Nigel Mansell (Williams FW14-Renault V10)	185.520	Nigel Mansell (Williams FW14-Renault V10)	1.22.395
June 16	Mexican GP (296.207 km)	Mexico City	Riccardo Patrese (Williams FW14-Renault V10)	Nigel Mansell (Williams FW14-Renault V10)	Ayrton Senna (McLaren MP4/6-Honda V12)	Andrea de Cesaris (Jordan 191-Cosworth V8 HB)	Roberto Moreno (Benetton B191-Cosworth V8 EXP)	Eric Bernard (Lola L91-Cosworth V8 DFR)	197.757	Nigel Mansell (Williams FW14-Renault V10)	1.16.788
July 7	French GP (307.512 km)	Magny-Cours	Nigel Mansell (Williams FW14-Renault V10)	Alain Prost (Ferrari 643)	Ayrton Senna (McLaren MP4/6-Honda V12)	Jean Alesi (Ferrari 643)	Riccardo Patrese (Williams FW14-Renault V10)	Andrea de Cesaris (Jordan 191-Cosworth V8 HB)	188.271	Nigel Mansell (Williams FW14-Renault V10)	1.19.168
July 14	British GP (308.306 km)	Silverstone	Nigel Mansell (Williams FW14-Renault V10)	Gerhard Berger (Williams MP4/6-Honda V12)	Alain Prost (Ferrari 643)	Ayrton Senna (McLaren MP4/6-Honda V12)	Nelson Piquet (Benetton B191-Cosworth V8 EXP)	Bertrand Gachot (Jordan 191-Cosworth V8 HB)	211.190	Nigel Mansell (Williams FW14-Renault V10)	1.26.379
July 28	German GP (306.090 km)	Hockenheimring	Nigel Mansell (Williams FW14-Renault V10)	Riccardo Patrese (Williams FW14-Renault V10)	Jean Alesi (Ferrari 643)	Gerhard Berger (McLaren MP4/6-Honda V12)	Andrea de Cesaris (Jordan 191-Cosworth V8 HB)	Bertrand Gachot (Jordan 191-Cosworth V8 HB)	231.028	Riccardo Patrese (Williams FW14-Renault V10)	1.43.569
Aug 11	Hungarian GP (305.536 km)	Budapest	Ayrton Senna (McLaren MP4/6-Honda V12)	Nigel Mansell (Williams FW14-Renault V10)	Riccardo Patrese (Williams FW14-Renault V10)	Gerhard Berger (McLaren MP4/6-Honda V12)	Jean Alesi (Ferrari 643)	Ivan Capelli (Leyton House CG911-Ilmor V10)	167.857	Bertrand Gachot (Jordan 191-Cosworth V8 HB)	1.21.547
Aug 25	Belgian GP (305.360 km)	Spa-Francorchamps	Ayrton Senna (McLaren MP4/6-Honda V12)	Gerhard Berger (McLaren MP4/6-Honda V12)	Nelson Piquet (Benetton B191-Cosworth V8 EXP)	Roberto Moreno (Benetton B191-Cosworth V8 EXP)	Riccardo Patrese (Williams FW14-Renault V10)	Mark Blundell (Brabham BT60Y-Yamaha V12)	209.883	Roberto Moreno (Benetton B191-Cosworth V8 EXP)	1.55.161
Sept 8	Italian GP (307.400 km)	Monza	Nigel Mansell (Williams FW14-Renault V10)	Ayrton Senna (McLaren MP4/6-Honda V12)	Alain Prost (Ferrari 643)	Gerhard Berger (McLaren MP4/6-Honda V12)	Nelson Piquet (Benetton B191-Cosworth V8 EXP)	Nelson Piquet (Benetton B191-Cosworth V8 EXP)	236.749	Ayrton Senna (McLaren MP4/6-Honda V12)	1.26.061
Sept 22	Portuguese GP (308.550 km)	Estoril	Riccardo Patrese (Williams FW14-Renault V10)	Ayrton Senna (McLaren MP4/6-Honda V12)	Jean Alesi (Ferrari 643)	Pierluigi Martini (Minardi M191-Ferrari V12)	Nelson Piquet (Benetton B191-Cosworth V8 EXP)	Michael Schumacher (Benetton B191-Cosworth V8 EXP)	193.626	Nigel Mansell (Williams FW14-Renault V10)	1.18.179
Sept 29	Spanish GP (308.555 km)	Barcelona	Nigel Mansell (Williams FW14-Renault V10)	Alain Prost (Ferrari 643)	Riccardo Patrese (Williams FW14-Renault V10)	Jean Alesi (Ferrari 643)	Ayrton Senna (McLaren MP4/6-Honda V12)	Michael Schumacher (Benetton B191-Cosworth V8 EXP)	187.586	Riccardo Patrese (Williams FW14-Renault V10)	1.22.837
Oct 20	Japanese GP (310.527 km)	Suzuka	Gerhard Berger (McLaren MP4/6-Honda V12)	Ayrton Senna (McLaren MP4/6-Honda V12)	Riccardo Patrese (Williams FW14-Renault V10)	Alain Prost (Ferrari 643)	Martin Brundle (Brabham BT60Y-Yamaha V12)	Stefano Modena (Tyrrell 020-Honda V10)	202.298	Ayrton Senna (McLaren MP4/6-Honda V12)	1.41.532
Nov 3	Australian GP (52.920 km)	Adelaide	Ayrton Senna (McLaren MP4/6-Honda V12)	Nigel Mansell (Williams FW14-Renault V10)	Gerhard Berger (McLaren MP4/6-Honda V12)	Nelson Piquet (Benetton B191-Cosworth V8 EXP)	Riccardo Patrese (Williams FW14-Renault V10)	Gianni Morbidelli (Ferrari V12)	129.170	Gerhard Berger (McLaren MP4/6-Honda V12)	1.41.141

Drivers' Championship Placings: 1st Ayrton Senna; 2nd Nigel Mansell; 3rd Riccardo Patrese
Constructors' Championship Placings: 1st McLaren-Honda; 2nd Williams-Renault; 3rd Ferrari

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84 512BBI BOXER	WHITE/BLACK
83 512BBI BOXER	BLACK/TAN
82 512BBI BOXER	RED/BLACK
80 512BBI BOXER	RED/TAN
80 512BBI BOXER	RED/BLACK
77 365BB BOXER	BURGLUNDY/TAN
75 365BB BOXER	BLUE/RED
69 365GT 2+2	SILVER/RED
69 365GT 2+2	RED/BLACK
69 330GTC	BLUE/TAN
68 330GT 2+2	SILVER/BLACK
67 330GT 2+2	BLACK/TAN
84 400I 5-SPEED	RED/TAN
84 400I AUTO	BLACK/TAN
87 MONDIAL CABRIOLET	RED/BLACK
83 MONDIAL CABRIOLET	RED/TAN
89 328GTS	CRIGIO/BURGLUNDY
88 328GTS	RED/BLACK
87 328GTS	BLACK/BLACK
85 308GTS	BLUE/TAN
80 308GTS	SILVER/RED
78 308GTS	RED/RED
78 308GTS	SILVER/BLACK
59 250GT PF CPE	YELLOW/BLACK
58 250GT PF CPE	RED/BLACK
74 246GTS DINO	RED/BLACK
72 246GTS DINO	YELLOW/BLACK
72 246GT DINO	RED/BLACK
71 365GTB4 DAYTONA	YELLOW/BLACK

JAGUAR

74 XKE III V12	BLACK/RED
74 XKE III V12	BURGLUNDY/BLACK
74 XKE III V12	SAND/TAN
74 XKE III V12	SILVER/RED
73 XKE III V12	RED/TAN
70 XKE II 4.2	SABLE/TAN
69 XKE I 4.2	RED/BLACK
63 XKE I 3.8	RED/TAN

MERCEDES BENZ

57 300SL GULLWING	SILVER/BLACK
59 300D	BLACK/RED
53 300D	CREAM/RED
55 300SL GULLWING	BLACK/BLACK
60 300SL ROADSTER	BLACK/BLACK
61 300SL ROADSTER	BEIGE/BURGLUNDY
62 190SL	WHITE/RED
60 190SL	RED/BLACK
55 190SL	CREAM/BLUE
65 250SE CONVERTIBLE	BROWN/TAN
64 220SE CONVERTIBLE	BLUE/NAVY
70 280SL	RED/BLACK
70 280SL	BLUE/TAN
68 280SL	BLUE/NAVY
70 280SL	BURGLUNDY/TAN

ASTON MARTIN

88 VOLANTE	BLUE/CREAM
83 LAGONDA	CREAM/TAN
75 V8	ANTHRACITE/RED
71 DB5 V8	BLUE/TAN
69 DB5, RHD, AT	WHITE/BLACK
69 DB6, RHD, AT	DARK GREEN/GREEN

OTHERS

72 JENSON INTERCEPTOR	SILVER/BLACK
69 FIAT DINO CONVERTIBLE	RED/TAN
33 AUSTIN AMERICAN	BLUE/CREAM
89 PORSCHE SPEEDSTER	CHOICE
62 PORSCHE 912	RED/BLACK
69 PORSCHE 356B CAB	BEIGE/BLACK
58 PORSCHE 356A CAB	RED/BLACK
73 TRIUMPH SM	YELLOW/BLACK
71 CITROEN SM	SILVER/BLACK
88 GAZELLE SSK REP	IVORY/BROWN
88 EXCALIBUR PHAETON	RED/RED

RACE CARS

88 NISSAN GTP EX BRABHAM	RED/WHITE/BL
88 NISSAN GTP EX BRABHAM	RED/WHITE/BL
87 FORD PROBE TP	YELLOW
85 MARCH BUICK GTP	WHITE
78 MAZDA RE-Y GT2	YELLOW
64 AC COBRA 289	BURGLUNDY/TAN

MASERATI

77 BORA	CHAMPAGNE/TAN
77 KHAMSIN	RED/BLACK
74 MERAK V8	YELLOW/BLACK
70 CHIBLI	WHITE/TAN
72 MEXICO	BURGLUNDY/BLACK
67 MISTRAL	CHAMPAGNE/TAN

LAMBORGHINI

91 DIABLO	RED/TAN
89 COUNTACH 25TH ANNIV	WHITE/TAN
84 COUNTACH LP 500S	RED/TAN
84 COUNTACH LP 500S	WHITE/WHITE
84L COUNTACH	BLACK/TAN
71 ESPADA	TUO/BLACK
68 P400 MIURA	RED/BLACK
68 400GT 2+2	RED/RED
67 400GT 2+2	RED/BLACK

ROLLS ROYCE

90 CORNICHE	RED/CREAM
89 CORNICHE	WHITE/TAN
89 CORNICHE	BLUE/TAN
85 CORNICHE	BLUE/BROWN
83 CORNICHE	MAGNOLIA/BROWN
81 CORNICHE	SILVER/BLACK/RED
74 CORNICHE	SILVER/BLUE
88 SPUR	BURGLUNDY/TAN
87 SPUR	SILVER/BLACK
86 SPUR	WHITE/CREAM
85 SPUR	OYSTER/TAN
82 SPIRIT	BLACK/RED
76 CARMARCE	SILVER/CREAM
	BLACK/RED

BENTLEY

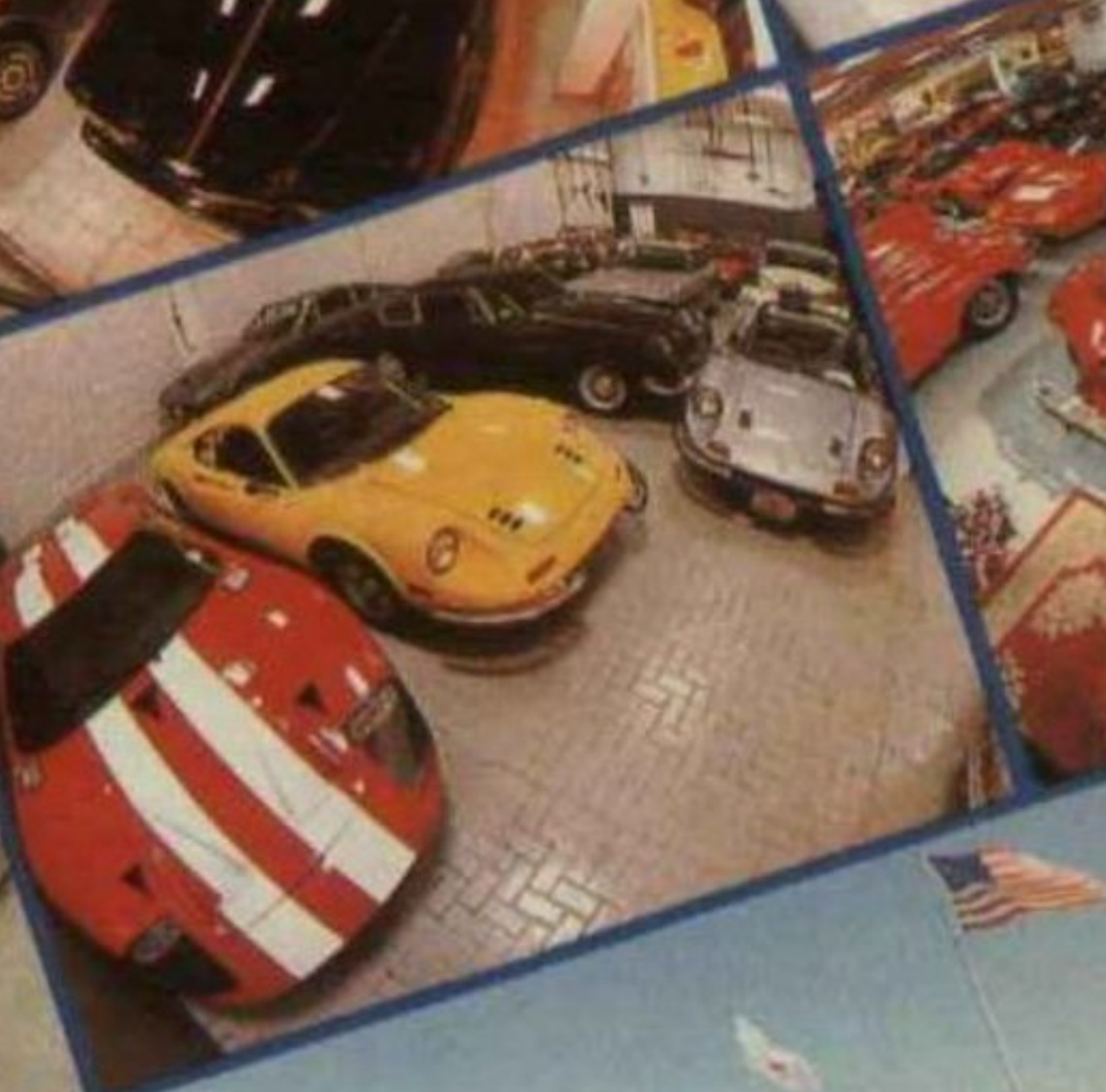
89 TURBO R	BLUE/RED
89 TURBO R	RED/BLACK
	WHITE/RED

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Carry on racing

The very existence of the Sportscar World Championship, the modern incarnation of endurance racing, was called into question at the end of the 1991 season. It survived, though by the skin of its teeth, and teams now have exactly one season to pull the series round and make it worthy of the title. Should they not be able to do so, there will be no second chances for 1993.

Two-car teams will be run by Jaguar, Peugeot, Toyota and Mazda, representing the major manufacturers; the Dutch team, Euro Racing, will run two "works" Lolas and we should see two cars each from BRM (where Harri Toivonen has been named as a driver), Walter Brun, the Allard company in Basingstoke, and the yet-to-be announced RM Motorsport team.

Kremer, Konrad, ALD and ROC expect to run one car apiece, and there could be three Spices in the FIA European Cup section, which is designed to contain the high costs and equates to the former Group C2 division.

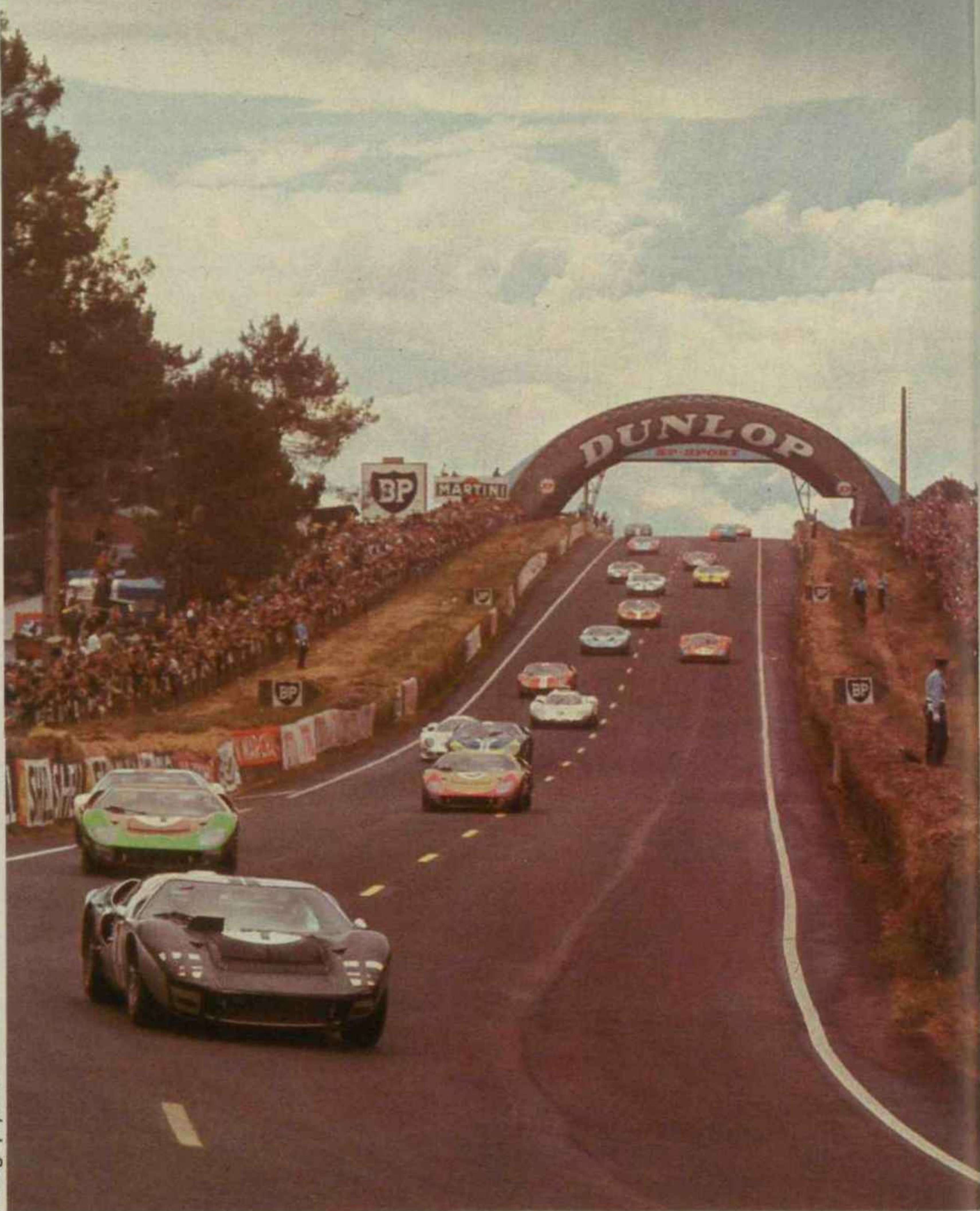
The first year of a new formula is bound to be filled with difficulties, and the birth of the 3.5-litre sportscar championship was particularly fraught. It was supported by just three manufacturers – Jaguar, who won the championship, Peugeot who finished as runner-up, and Mercedes who finished third – but at the beginning of the season there were no more than seven new-generation cars on the grids. The numbers scraped up to double figures by the end of the season, but even as Toyota joined in, Mercedes announced their withdrawal.

Most of the manufacturers, it seemed, had been wrong-footed as confusing statements came from FISA. Le Mans, the prime event of the series, was run outside the World Championship in 1989 and again in 1990. The Japanese were more interested in the prestigious 24-hour race than in the full series, and delayed the development of their 3.5-litre cars.

At Suzuka in April 1990 Max Mosley, then chairman of the FISA Manufacturers Commission, conceded that the existing "unlimited" cars would be allowed one year of grace. The Porsche turbos, Jaguar and Mercedes stock-blocks and Mazda rotaries would be allowed to compete in 1991 "but only to make up the grids" and with handicaps to make sure they could not win.

These handicaps, it turned out, were so severe that they deterred Nissan and Toyota from competing; several Porsche teams thought the better of it too, but the most deeply rooted problem was a catastrophic financial drought in sports car racing.

It needs to be understood, and recalled clearly,



Photography: LAT

Sports car racing was more popular in the mid '60s than it is now. The crowd was packed like sardines at Le Mans in 1966.

that in 1988 the World Sports-Prototype Championship was flourishing. Porsche was on the way out, admittedly, but Jaguar and Mercedes were battling hard for victories with Toyota, Nissan and Mazda appearing at the key races. There was a successful C2 class in which Spice Engineering was the predominant manufacturer, and some of the races were very well supported.

Not all were, though. When FISA took full control in 1989 to pave the way for the 3.5-litre formula, one very sound decision was made: all the participating teams had to contest all the races! It was simple, it was effective, and we had 36 cars at every race.

Was it utopia? Not at all, in fact. Each team was paid \$3,000 per car per start, no matter whether it was Monza or Mexico, Silverstone or Suzuka. There was no travel money and no prize money, but it was no secret that Ecclestone demanded \$600,000 from race organisers, circuit owners or promoters for the privilege of staging the race (Mosley contends that Ecclestone rarely received

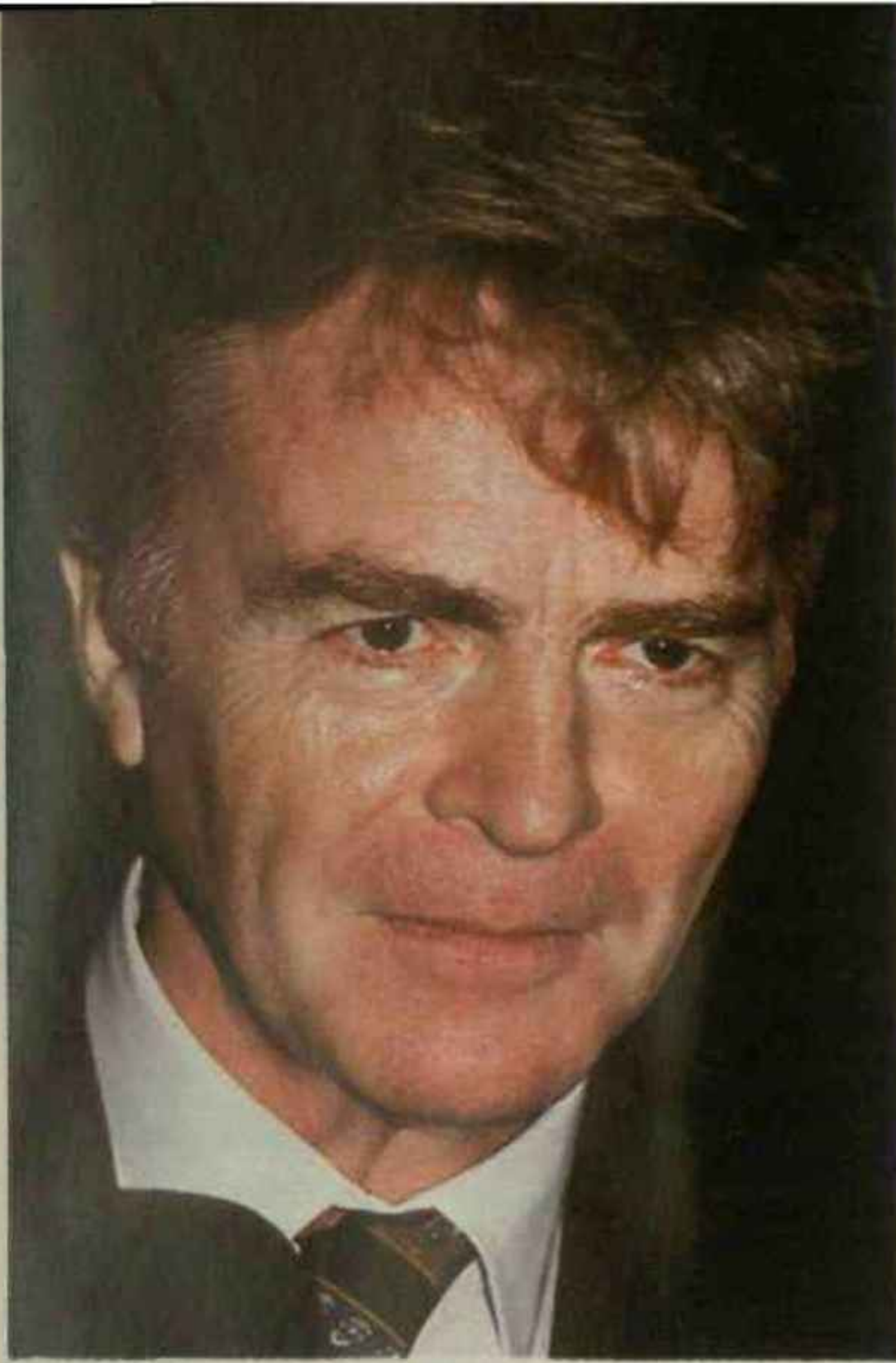
the full sum).

So FISA got very rich and the teams became very, very poor. It was a classic fairy story but with a miserable ending, because when the glorious new era was heralded in April 1991 there were just 16 entries registered for the Sportscar World Championship.

Spectators were asked to pay Formula 1 ticket prices to see half a grid of disparate cars, so they stayed away in their thousands. The championship's nadir was seen at Magny-Cours, a track that had turned away perhaps 20,000 people in July because they couldn't get access to the Grand Prix.

Yannick Dalmas was on pole position, and the Peugeots had dominated all four practice and qualifying sessions. There were fewer than 10,000 spectators at the Nevers track, though, and half of them had free tickets from Peugeot.

Le Mans is, in Mosley's words, "the engine" of the Sportscar World Championship. It is this race, more than any other aspect of the series, which has kept the championship in being in 1992. Le Mans is Britain's second largest motor race, after the British Grand Prix, in the sense that between



Mosley: wielding FISA's new broom.

50,000 and 60,000 people cross the Channel each year in mid-June to attend.

More people, that is, than attend the Group C race at Silverstone, Donington or Brands Hatch – in fact, more people than attend all three British rounds combined! Clearly Le Mans is much more than a sports car race. It attracts thousands of people who lack commitment, like those perhaps who attend Wimbledon though they have no interest in tennis, or the Henley Regatta with no interest in rowing.

Le Mans cannot exist without competitors, and competitors cannot exist without a formula.

Group C's diary of doubt

October 27 Mercedes wins the final round of the 1991 Sportscar World Championship at Autopolis, Japan. Silk Cut Jaguar is the winning team, Teo Fabi the World Champion driver.

November 11 Bernie Ecclestone (vice-president, FIA) and Max Mosley (president, FISA) call a meeting of the Sportscar Commission at a Heathrow hotel. Peugeot's Jean Todt is delayed in Paris by an air traffic control dispute. Forcing an unexpected vote on plans for 1992, Ecclestone declares that there is not enough support for the SWC series. FISA's Motorsports World Council will be asked to abandon the series.

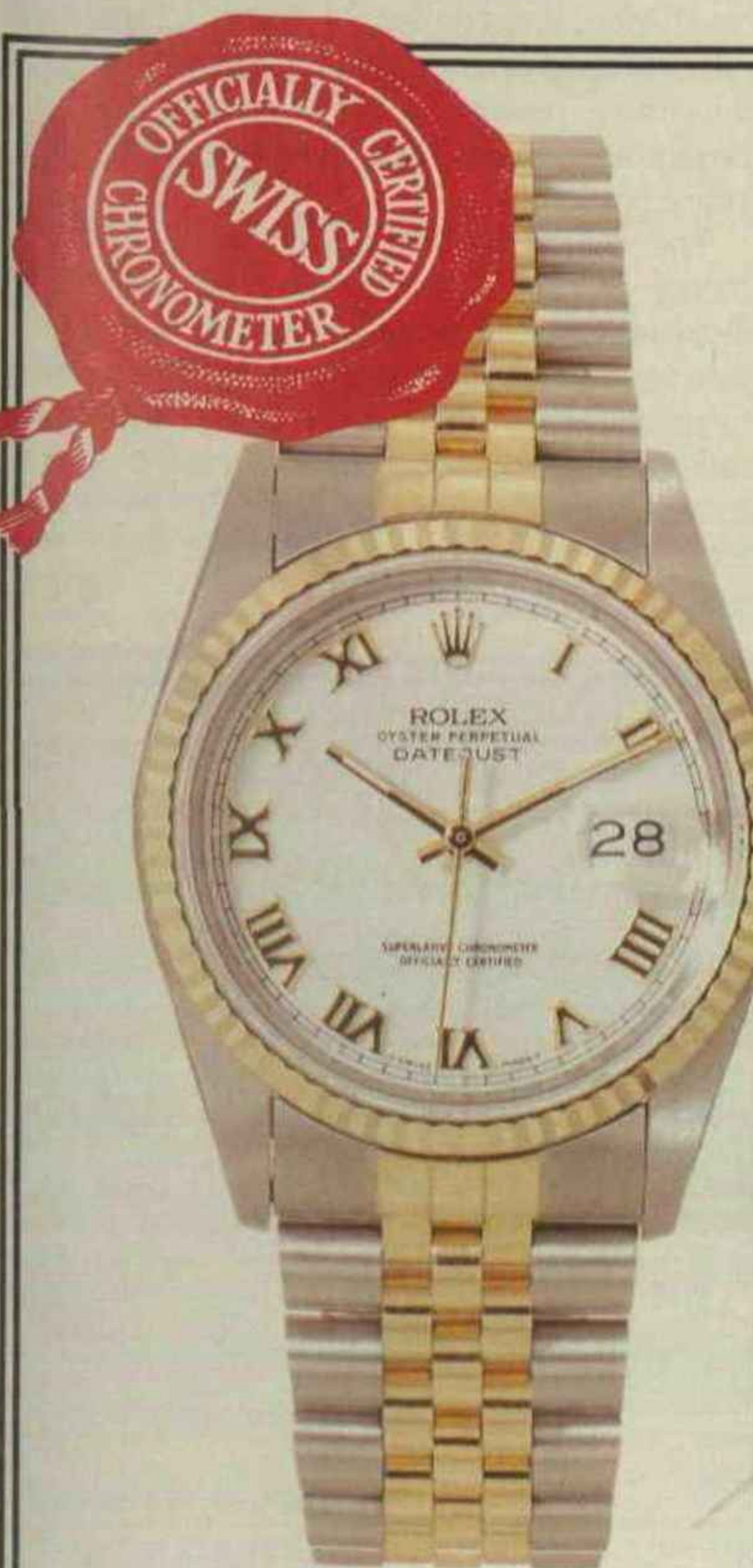
November 22 Jean Todt calls a sportscar meeting at Peugeot's Paris headquarters. Teams with 3.5-litre engines are fully represented, but engineers Flegl and Singer from Weissach represent Porsche teams. Mercedes not represented. Manufacturers and team owners vote unanimously to request the World Council to continue the Sportscar World Championship in 1992. They then vote 12-7 to adopt the FISA regulations for 1992, for 3.5-litre engines, with a couple of exceptions. These would be the round(s) in Japan, where domestic championship cars including turbos would be admitted.

November 25 Bernie Ecclestone contacts the Sportscar Commission members requiring "a binding undertaking" to take part in the 1992 SWC series. Peugeot, Toyota, Jaguar, Mazda, Lola, BRM, Allard, Konrad, Kremer and Brun all give commitments, it is believed for about 20 cars.

November 27 The board of Daimler-Benz announces that Mercedes-Benz will support neither Formula 1 nor Group C in 1992. The Stuttgart firm will continue only in Group A saloon car racing.

November 28 The board of Mercedes-Benz explains that the decision was taken for "social and ecological reasons". Group C, though, "did not reach the standard we had aspired to".

December 5 FISA's World Council decides that the Sportscar World Championship will be abandoned. In accordance with Ecclestone's proposal there will be a series of sports car races in 1992 with Le Mans as the prime event. Races will be longer duration, at the discretion of the organisers, and new regulations will be written admitting 3.5-litre cars, 'unlimited' capacity engines, turbos, stock-blocks and rotaries. Effectively the clock has been turned back to 1990.



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A Peugeot 1-2 at Magny-Cours in September was not enough to draw in the punters, around half the 10,000 crowd actually paying to get in . .



without a series of races in which to participate. It is this realisation that keeps the championship alive even though John Wyer, and doubtless others before him, asserted that "winning Le Mans is worth success in all the other races put together."

Good competition, good value. These are the precious commodities in motor racing, as in any other sport. The heyday of sports car racing was in the 1950s when Jaguar, Aston Martin, Ferrari, Maserati, Mercedes and Cunningham joined battle at Le Mans.

Is it any accident that public interest peaks when big, powerful cars are combatting the lead? Attendances were never higher than in the 1950s, from 1965 to 1971 when Ford, then Porsche, challenged Ferrari's might, in 1976 to 1978 when Renault pitched at Porsche, and in recent years as Jaguar and Mercedes finally vanquished Porsche.

The recent crop of 430-kilometre sports car sprints are to endurance racing what airlines' tourist class plastic food trays are to the Savoy Hotel's restaurant.

The long climb back to a respectable level of entertainment begins in 1992 as races are restored to 500 kilometres, or more, and the private teams are allowed the chance to compete more fairly, and less expensively, against the manufacturers.

Inevitably the goal must be a return to 1000 kilometre race lengths. The experiment with 'sprints' (the first was the Monza 360 km in 1986) has been a ghastly failure, an emasculation of the

"The revival of sports car racing is at the mercy of FISA"

sport, and seems not to have attracted one more paying spectator.

In reply to Jean Todt, one can only say that a car that cannot race for 1000 kilometres stands no chance of lasting for 24 hours . . . and if he offers to build different cars for Le Mans that is all the more reason to reject sprints, because private teams must needs keep their cars for the entire season.

The revival of sports car racing is at the mercy of FISA. There is an urgent need to distribute money more generously to the private teams, to make the events more attractive to spectators by improving the competition, by reducing the ticket costs and making the "show" more accessible. Can FISA (read Bernie Ecclestone) be relied upon to take these steps? We will have to see!

MLC



Halcyon days for sports car racing. The Porsche 917 had real charisma; could you say as much about a 962?

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Armin Schwarzenegger

Cataluña Rally

When Toyota Team Europe went to Spain for the Cataluña Rally the prime object was to get Carlos Sainz and Luis Moya on the winners' rostrum. The secondary object was to keep rivals Juha Kankkunen and Juha Piironen out of the top points-scoring positions. The double purpose had two reasons. In the first place, Sainz needed points to stay ahead of Kankkunen and to keep his World Championship title; in the second, it would be appropriate that he should win the first World

good hour to trace the fault in Sainz' car. When found, it was rectified quickly and the engine restored to healthy life, but by that time Toyota's number one driver was beyond maximum lateness and had lost all chances of scoring any championship points at all.

Toyota's secondary purpose then became vital. Its second car, driven by Armin Schwarz and Arne Hertz, had to win the rally, and other rival drivers, notably those of Ford, should ideally fill the next few places in order that Kankkunen's Lancia should not finish too high in the list. Schwarz did win the rally, but it was ironic that he

Spain. Another Lancia was driven by Jorge Recalde. It had been intended that Didier Auriol should drive a Fina-backed car entered by the Jolly Club, but this entry was withdrawn following the death of the French driver's father.

Ford sent two Sierra Cosworth 4x4s for Frenchman François Delecour and Spanish driver Josep-Maria Bardolet, known as Mia, whilst two Group N cars, both entered privately and both prepared in Britain, were driven by Fernando Capdevila and Carlos Mennem, the latter being the son of the President of Argentina.

The rally was based at Lloret de Mar, to which resort it returned for each of the three night stops. The route crossed and recrossed itself several times, and some tarmac special stages were used more than once. Seven stages took place on the first day, 13 on the second, nine on the third and five on the fourth. The stages of the

After Carlos Sainz's demise, Armin Schwarz picked up the pieces for Toyota.



Championship qualifier to be held in his native country, where he has an immense following.

Having such strong motivation, the team was bitterly disappointed when Sainz completed no more than the first day of the rally. As he was leaving the start area at Lloret de Mar on the morning of the second day, the engine of his Celica GT-4 suddenly stopped and all was commotion in the team as help was despatched to him.

The term 'electrical failures' used to mean something simple such as a broken wire, a disconnected terminal or a failed ignition coil. Nowadays it can have a much deeper significance. So much complex electronics are packed into modern rally cars that to say that one stopped due to electrical failure is about as specific as saying that a road was wet because it was raining. Locating a failed semi-conductor (chip) is by no means as easy as finding a loose HT lead, and it can sometimes take a great deal of time to trace a defunct component when it is buried among a mass of printed circuit boards.

This was the case on this occasion. It took a

should score his first World Championship victory in an event where his team-mate had been more of a favourite than anywhere else.

Factory entries for the Cataluña Rally were by no means as varied as they have been on other events. Toyota sent just the two cars for Sainz and Schwarz, whilst Lancia had cars for Kankkunen, Andrea Aghini, the Italian driver who drove remarkably well at Sanremo, and Gustavo Trelles, the Uruguayan who is actually based in

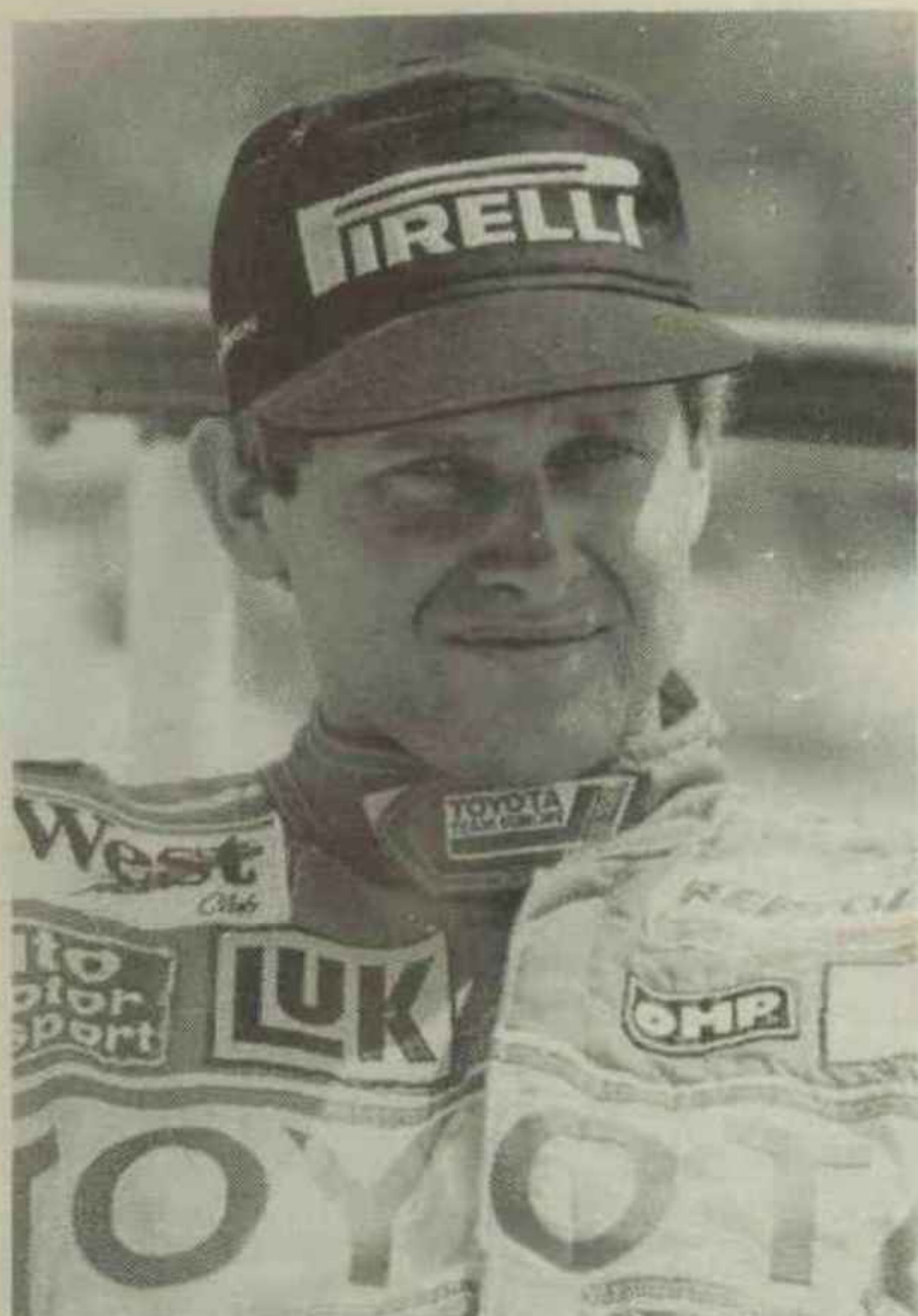
first two days were on tarmac, the remainder on dirt roads.

Getting Schwarz into first place was one thing for Toyota; keeping Kankkunen off his tail was quite another. The Finn did not shine at all on the tarmac special stages of the first two days, but he certainly made up for this on the dirt and quickly moved up, finally beating Delecour into second place by just five seconds.

Initially, Schwarz and Delecour made the



François Delecour eased up too soon, losing second place as a consequence.



Schwarz: first time winner.

running, but the latter's turbocharger failed just three stages into the first day and he lost much time. Had this not happened, Ford might well have recorded a win. The first day was also notable for lack of crowd control, and in some places spectators were so closely massed at the roadside that some drivers said that it was reminiscent of the Portuguese Rally. We heard that on one stage a helicopter came down to a low hover, its downwash raising considerable dust, but the people returned to their positions when it had left. Had that been intended as a means of crowd control, then we don't think much of it, although we have to say that it may have been a private aircraft quite unconnected with the rally organisation.

On the second day, Delecour was unbeatable. Indeed, he recorded best time on each of the 13 stages, equalled on one of them by his team-mate Bardolet and on another by Schwarz. His progress was remarkable and, despite experiencing a sticking brake pedal, he moved up to second place, finishing the day just 30 seconds behind Schwarz. Bardolet, too, was impressive even though he was handling a seven-speed gearbox for the first time. He needed a new front differential after having driven six stages without its limited slip property, but nevertheless finished the

second day in third place, 71 seconds behind Delecour.

Kankkunen did not really figure at all during these two days and the best placed Lancia was that of Aghini, in fourth place, followed by that of Trelles. When the third day started, the Finn began to demonstrate that he is most at home when he is on a loose surface, but recovering the time lost to Schwarz and the two Ford drivers was by no means easy.

It seems that the Pirelli tyres which Ford was using on 15 in wheels were somewhat too inflexible for the dirt roads and the team began to regret not having 16 in wheels for the second half of the rally. Later in the event, when it became important to Toyota that Delecour stayed ahead of Kankkunen, Toyota gave Ford some of its more suitable Pirellis.

Trelles' Lancia suffered a transmission seizure on a motorway and the Uruguayan sent out a radio call for assistance as he stopped on the hard shoulder. Mechanics were soon there to help him and the car was on its way again in well under half an hour. It was a scene of considerable bustle and much attention was attracted, especially as Lancia's helicopter was parked on the nearby verge.

Kankkunen made steady progress, passing Recalde, Trelles, Aghini and Bardolet. He finished the day in third place, just 25 seconds behind Delecour, but Schwarz was another three minutes or so ahead and it seemed very unlikely that, barring trouble, he would be able to dislodge the German. But after a routine gearbox change before the Lloret control at the end of the third day, that trouble started. Schwarz' engine refused to start. Immediately, a service vehicle got behind the Toyota and bump-started it, after which Schwarz made jerky progress into the closed park, the gearbox stuck in sixth.

That night, as Toyota made plans for a very rapid service session the next morning, the outcome was a leading topic of conversation even among Ford and Lancia men, for both teams had cars which could take the lead if Schwarz fell back. Only about a quarter of an hour would be available for whatever would be required – certainly a gearbox change and perhaps even engine attention.

In the morning, the engine proved to be stubborn, but eventually it fired. However, the gearbox was still jammed in sixth gear and Schwarz and Hertz had to push the car to the waiting mechanics who had set up shop just beyond the control zone. The gearbox change was a perfect example of mechanical precision and team effort. The whole job was completed in eight minutes, a feat which was instantly acknowl-

edged by the applause of the watchers. Half a minute had been lost, the penalty for pushing the car out of the closed park, but Schwarz still had a substantial lead and he was going to take no undue risks that day. At least, that was the plan.

But plans often go wrong and, on the last stage of the day but one, they went horribly wrong when the leading Toyota rolled and came to rest on its side. The crew were out of the car in a flash, looking around for spectators to help them right it. Alas, there was just one, but between them they got the Toyota back on its wheels when, to their relief, the engine fired immediately.

About a minute was lost, but this was not enough to topple Schwarz from his lead. Just as important, the car suffered nothing more than body damage and the only work needed before the final stage was a spot of roof and pillar straightening and the replacement of the windscreen. It had certainly been a nerve-racking day for the Toyota team.

Meanwhile, Kankkunen was snapping so closely at Delecour's heels that the Frenchman felt that he had no hope of keeping his second place. Indeed, he was so resigned to finishing no higher than third that he even eased off fractionally on the last stage. That was a mistake which was no doubt due to his lack of experience, for even in the final mile of a rally things can go wrong for anyone, seasoned professionals included.

On that last stage, Kankkunen lost a little time when he spun and stalled his engine. Delecour, having eased off, bettered his time by just one second. On the other hand, Schwarz, who had also eased off, made best time, four seconds less than Delecour's. Had he kept up his efforts on that final stage, Delecour would almost certainly have improved his time by at least the five seconds which dropped him to third place. He lost second place but gained the important lesson that whilst there is a chance, you should never stop trying.

The Cataluña Rally put Kankkunen ahead of Sainz in the World Championship table, but not decisively. The determining event would be the Lombard RAC Rally which followed just a week and a half later.

GP



Fernando Capderila took Group N honours on home soil

Finland 1 Spain 0

Lombard RAC Rally

When Carlos Sainz crashed out of contention on the 1000 Lakes Rally, then rolled several times during the Commonwealth Bank Rally of Australia, it was thought that these were just fleeting slips, unlikely to be repeated elsewhere. His fight to keep his world title would go on undiminished. However, rallies can be lost for reasons other than human error, and in the three events which he tackled after returning from Australia he scored points on just two, and certainly not as many as he needed.

In Sanremo, where arch-rival Juha Kankkunen retired early, transmission trouble prevented Sainz from scoring any more than six points, whereas on home ground in Spain it was his turn to retire early, leaving Kankkunen to score 15 points for second place. The Lombard RAC Rally became the decider, and the jinx struck again. Various car problems dropped him to third place whilst Kankkunen brought his tally of wins during the year up to five and became world champion for the third time.

The RAC Rally entry list resembled a Who's Who of international rallying. If one adds the names of those who were driving recce cars on behalf of works teams, and those who were competing in the accompanying one-day Britannia Rally for classic cars, then just about everyone who was anyone was in Harrogate.

It was Harrogate, 20 years ago, which wrested the distinction of hosting the RAC Rally away from London, where the event had been based for several years. It's a pity that the town's police did not take better steps to protect the valuable property brought in by the rallying visitors, for thefts of cars and equipment were many. Among the cars which vanished were John Handley's Mini Cooper S, David Greer's Ford Sierra Cosworth, one of Nissan's recce cars and at least one fully equipped service car. Various spares were also stolen, including all the Lancia wheels and tyres from the laden roof rack of one of Jochi Kleint's service vans.

And no matter where the event is based, there will always be a fair amount of road travel as the forest areas of Britain are well scattered.

This year the groups of special stages were in the Midlands (public parks and circuits on the Sunday), North Wales (forests on the Monday), the Lake District and Kielder (forests on the Tuesday) and the Yorkshire Dales (forests on the Wednesday). There were two night stops in Chester and one in Harrogate, but morning and evening running ensured that there was plenty of driving in the dark. Indeed, although the weather was mild, low cloud and occasional fog meant that visibility was not particularly good throughout the entire event.

Among the 151 starters were representatives of



Colin McRae proved quick right from the start. Looking like a refugee from Wimbledon Stadium, his dog-eared Subaru bears testimony to how hard he was trying.

no less than 10 works teams, a very impressive line-up indeed. As the entrants of the two title-chasers, Toyota and Lancia were the main protagonists, but ranged against them, and certainly not to be overlooked as potential winners, were Ford, Mitsubishi, Nissan, Subaru and Mazda. Rounding off the list were Vauxhall, Peugeot and Skoda, each of them bent on scoring class or category wins.

Toyota brought just one works car for Sainz, but a privately entered Celica was driven by Belgian Marc Duez and the two shared common service arrangements. Lancia, on the other hand, sent three Delta integrales for Kankkunen, Didier Auriol and Massimo Biasion, the latter having his last drive for the Italian team before joining Ford in 1992. Other Lancias appeared for Bruno Saby, the irrepressible Per Eklund and Jochi Kleint.

Two Mitsubishi Galant VR-4s were entered by Ralliart Europe for Kenneth Eriksson and Timo Salonen, whilst a third was driven by Ralliart's regular test driver Lasse Lampi. Another two-car team was that of Mazda, with 323s for Hannu Mikkola and Tommi Mäkinen, although a Group N version was driven by Belgian Gregoire de Mevius.

Three Subaru Legacy coupés were entered by Prodrive, and for the first time in a World Championship events they were fitted with engines built in Britain. Hitherto, they have used units exactly as they were shipped from Japan. The drivers were Markku Alén, Ari Vatanen and Colin McRae, the latter putting up a stirring performance to demonstrate both his own mettle

and that of the car.

The Ford team consisted of three Q8-sponsored Sierra Cosworth 4x4s for Malcolm Wilson, François Delecour and Gwyndaf Evans, but a third, backed by Mobil, was in the capable hands of Louise Aitken-Walker. Nissan had two Sunny GTi-Rs for Stig Blomqvist and David Llewellyn and, like the Subarus, they were using British-built engines for the first time. Both teams had more power available than previously.

Vauxhall Dealer Sport had a single Nova GSi driven by David Metcalfe, whereas a similar car was driven by Mark Higgins. Three Peugeot 309 GTIs were in the hands of Richard Burns, Jon Milner and Kevin Furber, whilst two Skodas, one from Czechoslovakia and one from Britain, were driven by Pavel Sibera and Kevin Williams.

In 1990 a new chapter of RAC Rally history began when, for the first time, it allowed reconnaissance and note-making in the forest stages.



McRae: carrying British rally hopes into the 1990s.

Champions: Kankkunen and Piironen celebrate in time-honoured fashion.



The same was allowed this year, again at a maximum speed of 25 mph and only at certain times of day. The special stages were divided into regions, at each of which competitors had to register before entering the forests. The recceing was undertaken more or less in convoy, and crews were allowed two runs through each stage, the first to make the notes and the second to check them. Complete refinement was not possible, because this demands high speed checking.

During the rally itself, works teams were allowed to send cars, one per team, through the stages just ahead of the field in order to report road conditions to their competing drivers. This is much the same as the ice-note system which BMC evolved for the Monte Carlo Rally, although on an event such as the RAC it is as important to know the whereabouts of mud, water and loose gravel as it is to be warned of ice in the Alps.

Early on the Sunday morning, no road journey was necessary to reach the first special stage. The start of the rally had been set up at Harrogate's Yorkshire Showground where the opening stage, a one-and-a-half mile affair on mixed surfaces, was also laid out.

There were eight other such stages during the day, at intervals along the loop down through the Midlands and up to Chester. These were at Rother Valley, Chatsworth, Donington, Sutton Park, Weston Park, Trentham and Oulton Park. They totalled just under 31 miles, a small proportion of the total stage distance but were included, as usual, more to provide spectator appeal than anything else.

Penalty differences are usually quite small, and at the end of the day just 41 seconds separated the

first and 10th drivers. However, these opening stages, some artificially created, are not to be trifled with. You can't win very much on them, but you can certainly lose a lot, as many have discovered in the past. The talk of the day was the performance put up by Scotsman Colin McRae who drove his Subaru into Chester in second place, just five seconds behind Kankkunen and three ahead of Sainz and Alén.

Evans put some body scars on his Sierra when he hit a bank in Clumber Park, but more serious was the smoke which signified overheating and a risk to the cylinder head gasket. Aitken-Walker lost second gear and later needed a new gearbox, whilst Mikkola had a huge, high-speed spin, fortunately without hitting anything. Mennem, son of the President of Argentina, retired as a result of damage caused on the first stage.

There was considerable traffic on the approaches to Chatsworth and several of the leading co-drivers took out their Ordnance Survey maps to find ways around the jams.

Kankkunen came close to rolling, but instead made best time, whilst Alén hit a wall and punctured his left rear tyre. In the past, he has rarely been happy with his Subaru's engine, but this time he was most enthusiastic about the British built unit. Auriol collected a puncture by hitting a rock, whilst Saby discovered in the ford that his Lancia was not properly waterproofed. Delecour needed a new gearbox after Chatsworth, and Salonen new front struts.

Donington was a mixed affair, using both the tarmac and the dirt roads through the undergrowth. Evans' Sierra was still smoking, whilst Canary Islander Capdevila needed his second gearbox replacement. Alister McRae, brother of Colin and son of Jimmy, stopped when his Subaru's turbocharger failed and he had to push the car a considerable distance.

Kleint had to use forest tyres all the time, even on tarmac stages. All his others had been stolen during the night before the start. Vatanen had a turbocharger bracket break in Weston, whilst in Trentham both Saby and Blomqvist lost time at the watersplash. Delecour overshot a junction there, whilst Alén lost a few seconds when he spun.

Oulton Park was the last stage of the day, after which some people did their routine servicing there whilst others waited until they got to the outskirts of Chester. Wilson needed a new gearbox before that journey.

Whilst there had been no rain during the first day, there was a slight drizzle at Clocaenog when cars got into North Wales. There had also been some overnight rain and the stage roads were wet, slippery and often muddy. Just about everyone chose narrow tyres for such conditions.

Both Eriksson and Wilson sustained punctures, the Ford driver later needing a new halfshaft. Across the road in the second of the two Clocaenog stages, Alén's centre differential failed and this was later replaced.

At Aberhirnant, best time was put up by Colin McRae who promptly went into the lead, one second ahead of Sainz. But it didn't last long. Two stages later he was down to fourth, having spun in Hafren and lost about a minute. Alén lost about half a minute due to a puncture in Dyfnant, whilst Evans damaged his right rear suspension and bodywork. The unfortunate John Lay had a somewhat draughty time in Dyfnant. He put his Toyota Corolla off the road and when it was being pushed back by spectators they pushed in the rear window!

Wilson's engine overheated in Dyfnant when a fan lead came off, but one stage later his transmission seized and he was out. Aitken-Walker stopped to offer assistance, but nothing could be done. Blomqvist completed Hafren with just front-wheel drive after his propshaft broke, whilst Nissan team-mate Llewellyn broke a halfshaft.

After a half-hour stop at Machynlleth, where townsfolk were more than pleased with the return of the rally to Wales, came the fast Pantperthog stage where McRae was fastest. However, he did not gain a place. Alén's engine was overheating, whilst Mäkinen spun twice in his Mazda.

The first of the two 15-mile Dyfi stages claimed a number of victims, among them Evans who finally went off the road and stayed there, fortunately without injury. Mäkinen lost four minutes due to a puncture and later complained that he had lost first gear, which was not surprising

Cataluña Rally of Spain - 10 - 13 November, 1991

Results

1. Armin Schwarz (D) / Arne Hertz (S) Toyota Celica 2000 GT-4, Gp A 6h 44m 42s.
2. Juha Kankkunen (SF) / Juha Piironen (SF) Lancia Delta HF Integrale, Gp A 6h 46m 15s.
3. François Delecour (F) / Anne-Chantal Pauwels (F) Ford Sierra Cosworth 4x4, Gp A 6h 46m 20s.
4. Josep-Maria Bardolet (E) / Antonio Rodriguez (E) Ford Sierra Cosworth 4x4, Gp A 6h 50m 22s.
5. Andrea Aghini (I) / Sauro Farnocchia (I) Lancia Delta HF Integrale, Gp A 6h 51m 44s.
6. Jorge Recalde (RA) / Martin Christie (RA) Lancia Delta HF Integrale, Gp A 7h 03m 42s.
7. Luis Monzon (E) / Alex Romani (E) Lancia Delta HF Integrale, Gp A 7h 09m 08s.
8. Fernando Capdevila (E) / Alfredo Rodriguez (E) Ford Sierra Cosworth 4x4, Gp N 7h 37m 51s.
9. Joaquim Casasayas (E) / Manuel Dalmases (E) Peugeot 309 GTI, Gp A 7h 50m 24s.
10. Jose-Maria Ponce (E) / Jose-Carlos Deniz (E) BMW 325 IX, Gp N 7h 50m 33s.

Lombard RAC Rally of Great Britain - 24 - 27 November, 1991

Results

1. Juha Kankkunen (SF) / Juha Piironen (SF) Lancia Delta HF Integrale, Gp A 5h 46m 43s.
2. Kenneth Eriksson (S) / Staffan Parmander (S) Mitsubishi Galant VR-4, Gp A 5h 49m 35s.
3. Carlos Sainz (E) / Luis Moya (E) Toyota Celica 2000 GT-4, Gp A 5h 52m 43s.
4. Timo Salonen (SF) / Voitto Silander (SF) Mitsubishi Galant VR-4, Gp A 5h 55m 34s.
5. Ari Vatanen (SF) / Bruno Berglund (S) Subaru Legacy 4wd, Gp A 5h 56m 50s.
6. François Delecour (F) / Daniel Grataloup (F) Ford Sierra Cosworth 4x4, Gp A 6h 01m 40s.
7. Hannu Mikkola (SF) / Johnny Johansson (S) Mazda 323 GTX 4wd, Gp A 6h 02m 41s.
8. Marc Duez (B) / Klaus Wicha (D) Toyota Celica 2000 GT-4, Gp A 6h 08m 44s.
9. Bruno Saby (F) / Jean-François Fauchille (F) Lancia Delta HF Integrale, Gp A 6h 10m 42s.
10. Louise Aitken-Walker (GB) / Christina Thorner (S) Ford Sierra Cosworth 4x4, Gp A 6h 23m 28s.

151 starters; 82 finishers.

1991 World Rally Championship Situation

Drivers (After all 14 rounds)

Juha Kankkunen (SF) 150 pts.	Markku Alén (SF) 40 pts.
Carlos Sainz (E) 143 pts.	François Delecour (F) .. 40 pts.
Didier Auriol (F) 101 pts.	Jorge Recalde (RA) 29 pts.
Massimo Biasion (I) 69 pts.	Mikael Ericsson (S) 27 pts.
Kenneth Eriksson (S) ... 66 pts.	Kenjiro Shinozuka (J) .. 23 pts.
Armin Schwarz (D) 55 pts.	71 drivers have scored points.

Makes (After all 10 rounds)

Lancia 137 pts.	Subaru 42 pts.
Toyota 128 pts.	Nissan 16 pts.
Mitsubishi .. 62 pts.	BMW 6 pts.
Ford 54 pts.	Renault 4 pts.
Mazda 44 pts.	Daihatsu 2 pts.

RALLY REVIEW

because the gearbox casing was leaking oil. Eriksson spun twice and later needed a new front differential, whilst Llewelin's engine suddenly stopped for no apparent reason. The trouble was eventually traced to a faulty main electrical cut-out switch, but by then it was too late to continue.

Alén needed a new turbocharger before the journey from Dyfi to Penmachno, whilst up front Auriol had taken over the lead from Sainz, followed by Kankkunen and McRae. For a man who professes to dislike the RAC Rally, the Fina driver from France was certainly going well. In Penmachno he lost time due to a puncture, but Sainz had the same experience and the order remained unchanged. Salonen hit a bump rather hard, bending a suspension unit and putting a wheel out of line.

Kankkunen lost a little road time having a broken front differential replaced after the second of the two Penmachno stages, whilst Delecour had the misfortune to have his fire extinguisher go off unexpectedly. The engine stopped and it was a little time before they could get away again.

Back in Clocaenog, Auriol lost his lead to Sainz when he went off the road for a few seconds, but he was not particularly concerned. In fact, he was content to allow someone else to be first on the road the next day. Equally, Sainz was unconcerned, neither about being first on the road nor of Auriol's presence behind him. But he was certainly concerned about Kankkunen and was checking regularly on the times.

The final stage of the day, also in Clocaenog, was the final stage for Biasion's Lancia. The car left the road and rolled several times. By a miracle, it could still be driven, but when it came off the stage it was a total wreck, front, rear, sides and roof all caved in and windows broken or missing. Fortunately, the crew was unhurt.

At Chester, various routine service operations were carried out, including replacement of various parts in readiness for the next day's stages in the Lake District and Kielder.

It was in the second Grizedale stage that McRae came to grief. A deceptive right-hander over a crest caught him out and the car rolled off,

Didier Auriol led early on, and later drove a tactical rally to help Kankkunen.

Photography: LAT

into a gully. Spectators came to his aid, but there was no obvious way to push the car back to the road. The only alternative was to render the exit as the entry, and the car was eventually rolled back to the road. The whole operation cost 13 minutes, some body damage and an overheating engine.

The same bend caught out many others, including Eriksson, and spectators at that spot probably spent as much time pushing as they did watching. Walfridsson, who had been second in the Group N category, retired after the Comb stage when his Mitsubishi's engine ran very hot.

Wythop, characterised by many log piles, was where Alén lost a chunk of time. He went off the road and rolled, fortunately without hitting any logs. Once again pushing power was brought to bear and spectators had the Subaru going again, after a loss of five minutes. Kankkunen, meanwhile, damaged his right rear suspension.

Around the top of the most northerly part of the route there were seven stages in the huge Kielder Forest. Many drivers dread this area, for it has caused no end of retirements, usually miles from anywhere on a bleak, cold, wet, dark moor. Mäkinen lost about five minutes when the car fell



Mitsubishi earned second and fourth places, Kenneth Eriksson (pictured) leading Timo Salonen home by six minutes.



Vatanen suffered power steering failure, Eriksson's tripmeter stopped working and Sainz's Toyota needed considerable after exploring a firebreak. Right rear suspension, left front body, radiator and fan were all affected. The time loss was such that the Spaniard dropped to third place, two seconds behind Kankkunen.

On the next stage, the Toyota was overheating badly and was down on power. Later, mechanics decided that unless the head gasket was replaced the car would not go very far, so the job was done there and then at the roadside. But still the power was not up to its normal level, although the overheating had been cured.

It was also at about this time that Toyota suffered a communications problem. Their radio relay aircraft, having been instructed by Air Traffic Control to increase altitude, promptly iced up and the pilot had to make a hasty descent and land.

In Pundershaw, all 24 miles of it, there was again carnage. McRae had his second roll of the rally, this time staying off, whilst Alén's turbocharger caught fire and he was out. This left Vatanen the surviving Subaru driver, and he needed a new steering rack and track-rod ends after Pundershaw.

Eklund stopped when his rear differential broke. Mikkola hit a rock but continued, whilst Sainz went off on the same corner that claimed McRae and came out of the stage minus the sumpguard and with just rear-wheel drive. Kankkunen broke a driveshaft joint gaiter and Delecour was left without brakes when a hydraulic pipe came off.

Auriol, who had regained the lead, lost it again when he went off the road in Shephersfield. The car went into a ditch in a remote area where there were no spectators, and it was some time before the French pair could get going again. They lost considerable time and dropped all the way to 13th place.

After Kielder there was one more special stage on the way back to Harrogate, in Hamsterley Forest, and it was here that Mäkinen went out of the rally when he crashed. "Simple. I just went too fast," he explained later.

Of the 151 starters, 84 returned to Harrogate on the Tuesday night, ready for more car fettling prior to the final day. Mechanics spent time restocking the vans, and many of them decided to head off that night for the Yorkshire Dales. Of those who stayed in Harrogate, we heard of at least one who slept in his van that night, as a precaution against more thefts.

Prior to the Dalby stage, Auriol clocked into the time control long before his due time. Down in 13th place he had nothing to lose, and he could serve his team better if he were close behind Kankkunen, ready to lend a hand if something went wrong.

A misfire in Mikkola's car was cured when the control computer was replaced, but the spluttering returned on the next stage; Duez needed a new throttle cable; Vatanen's turbocharger pressure was fluctuating and his power steering pump had to be changed; Delecour had trouble selecting first and second gears and de Mevius stopped for five minutes due to turbocharger failure, a problem which was repeated in the next stage.

Sainz was finding it impossible to make any headway, especially as his car had been down on power since its head gasket replacement and was still not performing as it should. By this time he had resigned himself to third place and to the role of runner-up in the World Championship. Kankkunen had such a lead over Eriksson that he was not going to take chances, and the Lancia team was heaping every possible attention on his car, so the chances of a failure were remote.

And that's how it ended, with Kankkunen, Eriksson and Sainz in the first three places. McRae had really driven home the point that both he and the Subaru are competitive, whilst Louise Aitken-Walker had the distinction of being best-placed British driver. There were no less than six Japanese cars in the first 10, but no-one can say that the writing has not been on the wall for some time. As long ago as 1969, Datsun, as it was then called, brought three 1600 SSSs to the RAC and walked away with the team prize. **GP**

off the jack during a wheel-changing operation after a puncture, whilst McRae also collected a puncture. Alén needed a change of rear suspension after the two first Kielder stages, both in Wauchope forest.

After a visit to a wet Byrness for a 35-minute regrouping stop, Redesdale Forest took on the semblance of a breaker's yard. Lampi stopped when his transmission packed up, whilst Blomqvist could go no further after a wishbone broke. He took off a wheel and attempted to drive out on just three, a trick he used many times when driving Saabs, but it was not possible.

Forza Finland: Tommi Mäkinen gets encouragement from his fellow countrymen. It didn't do much good; he crashed.



What's in a contract?



Prost: where can he go?

Whilst these words were being written, the Formula 1 market for 1992 looked – on paper – to be relatively stable, leastways at the sharp end of the grid.

Williams had long since confirmed that it would be retaining Nigel Mansell and Riccardo Patrese, McLaren likewise Ayrton Senna and Gerhard Berger. After weeks of frenzied speculation in the wake of Alain Prost's dismissal, Ferrari has finally opted for Ivan Capelli and Jean Alesi. Benetton's plans were also finalised, Martin Brundle and Michael Schumacher being able to spend the winter secure in the knowledge that they had gainful employment in 1992.

Popular paddock theory has it that these are the best eight seats available in F1 today, although Jordan might beg to differ.

In theory, there remain but meagre pickings for Alain Prost and Nelson Piquet, winners of six World Championships between them, though most of the young drivers stuck in the log-jam between Formula 3000 and Grand Prix racing would leap at the chance just to sit in such as a Jordan-Yamaha or Ligier-Renault, let alone race one.

It would be wonderful – albeit improbable – to see Prost, who could live quite comfortably for the rest of his life on his earnings to date, accepting a smaller pay packet and using his acknowledged testing skills to help realise the potential of a rising team such as Jordan, or to revive the fortunes of Ligier (whose recent record makes Ferrari appear well-organised, but from whom Prost publicly disassociated himself as far as 1992 was concerned, admittedly before the Ferrari storm blew up). If nothing else, it would brighten the sport considerably if something other than a Williams or a McLaren was first past the chequered flag once in a while.

Instead Renault, happy with Mansell and Patrese when Ferrari

appeared to have Prost under contractual lock and key, has been pitching behind the scenes to prise open a vacancy at Williams. The Regie's eagerness to have a Frenchman of Prost's ability operating the throttle of one of its V10s is understandable, but does either of the existing Williams contractees deserve the push?

Patently not.

If, as rumour has suggested he might be, Patrese is given a sweetener to join Guy Ligier instead, will Renault's chances of winning the World Championship be enhanced by pairing Mansell with Prost?

That is questionable. Prost would certainly strengthen the team's constructors' title chances, though in-fighting might hamper both men's chances in the quest for the drivers' title. After their year together at Ferrari, the Englishman made it quite plain that, much as he respected Prost the racer, he had his enthusiasm for Prost the team-mate firmly under control.

Prost still has much to offer F1.

Last season, he regularly outperformed team-mate Jean Alesi, previously tipped to be the biggest discovery since Columbus stumbled across the USA. It would be a shame to lose his services just because Ferrari didn't know its aerofoil from its elbow for much of 1991.

Equally, it would be unjust to kick Patrese (or, if it came to it, Mansell) into touch on account of his nationality.

This potentially damaging situation arises because, increasingly in Formula One, a contract is not as useful as its contents might suggest. Just ask Roberto Moreno.

It was Sam Goldwyn who once said: "A verbal contract is not worth the paper it's written on." Ironically, there was a time in motor racing when Goldwyn's witticism rang untrue. Stirling Moss and Rob Walker enjoyed a long and fruitful relationship, the basis of which was a handshake. Their

words were sufficient bond. No pens. No paper. No lawyers. And no unseemly rows of the kind we saw at Monza last September, during the now infamous 'Schumacher Affair'.

In the time vacuum that exists between word processor and printing press, maybe Renault will have decided to respect its original intentions. Perhaps Prost will relish the challenge of knocking one of the sport's Colonis (or Team Hush Puppies, or whatever its name is this week) into shape. Maybe Patrese and Mansell will be able to sleep the sleep of a thousand doses of Night Nurse when they turn in for the evening, and walk around with their backs unprotected when they reawaken the following morning.

Of all the possibilities, the latter – sad to say – appears the least likely . . .

They think it's all over . . . it is now

For months, the world's motor racing media has speculated about Mercedes-Benz's desire to return to Grand Prix racing for the first time since 1955. The arrival in F1 of Merc's protégés Michael Schumacher and Karl Wendlinger was further evidence of Stuttgart's intentions.

On November 26, Mercedes finally revealed its plans – a spot of support for privateer touring car teams and, er, that's it. Its sports car racing programme had been axed, and after due consideration the decision not to bother with F1 had been taken (we wonder what Harvey Postlethwaite has been up to since quitting Tyrrell to join

Mercedes-Benz last summer?).

Whilst Mercedes-Benz was under no obligation to invest massively in an F1 programme, it seems a pity that it has changed its mind. It has cited a desire to spend its time developing environmentally friendly solutions for the everyday motorist (such as the 6.0-litre V12, capable of a composite 17.9 mpg, that powers the top-of-the-range S-class?). All the same, in an age when F1 chassis have ever sillier names (what sort of heritage is there in a Leyton House or a Footwork?), it would have been nice to herald the return of a world-famous volume car manufacturer. **S A**

Fangio laps Aintree in 1955, Mercedes-Benz's last season of Grand Prix racing. The three-pointed star has finally decided not to return to F1.



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Sheer fantasy

This is the story of a Frazer Nash, not one of the old chain-driven sports cars, but a 1950 Le Mans Replica model, so named because the previous year one of the post-war Frazer Nash sports cars, that grew out of BMW and Bristol, had finished third in the first post-war Le Mans 24 Hours. Hand-built in small numbers, the Frazer Nash Le Mans Replica was an expensive but very effective two-litre sports car, certain to do well in the two-litre class and on occasion able to win outright in long-distance races.

firm in Turin, and specialised in designing and building one-off GT bodies on various chassis, the general shape following a trend started by Cisitalia in 1947.

So far so good. 421/100/112 with its new coupé body then disappeared, and until a few years ago I could never find any trace of it, and it never appeared in any racing events as far as I know, unless it was mistaken for

The Rocco Motto body: housing a fantasy.



In 1950 nine Le Mans Replica models were built, most of them being immediately involved in competition. Two of the nine went to Italy, one to Count "Johnny" Lurani for his friend Franco Cortesi to race very successfully, and the other to the Turin Motor Show, where it appeared on a combined Bristol/Frazer Nash stand. It is the second car with which we are concerned at the moment.

It was a standard Le Mans Replica two-seater sports car, powered by an FNS version of the two-litre Bristol engine, which meant that it produced 120bhp instead of the normal Bristol's 85bhp, and could achieve 1mph per 1bhp. This car was built on chassis number 421/100/112, the 241 denoting Frazer Nash, the 100 being the Series 1 chassis design, and 112 being the car number (this series started at 109). After being on the Turin Show stand, 112 was taken away by its Italian owner and the Frazer Nash body was removed. In its place was built an attractive contemporary-style GT coupé body, all in aluminium. This was done by Rocco Motto who had a bodybuilding

some sort of Fiat Special. Within the last 20 years a second-hand car dealer discovered it in Italy, still remarkably complete and still with its original Bristol FNS engine. He brought it to the UK and a buyer was found.

The new owner really wanted a standard Le Mans Replica Frazer Nash, but there were not many about, so he had the Motto coupé body removed and a new Le Mans Replica-style body built on the car; all quite justified as that was how the car had been built originally. He did not use it very much and it languished in the Midlands Motor Museum in Bridgenorth for a number of years, eventually appearing for sale in an auction. It was bought by a collector, who used it on the road on occasions, and he eventually sold it to a man in New Zealand who was looking for a post-war Frazer Nash to use as a road-going sports car. It is now alive and well and being used for fun in sunny N Z.

Up to this point the story of 421/100/112 is all straightforward and clear-cut, and indeed as far as the actual car is concerned it

is still straightforward and uncomplicated. It is the story that it left behind in the UK that has become sheer fantasy.

After the Rocco Motto aluminium coupé body was taken off I went to have a look at it, and it was a delightful period-piece from the early 1950s, and much too nice to throw away. The Italian specialist coach builders led the world in design and style in the immediate post-war period, and the Motto body was a typical example of a hand-beaten aluminium coupé body, made with a mallet on a tree-stump, long before panel-shaping "rollers" had got to Italy.

A year or two passed and then someone telephoned me to say he had bought the Motto

the owner of this attractive 1950s GT coupé gave a slightly garbled history of 421/100/112, omitting the information that it had been rebodied with a Le Mans Replica style body and was living in New Zealand. When asked about the engine it was claimed that the original Bristol engine was too valuable to be used, which is why the Rolls-Royce modular unit had been put in. The rear end was said to be "de Dion, but secret". Our interested reader knew that Le Mans Replica Frazer Nashes had rigid rear axles, though some later cars used a de Dion layout, and one way and another he could not help thinking that the owner of the Rocco Motto coupé was living in dreamland.

All the post-war Frazer Nash cars are very well documented and the original factory records and everything are kept in the Frazer Nash archives, which are owned by Mr John Aldington, whose father and uncles were AFN Limited, who built the Frazer Nash cars. The registration on the Motto Coupe Special is TH 6400, and the firm's records show that this number was on a 1935 Frazer Nash-BMW until recently!

This little story of fantasy is the result of a reader's letter to DSJ, rather than the other way round. There must be a simple explanation for all the foregoing, but I am not sure I know what it is. Correspondence between readers and DSJ seems to be on the increase, as I have more to read than the one-letter-a-month that you get from me. Not all get a reply, indeed some specifically say "reply not needed", but they are all read and filed because they contain so much of interest.

This month's three Memorable Moments are from Les Tallis.

1. 1928: The first motorcycle Speedway meeting in Coventry, when the smell of "dope" and Castrol 'R' got into his blood.

2. 1937: Donington Park Grand Prix. After reading about Mercedes-Benz and Auto Union for four years, to see and hear them in action. The memory still makes the adrenalin flow.

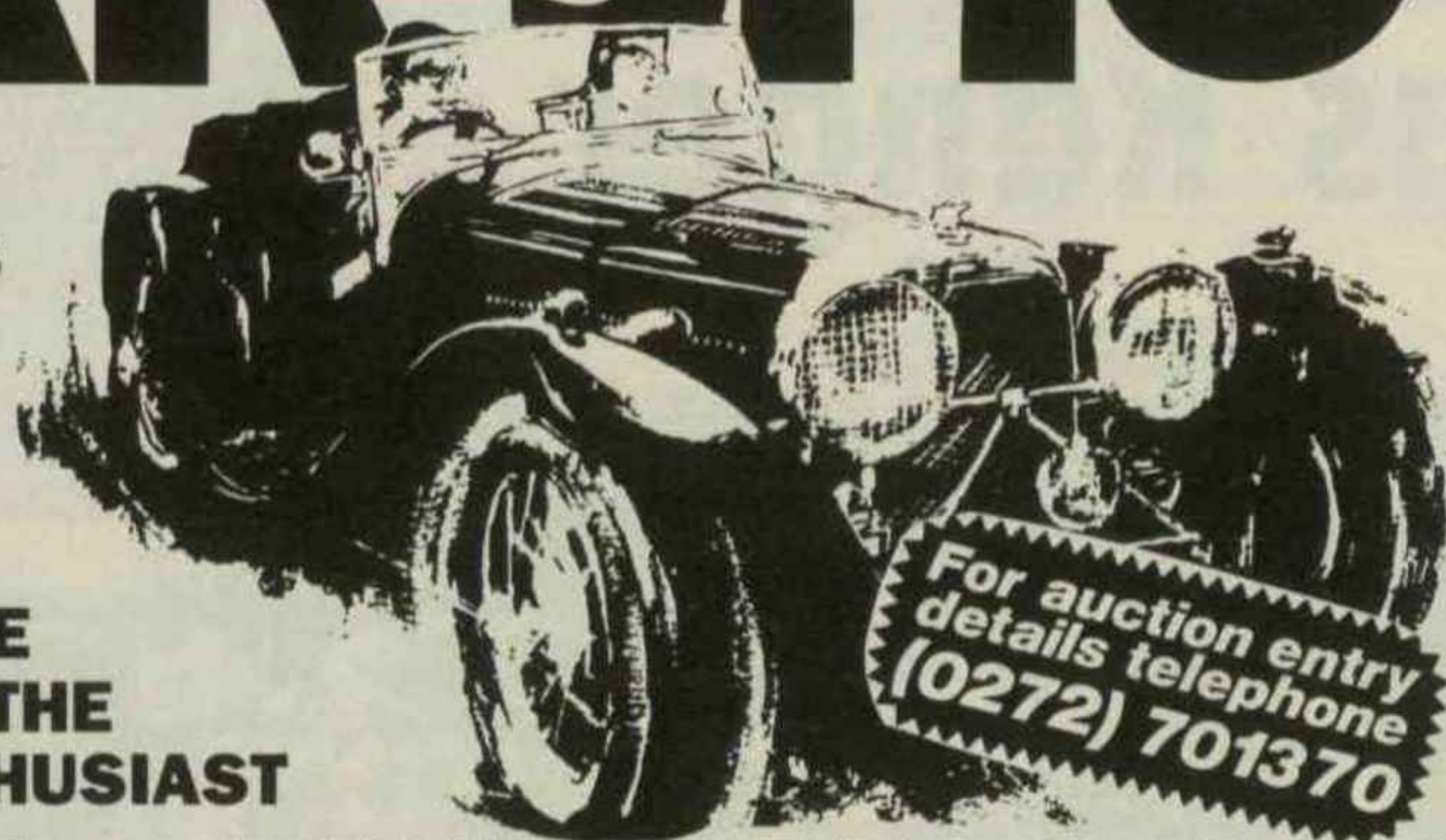
3. 1955: Watching practice for the International Trophy at Silverstone from a vantage point at Copse Corner (where he should not have been), a Gordini got out of control and ran over his legs as he flung himself flat, leaving a lasting impression on his mind... and his right leg!

Yours, DSJ

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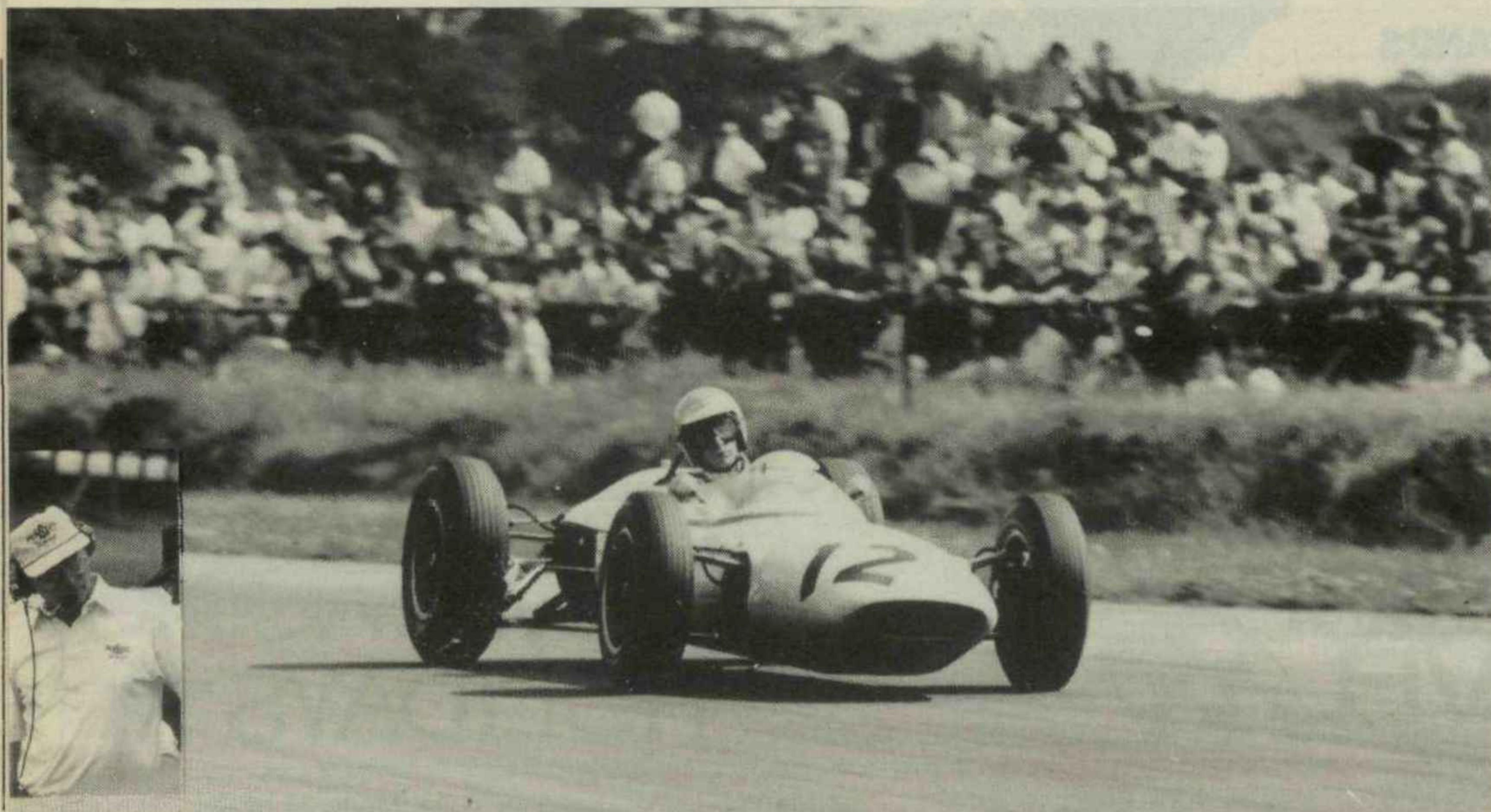
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MOTOR SPORT

Return of the Texas Ranger



Two faces of Hall: in 1963 as a Grand Prix driver at the Nürburgring in his Lotus BRM and (inset) as the successful CART owner after victory at Surfers Paradise in March 1991.

Jim Hall. It may only comprise seven letters but that name represents one of the biggest in motorsports. Born in Texas, in 1935, he contested 11 Grands Prix as a driver in the early '60s, finishing sixth at Silverstone then fifth at the Nürburgring in 1963, despite driving an outclassed Lotus-BRM.

Back home on the sports car scene, his magnificent all-white Chaparral cars were amongst the elite, winning many USRRC and CanAm events as well as the 1965 Sebring 12 Hours (Hall sharing with Hap Sharp), the 1966 Nürburgring 1000 kms (driven by Phil Hill and Jo Bonnier) and the 1967 BOAC 500 (where Hill teamed with Mike Spence). Thanks to him, the aerofoil really came to Europe.

Later came a trio of SCCA Formula 5000 championships with Brian Redman, followed by CanAm titles for both Patrick Tambay and Alan Jones. After that, his cars were pacesetters on the Indycar scene.

In 1978, Al Unser used a Hall Lola to become the first man to win all three 500-mile events (Indianapolis, Ontario and Pocono) in a single season, while Johnny Rutherford took the 1980 Indy 500 and USAC/CART series driving a Pennzoil Chaparral 2K designed in conjunction with John Barnard.

Rutherford's mount was the first ground-effect

car in oval racing and it is for such engineering innovation that Jim Hall is best known. Besides pioneering work on aerodynamics, it was Chaparral who fielded the first lightweight 'plastic' chassis as a precursor of today's composite creations, albeit of reinforced fibreglass. Chaparral had fully automatic transmissions in race cars 25 years before their semi-auto siblings became fashionable in F1, cockpit-adjustable rear wings too. And it was Chaparral which introduced the 'sucker' car long before Brabham tried a similar thing in F1 in 1978.

These technical advancements have not come without penalty; Hall considered himself victimised to such a degree that he stayed away from the sport for three years before returning, to F5000, in 1973. He retired again in 1982, having achieved just about all he could at that time in Indycars.

Now he's back, teamed once again with Pennzoil, Lola and Chevrolet. In the very first race of his latest venture Hall was again a winner, John Andretti taking the honours in the controversial Indycar race at Surfers Paradise last March. This was followed by fourth at Indianapolis and second in a historic Andretti family one-two-three at Milwaukee.

Recently Hall spoke exclusively to MOTOR SPORT. Not so much about the past, but how he

sees the present and future of motor racing, both in America and worldwide. "I felt I was regulated out of the business," he says. "We made the effort to get into the International Championship of Makes and, at the end of 1967, at very little notice, they (the FIA) changed the prototype regulations for the following year whereby to run over three litres you had to produce 25 cars. We weren't capable of that, so it put us out of the business."

"In 1969 they disallowed our basic aerodynamic design of the last few years, the hi-matic wings. Then we went ahead with the 2J project (the 'sucker' car) which was disallowed at the end of 1970. A lot of what I had contributed over the previous five years was no longer allowed in racing, even though it was legal when we started!"

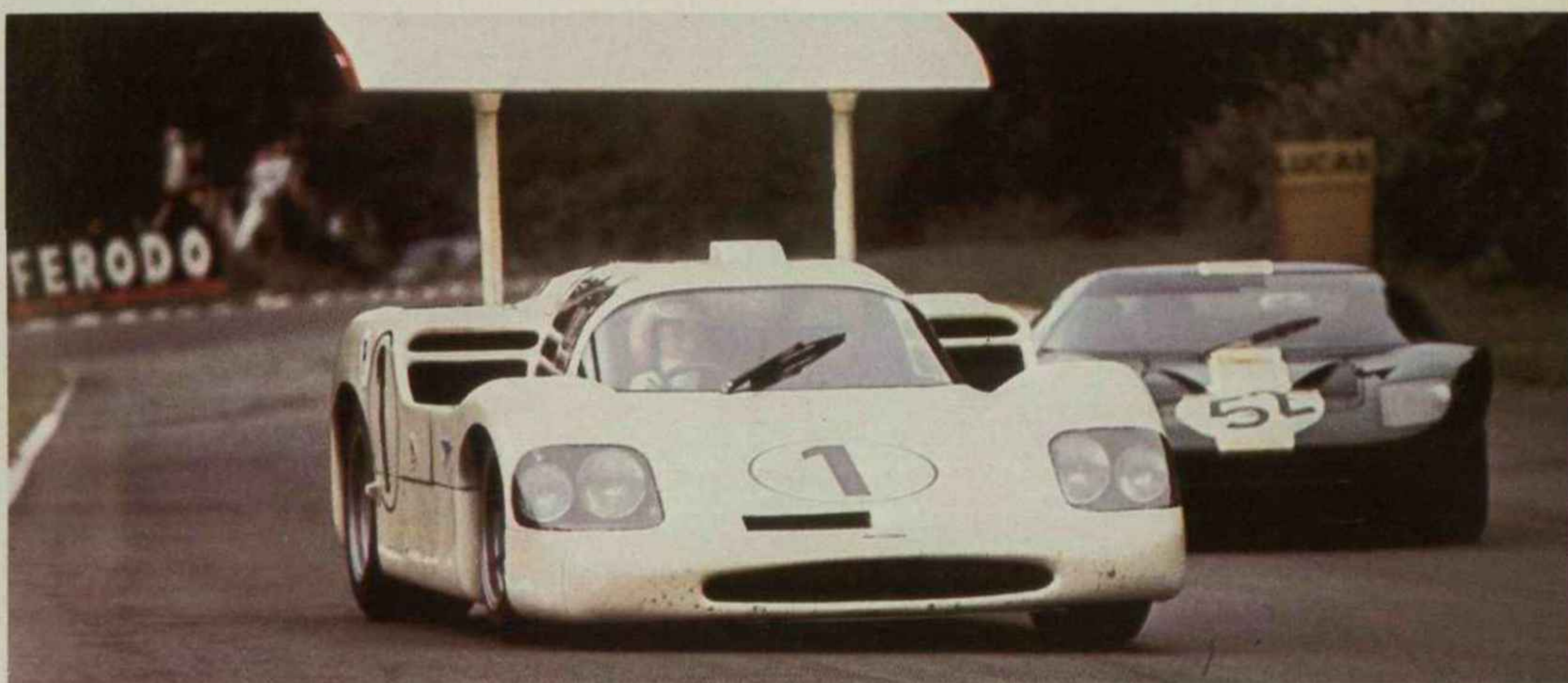
Hall was talking about some of the factors which led to him having a break from the sport in the early '70s. Not bitter, just matter of fact, he had paid the price of the innovator, one which others of his ilk, such as Colin Chapman, had been required to endure from time to time.

"We had done a lot of work on the aerodynamics of sports cars in those days and were the earliest to do that. I think the cars definitely had some advantages that other people did not recognise at that time, back in 1966 and '67. We ran high-mounted wings which weren't adopted by F1 until 1968. It took them a couple of years to quit laughing and realise that it was a pretty serious performance advantage.

"How did we get started down that route? In the first rear-engined car that I built, in 1963, I used some data from a wind tunnel test that GM had done on a sports car. I shaped the bottom of it rather like the top of a wing to try to produce negative lift, because that is what they were trying to do in the wind tunnel. It had a rounded nose underneath and it just did not work as they presumed it would from their tests. The front wheels actually came off the ground at over 130 mph. It was really bad! We had to fix that and in doing so got involved in the aerodynamic shape of the car and what it needed to do.

"I thought that if we were dealing with all these

From the CanAm, Chaparral expanded to Group 6 in Europe in the mid-'60s. The highly innovative 2F with its distinctive high wing was competitive everywhere, and finally proved reliable enough to win at Brands Hatch's inaugural BOAC 500 in 1967 in the hands of Phil Hill and Mike Spence (pictured).



big aerodynamic forces then we should make them work for us rather than just trying to eliminate the lift, make it into a positive thing which would help the car. So we started applying it downwards on the car and it just got faster and faster. When we did that we realised it was a real key to racing at that moment. The more download we put on, the faster lap times they would turn. But they got more drag. That's when the (movable) flap we used on the back of the cars evolved, so we could eliminate the drag down the straightaway and still have the downforce for cornering and braking.

"Once we did that then we loaded so much downforce on them that we thought about all the springs and suspension. And rather than go to the very high spring rates which people have done today because of the regulations, we decided to mount the wing on the wheel hub itself. Just to take that load off the bodywork. It made more sense to us and really turned out to be a good idea. If you put the aerodynamic loads on the hubs the car can ride nicely over the bumps and have good road contact all the time, be enjoyable to drive, have normal kinds of spring rates, yet you have the download you want right on the wheels.

"But the FIA saw fit to disallow that wing mounting after accidents in 1969" – most notably the Lotus 49s of Graham Hill and Jochen Rindt at Barcelona. – "They deemed them unsafe even though we had been running them since 1966. It

depends on how you installed it as to whether it was unsafe or not . . ."

Older and wiser in the ways of the world than when his seven-litre monsters thundered around North America and Europe, he admits to not following the current sports car racing scene especially closely, being very busy with his own latest project, but there is no doubting that the quiet talking Texan still favours 'big bangers' over turbochargers and/or small capacity screamers.

"For a road race car it's very nice to have good throttle response. If you are trying to drive a multi-turn, multi-speed, maybe hilly circuit, like a real road course, then having good throttle response is important from a driving standpoint. So I've never been all that enamoured by turbocharged road-race cars because I have always felt like they really did not have it. And there were a lot of compromises made to get the most out of turbocharged road-race cars.

"It's an odd thing for a car anyway, when you stop and think about it, as it is a kind of constant speed device rather than a multi-speed device. You'd like the torque to vary with what you do with your foot. That's the way a driver looks at it. And certainly the car is more driveable if that's the way it is."

Fully aware that you cannot please all of the people all of the time, as a founder member of CART (back in 1979, when the team owners split from the autocratic USAC) and having suffered the acrimony of those contentious times, Jim Hall

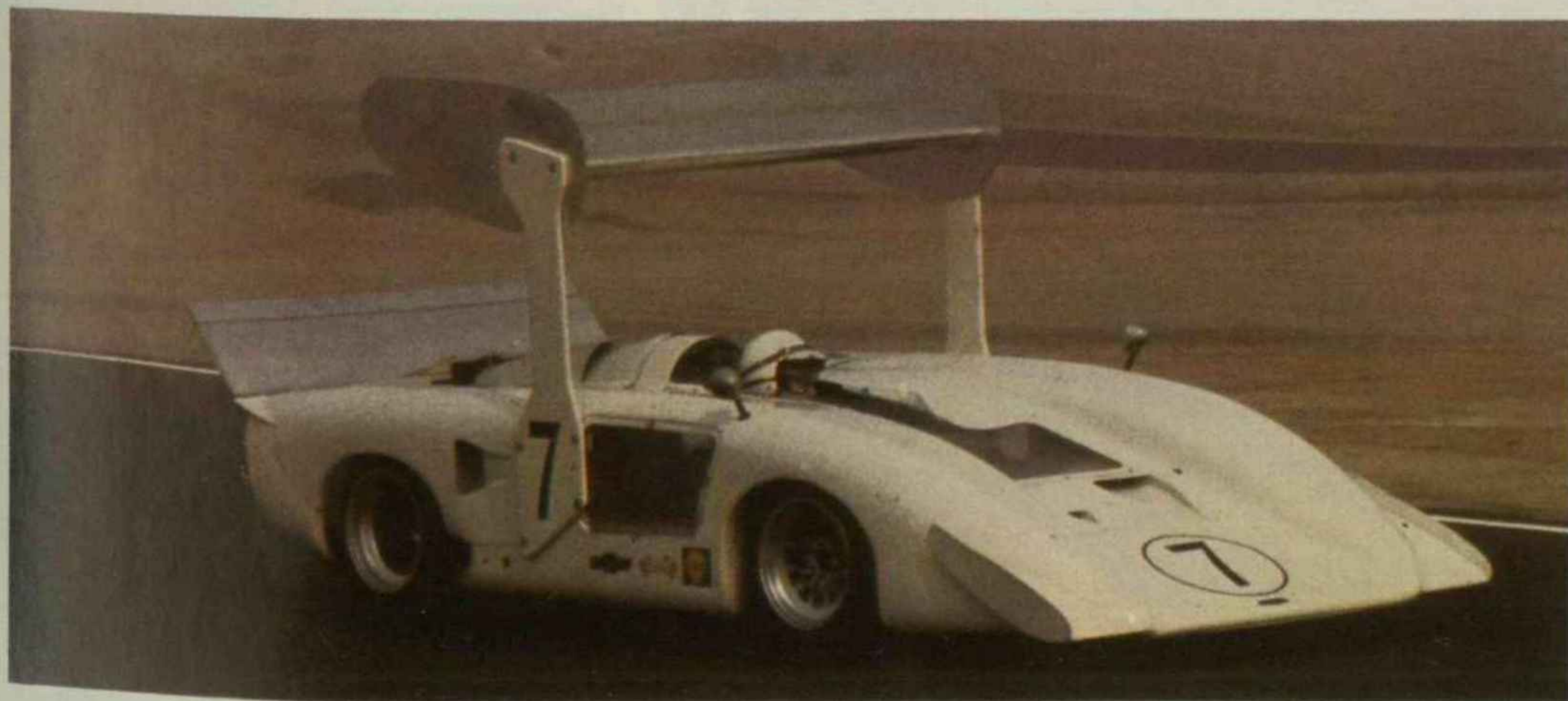
appreciates the repercussions which could still emerge from the simmering controversy of the vested interests of Indycars versus F1, especially as CART ignored threats from FISA about staging a race around the streets of Australia, the event his nascent team won.

Describing himself as a "nuts and bolts sort of person" and definitely not a politico, he is nevertheless astute enough not to want to be drawn too deeply into expounding his thoughts on FISA claims of encroachment in that particular case for fear of his comments being misinterpreted by the inhabitants of the Place de la Concorde.

What he is happy to go on record about, though, is the general possibility of Indycars getting back to basics and widening their horizons still further if the right circumstances can be found. And be it at home or abroad, that means ovals, not more temporary street circuits.

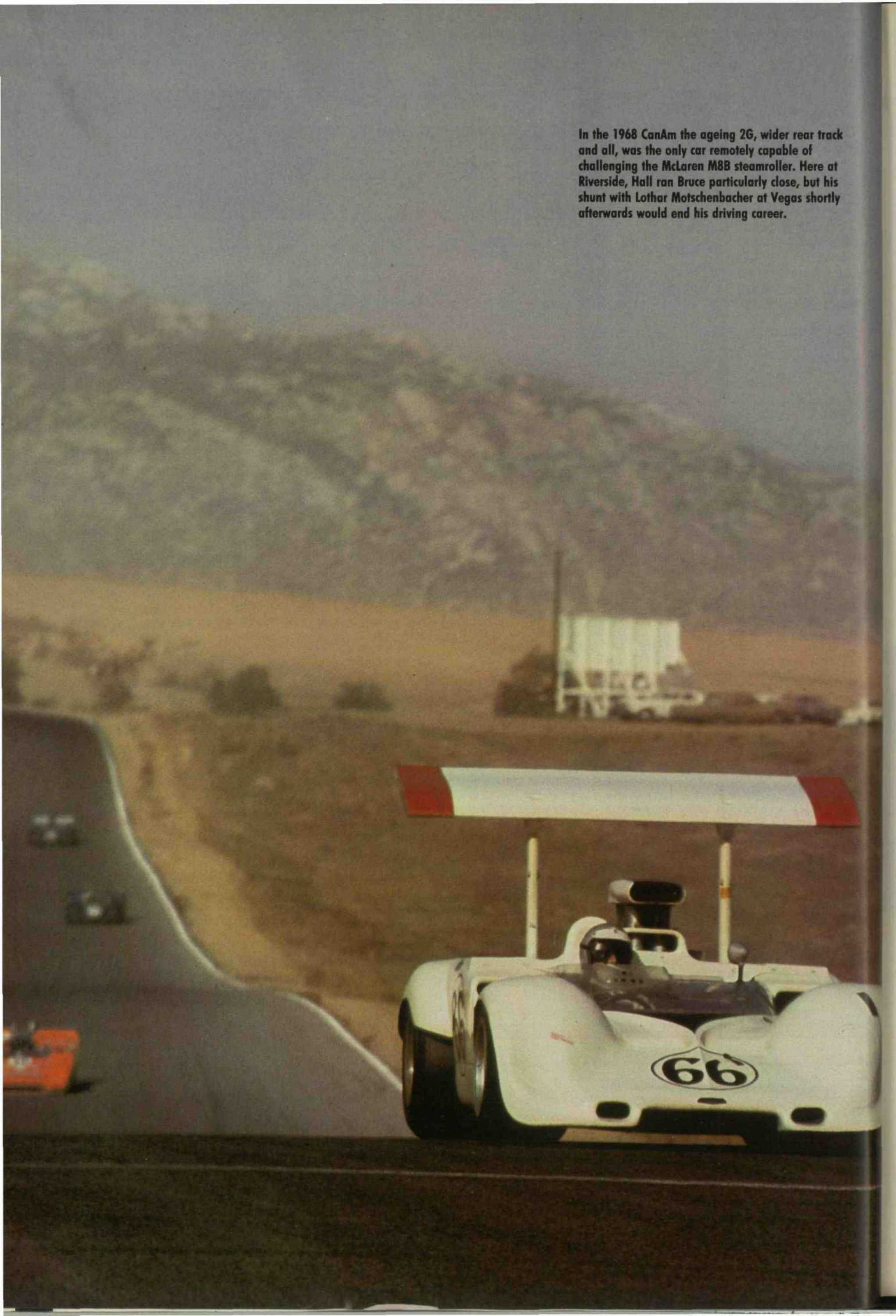
"Indycars have basically evolved around oval tracks and one of the problems we have right now is that we don't have enough of them (only five of 1991's 17 events were held on ovals). Since coming back into it, it's a little frightening to me that we run as many races as we do on the streets, because if street races go out of fashion then the sport is looking hard pressed for places to race.

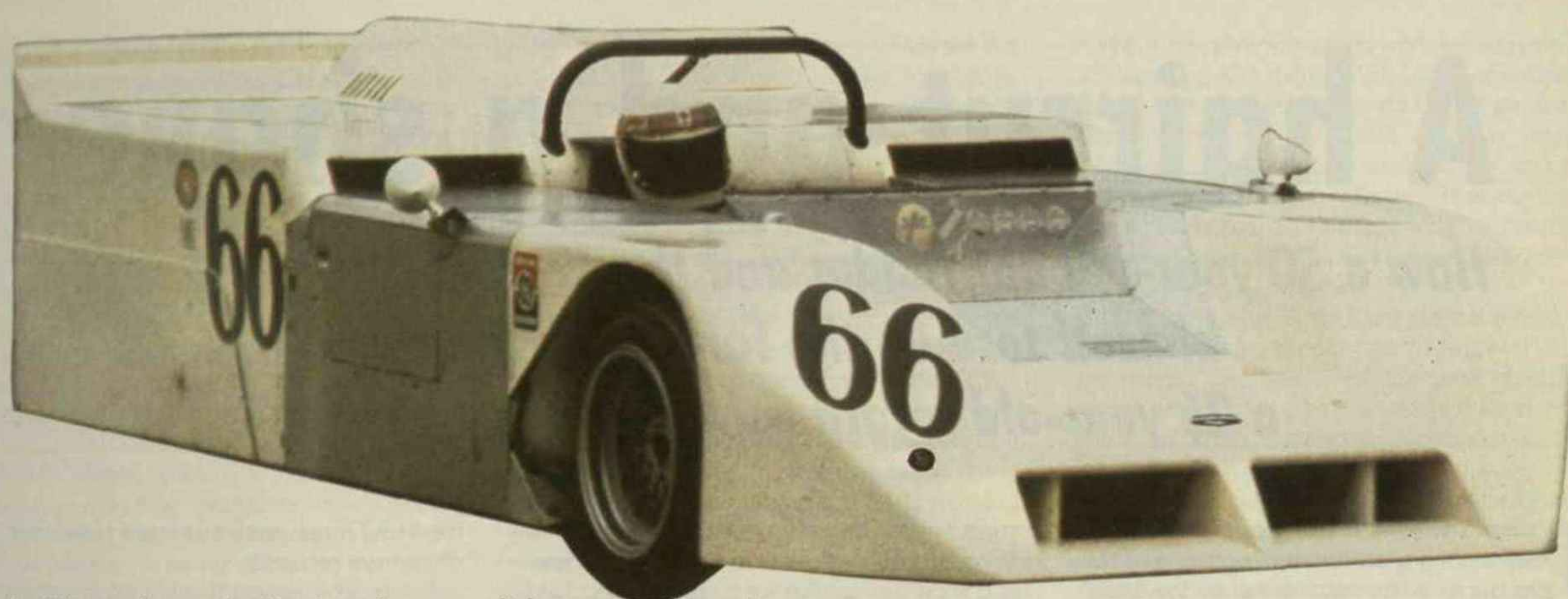
"If we could go to some oval races around the world I think it would be very interesting but, that said, I don't think anybody really wants to go to compete with F1, I don't think that is what they are



Downforce gone mad! Not all of Hall's creations were successful, although most possessed innate ingenuity. The de Dion-axled, narrow-tracked 2H was originally intended to run wingless, but mutated into this monster. John Surtees was singularly unimpressed with its performance, not to mention the visibility problems initially created by its unusual driving position.

In the 1968 CanAm the ageing 2G, wider rear track and all, was the only car remotely capable of challenging the McLaren M8B steamroller. Here at Riverside, Hall ran Bruce particularly close, but his shunt with Lothar Motschenbacher at Vegas shortly afterwards would end his driving career.





After the 2H came the amazing 2J – the sucker car on which two snowmobile engines extracted air from the underside to create the ultimate downforce device. Like the high wings, the cunning idea was legislated out of business.

looking for. CART could stand some races overseas but there have to be the tracks for it.

"If the Europeans were to build some ovals for us that would be really wonderful. I don't know whether they can do it or not but there may be some other places in the world which can. I think the Japanese are seriously looking at it and there may be some emerging countries that are willing to do that (Brazil is one). We'll just have to see."

Jim Hall's vision of the perfect world sees the two formulae existing side by side, complementing rather than fighting one another, Indycars doing what they do best on ovals, Formula One ditto on road race courses.

"If you put us on the same (road race) track with a F1 car we are not going to be all that impressive, because there is a lot of difference in the specifications of the cars. For example, an F1 is a lot lighter for its tyre size. It has a lot of things we don't have. We are optimised for a different kind of racing and I would like to see that go on, because it is a good kind of racing in a lot of ways and the spectators get to see a lot more of it. They can see virtually the whole track in some cases, get to see every pass that is made if they want to, whereas in road racing you just get to look at a limited part of the track."

Another way in which the differences really show up is when it comes to accidents. While a 160 mph shunt in a Grand Prix machine is dire enough, the fact is that much of the speed has usually been dissipated by run-off areas, catch fences, tyre walls and so on. At an oval, the only thing there to stop you is the concrete wall immediately at the track's outer edge. It's hard, it's immovable, it's unforgiving. And it is often contac-



ted at a full 220 mph.

"They are different kinds of cars. We hit walls at horrendous speeds and these cars have got to be quite a bit stronger to protect the driver. There is no question about that. F1 people tend to poo-poo the Indycar and say how it does not do some things all that well. They have got to realise that if you start comparing Indycars to F1 they are not going to do so very well for a lot of reasons – but if you put the F1 cars at Indy or Michigan they are not going to look so sharp either! At the Michigan 500 last August, Indycars which had already run double a Grand Prix race distance were still turning laps over 224 mph. It is doubtful whether an F1 car has ever been that fast, certainly none has ever lapped – or crashed – at such speed. The same applies there as to the velocities and potential hazards of Indianapolis.

"Right now Indy has a very peculiar situation in that it is virtually flat out, which doesn't make for a lot of the things which racing is about. It's good from a standpoint of how close the cars can run to each other, for the spectacle of the racing, but to show the skill of the drivers and designers and the

race team I'm not sure it is a particularly good thing. A driver with a lot of experience at Indy can find out that with certain wing settings and so forth his car will run around there flat out. He can tell an inexperienced driver, who, if he has enough guts, believes him and just goes out there and stands on it. He can go just as fast as the experienced driver. I think experience ought to account for more than that. So I am against rules which slow the speed down without making it a driver's decision about what he does on the race track."

The last remark is a reference to NASCAR, where the sanctioning body elected to install carburettor restrictor plates at the superfast speedways of Daytona and Talladega. According to most Winston Cup drivers all that it has done is made overtaking more risky, accidents more likely.

Commenting on how Indycars are far more competitive now than during his previous venture into the sport, with the technical sophistication and know-how always increasing, where does this great innovator see the next major breakthrough coming from?

"There probably is one but I don't know where it is, don't have one in my back pocket. But that is what you are always looking for. There are now more minds working on it than there has ever been so as you reach the pinnacle it is going to be slower and slower. So we are probably looking for smaller and smaller areas to improve on. And you want to be damn careful you don't innovate such a big step that everybody decides it is not legal. It's happened to us before!"

Which is where we came in . . .

KW

Bouncing back to CART in 1991 with John Andretti and old sponsor Pennzoil, Hall again visited Victory Lane when Mario's nephew triumphed in the opening race at Surfers Paradise. Photograph: Art Flores



A haircut and a shave

How a 50 year-old hot rodder and the 17 year-old car he built himself tore up the form book to break a 26 year-old record using 31 year-old tyres

It takes a peculiar a brand of enthusiasm to keep returning to Bonneville, that desolate expanse of white nothingness on the Utah/Nevada border that nestles in the long-dried bowl of prehistoric Lake Lahontan. Art Arfons summarised it best when he said, "It's the kind of place you'd dread going to, and when you were there you'd just want to leave. But once you were headed home, you'd already be planning

round. "I just felt that there was no pressure on me, despite the speed on the first run. I knew I had a short run-up, that we couldn't expect to go as quick coming back. It just relaxed me."

He pulled the elastic back as far as he could, but these days Bonneville is a muddy shadow of the time when it used to be pure white, inches thick. Over the years local industry has continued its remorseless plunder of the potash that helps the

the 413.37 mph mark a one per cent increment might have required.

It is an achievement that falls into even greater perspective when one looks at the man and the machine. Elwin 'Al' Teague was born in Los Angeles in 1941, yet he looks a good 10 years younger. *Spirit of '76* is a sprightly 17 years old, powered only by a 1600 bhp supercharged Keith Black engine running a diet of methanol and nitromethane in equal quantities and driven through only two of its wheels. Since the '30s four-wheel drive has been considered *de rigeur* for such cars, yet it was never an option for him.



when you'd come back." It yielded him three land speed records in the '60s before tumbling him down the salt at better than 600 mph when a wheel bearing seized as he tried to regain his laurels from Craig Breedlove in 1966.

Like Arfons, 64 and still pounding along in his jetcar, Al Teague has been unable to resist the lure of the wasteland. On August 21 last year his persistence was finally, albeit belatedly, rewarded. Using every available foot of the deteriorating surface, he peaked at a staggering 432.692 mph through the 132 foot section of the measured distance and slotted through the fifth mile at a fat 425.230 mph on his first run. In the pits open mouths inhaled flying salt, for these were figures way above Bob Summers' existing wheeldriven record of 409.277 mph set with the Goldenrod way back in 1965. After going nowhere for 26 years, that mark was finally under threat.

The mandatory return run would be crucial. Even before it began there was trouble as the *Spirit of '76* bogged down and had to be pulled out of soft salt, but despite that Teague remembers feeling calm and relaxed during the turna-

salt to reconstitute its hard surface. The flats might look as spacious as the surface of the moon, but track length is at a premium when the speeds nudge four centuries and you are driving through your wheels. Coming back, Teague had a five and a half mile run-up, half a mile shorter, and it was evident in the speeds. Through the 132 foot trap he clocked only 384.615, 394.602 in the five mile, 398.577 in the kilo, 411.852 in the four mile, and 351.627 in the three. The best average worked out at 409.986 mph for the figures in the fourth mile, but initially it seemed he hadn't quite done enough to surpass Summers' record by the FIA's mandatory one per cent. Al shrugged, knowing that if you can equal a record, you can usually beat it, and Bob Summers' brother Bill was among the first both to congratulate him, and to commiserate.

Only later would the governing body clarify things. Teague, it said some weeks later, had averaged 409.986 mph in the B/Fuel Streamliner class and in the newly ratified single-engined category. It was a new record for wheeldriven cars, regardless of the fact that it didn't quite reach

Photography by RASCO

Finance simply didn't allow such esoteric thoughts. Likewise, fancy rubber, or even the sort of aluminium wheels shod with Kevlar toothed belts used by rival Bruce Crower and his highly innovative *Stars and Stripes Forever*, never came into the equation. Santa Pod has its 'run what you bring' meetings; for Teague it was simply a case of run what you can afford.

In the early days, of course, he had no thought of the wheeldriven land speed record, beyond an open admiration for the likes and exploits of George Eyston, John Cobb and Sir Malcolm and Donald Campbell.

"When I was nine my older brother Harvey was mechanically minded. He was 12 and would buy an old car for \$10 - an old Ford A or something like that - and bring it home and pull it apart. We never had any money but we'd scrape through. And we started getting Hot Rod Magazine. Then in 1948 in east Los Angeles my father

took me to a motorcycle race. It kinda went on from there, when I smelled that Castrol R! There was just something about racing in a circle that got me, although Harvey and I went drag racing initially." They survived the usual hot rod brushes with the LA law but did reasonably well for their budget.

He started going to Bonneville in 1967, and then began running his own B/Fuel high boy roadster with a blown Chrysler, just going "faster and faster and faster". In 1972 he achieved a speed of 268 mph that simply stunned the Bonneville cognoscenti – "it was just unheard of at that time for that type of car!" – and only recently were those speeds beaten.

After experimenting with sprintcars – "it got to the point where it was taking too much time and too much money" – he came back to the salt. "I really loved Bonneville, because I was more successful at it. So I found a little niche."

What he did in that niche borders on the unique. Take a glance at America's other racing categories – Indycars, NASCAR, IMSA – and the leading teams operate in an aura of high-budgeted sophistication and professionalism. Sponsorship is king, publicity paramount. Television captures the every deed and thought of the participants.

Al Teague has none of that. The Spirit barely fits into the small workshop area at the back of the Speed-O-Motive shop, and if it has the sort of clinical, eat-your-lunch-off-the-workbench technohype of the '90s, it was well concealed during our visit. Turbojets and pure thrust are not for the

weigh heavily. Last August, when he aimed the projectile down the long black line and calmly pushed it faster than any man has driven a pure automobile, he achieved what he achieved through an almost unnatural blend of persistence, courage, determination and patience. That day, the waiting finally paid off.

There are unusual qualities to the man that reflect his inner calm. He doesn't whinge about his lack of financial resources, nor rail at the unfairness of having to exercise so much patience when he knows he could have gone faster, sooner. He has a natural modesty. "The record waited for me," he is grateful to acknowledge. "I was lucky. Nobody came along and beat it. It was just a matter of me setting a goal each year and just working with the equipment." He doesn't mention the refusal ever to give up, and only agrees with reluctance when you suggest he was owed something after doing so much the hard way. In fact, the comment provokes a chuckle. "I've enjoyed it, believe me. It's been a big romance. If I could be up there with names such as Eyston, Cobb and Campbell, that would be real neat. It would really mean something to me." He is, of course, but it hasn't yet dawned on him.

Fear, the record breaker's safety valve is something he quite clearly has well under control. He admits that he gets "hyper" before his first run during a new record attempt, but he is not a man to worry unduly. He has too many days at the salt flats behind him for the spooky atmosphere to pose real anxieties. But there is one nagging worry. "I am scared of failure. I've missed a lot of

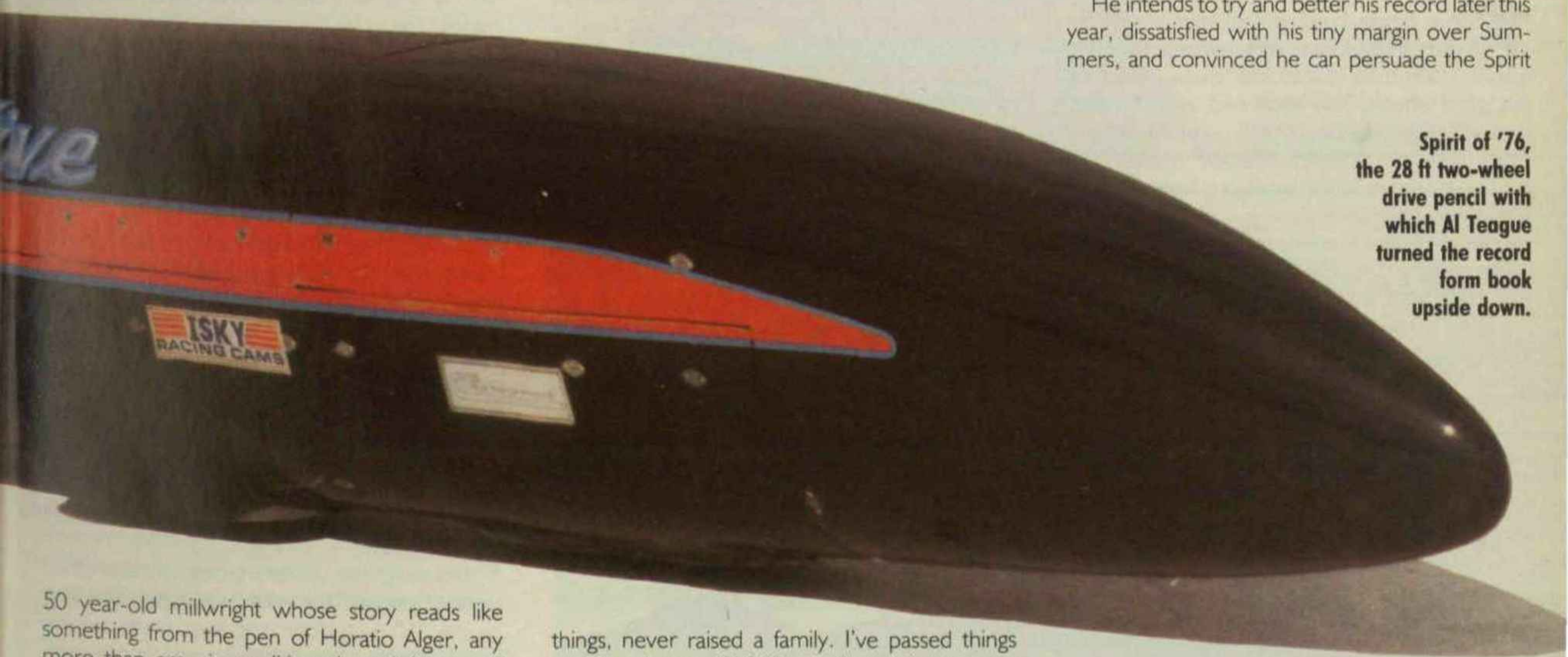
in 1960), his current products were just too soft. "I hit something with them in 1990 and just stripped them," Al recalls. He had also got hold of some 31 year-old Firestones. Incredible as it may seem, they still proved admirably suited to the sort of task that Dunlop spent millions addressing with Donald Campbell. If anything, the ageing process had cured them to the point where they could better withstand wheelspin.

In his workshop he still has a set that ran over 400, a chilling, shredded mass of exposed plies and beads. "The tyres were the same after the record," he admits quietly, recalling the need to give them "a haircut and a shave" between runs as the damaged rubber strips were cut away. To anyone who is not driven by his obsession to take the record, is not similarly hooked on the narcotic of speed, they are testimony to a game of Russian Roulette played out at speeds that would let him cover two football fields or 633.6 feet every second. To Al Teague, however, there was simply no other option. Spare tyres were a non-existent luxury. "When we set the record, we were flat out of rears." He was also nearly out of FIA sanction, which expired that day.

As usual, necessity overrode caution, but it was nevertheless a calculated risk. "We had our backs to the wall, and I don't want to do it again!" he says fervently. "The tyres were down to only one ply at the end, not two. You can run through four plies altogether without a problem, but these were beyond that. I've done it, but I've said to myself I'll never do it that low again. That was scary!"

He intends to try and better his record later this year, dissatisfied with his tiny margin over Summers, and convinced he can persuade the Spirit

**Spirit of '76,
the 28 ft two-wheel
drive pencil with
which Al Teague
turned the record
form book
upside down.**



50 year-old millwright whose story reads like something from the pen of Horatio Alger, any more than are air-conditioned workshops and technical trappings such as wind tunnels and spare engines. There aren't any keypad security devices either; when he's there, Al's door is always open. The Mexican family that arrived at one point was welcomed to take a look at the strange dark blue monster it had spotted protruding into the alleyway.

Teague has done for the wheeldriven record what Arfons did for the outright mark, pushing forward the frontier in his own time, going as quickly as the money, conditions and his own spirit would allow, with neither hype nor rancour on the numerous occasions when things have gone wrong. When you get only one or two shots at your goal each year, downtime tends to

things, never raised a family. I've passed things over for the car. If I fail here, does this mean my life has been wasted? That ultimately I've failed?"

If he was the kind to fret about the little things – such as the lack of finance, a large enough place to work on the car, the right kind of tyres to go 400 mph in a vehicle driven through its wheels – he would never have broken Bob Summers' 26 year-old record. Those tyres, however, have presented a massive problem. In the '50s and '60s Firestone and Goodyear fell over themselves in the battle for supremacy. Now, neither has the remotest interest.

He tried the Bonneville specials produced by the late Mickey Thompson's company, but though Mickey was the second man after Cobb to touch 400 (with a 406.60 one-way in Challenger

to fly a little faster. Tyres, again, will be the major problem. At Speed-O-Motive he has a supply of 1963 Firestones from the Indianapolis roadster era, their treads buffed away to leave a mere four plies of rubber. He admits he is less than keen to use them because of the reduced safety margin, and has in any case purchased five 31 year-old Firestones from Athol Graham's son Butch. Graham, to whom the vision of a new land speed record had come in a dream, was killed when his flame red racer flipped and tumbled to destruction. Now, by supreme irony, these vital remnants of his quest may yet help a brave fellow spirit to succeed once again on the salt where he perished.



Spirit's History

Teague began building the *Spirit of '76* on January 1 1974, as an open-wheeled lakester with a 1½ in tube spaceframe chassis and four outriggered wheels. The fronts had, and still have, torsion bar suspension, but the rear end remains rigid. There are brakes on the rear wheels only, but two parachutes, one small, one large, provide high-speed retardation.

"I worked on it every day up until August '76 – only took one day off that whole time," recalls a man to whom work is no enemy. His regular routine is to leave his fulltime job as a millwright in Brea and to arrive at the premises of the Speed-O-Motive speed accessory business in Santa Fe Springs around four in the afternoon. He is rarely home before nine, but his wife Jane is very understanding.

The 160 in wheelbase car was powered by a twin turbocharged 392 cu.in Chrysler Hemi, but after its first runs he added another 18 in between the front and rear wheels. For a long time a lubrication system problem melted pistons, and a cure was not fully effected until he relocated the oil tank ahead of the engine. "We only had one time each year to find the problem, when we went up to Speed Week, so progress was a little slow!" he admits freely. At this time he was edging 260 mph, but he had added 20 to that by the 1980 season.

That winter the *Spirit* changed radically, making the step from lakester to streamliner as he lengthened the wheelbase again, to its current 225 in (to the frontmost wheel centreline), and mounted the front pair of wheels in tandem, linking them with an ingenious but simple mechanism that illustrates his technical aptitude.

"We added a bolt-on section of chassis ahead

of the coolant tank, and we finished off the body. Dennis Manning, the motorcycle racer, had lent me his original moulds, which was what had inspired me to do the streamliner."

It was not until 1985 that his efforts really began to pay off, thanks to the sort of inclement weather at the salt flats that had sent Project Thrust scurrying home in '81, and bound for the Black Rock Desert in Nevada the following year. The speed began to pick up dramatically, with 353 mph.

By 1988 the full bodywork had been completed, with the rear wheels now enclosed by elegant integral spats that add a hint of Batmobile to the incredibly narrow rear end. Along the way he had acquired a 490 cu.in Keith Black motor to replace the 470 that had supplanted the original powerplant. He set a new B/Fuel Streamliner mark of 349.695 mph, later raising that to 378.567 with a peak of 382. Only Athol Graham had ever got as close to such speeds with two-wheel drive, in his ill-fated City of Salt Lake back in 1960.

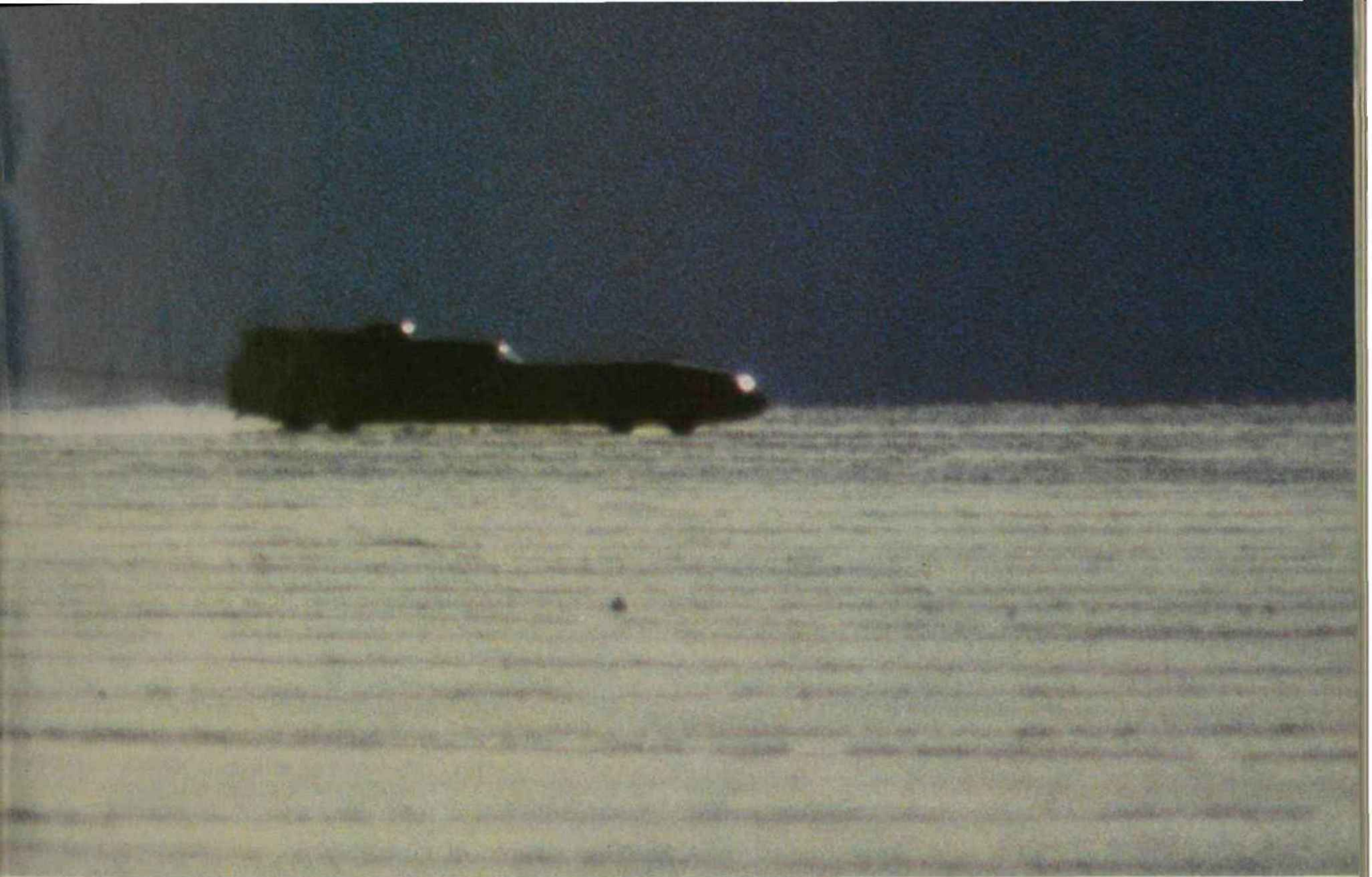
"I wanted the world's fastest single-engined record," says Al, "but when we started knocking on the 350 mph door, and then went into the 380s, I began to think of the wheeldriven record, but I didn't tell anybody. I figured they'd all think I was crazy!"

As the speeds rose, he wanted to be the first man to 400 mph in a single-engined car, but was narrowly beaten to the four centuries by Nolan White's one-way 401 mph in 1990.

The *Spirit of '76* – named after bygone racer Earl Evans to whom the number always brought good luck but called 'Betsy' by Teague – now measures 27 ft 9 in from its elegant nose to its

At the end of its first record run, Spirit sank into soft salt but was rescued in time to make the mandatory return.



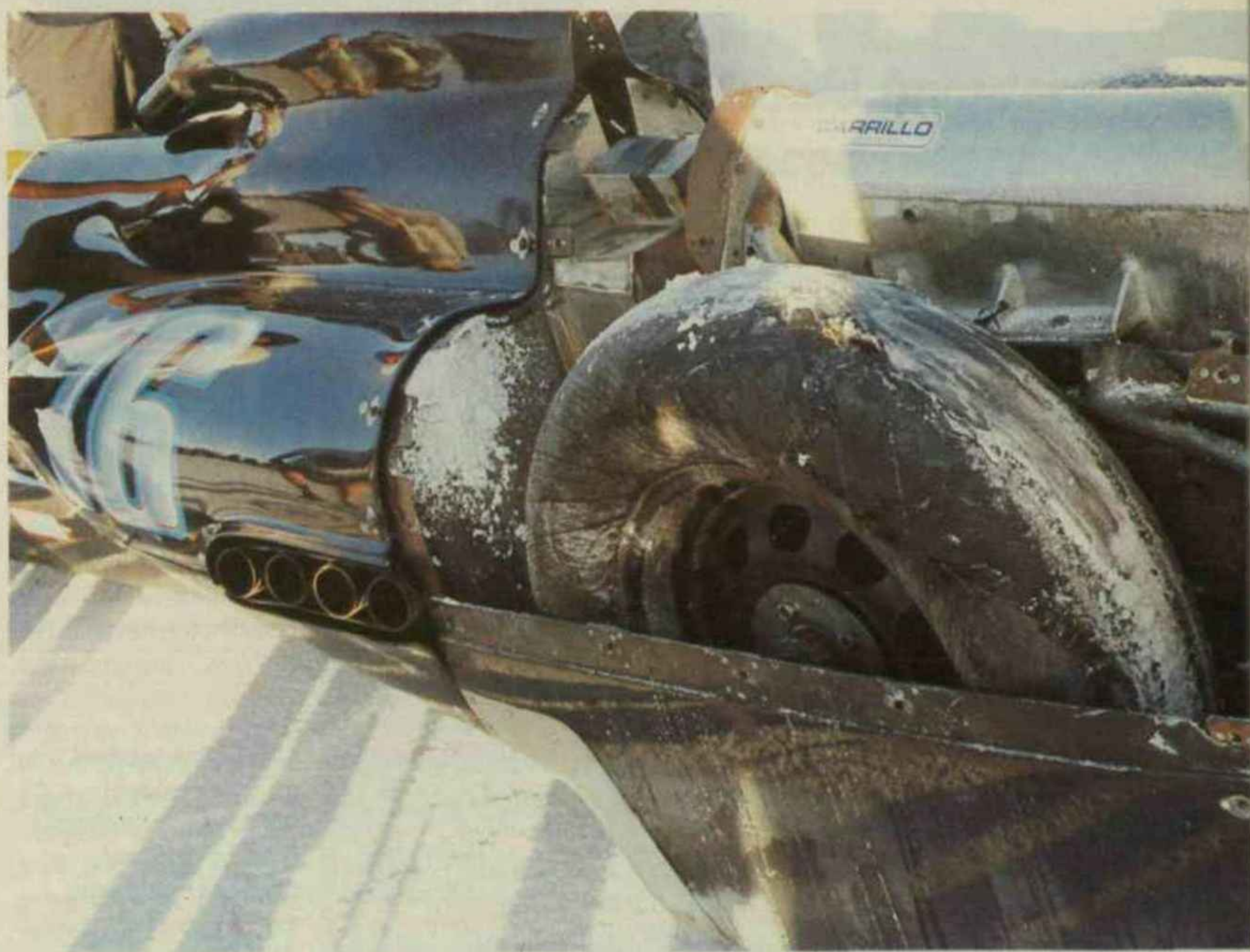


Happiness is a working 'chute. Teague employs a small drogue at maximum, a larger one below 200 mph.

batwing tail, is 39 in at its highest point, and a slippery 36 in wide, although Al himself is unhappy with the rearward bulge that hurts its frontal area. "But I figure I can't get by with any narrower a rear track. Maybe I'll fill in the rear wings and modify the diffuser, but the way it's built it enters the air good and all the drag back here might just stabilise it. Maybe I'll streamline the front wheels a little more, too. There's always a project going through my head for the winter."

From the rear, the overriding impression is just how tiny the car is in comparison with predecessors such as Eyston's Thunderbolt, even Cobb's Railton and certainly Campbell's Bluebird CN7, yet it has now outstripped them all as the world's fastest pure car. It is somehow gratifying that, after all the multi- and gas turbine aircraft-engined creations, exciting though they undoubtedly are, a single-engined piston-powered streamliner should once again hold the ultimate automobile crown.

A haircut and a shave: wheelspin at 400 mph was not kind to Teague's ageing Firestones.



What's 400mph like?

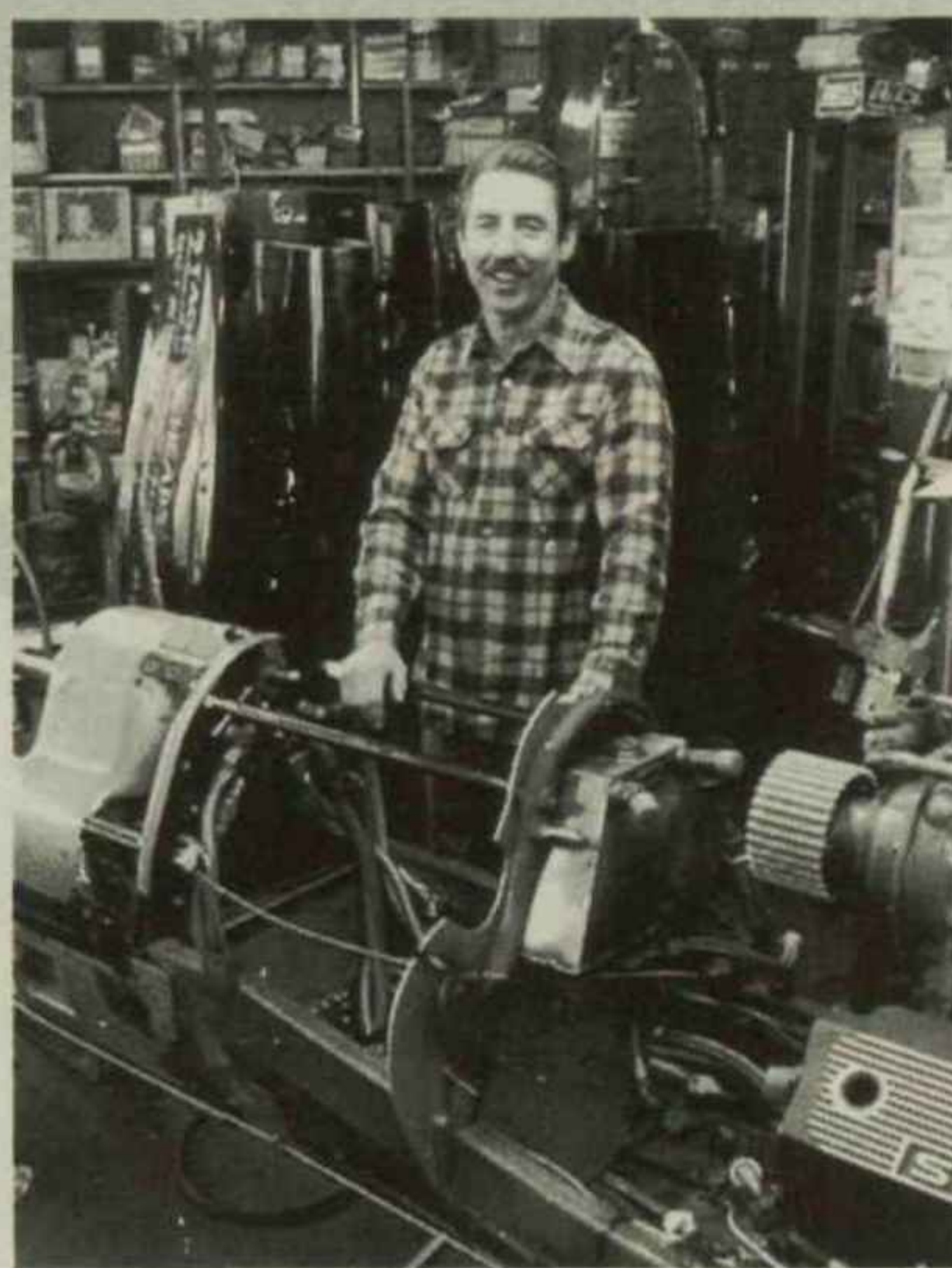
"People ask what 400mph is really like and it's kinda hard to explain," said rocket car pilot Bob Tatroe in the '60s. "It's like someone asks you what does chocolate pie taste like, and you say it tastes like chocolate, but what does chocolate taste like?"

Al Teague agrees. "I can't really tell you just

what it feels like! You're in the car, and you're concentrating so much! I'll give you a kind of blow by blow.

"First of all you wait for the last minute to get in." It's not difficult to see why. The Spirit's bodyshell is a bare 21 in wide and the cockpit itself is only 17. It feels about as comfortable as a coffin,

only harder to get into and out of. You have to turn the butterfly steering wheel to the vertical, and then ease yourself down with your legs either side of the tachometer, the oil warning light and the gearshift. The clutch pedal position keeps your left knee kinked; your right is uncomfortably adjacent to the dashboard. The floor pinches your bottom, the rollhoop gives your shoulders a friendly squeeze and extends so far forward to protect your head that, with the tiny windshield canopy in place, the whole thing echoes eerily. The space is so confined that Teague has to wear



The Batmobile: above on the salt in 1990, below with its creator in the Speed-O-Motive 'shop in Santa Fe Springs (bottom photo courtesy of Hot Rod Magazine).

an open-face Bell helmet because a full-face one wouldn't fit. "And I used to be scared I'd outgrow the car before I broke the record!" he jokes. You wonder what the chances would be of extracting the driver in the event of a rollover.

"They strap you in. Get you good and tight," he continues. "You take off the guards on the four fire extinguisher plungers. I get a littler hyper before the first run, and I like it when the starter says go and I like to feel the bump of the push truck.

"You start taking off, and now your mind's busy. You got things to do. You gotta reach over here and hit the switch, then pump the throttle twice to arm the computer. A lot of times I forget it, but it's not a case of life and death. If you don't, the minute you floor it the first time it's armed. You're feeling shocks through the wheel at low speed now, and it's jerking round as you hit ruts. Soon as the oil pressure starts climbing, gets up to 40, you flip these two magneto switches and it starts, burb, burb, burb. Then you just settle back, situate yourself, and just start pushing down on it. You're pushing it, pushing it. It might break loose, but you just start taking it up, keep watching it, maybe start feeling some bumps in different parts of the course. You have to watch the black line out of the side because the nose is so long and you sit so low, and you need to keep it about where you want it, just keeping down on the throttle, trying not to break the tyres loose. It's wheelspin that kills tyres.

"In low gear in previous years I'd chase it. I'd spin the tyres trying to get it to move. Last year I'd get it going pretty good in low gear and then just throw it in second. I was easier on the car to try and save the tyres. Now I don't try to wring it out. I drive it like it's in the rain. With the other way you could go back and see black marks all over the course...

"I thought a lot about it during the winter of '90.

Maybe I had too many engine revs; we did a gear ratio change and a couple of things to the engine, and where it had been sluggish when Nolan beat me to the 400 – we matched him the next day but the speed was so *hard* to come by – this time it just came alive and RAN!"

The gearshift is simple enough, with a normal H gate for the four-speed Weismann transaxle that Al believes came from the Brabham F1 effort. First has a ratio of 2.60:1 and is good for around 100mph. Second (2.10:1) takes you over 200, and third (1.80:1) peaks around 380. Top is 1.55:1, and good for 430 plus. Operating it is the trick, in the confines of the cockpit.

"I'd more or less do the same thing into third, getting it there and just going with it. With the big tyres last year it really was good. Once you get it in third, get past your first and second, maybe even your third mile, you're just going for the ride, you're just watching your black line, listening to the car, the way it's running. If you kinda jump on it sometimes, you break the tyres loose. It's not a problem, but it's not good. It kills the tyres.

"If it comes out of shape you've got wheelspin, so you get off the throttle. The car tells you if it likes something or not. It tells you when to get off.

"The funny thing is that you don't really get much sensation of acceleration, but you get down coming into your last two miles, you know you're moving. You're watching the black line still, but like you were earlier focussed on it, now you're catching the next mile markers real fast. The moment you exit the last one you just shut it off. The hard part is getting it stopped. That's a big hassle! I just push the clutch in, let off the gas and then pull this chute release right away. I don't touch anything else. You feel the jerk and then it's coming down, coming down, and you keep going with it, going with it like that."

DJT

THE FIGURES: August 21 1991

RUN 1

3 mile	387.067
4 mile	408.121
Kilo	422.438
132 trap	432.692
5 mile	425.230

RUN 2

132 trap	384.615
5 mile	394.602
Kilo	398.577
4 mile	411.852
3 mile	351.627

AVERAGES*

3 mile	369.347
4 mile	409.986
5 mile	409.916
Kilo	410.507

* Note: Southern Californian Timing Association figures are given as averages of speeds, where FIA timing is done as average speeds computed from the average of the times for each run.

On its Adelaide debut Aussie Invader 2 bore allegiance to Ampol as McGlashan tried to interest the oil giant in supporting his nationalistic project.



Australia bids for the record

If Rosco McGlashan has his way, his Thrust-like Aussie Invader will deprive Richard Noble of his outright land speed record

Tucked away behind the pit straight grandstands in Adelaide lurked a car more powerful than anything on the race track, yet which remained utterly silent throughout the Australian GP meeting. Only its owner was making any noise, and the ebullient Rosco McGlashan is aware that he will have to make a great deal if his big blue projectile is ever going to run in anger.

Just getting the 26ft Aussie Invader 2 to Adelaide was a major landmark for a man who, like Al Teague, is getting as close to the record books as his own ingenuity and financial resources will allow. For many months now he has worked to raise the finance to emulate his nation's other great record breaker Ken Warby, who shrugged when his countrymen yawned, and laughed when he first broke the water speed record 15 years ago in the boat he designed and built in his own backyard.

McGlashan's car bears clear resemblance to Noble's current 633.468mph title holder Thrust 2, with only subtle differences. The bodyline of the cockpits is lower – "I'm only a little guy so I can sit much lower!" – and the tail fin is single. The outriggered rear suspension members have the rubber springs atop the struts rather than below. The air intake, designed by aerodynamicist Jack Apgar who penned the intakes for the F111 and the Hornet, is markedly squarer than Thrust's. Unlike the aluminium-clad British car, Invader will ultimately use a carbon fibre and Kevlar honeycomb bodyshell. When the solid aluminium wheels are ready, the car will be even more Thrust-like, because they have been

designed by John Ackroyd, the man who created Noble's successful machine. McGlashan sings his praises without pause. "When I first approached him to help I expected him to say 'No way, mate' because we were opposition, but he couldn't have been more positive." Unfortunately, just getting the right sort of aluminium in Australia is currently stretching Rosco's patience, but he remains hopeful of launching an attempt

with the 17,500lb machine at Lake Gairdner or Lake Deborah sometime in 1992. He'll start by attacking Donald Campbell's 403.1mph Australian record, moving up in stages, taking whatever advice and help comes his way. He keeps body and soul together racing his dragster, all the while awaiting that moment when his dream becomes reality and Aussie Invader 2 finally reaches the salt. **D J T**

Business end: Aussie Invader 2 uses an Australian manufactured Atar 09C5 turbojet producing 17,500 lbt. Rubber tyres are for show only.



Worth selling your granny for . . .

They never warned us about things like this at school. Cigarettes, heroin, Newcastle Brown, the local girls' high school . . . we were cautioned against all of these, but never once did anyone mention the Caterham 7, now available with Rover's critically-acclaimed K-Series engine as an entry-level road car-cum-racer.

How does a respectably married man finance a habit such as this? For starters, you need around £14,000 and 50 man hours. After that, running costs aren't too bad. And, if one day your addiction is cured, you can more or less match your original investment when the time comes to sell.

As with any Caterham, the K-Series Seven arrives in partial kit form. The factory tends to all major safety-related items (eg brakes) and anything that requires jiggling (eg wings). Suspension, gearbox and rear axle are a matter for the capable DIY enthusiast.

The idea behind the K-Series Seven is that it can be used either on road or track. The example we tested at Snetterton didn't require anything as vulgar as a trailer to reach Norfolk. It was driven to and from the circuit, having completed a full day's track work in-between times.

The differences between road and race spec-

ifications are minimal. The race version has slightly more power (110 bhp rather than 103), thanks to freer breathing through a K&N filter (replacing a more complex, power-sapping airbox) and a four-into-one side exit exhaust (in place of a longer, heavier tail exit pipe). In addition, the road car has its rear roll-bar set slightly stiffer, producing a mild bias towards oversteer. The bar is, however, fully adjustable, and can be tailored to suit individual preferences on or off the circuit.

A colleague who had tested the racing version of the Vauxhall-engined Caterham (188 bhp and slick tyres . . .) earlier in the year reckoned it was the best balanced racing car he'd ever laid hands on. After 10 laps at Snetterton, I can say the same about the K-car. Any chance of a few comparative laps in Hyperion Motorsport's Caterham-Vauxhall, lurking in the neighbouring pit garage, was wiped out by a queue of prospective purchasers stretching most of the way to Great Yarmouth.

In some respects, that was a shame. The brutish Vauxhall device appeared almost as agile as its nimbler K-Series cousin through the twistier parts of Snetterton, but the difference in lap times came into sharp focus when I exited the Russell chicane (well, that's what they call it, though 'abomination'



is an apter description) just ahead of the former. Accelerating hard through second and third gears, the Vauxhall slammed past as though it had been fired from a catapult. The nimbler machine recouped fractions of lost time through Riches and Sear, but down the Revett Straight the Vauxhall was gone, off to play with Formula Ford cars and not to be seen again.

That does not mean that the new model is a slouch. The factory reckons that competitive lap times around Snetterton will be in the 1m 26s bracket, which is what you might expect a quick production saloon BMW M3 to achieve. It's certainly a few seconds faster than Mazda's now discontinued MX-5 Cup racer, which has similar fun appeal but is rather less versatile, not being road legal.

Despite its modest 110 bhp, the lighter weight of the K-Series Caterham should put it on equal footing with the more powerful pushrod Fords.



CATERHAM K-SERIES

Caterham hopes the K-Series will introduce new blood to the sport, serving as a road car-cum-racer.

Caterham has now restructured the format of its road-going race series, and there is a logical progression to the giddy world of Vauxhall propulsion. Previously, there were three classes – A, B and C. The former has now been axed as, according to Caterham's Jez Coates, "the cars tended to be so extreme that they were seldom used on the road." In its place is a separate Vauxhall-engines-only series, "the closest thing to a Seven-shaped, full-blooded racing car that there is." The road-going series continues with a two-class structure, B for Ford pushrod-powered cars with around 160 bhp, C for 125 bhp pushrod Fords and the new K-Series. What the Rover-powered cars lose to their C-class rivals in terms of horsepower, they gain in weight and agility. The factory entered its own K-Series racer for the final round of the 1991 championship. It qualified second fastest in class, though it finished its afternoon in the gravel trap. Forgiving as the Caterham may be, it isn't immune to oil slicks . . . Whatever, the factory returned from the meeting confident that the car would be a competitive proposition for '92.

The K-Series is aimed squarely at the beginner, and Caterham is launching its own novice driver award (though tyros running any car are eligible for this). In addition, Rover is putting up a trophy for the best K-Series performer, irrespective of overall class results. Eligible cars will have to run factory-sealed engines and Yokohama 185/60 13 control tyres.

Judging by the response of those queuing up at Snetterton, Caterham will have no problem filling grids. A couple of K-Series deposits were taken there and then. At the time of writing, sales of K-Series models were well under way. Initial expectations are that there will be 10-15 of them competing regularly in 1992. And there'd be another guaranteed entry, if only I could find a buyer for my grandmother . . .

SA



Photography: LAT

Such lap times beyond reasonable expectation are a direct result of the Seven's hugely impressive cornering ability, even on road tyres. A Caterham's straightline speed is not much to shout home about, given that the basic Seven shape has the approximate aerodynamic properties of Denmark. (Caterham quotes a 110 mph top speed for the K-powered road car.)

The level of available grip is quite staggering, being particularly noticeable through the quick right-handers at Riches and Coram.

Questions about the Caterham's principal handling characteristics were met, pre-test, by a smiling response. "What would you like it to do?" This didn't mean that the team was about to rush around fiddling with roll bars and spring rates

(which are free). Quite simply, the K-Series responds a bit like a 100 National kart. If you want it to oversteer, simply plug in your 'brutal' chip. Turn in late, on the brakes, unsettle the car, reapply the power, the tail works loose . . . and no more than millimetric steering corrections are required to redress the balance. Such user-friendliness is not common to all racing cars, but Caterham reckons to have dialled it in right across the board. The Vauxhall car, for instance, is geared to rival the mighty TVR Tuscan Challenge in terms of lap times. At most circuits, it is just as fast; at some, it is even faster. There could hardly be a greater contrast in styles to achieve the same result, the TVR all armfuls of lock, the Caterham needing little more than the occasional flick of a wrist.



Calling all minimalists . . . The Seven fits like a glove.



Same fiddle, different tunes

Less weight or
more power? Your choice
from Weissach

Two ways to spend over £60,000 on a new, rear-engined Porsche in hallowed 911 format are offered to those who value performance above all else. Both the Carrera RS Lightweight and 911 Turbo are wrought upon the basis of the current Carrera 2, but are radically modified over that 250 bhp start point.

Our pairing draw on conventional speed techniques – lower body weight for the RSL, turbocharging for its stablemate – to provide totally different driving experiences. However, they cover a timing strip at a very similar clip with 260 and 330 bhp respectively, thanks to a 528 lb disparity in their kerb weights. Both have sensational performance, statistically and subjectively. The RSL and Turbo are capable of 160 and 170 mph respectively, rushing from rest to 60 mph in five seconds . . . or less. Both achieve less than 20 mpg.

On the public road, this desirable pair are amongst the elite of practical performers. They can consume commuter convoys or motorways at such sustained pace that – traffic jams aside – a light 'plane would be pushed to reduce your journey times in Britain. Yet their philosophies are totally different. The RS Lightweight has such a



Photography: LAT

UK range

We have two of the most expensive possibilities in British Porsche motoring at our disposal here. The 911 range now starts at £50,243.29, with the 3.6-litre powertrain. It has transmission choices from 4x4 to either five-speed manual or four-speed Tiptronic, the latter a £2707.50 option that MOTOR SPORT liked when fully tested early in 1991. Such transmissions are available in three bodies: Coupé 2+2; Targa and Cabriolet. In each case the latter demands most cash. The silly combination of Carrera 4x4 abilities and folding top demands £63,873.68. At £63,544 you have a choice in 911 Carrera RS motoring, the Lightweight we tested or the Touring. The Touring rather defeats the stark objectives of an RS, but is a lot more practical with its central locking, alarm system, electrically adjustable sports seats, powered windows and eight-speaker sound system.

In the rarefied financial stratosphere beyond £70,000, Porsche has a couple of 'turbo-look' alternatives to the real thing. They are the 911 Carrera 2 Cabriolet, with or without Tiptronic at £70,397.39 and £73,106.15 respectively. Finally we have the £78,318.74 Turbo, as tested. The bulk of our mileage was in an official demonstrator that was at auction on the appointed photographic day. Thanks to Claire Knee for persuading AFN in Chelsea to lend us a replacement.

Technical analysis

Dimensionally, the RS is considerably lower, slimmer of body (the wheel tracks are the same) and so much lighter that it can almost offset the Turbo's 70 bhp bonus. The RSL is 528 lb lighter than the Turbo. How so? Porsche began by deleting some items, viz the luggage compartment carpet, underbody corrosion protection (the warranty is down to three years), fog lamp apertures (lightly plated over), door pockets, the majority of soundproofing and folding rear seats. Stereo sound equipment goes to the no cost option list, and the internal door handles are replaced by pull tags that are going to look very scruffy after several thousand miles, especially in the vilified test car pink. Removed on the electrical front are many items from the wiring harness (ie that which supports electric windows and so on). Also out are central locking, wiring and speakers, plus the usual standard burglar alarm. Positive steps included a pair of fixed Recaro lightweight seats (oddly finished in heavyweight leathers), thinner glass for all but the windscreen, and manual window winders. I found manual labour easy and would cheerfully dispense with electrical assistance on the standard car, too. The steel bonnet is replaced by aluminium and the lid swings open to reveal bare fuel tank, plus a master switch suitable for competition. Stark though these steps may sound, an RS

sternly strapped down chassis that only the committed heart of our readership – or those with extensive vintage experience – are likely to be able to stomach its rural ride in everyday use.

The RS draws on an older (1973) Porsche tradition for providing speed from lowered body weight, and our test car followed this specification to its Lightweight conclusion. Items such as manual window winders and thin side glass save approximately 10 per cent over the now admittedly plump Carrera 2. Those who cannot do without electric windows and stereophonic entertainment can opt for a Touring version that saves only 140 lb (around four per cent).

The Turbo is almost as old a Porsche concept (born in 1974 as a 260 bhp three-litre). It draws inspiration from the desire to make a practical supercar. More than 35,000 Porsches of all types reside in Britain. These two will be amongst the rarities. Porsche GB plans to bring in only 80 Turbos. No more than 100 rhd RS imports are planned, the Lightweight specification tested accounting for 80 of these.

Two of a kind (top). The functional pink RS carries only the bare essentials.



MOTOR SPORT

still retains power steering, Bosch ABS and the electrically raised and lowered rear spoiler. Such features originated on the Carrera 4.

The rest of the 911 formula is modified to suit the RS's competition aspirations, often drawing on the turbo for inspiration (ie mirrors, wheels and huge cross-drilled brakes). Yet it is important to note that parts are not necessarily interchangeable. For example, those similar looking wheels are made in magnesium on the RSL and have half an inch extra rim width at the front, whilst those of a Turbo are in cast alloy and widely available for the 'turbo look' styling exercise that Porsche is currently pushing prominently.

Similarly the drilled discs and the use of four piston calipers are all sales-catalogued as being in common, but the rear discs are different and the ABS naturally needed reprogramming to deal with such a light, stiffly sprung machine as the RSL. Porsche places great emphasis on the Carrera Cup racer's similarities to the Lightweight road

bhp claim equates to that of the old Sport Turbo specification. Another 20 turbo bhp is claimed over that of the pre-1990 onward Turbo, but we understand that the RS had one powerful ingredient that has not been promoted in the catalogues. All the engines are built to Porsche's closest factory tolerances, akin to a factory blueprint if you like. That painstaking procedure probably has more relevance to the extra 10 bhp claimed than the 'official' reason of an amended electronic control unit. The twin ignition flat six was also owed to the Carrera 4. The redevelopment of the boxer six cylinders from 3.2 to 3.6 litres was rated at 69.4 bhp/litre.

The two-valve-per-cylinder boxer six has 72bhp/litre in RS guise, a total output similar to the original three-litre turbo. Porsche may opt for quad valves in each cylinder to release more power in the future. For the present a small torque bonus is also claimed, albeit only 3 lb ft (200 rpm higher than the Carrera 2's torque

Action

Observing the two Porsches bumper-to-bumper at rest, their separate characters are apparent. The RSL squats close to the ground, refugee from a circuit paddock, and retains the classic 911 line, courtesy of the electrically retracted rear spoiler. The Turbo features a fixed whale tail that carries its enlarged intercooler and has gaps between tyres and arches that look like those of a Ford Escort by comparison to those of the RS. Cockpit comparisons highlight the essential differences in appeal, the Turbo plush in a manner that makes us uneasy on the ever-plumper 911, the RSL so stark as to bear references to a punishment cell, lacking even door handles. The black fascia remains kith and kin to its predecessors, five black and white dials recording the red needle's progress from rest to 300 kmh (180 mph) and 6800 of 7000 displayed rpm. Both RS and Turbo share official 6800 limits on the fascia, but others used higher rpm to return their performance figures. The RS cabin is almost the better for its lack of equipment, for turbo items such as the small rocker switches for sunroof and rear wiper are well-hidden; the rear screen heater is actuated via a pull knob that is a stretch away on the central dash.

Then we encounter the impracticalities of daily RSL life: loading luggage into the enlarged rear compartment is rendered almost impossible by the fixed seats. Also, there is no interior light. So we used the glovebox survivor and puzzled as to why the cigarette lighter survived the lightweight process. A multiple function on-board computer for the Turbo covered five further functions. We did not appreciate the digital speed display (too small), but the average speeds were entertaining; we tended to rest on the boost display which recorded 0.7 bar maximum, rather than the 0.8 of its predecessor. If you feel cruel boost is available with maximum throttle in top gear from under 1800 rpm, but the bulk of the generously boosted torque curve (some 100 lb ft more than that of the augmented RS total) is placed between 2500 and 5000 rpm.

The computer readout proved accurate to within 1 mpg on cross-checked runs and emphasised that 20 overall mpg was well within motorway reach. The front tank with traditional nearside wing access swallowed consistent amounts at refuel time in both models. Consumption of unleaded fuels averaged fractionally under 19 mpg of 98 octane "super" in the RSL, or some 2.5 mpg worse in the boosted model, thus balancing the use of cheaper unleaded in the more powerful machine.



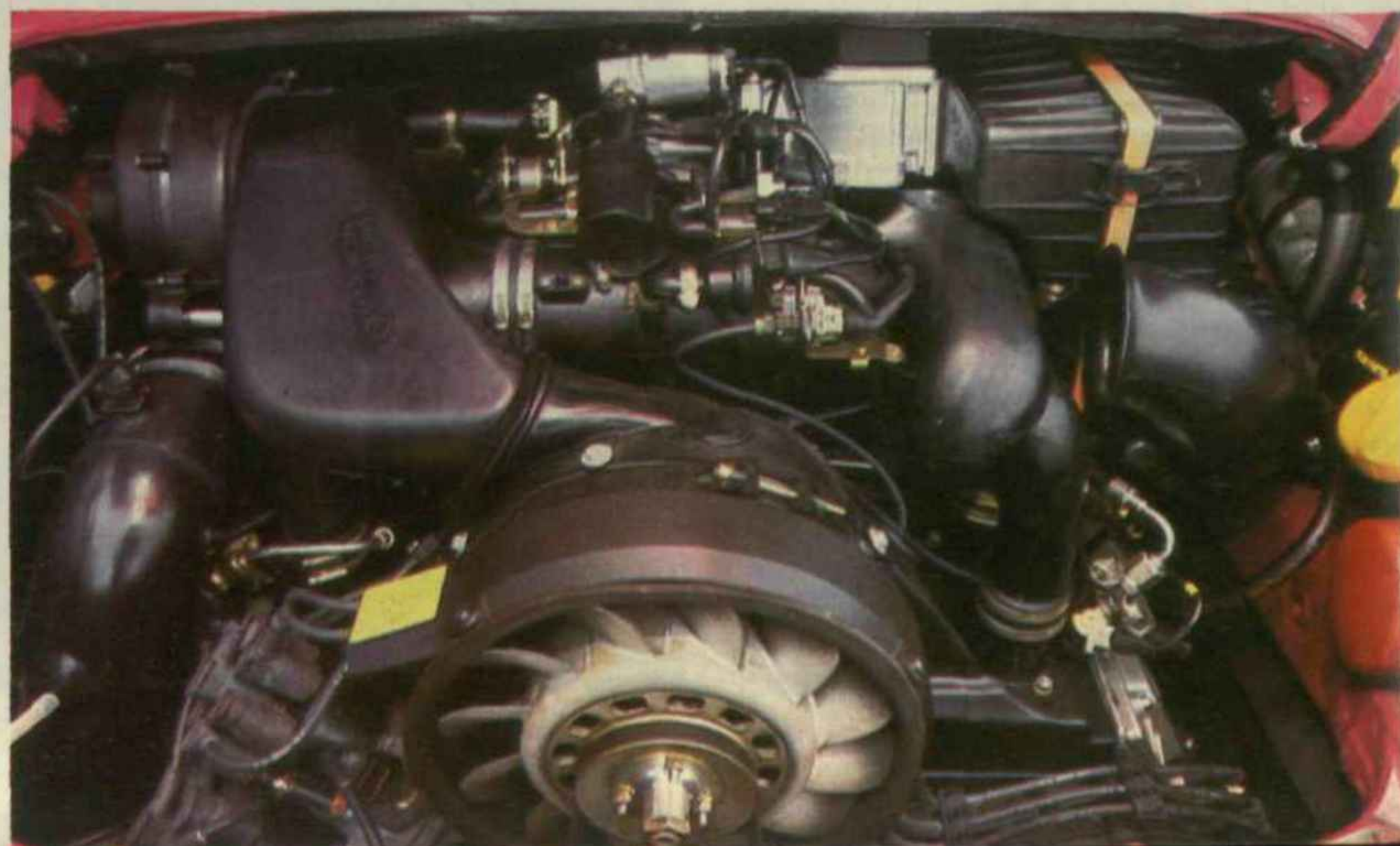
Reflecting its racing heritage, the RS squats closer to the ground.

car. Our inside technical information tells us that the front and rear spring rates (490 and 600 lb in), Bilstein dampers and roll bars (24mm front, 18mm rear) are "purely those of the Cup cars", which accounts for 99 per cent of the adverse press comment received in the UK. The compliance steer bushing of the rear trailing arms is tampered with to the extent of filling the rubber bushes with steel inserts and that harder bushes are used throughout the RS suspension.

An MAHA power test slip in the glove box of our Turbo demonstrator revealed the presence of 307 bhp at 5510 rpm and that the company would expect more than 25 per cent of that to be lost at the rear wheels. It still has the best part of 100 bhp per litre from a lazy 10 psi boost from a version of the flat six that is little changed to that of the previous 911 outline. We are told that some detail work was done to amend the electronic control unit to allow K-Jetronic and a three-way catalytic converter to co-operate. The official 320

peak). In the 1987 model year a new gearbox (G50) came into 911 service. Adapted from the techniques used in the 959 – thus the use of dogleg shift patterns that would easily allow a six-speed modification – this allowed the Turbo to have a strong five-speed unit. In association with a hydraulic clutch it also allowed a much sweeter shift to late model 911s and was adapted for use in both Carrera 2 and 4. For the RS it has notably shorter first and second gear ratios in recognition of the substantially reduced kerb weight. In the turbo application it had two overdriven high ratios to take advantage of the 170 mph top speed potential, geared some 3.6 mph/1000 rpm higher than the busier RS.

The RS Turbo (pictured) cedes 60 bhp to the 911 Turbo, but compensates with a considerable weight saving.





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Most potential owners will be more interested in the performance achieved. Have no doubt that this pair are amongst the fastest of roadgoing devices, but their track acceleration similarities are not borne out on the road. Here, the RS proved king – even over the bumpy terrain that forces you to back off as the slimmer 911 shies away from adverse cambers and skitters over bumps. On smoother going you have time to appreciate that the accessibility of normally aspirated torque – from 1700 to 6600 rpm, more than 70 per cent of maximum torque is at your disposal – is enough to offset the crushing on paper advantages of the Turbo. The latter is also tied down by its taller gearing, as you can see in our flexibility test results, which show the RSL as the faster in all but third gear between 50 and 70 mph. The turbo starts to claw back the advantages you would expect of another 70 bhp and 131 lb ft of torque as speed rises. The weight penalty seems obviated by 50 mph, although the two are very close from 0-100 mph, when the turbo has managed to slip in a second between it and its less powerful brethren. Both managed enormous speeds on timing strip and are in that class which allows tremendous public road capabilities without the penalties of bulky bodywork that seems to surround 200 mph offerings. 'Our' RS was a nasty reminder of some of the failings that we all used to tolerate in the name of exceptional speed. It stalled repeatedly after cold starts and was not above falling silent upon an initial start or at slow crossroad approaches. The RS was the more exhilarating to use, yet the soundproofed civilisation and naturally quieter motor meant that the only one you want to use on a motorway network would be the Turbo. Any 911 remains noisy over many motorway surfaces, but whilst the Turbo is one of the best, thanks to its modest motor noise, the RS is so spiteful that only the magnificent 3.6-litre note of the RS redeems its heritage and sets the driver eagerly about the next round of social madness. The RS dislikes road joints (such as concrete slabs) with a ferocity that is truly frightening. Not since the Ford Escort XR3 have we been hurled about the tarmac with such

Electric gizmos have no place in the RS, which is positively spartan by luxury car standards.

"Porsche has lost sight of its own traditions"

The RS features the now familiar rear spoiler, the Turbo a fixed 'whale tail'.

noisy brutality. By contrast, the power steering is beautifully weighted and ultra rapid, turning the RS into a curve with a flattering precision that makes the driver beam. Guiding the Turbo is not so pinpoint precise (there must be some slop in the bushes), but like other current 911s it is a pleasure to use.

Over smoother going, the RS whipped through each corner with such fine consistency that only a Caterham Seven compares. The writer truly loved it, until the next minor road crest, followed by a sharp and bumpy corner, set the suspension skittering and the ABS pattering, voicing its disapproval of using the car for what it was intended for, albeit not on the kind of surface Porsche engineers have ever come across outside Weissach and their third world sorties. The turbo was not so happy in Thames Valley action, feeling sloppy alongside the RS, but around Wales (on Yokohamas rather than Bridgestones) it was everything we could have wished for in a road car. Tenacious beyond the point of good road sense, it never allowed the clammy hand of terror to immobilise your reactions (a feeling experienced so often in older turbos, mostly under track conditions). Turbo ride comfort on the same section tyres as those of the RS was reasonable, but that should be so. For the front springs of a turbo have a rate three times softer than the RS, and that of the back is more than twice as soft as that racing reprobate.

The first Turbo spent a week around North Wales and Anglesey, and even managed a 50-mile seaside spell with three occupants, including the opportunity to drive an 81 year-old grandma. She thought it looked nice, accelerated too fast and lacked comfort compared to her departed 1927 Rolls. Meanwhile, the same RS was deployed on two occasions. To gain the perspective of a 911 regular on the controversial RS, we took it to meet our '70s road tester Clive Richardson. Now on his third 911, he was as pungent as ever in his summary of RS character in motion. "The low speed ride is truly awful, and I was not impressed at first, especially as the engine kept hunting and stalling around idle. I was also unimpressed by the



PORSCHE CARRERA 911 RSL

ENGINE

Location longitudinally rear-mounted
 Cylinders six, horizontally opposed
 Bore x stroke 100 x 76 mm
 Capacity 3600 cc
 Compression ratio 11.3 to 1
 Valve gear sohc, two valves per cylinder
 Power 260 bhp/6100 rpm
 Torque 231 lb ft/5000 rpm

TRANSMISSION

Type five-speed manual, rear-wheel drive

GEARBOX

Gear	ratio	mph/ 1000 rpm
First	3.154	6.7
Second	1.895	11.1
Third	1.407	14.9
Fourth	1.086	19.3
Fifth	0.868	24.2
Final drive	3.444	

SUSPENSION

Front MacPherson struts, lowered springs, sports dampers, anti-roll bar
 Rear ... semi-trailing arms, concentric coil springs, anti-roll bar
 Wheels magnesium alloy, 7.5x17 front/9x16 rear
 Tyres Bridgestone Expedia 205/50 ZR17/255/40 ZR17

BRAKES

Front/Rear ventilated discs all round, ABS

STEERING

Type rack and pinion, power assisted

DIMENSIONS

Wheelbase 2272 mm
 Front/Rear track 1434/1493 mm
 Overall length 4250 mm
 Overall width 1652 mm
 Overall height 1270 mm
 Kerb weight 1230 kg
 Fuel tank 16.9 gallons

PERFORMANCE

0-30 mph	2.0	0-80 mph	8.0
0-40 mph	2.6	0-90 mph	9.8
0-50 mph	3.9	0-100 mph	12.6
0-60 mph	5.0	0-110 mph	15.2
0-70 mph	6.4	0-120 mph	17.3
50-70 mph in fourth/fifth gears			6.2/7.5 sec
Maximum speed			162.2 mph

FUEL CONSUMPTION

Average for test 18.8 mpg
 Government figures:
 Urban n/a
 56 mph n/a
 75 mph n/a

LIST PRICE £63,544

brakes. I am sure these RS brakes are better when truly hot, but in Britain the pedal feedback is not so good as mine." Nevertheless, Clive warmly appreciated the addition of ABS and added that some of the slipperier terrain we traversed would have forced a reduction in pace in the older car. There were several features about the RS which reminded him that Porsche had made some basic progress with the Carrera 2 - "such as the repositioned pedals that give the clutch foot some rest in the extra space created around the centre console." We were slightly surprised he did not rate the amiable gearchange above that of his 1987 Carrera Sport, until we researched the 1987 adoption of the aforementioned G50 unit.

After a stint that ended in gradually worsening wet weather (in which the RS can become traditionally wayward at the back), Richardson summarised that "Porsche has lost sight of its own tradition. The original '70s lightweight RS was a machine to drive in all conditions. This is not. This is a car purely for driving pleasure. It is very much a live animal, I certainly enjoyed it. The motor is fantastic in third and fourth, but not so tractable as it should be, which I think was down to poor preparation of the engine at idle. I would not pay £63,000 for the RS against £50,000 for the Carrera 2, mainly because I could use a Carrera 2 everyday, but not an RS."



Verdict

No road contest or track confrontation leaves you in any doubt which Porsche is the better for each purpose. The turbocharged 911 is now truly tamed, but remains magnificently muscular, an enticing proposition to use over any public road. The Turbo is the best all-rounder in the Porsche range - significantly more civilised at higher speeds than the 250 bhp 'entry level' 911.

In current road conditions, the writer did not think the 911 Turbo provided a £28,076 advantage over the cheapest 911 Coupé. Yet he did feel that those in the position of choosing between this Porsche and the more obvious supercars from Lamborghini and Ferrari would vote for the former if they wanted to use it regularly. We would still unhesitatingly recommend the 911 Turbo to those who must have the top of the range model. There is a touch of overkill about the whole exercise, but it is only a whiff besides the 200 mph offerings being touted elsewhere.

If, on the other hand, you believe the whole Porsche creed, and nothing but the Porsche creed, the RS is for you. The RS Lightweight is a truly memorable driving experience in a world full of increasingly bland motor cars. Don't take passengers. This is a truly selfish car that delights in shattering both road distances and any occupant.

PORSCHE CARRERA 911 TURBO

ENGINE

Location longitudinally rear-mounted
 Cylinders six, horizontally opposed
 Bore x stroke 97 x 74.4 mm
 Capacity 3299 cc
 Compression ratio 7 to 1
 Valve gear sohc, two valves per cylinder
 Power 320 bhp/5750 rpm
 Torque 332 lb ft/4500 rpm

TRANSMISSION

Type five-speed manual, rear-wheel drive

GEARBOX

Gear	ratio	mph/ 1000 rpm
First	3.154	6.7
Second	1.790	11.71
Third	1.270	16.5
Fourth	0.970	21.7
Fifth	0.760	27.8
Final drive	3.444	

SUSPENSION

Front MacPherson struts, coil springs, twin tube dampers, anti-roll bar
 Rear ... semi-trailing arms, concentric coil springs, anti-roll bar
 Wheels light alloy, 7x17 front/9x16 rear
 Tyres Yokohama A008 205/50 ZR17/255/40 ZR17

BRAKES

Front/Rear ventilated discs all round, ABS

STEERING

Type rack and pinion, power assisted

DIMENSIONS

Wheelbase 2272 mm
 Front/Rear track 1434/1493 mm
 Overall length 4250 mm
 Overall width 1775 mm
 Overall height 1310 mm
 Kerb weight 1450 kg
 Fuel tank 16.9 gallons

PERFORMANCE

0-30 mph	2.0	0-80 mph	8.0
0-40 mph	2.6	0-90 mph	9.8
0-50 mph	3.9	0-100 mph	12.6
0-60 mph	5.0	0-110 mph	15.2
0-70 mph	6.4	0-120 mph	17.3
50-70 mph in fourth/fifth gears			7.0/9.0 sec
Maximum speed			170.6 mph

FUEL CONSUMPTION

Average for test 16.3 mpg
 Government figures:
 Urban 13.5 mpg
 56 mph 33.2 mpg
 75 mph 27.2 mpg

LIST PRICE £78,319.74

Before the war the Monte Carlo Rally was THE great winter adventure, greatly enjoyed by the many entrants from Great Britain. In the years just preceding the Hitler interruption it had become tougher, with good works support and with some freak cars sometimes trying for outright victory. The late TG Moore, who until the present Proprietor took it over, was the owner and Editor of MOTOR SPORT, was no stranger to this winter rally. He had bought new some of the better sports-cars, including a 3-litre Speed Model Bentley, a 1927 4½-litre Bentley tourer which he ran in speed-trials, a 1931 Blower 4½-litre Bentley (GO 1400), several Bugattis and a chain-drive Frazer Nash, the last named raced in the Ulster TT and at Brooklands.

In 1933, Tom Moore went with Donald Healey and FM Montgomery, in the 4½-litre Invicta from Tallin, Estonia, on oversize 23 x 7½ in Fort Dunlop tyres of some 38 in diameter, to combat the snow, the crew existing on a diet of Pascall's chocolate, Oxo and barley sugar. They retired after the Invicta had hit a tree and damaged the radiator when overtaking a sledge whose horses went wild. For the 1934 rally Moore was in Lord de Clifford's crew in his Lordship's 4½-litre Lagonda. But it hit a boulder en route in Yugoslavia, breaking the crankcase. In 1935 Moore drove an AC from Umea, coming home 69th out of 102 finishers.

It seems that in 1936 Lord de Clifford would have taken a works Lagonda, but he was in the throes of that historic case to be heard in the House of Lords, the last Peer to be tried before his fellow Peers, on a motoring manslaughter charge (he was acquitted). So Moore was given the car, one of two specially-built at Staines, LG45 4½-litres with M45 mudguards to give more clearance in snow, and with the spare wheels mounted higher than on production cars. The Lagonda allocated to TG Moore was no 12061, Reg No DPE 120. The sister car, for Alan Good, Lagonda's Chairman, was no 12028, Reg No DPE 121. WO Bentley was going to navigate for Good but had appendicitis, so Mrs Doreen Good, a capable rally exponent in her own right, took his place.

Both these Lagondas have survived. Moore's is owned today by AG Stephens, a keen Lagonda man and long-time member of the Lagonda Club. The car Good drove in 1936 became known to the Lagonda Club in 1961, when it was in Somerset. It is now owned by NL Webster, in Northamptonshire. I travelled down to Kelvin Price's house near Cardiff recently to meet up with the ex-TG Moore car. But first let us see how it fared in that Monte Carlo marathon of 55 years ago.

By this time Moore knew all about equipping rally cars and he recommended Dunlop Trak-Grip tyres on the back wheels, supplemented when necessary by Parson's chains and the Swedish Gunnebo spiked chains. He took a Barrus chain-cutter, and a Powerlite torch, the batteries of which lasted for 80 hours. Spot-lamps by Notak, Lucas or Nubulite, to cope with the foggy Rhone valley were advised and Moore was glad the Lagonda had Lucas P100 headlamps. It is amusing to remember that Joseph Lucas were only just introducing screen-washers to aid bad weather driving. But there were heaters by Clayton and Arvin, fed from the engine cooling-system, and the exhaust-heated Thermo-Rad.



Monte Carlo Rally Lagonda

Moore preferred to rely on warm clothing, such as a Sidcot suit, and warming sustenances like chocolate, coffee and biscuits, and in 1935 he had used electrically heated gloves. In 1936 the Lagondas were shipped from Harwich to Antwerp, where they arrived at 8am. A new route to Brussels was explored, to avoid the pavé in Northern France, and the industrial areas round Cologne. The Goods were flying out, but Moore drove his car, finding that it would cruise at 55mph over cobbled roads entailed by the new route. Pavé was encountered to the Dutch border and at Venlo toll-bridge the fee of 3d was paid with their only note, worth £3, handfuls of Belgian "washers" being given as change.

Darkness fell as the Lagonda entered Germany and a policeman was incensed at their dipping headlamps, so after two more disagreements, the headlamps were extinguished and the fog-lamps used when meeting other vehicles. A night was spent at Munster and they had a dismal lunch in Hanover. Part of the Avus circuit was traversed, the exit blocked by a Nazi procession, six men deep and half-a-mile long — it was said they had been attending a lecture on motor-racing. At Berlin Thornley was left to await the Good's flight but Moore, Martineau and Wills proceeded, a magnificent highway to the Polish frontier deteriorating to a surface that, even with the Lagondas' fine suspension, reduced them to



DPE 120 is today substantially as it was when T G Moore tackled the Monte 56 years ago.

30mph. But 20 miles east of Warsaw the road was again excellent and Wills had the speedometer needle up to 80mph. But it was not to last and after an expensive night in Warsaw only 19mph was averaged to the German frontier, and not another car had been seen.

At Königsberg Good joined the others and in the garage of the Park Hotel the Lagondas had two more Rally cars for company, a French Talbot and a Ford. Leaving Tilsit, the Germans had inscribed a swastika in the mud on the back of the car. Icy roads after Riga made the crew put a chain on the near-side front wheel. So they gained the start, Donald Healey reporting the dreaded wet ice when he arrived in the Triumph, but entertainment, night clubs at 10/-(50p) for four, with drinks, keeping up the spirits of the 23 crews. All the Lagonda had needed was adjustment to two tappets.

The British starters from Tallin were Moore and Good, Murray (FN-BMW), Dobell (Lagonda Rapide), Light (AC), Harris (Singer) and the experienced Donald Healey. The sort of competition they might expect was seen in Vasselle's 3.8-litre Hotchkiss with a 9 ft-wheelbase, and a light Hudson. But blizzards were reported to be making it unlikely that the Athens starters would get through.

So to the rally itself. The Lagondas were first to be flagged-off from the Estonian Theatre in Tallin at 9.20am, before a big crowd, with 4000km ahead of them. On chains because of some ice, the Moore Lagonda averaged 34mph for the first four hours, one hour up on schedule, and only Bakker Schut's Ford had overtaken it. Just before the Latvian frontier a Hansa and Vasselle in the fast Hotchkiss had passed, but soon afterwards Vasselle had slid into a ditch. The Lagonda had a close shave with a sled, the horse pulling which shot off across the frozen fields, but at Riga it was 4½ hours ahead of schedule. Alas, Moore was told that Good had gone off the road where Vasselle had done so. The Lagonda's clutch mechanism had been damaged, causing his eventual retirement. Chinetti's Ford had also gone off, so had Eijk's, but Dobell's Lagonda had towed Chinetti's back.

The Lagonda averaged 46mph to Kaunas, including crossing the frontier and stopping to take into the back, with Wills and the surplus coats, two Germans who had crashed. But on the bad going the independently-sprung cars like the

Hansas got clear away from the Lagonda. The checkpoints were efficiently manned and free supper and rest rooms, interpreters, and guards and Nazi salutes at the German frontier were the order of things. Good was out but Healey's straight-eight Triumph Dolomite was going well. Aware of rough Polish roads ahead, Moore's Lagonda did 100 miles in 2½ hours, the speedo at 70-75mph. It proved an uneventful run to Berlin, with 350 miles done at over 56mph average, even Schut's Ford having been held at bay, its driver delighting in the name 'Public Enemy No 1' the others had imposed on him. But eggs and butter were scarce in Germany.

There was fog to Hanover from Avus, slowing them to a 40mph average; Dobell's Lagonda now had only top gear left. Vasselle's arm was badly swollen due to his excursion, and there was consternation as the news came in that after all the Athens starters had had an easy time. Route-finding proved a bit tricky in Belgium, where the Lagonda's sports tyres were changed and the mixture enriched. It had been easy until the last 1000km, when slippery roads from Avignon put everything at a premium. No longer did Wills press on at 80mph. Lamps blazing, horn blowing, the green Lagonda shot away; it had ten minutes in hand at Aix, and on the climb to Brignoles passed one rally car ditched, one upside down in a field, one badly smashed up. At the check, 25 minutes were in hand. Moore then took over for the wild rush over the Esterel. He made it, just!

For the final stretch Wills, fresh again, drove

flat-out, navigated by Martineau, in a sort of Mille Miglia race to the finish. They got in with ten minutes to spare. A quick spot of scrutineering of the engine components with a compound that reacted to the sealing varnish, and they were able to carry their bags wearily to their hotel, in pouring rain. Lagonda No 10 was placed 41st (603.8 pts), out of 72 finishers. The overall winner was Zamfirescou's very special Ford V8, with three-ply 2-seater body, its weight less than a ton, a solid back axle, Silvertop heads, Scintilla magneto, and its rear brakes coupled to the steering track rod for skid turns in the special-tests.

If the Lagonda had had a fairly easy run, it had been tougher for others. From Umea drivers had to cope with walls of snow six feet high, deep snow was encountered getting to the Swedish start, and even from John O'Groats it seemed that snow, ice and slush would make the chances impossible. The Hon Brian Lewis lost an hour after ditching the SS but Miss Astbury had lost no marks at Monte Carlo, although her Singer's gearbox failed in the last few minutes. Whalley's Ford from Athens, sans brakes, crashed right through a level-crossing, Vasselle was eliminated in a prang at the brow of a hill with oncoming cars, but A Scott in a 1928 4½-litre Bentley got in from Umea only a minute late. And 1936 was considered a mild Monte. Ponder these things, if you are about to do a little winter motoring after reading this!

What I find so interesting is that the Lagonda

Sanction 1 engine has Sanction 3 head and Rapide pistons, giving higher compression.



Moore used for the 1936 Rally still exists, in virtually its original form. On a misty morning I went down to see this car. Mr AG Stephens, who has had Lagondas for many years, starting with a 16/80, met me at Kelvin Price's, whom I associate with Bentley and Rolls-Royce cars. But this was to be a Lagonda day! The ex-TG Moore 4½-litre rally car had been owned by Gurney who ran it at Prescott and elsewhere. Chelmsford police had had it in 1975. It is still very smart, but deliberately not in *Concours* order.

Mr. Stephens has the works record-sheets from when it was prepared for the 1936 winter marathon. They show that mainly it was a standard LG45, with the mods already referred to, equipped with twin petrol-fillers, Alto horns, an inspection lamp, opposite-sweeping windscreen wipers (to clear snow?), a trunk with

magnetos were fitted. Other equipment special to the Rally included two fog-lamps, a spot-lamp, two sets of cases with spare bulbs, a screen-heater, two spades, a crowbar, a torch and a first-aid kit. The spare wheels carried sports tyres with chains. I believe that for the same Monte Carlo Rally Dobell's Rapide, light grey with red wheels, had a reserve oil-tank and a plug-in rear windscreen.

The two-door touring body of Moore's car was in green, with green wheels and mudguards, and LG6 green leather upholstery. When Mr. Stephens found the car it was black but he has had it repainted in British Racing green.

I was pleased to find it such an original car. The driving-seat with its cut-away for the right-hand gear and brake levers is as Moore's crew sat on it during the 1936 Rally (adjusting easily on Leverol

19 in wheels put on for the Rally have been retained, but instead of the 19 x 6.00 in tyres, 5.50 Dunlops are fitted, to increase mudguard clearance.

This interesting Lagonda is almost as it was when Moore and his crew rallied it, 55 years ago. There is now an extra core in the radiator, originally with three rows of tubes, to obviate overheating in traffic and the gearbox had to be rebuilt. Otherwise, an unchanged pre-war sports car. I drove the big Lagonda over roads in South Glamorgan which were very much of the 1930s kind. I found the engine smooth and flexible, and the view over the long unlouvred bonnet, with the lever-type quick-action filler-cap on the tall radiator, impressive. Fortunately no heroics were demanded, as the engine is still being run-in, so I was advised not to exceed 2000 rpm, when the speedometer shows 50mph. Both the big Smiths dials are inscribed 'Lagonda', with the two smaller ones to their right. The handbrake is of the fly-off type, and the wide doors possess zip-up pockets for the stowage of the side-screens.

Assuming the heavily-loaded rally car was able to pull about 3200rpm, the alleged 80mph attained by Moore's crew on the rally would be possible. Sitting behind the big Blumells steering wheel, I found the gear-change easy, aided by the synchromesh provided on this Lagonda model, once the long lever-movements had been mastered, the clutch light, and the tiny central accelerator no problem, flanked as it is by sensibly large clutch and brake pedals. The Girling brakes were effective, and altogether our run to lunch at the "Blue Anchor" at Abethaw, if not the 4000km which faced Moore's crew at Tallin, was most enjoyable. This thatched pub was an appropriate stopping-off place, as it was where Kenneth Neve used to drive to in his 30/98 before the war and where he haggled over the ultimate purchase of the 1914 TT Humber which he has campaigned in Edwardian-class competition motoring so ably ever since (see *A Bit Behind the Times*, Grenville, p105). So two 1936 rally Lagondas which have survived, in very intact order, a credit to the enthusiastic Lagonda Club. **W B**



T G Moore photographed the Lagonda and his companions in the Monaco rain after the rally.

luggage-carrier above it, Champion plugs with six spare ones, a fire extinguisher, and fixed rally plates. The twin SU HV5 carburettors had KY needles and the usual Scintilla GN6 SS and Vertex

slides). The engine has been recently rebuilt, with a Sanction-3 cylinder head on the 1935 Sanction-1 engine, and Rapide pistons have slightly raised the compression-ratio, to in the region of 7 to 1. The

Brighton Run results

Backtracking on the successful 1991 Benson & Hedges RAC Veteran Car Run, the permissible number of ancients had been increased to 400. There were still 96 optimistic reserves but the number who started was 394, withdrawn 93, and Renault Ltd's 1900 Renault, A Court's 1901 Clement-Panhard from Australia, R Coleman's 1901 De Dion, Dr West's 1903 Cadillac, P Beckwick's 1903 Oldsmobile, the 1903 Malicet et Blin from Belgium, J Banner's 1904 De Dion, J Barter's 1903 De Dion coupé and B Hon's 40/50 Mercedes from America non-starting — which looks as if the RAC had exceeded the stipulated number of runners by three!

It would be interesting to know who has done the greatest number of Runs; J Howes (1902 Wolseley) was on his 39th. Benson & Hedges continued the myth that the original Emancipation Run of 1896 was a celebration of the abolition of the Red Flag Law, which had been started by the Earl of Winchelsea when he destroyed such a flag before the 1896 Run, and which was to be perpetuated when another such flag was used to head the parade along Brighton's Madeira Drive after the 1956 event.

J Brown was among the finishers this year on his 1901 Baker Electric which had also earlier managed a 950-mile journey from Land's End to John O'Groats for charity.

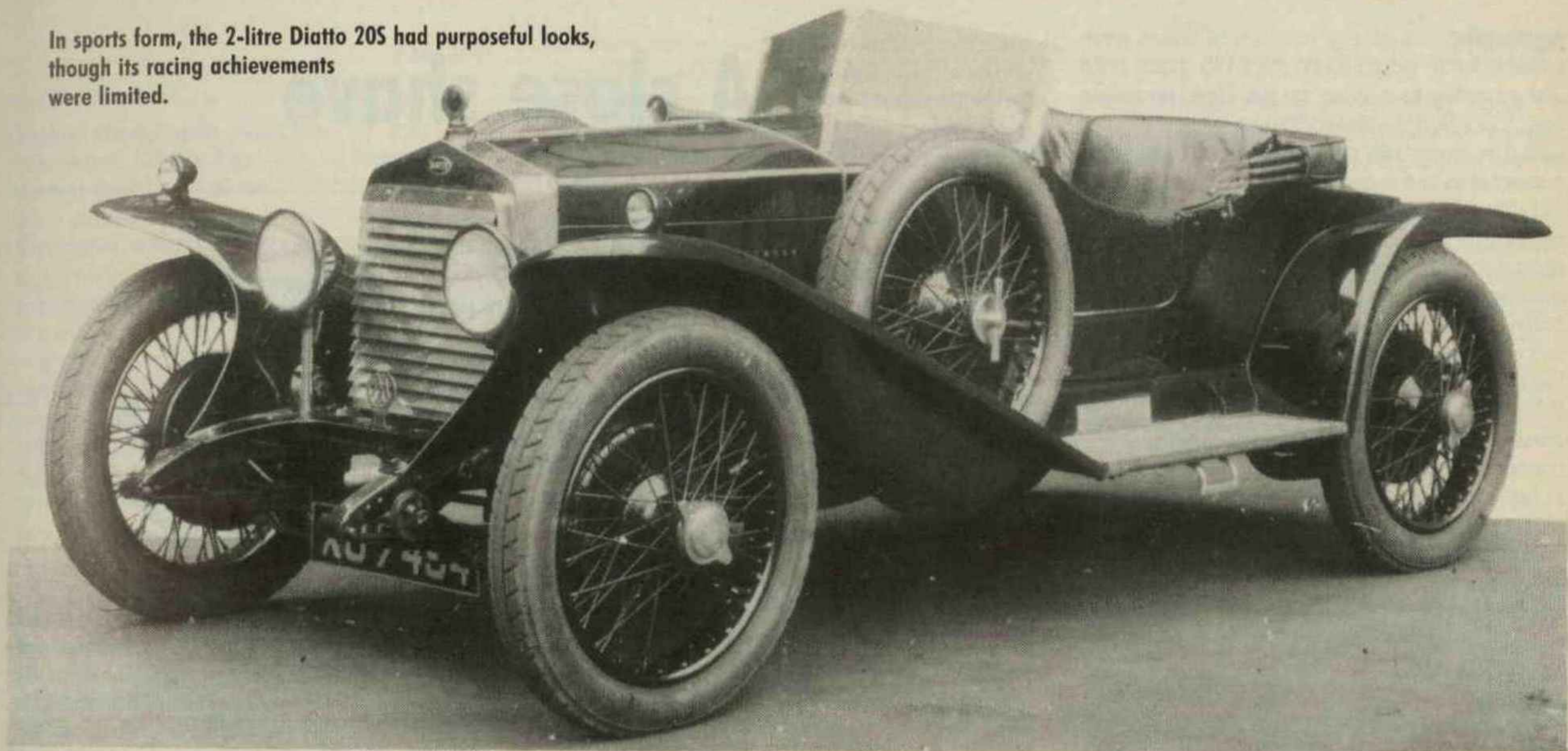
For the record we append the names of those who unhappily did not complete this year's Run or did not do so by 4pm; 1894; Lord Palumbo (1½ hp Benz). 1895; H Malatre (Rochet-Schneider), Miss Arnold/NMM (Arnold). 1898; I I Davies (Benz), R Brooks (Mors); 1899; Kart (Benz), T Dekker (De Dion), T Moore (Panhard racer), G Edney (Perfecta), F Horton (Star). 1900; M Jeal (De Dion), Gagg (Lux), R Hounslow (Mobile), H Crother (SFA). 1901; D Cleaver (Albion), J Waine (Arrol-Johnston), I Rendle (Georges—Richard), R Jones (Georges—Richard), T Curry (Locomobile), P Mum (Luc Court), A Hancock (Milwaukee steamer), M Holt (Neustadt) C Schmitt (Panhard), D Akehurst (Pick), L Malmberg (Renault). 1902; T Haynes (Batholomew), D Corry (Benz), C Moon (De Dion), J & M Bird (Georges—Richard) D Davidson (Oldsmobile), J Hough (Oldsmobile), M Post (Oldsmobile). 1903; C Wingfield (Argyll), D McNeill (De Dion), J Tunecliffe (De Dion), J Hoogstad (De Dion), M Hudson (Flint), P Jaye (Ford), L Allen (Glide), P Furze (Humberette), J Smith (Northern), S Green (Oldsmobile), C Wrathen

(Phoenix), T Davies (Sunbeam), P Forster (Waverley Electric). 1904; B Dobson (Autocar), J Davies (Cadillac), Mrs Smith (Darracq), A Cross (Franklin), P Fowler (Talbot), H Rose (Thornycroft).

Nine competitors were reported for contravening the Regulations and may be disqualified or otherwise penalised; they included HRH Prince Michael of Kent and Lord Strathcarron, so we hope their crimes were not too heinous. . . We apologise for not having space in which to list the 342 successful finishers but hope that their achievements will have been sufficient reward! **W B**

British Motor Heritage announces that its Gaydon Centre, which is intended to house the biggest ever display of British cars of all ages, is progressing and opening in the Spring of 1993 seems assured. One new exhibit is a 1936 Rover Speed 14 aluminium-bodied coupé and Wolseley memorabilia from the Ward End Gaydon Centre Birmingham, which was closed last September, has also been acquired. When Gaydon Centre is opened the Heritage Motor Museum at Syon Park, London, will be closed. Incidentally, the oldest of the Heritage's vehicles to be entered for the 1991 Brighton Run, an 1899 Royal Riley tricycle, made the journey successfully. **W B**

In sports form, the 2-litre Diatto 20S had purposeful looks, though its racing achievements were limited.



The Diatto has the considerable distinction of having been the fore-runner of the Maserati. Yet the first such cars were quite humble and rather ugly light cars, which were turned out by the engineering company of that name in Torino when it was not engaged in constructing railways. To this end Adolphe Clément was induced to join the Board and his Clément-Bayard cars were made under licence. It commenced in 1906, with unambitious T-head productions, but more interesting large Diattos followed, like the 28/38 and the somewhat smaller six-cylinder chassis.

This could be said to have been the writing on the wall, because after Clément had left in 1909 somewhat more modern engines replaced these T-head power-units. Moreover, Diatto had absorbed the Scarchi and Newton companies and when Italy entered the war they were put onto building military trucks and the straight-eight 250hp Bugatti aero-engine, although I believe the latter was never used in combat. After hostilities were over the link with Ettore Bugatti became obvious, when Diatto showed a 16-valve Diatto-Bugatti with an overweight closed body at the 1919 Paris Salon. That was a passing fancy however, and the Company nursed ambitions to go for mass production of good-quality cars, until it was ousted from this fantasy by the great Fiat empire. To that ambition had been steered its Diatto one-litre small car and a continuation of the high-grade 2.7-litre four-cylinder model.

Not much was known in England about the make before and immediately after the Armistice of 1918, although in 1910 a couple of 15.9hp Diattos were raced at Brooklands. Indeed, it seems that another little-known Italian car, the Aurea (which, as I am bad at spelling, always reminds me of beef-suet), also from Turin, received better publicity here. This changed when Diatto introduced the 2-litre single-overhead-camshaft model in 1922, its design attributed to Guiseppe Coda, who had been responsible before the war for the Targa Florio SCATs. In accordance with its maker's policy of using type-numbers, this was known as the Tipo 20, the lighter car with its uninspiring appearance being the Tipo 10. It was this Tipo 20 and Tipo 20S that took the Diatto into the realm of effective

Diatto

sports cars. The Maserati brothers had been making Maserati sparking-plugs (now collector's items) at Bologna and now Alfieri Maserati was hired to develop the 2-litre Diatto. This he did effectively, raising its power from 40 to 70 bhp.

This led to Meregalli winning the Circuit of Garda in 1922, 1923 and 1924 and Alfieri himself winning his class in the GP de Monza in 1922, apart from which there were some hill-climb successes. Later there were other class victories in some lesser Italian races, with drivers Brilli-Peri, Schieppari, Ferretti, Stefanelli, Aimini and Barsanti driving the Diattos, and it is said that Count Conelli had used a Diatto-Bugatti to win the 1921 Circuit of Brescia race for Italian drivers.

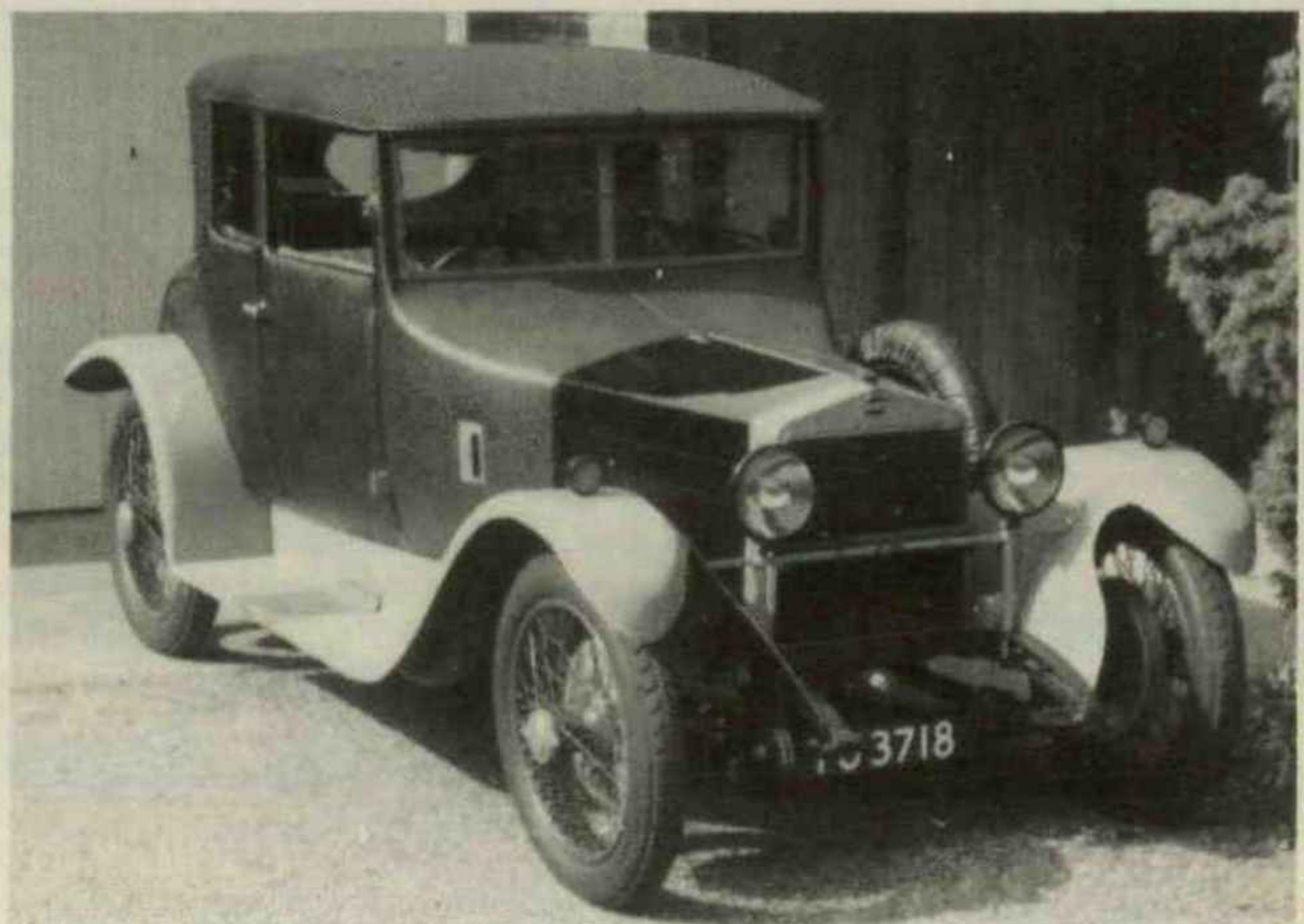
Meanwhile, the Bryanston Garage in London tried to interest British buyers in the sound 2.7-litre side-valve four-cylinder Diatto in post-war form, but apparently without much success, for racing driver Giulio Foresti took over, along with his Isotta-Fraschini agency, trying to sell this chassis for £950, in that difficult year, 1920. Even the appear-

ance of a Diatto in the Targa Florio race and Foresti preparing a rather oddly streamlined racing Diatto failed to arouse much interest.

This notwithstanding, a Bagshot firm was engaged in selling the revised 10 hp Diatto, which had a slightly enlarged engine and a cowled-in fan behind its decidedly undistinguished radiator. The best that was achieved appears to have been the performance of V Oliver in the Junior Car Club's Fuel Consumption Trial, in which, with the little Diatto that had arrived from Italy only a few days beforehand and was untuned, he came second, having achieved 68mpg, beaten only by a friction-drive GWK which, fitted with a carburettor the owner had made on his 3½in Drummond lathe, managed an astonishing 86.1mpg.

It was the intervention of enthusiast Cyril Durlacher, AMIAE, who took a small stand at the 1923 Olympia Show, on which he exhibited the new ohc 79.7 x 100 mm (1995 cc) four-cylinder Diatto, that ensured success. The camshaft was driven by a vertical shaft, from which skew gears drove a cross-shaft for the magneto and water-pump. The cylinder head was detachable and the valves were operated by rockers. Additional rockers and dummy valve springs damped out camshaft fluctuations and at a time when overhead-camshaft engines were suspect, that of the Diatto ran with

An extra litre provided extra torque in Type 30 form, useful when wearing coupé bodywork as on this restored example.



commendable quietness. Four-wheel-brakes were available for an extra £50 on the £495 chassis price and a sporting four-seater on this 15/40 hp chassis cost £650. Rudge-Whitworth wire wheels another £20. The former ugly radiator had been replaced by a smart one, in the Italian style.

From this stemmed the 15/50 hp sports Diatto, retaining the extremely neat engine exterior, notable for its smoothly-finished castings, which had a shaft-drive fan incorporating a tyre-inflator. The bodywork was of good quality but the dashboard and other items showed the hand of an engineer. For this model the wheelbase had been reduced to 9 ft 10 in, from the extended 10 ft 6 in of the touring chassis on which this had been done to give less cramped seating. The 2-litre Diatto pulled a top gear as high as 4.16 to 1, in conjunction with 820 x 120 tyres. In spite of its neat aspect, the engine's components were easily accessible and in touring form this was a 70 mph car. One snag had been the transmission brake housed in an extension of the four-speed gearbox, which became covered in oil, smoked and smelt, but this was deleted for 1924.

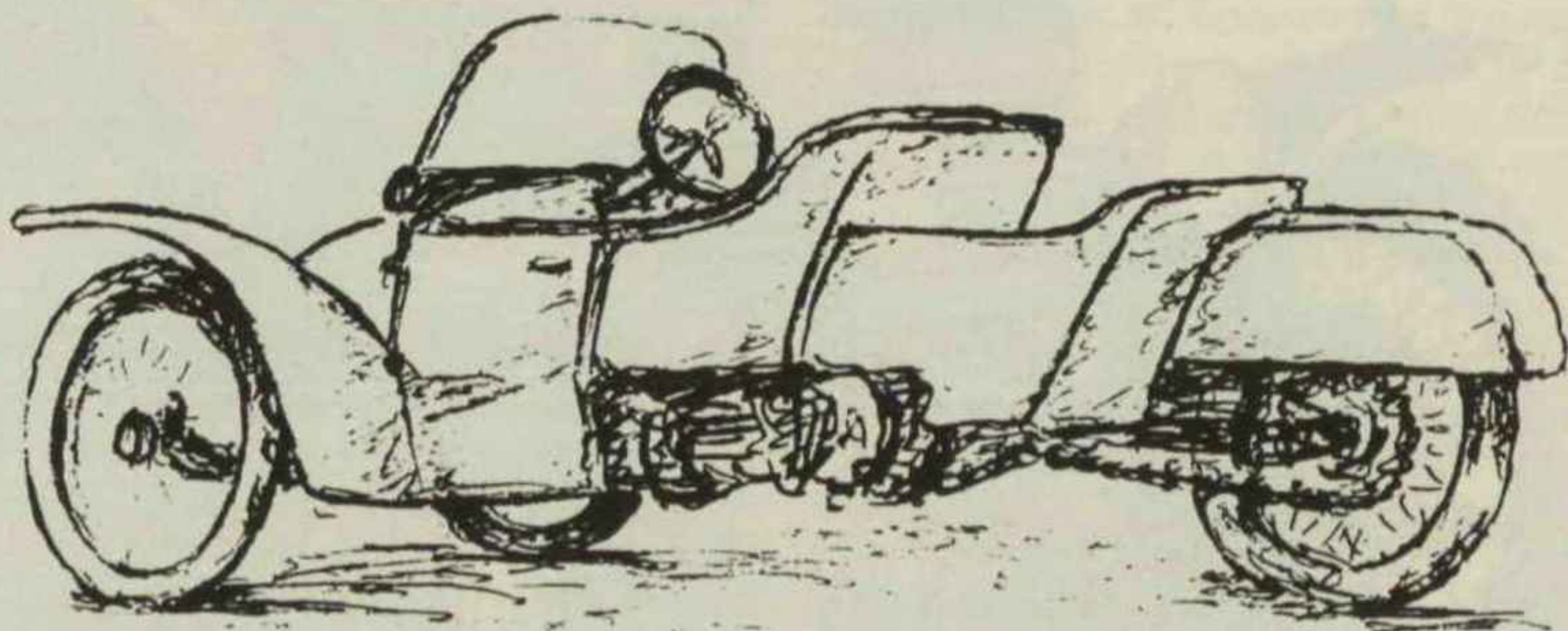
Durlacher appeared in competition events to help publicise the Diatto, which he sold from his premises in Upper St Martins Lane, WC, where he offered full guarantees on ex-demonstrator and low-mileage cars. His service was well spoken of by his customers, an essential factor in making a success of dealing in new cars. His best effort in the racing field was finishing seventh in the 1927 Essex MC's Six Hour Sports Car Race at Brooklands, linking the name of Diatto with such illustrious sports cars as the 3-litre twin-cam Sunbeam, 3-litre Bentley, 12/50 Alvis and Salmson. Durlacher's 2-litre Diatto won its class, partnered by F. Clifton, at 59.2 mph, beating AC, Lagonda and OM opposition.

The 15/60 hp Diatto of 1925, priced at £550 as a chassis, was an 80 mph super-sports car with good road holding, pleasant to drive, featuring a friction-clutch in the cooling-fan drive and a Faudi patent spring-damper in the steering drop-arm. The light steering, light clutch action and good castor-action were praised and the owner who complained of heavy steering admitted that the castor return was effective. English bodies, such as by Salmons, were put on the touring chassis but it is the fast versions that are best remembered.

At the 1924 Show Durlacher had shown a two-seater with English body in brilliant crimson, with mudguards in dark amaranth, and the following year a car finished in scratched aluminium with black flared wings, vee screen and red upholstery. The central gear and brake lever were both knobbed, the back springs were half-elliptics, replacing the cantilever rear springs of the touring chassis. Those who sought even more performance were offered a 20 hp 93 x 106mm (2952 cc) engine, on the Tipo 30 Diatto. Solex carburettors and Bosch electrics were used on both cars.

However, all good things come to an end; in Diatto's case the Maserati brothers lost interest when the firm's modest racing programme ended. Alfieri had designed and had built a very handsome 2-litre GP car in the supercharged straight-eight twin-cam tradition, which was driven in the 1925 Italian GP by Materassi. It was too new to succeed and retired with supercharger problems. But it pointed the way ahead and the Maseratis took it and its equipment over and the great Maserati racing concern was started at Bologna, the outcome of which was to make such an impact on the motor-racing world. By 1930 Durlacher had no new Diattos to sell. **WB**

A close shave



A spot of mental aberration caused me to say that Wilkinson engines were used in Douglas cyclecars when writing-up this make last November. This caused a reader to remind me that it was Williamson engines that were used, there being a family link between the two families. He went on to recall a 1914 Williamson three-wheeler which an uncle was using around 1923 in Cornwall and which he encountered as a very small boy. A sketch accompanied his letter and he wondered whether we had a photograph which would corroborate his recollections of this little-known machine. He recalled it as mid-engined and probably air-cooled, the front seat being hinged up against the windscreen to reveal the machinery. Behind this seat was a small well able to accommodate two children. The colour was khaki

and the Williamson is remembered as low to the ground, with a long wheelbase compared to a Morgan. It was apparently seen only once; the exposed mechanicals were noisy and the thing was much ridiculed.

The only photograph I can find shows a rather different model, with an ugly frontal radiator, with the water-cooled flat-twin engine of 1070cc presumably beneath the longish bonnet, a wheelbase of 7 ft 3 in, compared to the 7 ft of a Morgan two-seater, and half-elliptic front springs. I append our correspondent's rough sketch and wonder if anyone else remembers a Williamson of this sort? Whether they do or not, I need not change my shaving habits and buy American blades, because there was a very fine Wilkinson-TMC motorcycle made in Acton before 1914 and this company also made a car with a four-cylinder 848cc engine. **WB**

VSCC Lakeland trial

Soon after bashing their cars about on the Welsh hills, regular masochists in the VSCC rush up to Lakeland to do it all over again, on an even tougher range of "sections", for they prefer that old cars are used rather than be incarcerated in museums. It happened this year on November 9th, the hills with such typically Lakelandish names as Sale Fell, Lowthwaite Side, Blase Beck, Swinside and Buttermore Old Road, a dozen all told, including the dreaded Drumhouse. In fact, Grisdale seems to have been more difficult, apart from which eight drivers were penalised for striking markers here and there. Some, like Brian Gray, C Ayre, D Meyer, K Hill and L Murray seem to have gone a long way, for very little action. But the Lakeland's popularity is shown by the 80 entries, of whom only three non-started.

P Blakeney-Edwards won the Bridge Hotel Trophy in his Frazer Nash, Roger Collings the Kirkstile Plate in his Bentley, Mark Joseland the Roy Paterson Cup in his Frazer Nash. There were two classes. In the first, Premier awards were gained by Blakeney-Edwards, R Thwaites (A7), R Felton (Bugatti), and F Giles (Frazer Nash), Second Class Awards by R Adnams (A7), G Winder (A7), R Low (A7), S Gordon (A7), H Spence (Lea-Francis), R Scaldwell (Riley) and R Clark (HRG). Third Class Awards went to H Stringer (A7), S Welsh (A7), L Murray (Frazer

Nash), and H Moffatt (Bugatti).

Class 2 Premiers went to Collings, S Baxter (Chrysler) and T Threlfall (Ford), Second Class awards to E Peppercorn (30/98), B Spollon (30/98), and G Toms (Fiat). Third Class awards went to D Marsh (30/98), M Baxter (Ford), D Hescroft (AC), J Millham (30/98), J Ghosh (30/98) and G Rankin (30/98). **WB**

V to C miscellany

A 1910 Vulcan doctor's coupé has been acquired by the Merseyside Maritime Museum. The building in Upper Villiers Street, Wolverhampton, which once constituted the factory and racing department of the Sunbeam Motor Car Co Ltd, and outside which cars belonging to STD Register members used to pause in homage during their annual rally to this city, are being given a £5-million facelift by the new owners, Imex Properties. **WB**

Following our "Forgotten Makes" article on the Douglas, "Tiny" Ayers tells us that what he believes to be the only survivor is in his possession, its chassis meticulously rebuilt and the body now being prepared for it. Its Reg No is MA 571, the car's number is 322, and it should be on the road again by the Spring. He would be glad to hear of any sources of spares. **WB**

Marion

Sir,
I must concur with your view of the VSCC Madresfield Driving Tests, that is, they are really seen at their best following a good picnic. Your well deserved reputation for knowledge and experience in the finer points of vintage motoring is, I am afraid, in this case slightly offset by your admitted lack of knowledge of the Marion running in the test.

The Marion Motor Car Co was set up in Indianapolis in 1903, with its first model, fitted with a Reeves air-cooled engine, on sale the following year. Fred Duesenberg raced one of the first cars with a win at the Mason City, Iowa, fair. The car was a success and by 1905 the factory was running a double shift, producing 15 cars a day.

The following year, another famous name became involved when Harry Stutz joined as manager and chief engineer. Stutz abandoned the air-cooled engine in favour of a water-cooled motor, still by Reeves, and in 1910 the well-known 40 hp Continental unit. He also introduced the transaxle and dual expanding rear brakes. This transmission system seemed to have been adopted by most of the American auto builders at this time. This arrangement does not do much for the unsprung weight but adds a few pounds to the braked wheels.

Yet another big name in the early car business came on to the scene in 1908, when John North Willys bought a controlling interest in the Company. He already owned the Overland plant and went on to build the famous WW2 Jeep. The Knight sleeve-valve engine patents were also acquired around this time, collecting royalties from Daimler, Minerva and many other auto builders. Stutz walked out in 1910 after a disagreement with Willys over accounting systems and, of course, went on to build his famous Bearcats. However, by then over 9000 Marions had been made. Only seven surviving cars are known to the writer.

For 1911, Marion offered three models; the 30 with a 4-cylinder 4 x 4½ in stroke engine, model 40 with the Continental engine, and a lengthened chassis version of the 40 catalogued as the 45. By 1912 Willys had sold the Company to a J I Handley, president of American Motor Company. The marque continued to sell well until April 1913 when the White River, flowing alongside the factory, burst its banks, drowning 256 completed cars, complete with all the stores and manufacturing equipment. This was too much for the owners and a receiver was appointed. The Company survived and by 1914 was back in business with a 4-seat coupé at \$2650 and a five-seat sedan at \$330 extra, still with four-cyl engines.

By 1915 the Light Six was offered with Rutenber 3 x 5 in engine, integral Warner gearbox, and electrical equipment by Westinghouse. The models were unchanged for 1916, when they became the Marion Handley, produced by The Mutual Motors Company, in use today as a paint factory.

Production continued through 1917 and 1918 with an engine change back to a Continental power plant, a six of 3.5 x 5.25 in producing 50 hp at 1900 rpm. The Company finally failed in 1919.

Our own car is a 1911 model 30, in very original

condition. We know that it has rarely been used since 1931, when it was given to a New Hampshire Historical Society by the Murphy family of Dover NH, whom we think had the car from new. From a parts book recently received from another Marion owner, it is 100% correct, apart from a later carburettor and missing top, sorry, hood.

Happiness, after all, is a Marion that is not quite perfect.

Marion Rendall,
Stroud, Glos.

Mystery Ford

Sir,
I enclose a photo of a Ford Special which I bought at the end of the last war. I chopped a Model A Ford and £40 for it. I was told by the seller that it was one of four built by the Ford Motor Co in conjunction with Pat Driscoll, and raced in the TT and a Relay race at Brooklands in 1936. But I have no history after that of it. I ran it for a few months and then sold it to Raymond Way Motors of Kilburn in 1946-7 for I think £160.

Some engineers said it had a Coventry-Climax engine, others that the engine was made by Ford themselves. It had either an overhead inlet and side exhaust or vice-versa. I would be interested to hear if anyone knows of the history of any of this team.

Ron Sargent,
Bexhill-on-Sea.

TASO Mathieson

The very sad news is that TASO Mathieson has died after a long bout of ill-health, in France, where he had been living for many years. TASO was a keen motor-racing amateur, commencing with an OM at Brooklands but better known for his Bugattis, often raced for him by Chris Staniland. Ill health kept him out of racing for a time but he returned before the war to finish third at Chimay with a *57S Bugatti and to co-drive at Le Mans with de Clifford and Chinetti with Talbot-Lagos. After peace had broken out TASO was quick to return to Continental racing, with an ex-Birkin Maserati, and a Le Mans Frazer Nash in sports-car events.

TASO gained many placings and class wins in these cars and with a Ferrari he won his

MG Mod
Sir,
I was interested in your comments about the 3.6:1 crown-wheel and pinion which Edward Riddle fitted to his Bullnose, apparently without much success.

Recently I did the same modification to my 14/40 MG, which has basically the same engine, but with a Norman ohv conversion, with better results - it will certainly leave all but the very best 12/50s standing on acceleration.

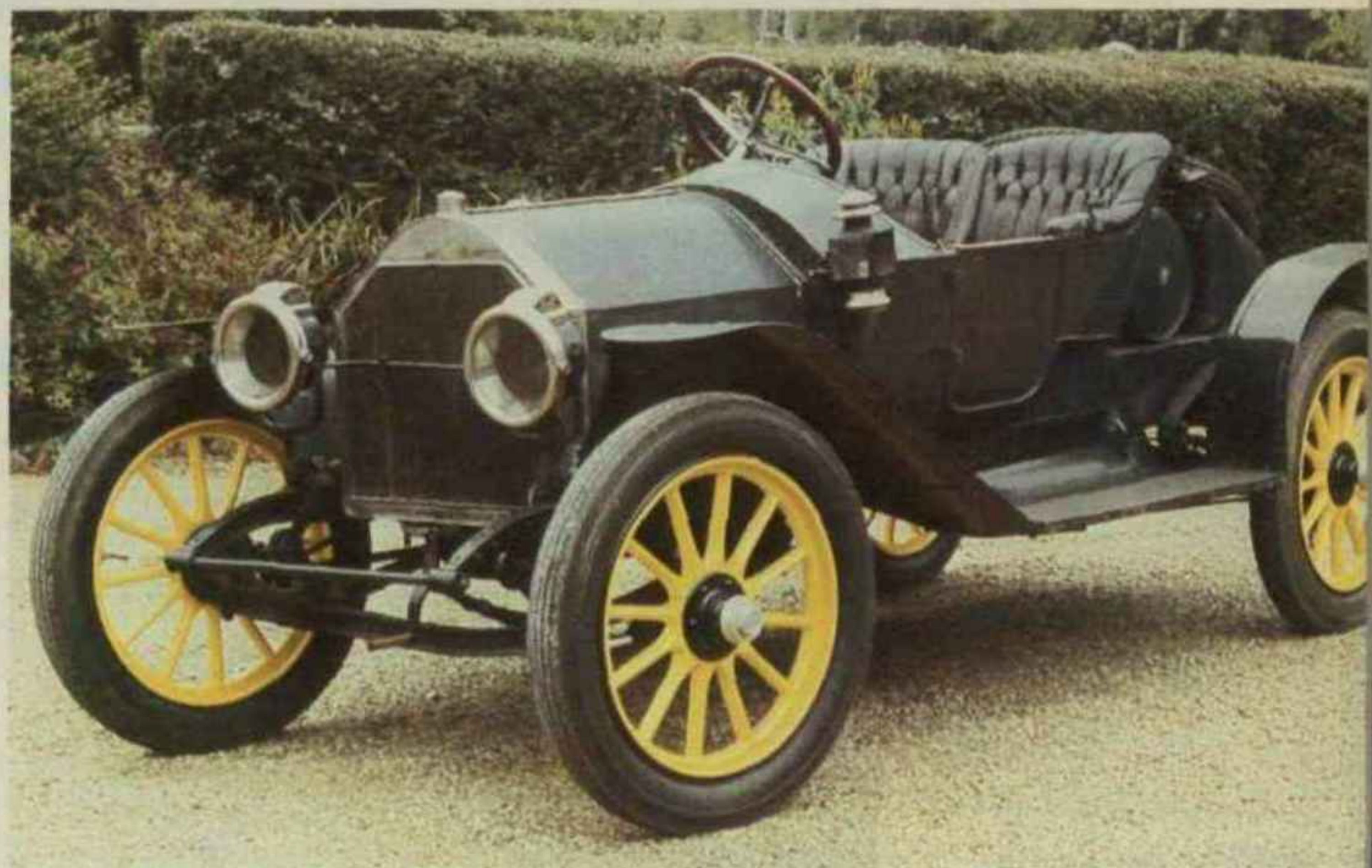
David Bick,
Newent, Glos.



class in the 1952 Targa Florio. He then acquired a sports Maserati with which he did well in further Continental races and drove a San Remo Maserati at Brands Hatch. After retiring from the circuits TASO went to live in France with his actress-wife Sonia but he took a great interest in the Brooklands Society, becoming its President and coming over for its reunions, which might involve walking from Weybridge Station. Living abroad, Mathieson was able to collect a great many motor-racing photographs, which formed the basis of two books, his "Racing Cars, 1919-1939" (MRP 1963) and "Grand Prix Racing, 1906-1914", compiled when he was in Portugal in 1965. No-one loved motor-racing more than this enthusiast, who reflected the old school of rich amateurs.

W B

One of seven remaining Marion cars, the 1911 Model 30 run by the Rendalls in VSCC events.



The ex-Brooklands EHP which has appeared in a few VSCC events since the war, powered by a replacement Alfa Romeo engine, is now given a more appropriate CIME engine. This is the mahogany-bodied, staggered-seat EHP which AW Haynes drove at the Track in 1927, the entrant being de Reuer. It was never as successful as the similar aluminium-bodied EHP racer by GW Olive (who had a garage near Guildford and later drove Standard cars in competitions) being less reliable and almost 13mph down on lap-speed in relation to Olive's car, which won the 1926 President's Gold Plate handicap by over a mile, at just over 89mph, and proved capable of lapping at 96.33mph, gaining also two second places, the last in 1933.

Nevertheless, it is good to know that another ex-Brooklands' car had survived. When I went to

look at it at Ernie Allen's establishment, where the new engine will be overhauled, I was impressed with this typically-French racing car, its two-bearing overhead-camshaft power-unit having the Cozette supercharger and carburettor bolted directly to the front of the block with an aperture in the radiator to accommodate the nose of the blower. The body was clearly the work of a skilled boat-builder and the mahogany theme is used for the bonnet, which is reinforced with aluminium on the undersides. The chassis sits on long, flat half-elliptic springs, the tyres for the moment are 500 x 18s, and there is a four-branch exhaust manifold. The radiator cowl, with EHP of Paris badge, has survived, as has the unexpectedly large petrol tank, accommodated in the long bulbous tail. Both these EHPs had 68 x 103mm (1495 cc) four-cylinder engines.

After looking at this EHP I had a satisfying ride in an absolutely immaculate and original Type 43 Bugatti, which made all the right noises, music to an enthusiast's ears, and is one of the quickest of its kind remaining, a car over from America for engine balancing. Ernie Allen was also restoring a 1930 A7 with fabric GE Cup Model body, no doubt with his daughter's motoring baptism in mind. **W B**

Burney

In last month's description of the Burney Streamline car I inadvertently stated that Sir Barnes Wallace, inventor of the wartime "bouncing bomb" and the Vickers Wellington bomber, etc, had designed the ill-fated R101 airship. In fact, he was responsible for the successful private-venture R100. **W B**

VSCC at Enstone

Reminder that 1991 was nearly over came when we drove the reliable Ford Sierra XR 4x4 over slippery roads (which made 4WD and ABS especially appreciated) on the 250-mile journey to the Enstone plateau off the A34, where the VSCC holds its December driving tests.

It was another day of perfect VSCC weather, the chilled sunshine bracing, the 10 tests faced by an entry of 98 pre-1940 cars, less a few non-starters. To give an overall picture of what happened defeats this reporter, who further confused himself by watching the last test first. Anyway it is unfair to comment on a brilliant performance at say, "Lamont's Labyrinth" or "Go For It!" when the same driver may have made a super cock-up of things at "Bank Charge" - you could spend quite a lot of time working out why the tests were so-named! And what was in mind when one test was named Major Disaster...?

So instead, let's just glance around this happy winter motoring scene, which is as much a time for

socialising and looking at nice motor cars as criticising how the intrepid dicers conduct themselves in the difficult tests... We did, however, note that in Test 10 David Marsh was five seconds quicker than his son and that Moffatt, having broken his Bugatti *en route*, borrowed David's, whose smart bolster-tank, pear-radiator Brescia is very similar to David Sewell's car, these two taking the test in sequence. From admiring this pair of Bugs I realised that the place was prolific with A7s which, in fact, formed a whisker over one-third of the entry - a pleasing discovery for one who thought-up the idea of the 750 MC over 50 years ago. Recently I have had an enjoyable dose of GNs, and at Enstone Blake had his Vitesse-engined sports model. It was also good to see the Hiron's 1922 "flat-rad" two-seater out again.

Not to be outdone, an early Morgan three-wheeler was going well (there were dispensations in the tests for them) and on a perfect day for hot-air ballooning Robin Batchelor was grounded, coping with the exacting task of con-

ducting his 1913 Rollo cyclecar, one idiosyncrasy of which is a brake lever, which, when pushed, moves the entire back axle forward to bring it in contact with the anchoring pads. I noted that the 980 cc engine ticked over at almost zero revs, and that the Rollo had the Edwardian class to itself, in the absence of Roger Collings's Mercedes (which, anyway, is a veteran).

The gathering of interesting motor-cars included Dick's smart Brooklands-model Riley 9, once the property of Percy Riley's daughter, Rees's Monthéry Midget with supercharged engine and racing roundels on its body, Rodger's impressive 4.3 Alvis, Baker's quite sporting open-bodied Rolls-Royce 20 and Dowie's Derby Bentley with a blower to aid the urge. FN and FN-BMW cars were well represented, but Mark Garfitt was marshalling. In spite of some time-consuming "garaging" to be tackled, most of the competitors had completed the tests by lunchtime and flocked to that pleasant pub, The Crown, where the only problem is parking.

Full results will follow next month. **W B**

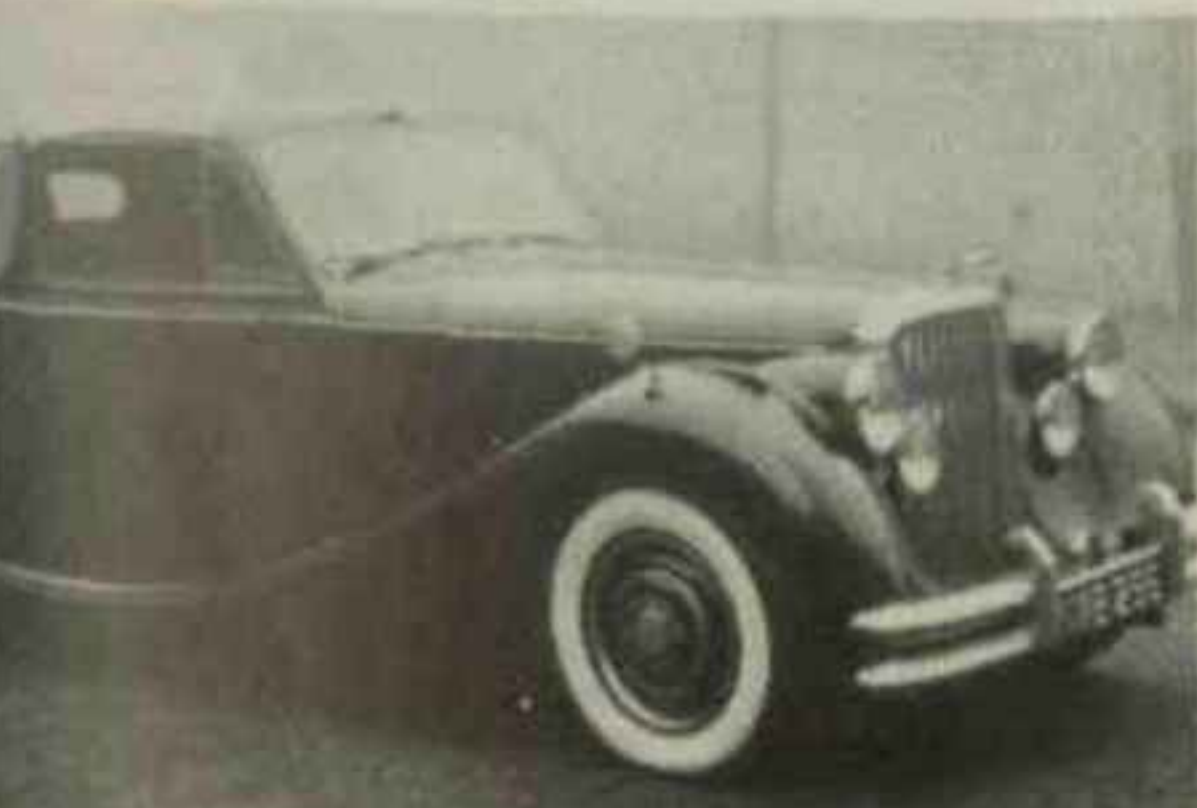
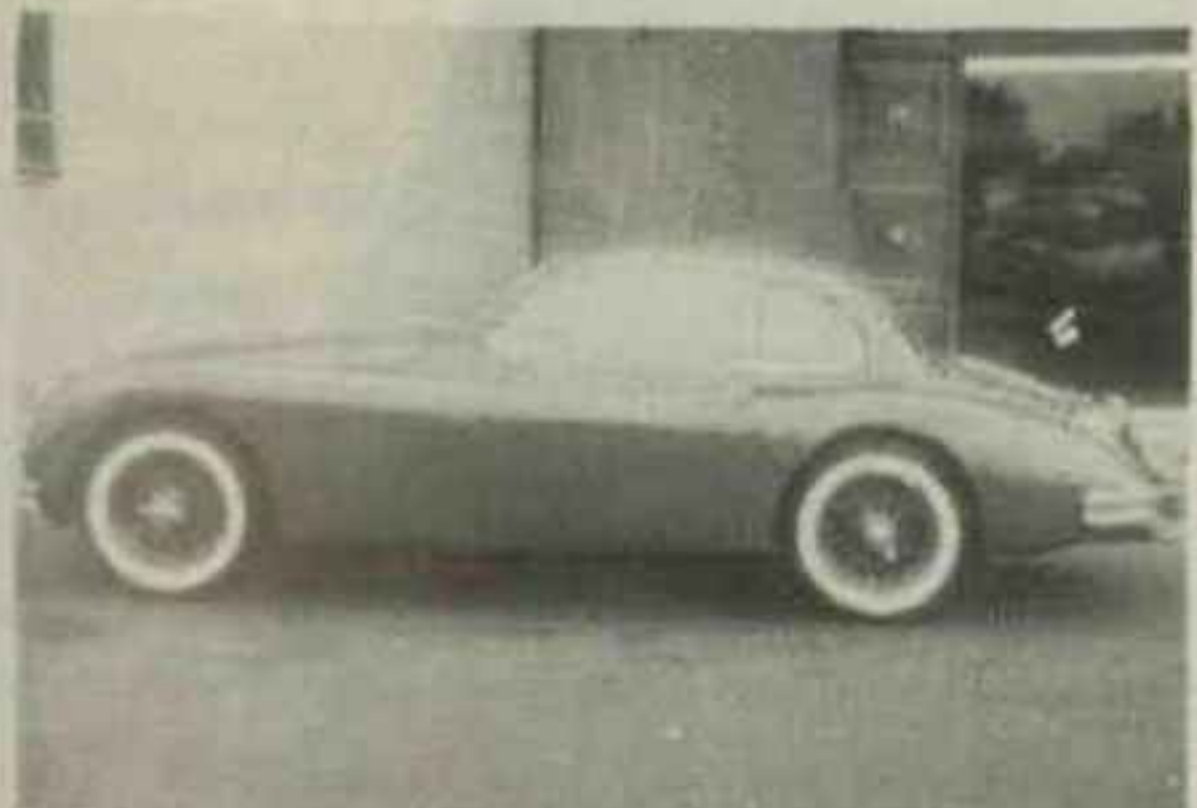
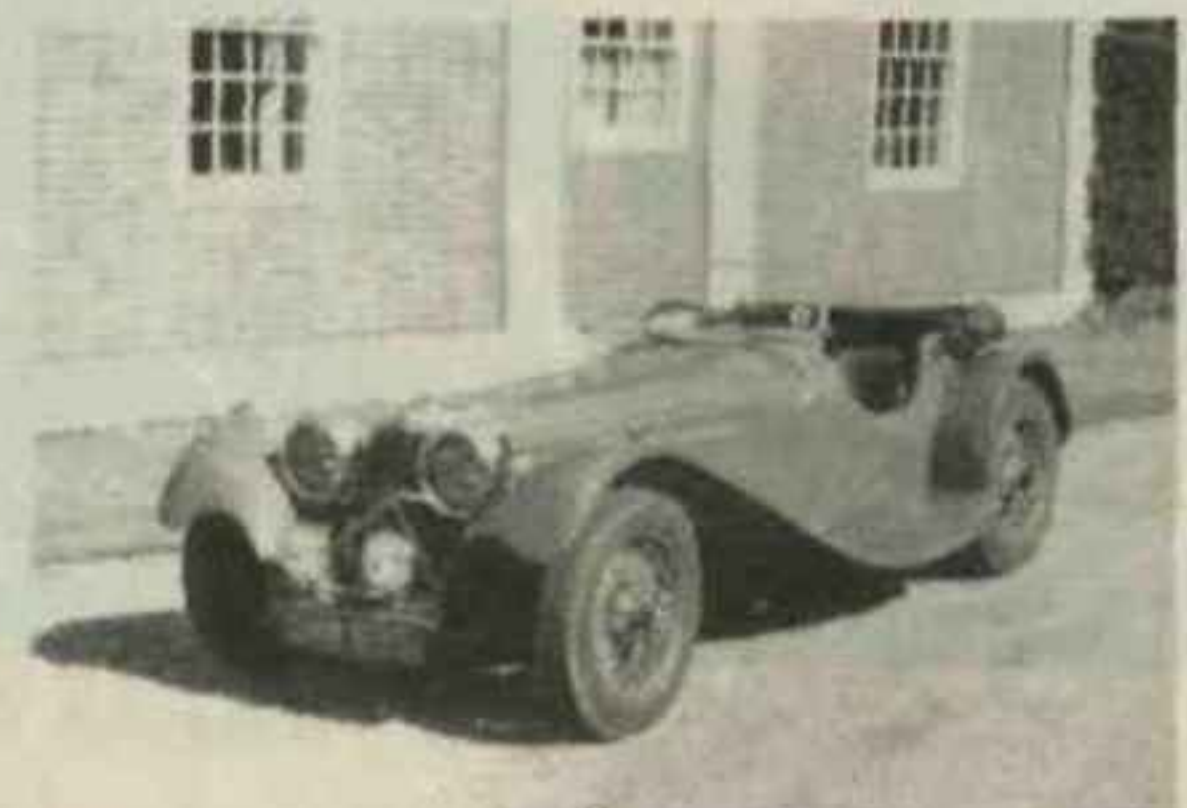
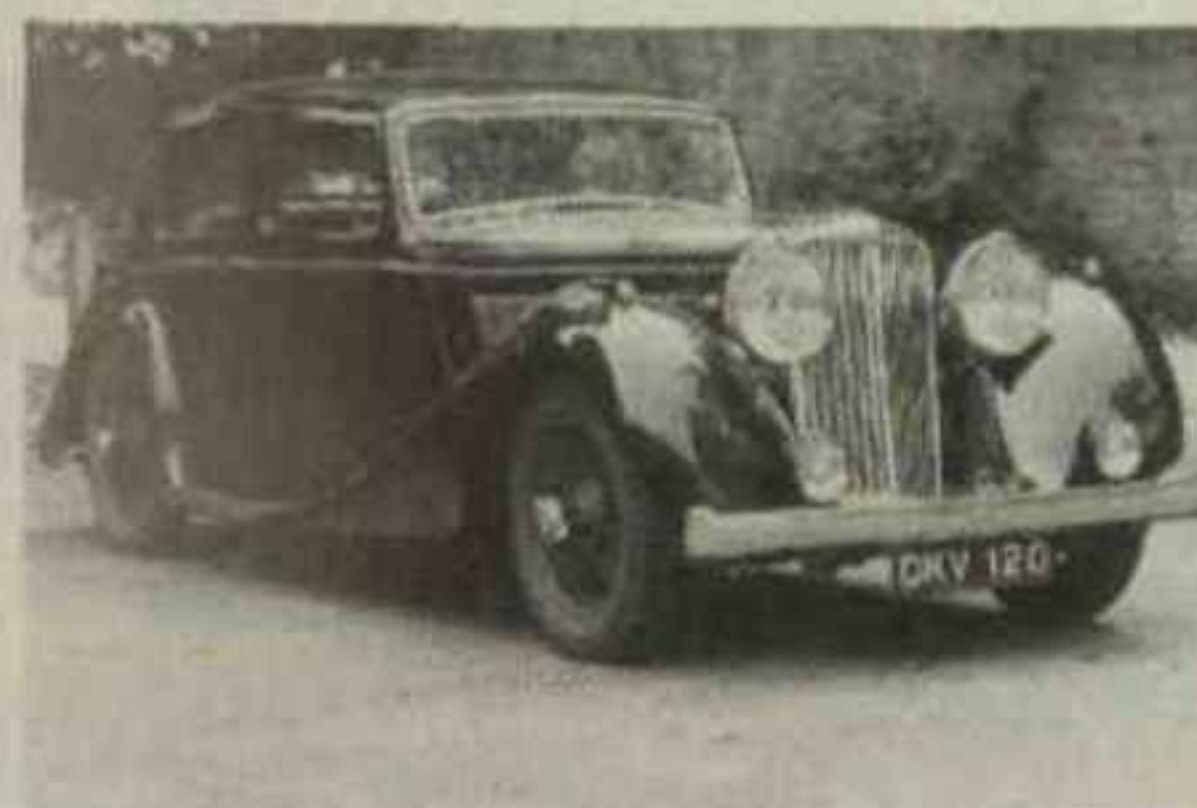
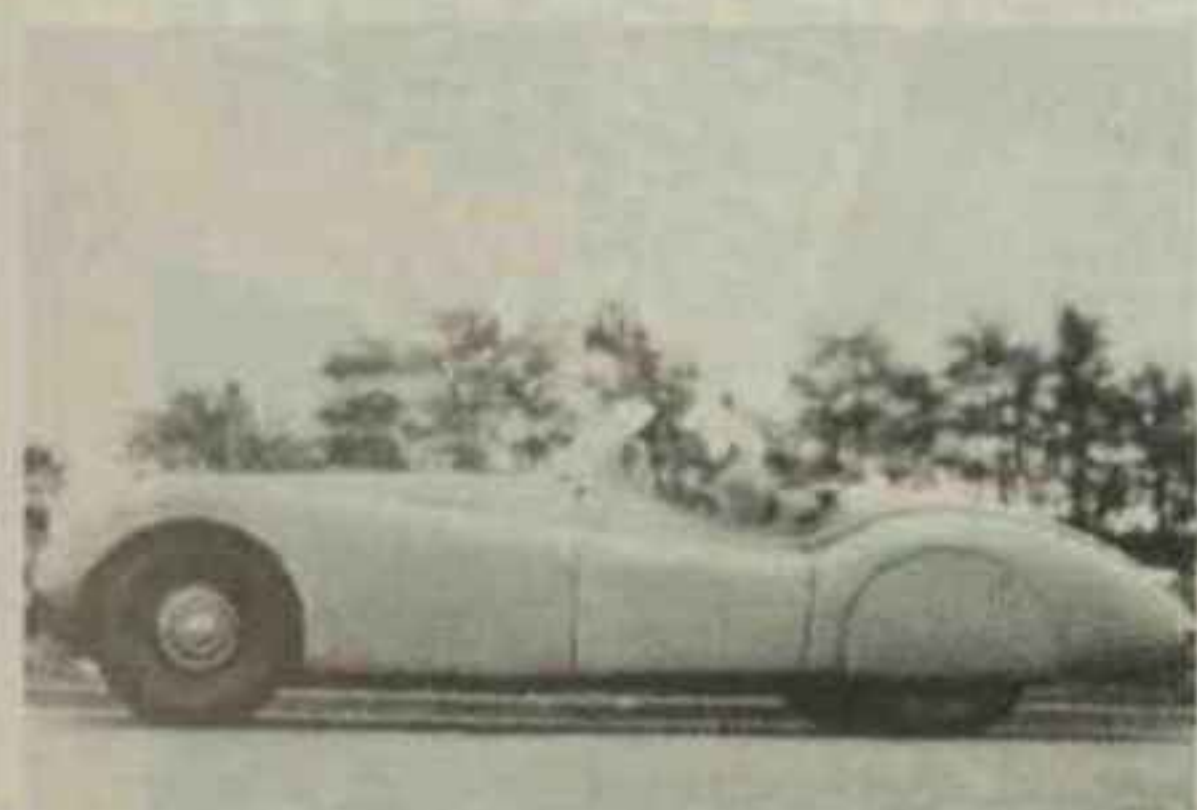
Dick's Brooklands-model was a Riley with company connections, having belonged to Percy Riley's daughter.



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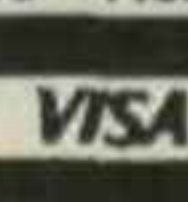
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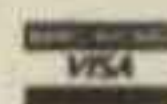
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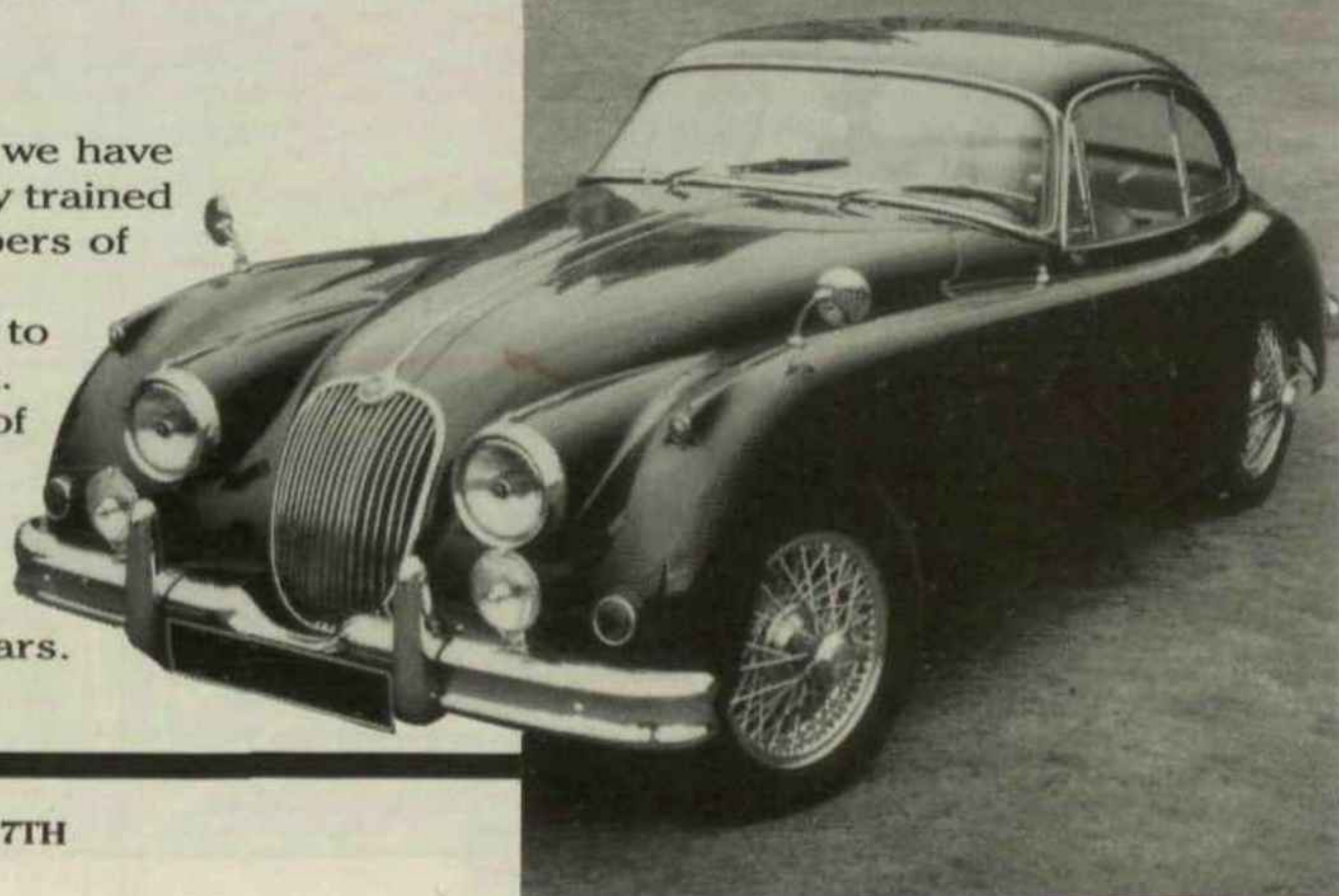
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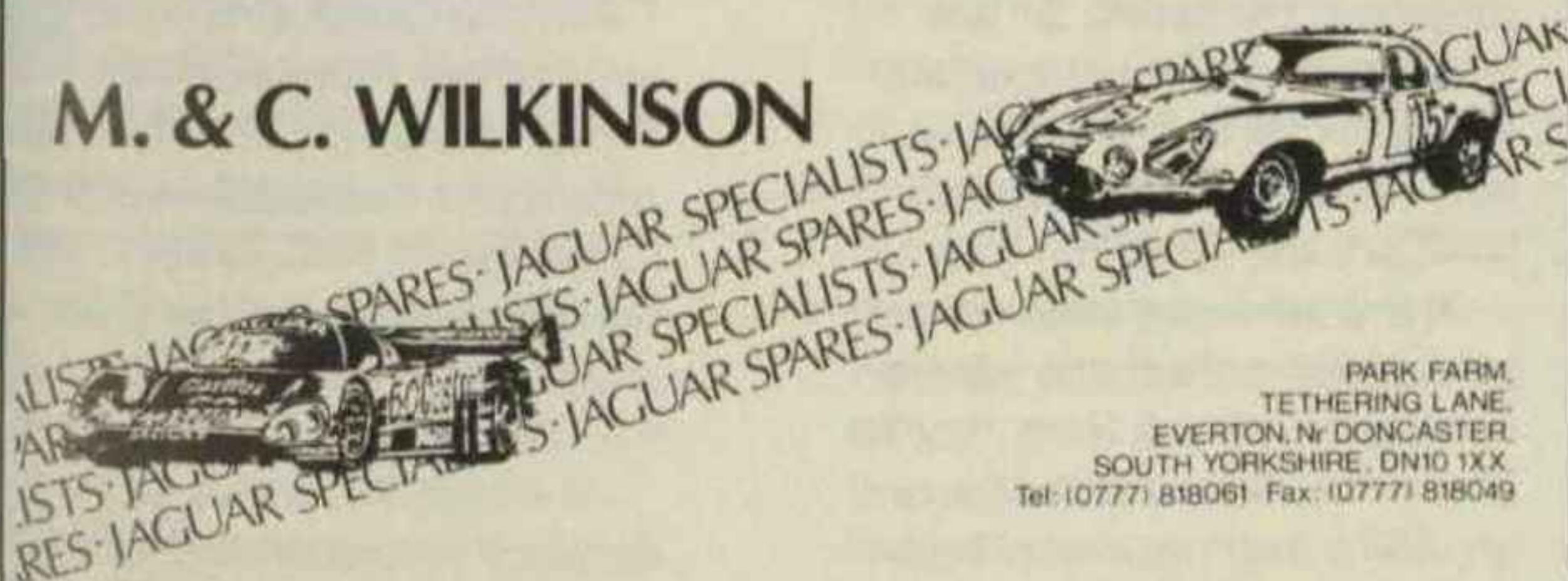
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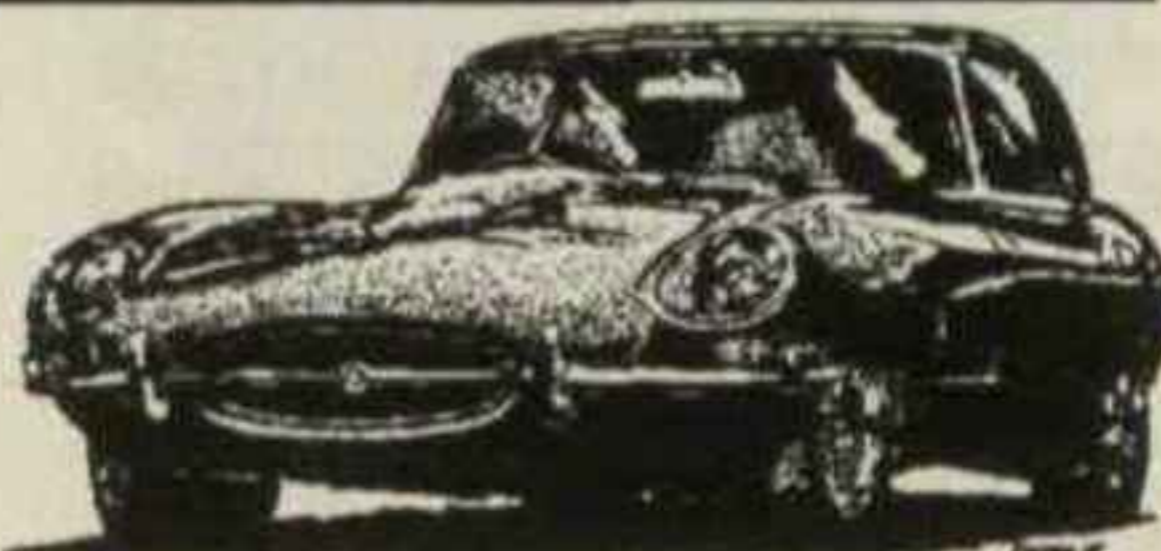


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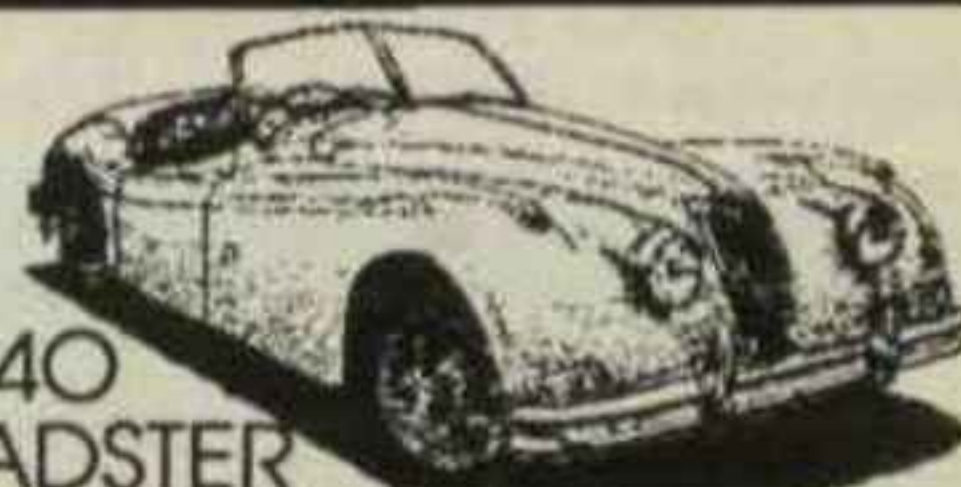
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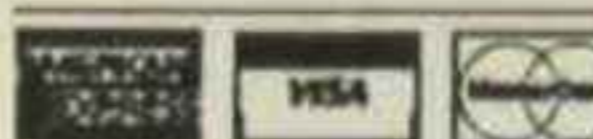
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Videos

Car Wars 5

There are now so many mishap videos on the market that the gaudily-packaged likes of *Havoc* and *Car Wars* are no longer so obvious when stacked amongst tamer offerings.

First things first. We have no particular objection to such productions, so long as they are tastefully executed and honest. Unfortunately, Front Runner's *Car Wars* series has not always been entirely truthful when claiming that none of its celluloid victims are seriously injured. TV publicity for the tapes still features Johnny Herbert's horrific Brands Hatch accident from 1988 to draw in the ghouls...

True, there are no injurious accidents in the fifth volume of the series (which retails at £10.99), but the commentary is so abject that it can only be watched safely with the volume set at zero. Or below zero, if your TV has such a facility. The script is terminally unfunny, and persistent misidentification of drivers and riders merely adds to the frustration.

SA

And They Walked Away 2

See also *Car Wars 5*... This Virgin Vision release (£10.99) is

cast in a similar mould, but far, far better produced, with a sensible, well-informed commentary.

As the action is exclusively American, some may find it rather limited in its scope, but since you are as likely to find sprint car racing footage on British TV as you are live coverage of mud wrestling, some bits may be of interest.

Equestrian enthusiasts may be disappointed to learn that the rodeo sequences which featured in *And They Walked Away 1* have been dropped.

SA

The Champions

When, three or four years ago, historic film footage began to appear in video format, the tendency was for critics – me included – to fall to the floor, frothing at the mouth about how good it was simply because it made such a change to the staple diet of contemporary Formula One that comprised the BBC's output at the time.

Time, of course, have changed. The Beeb now broadcasts touring car racing and F3 on a regular basis, and reel upon reel of celluloid nostalgia is readily available in your local Woolworths.

Duke Marketing's *The Champions* offers a blend of ancient

Automobile



1991/92

and modern. It is a neatly interwoven mixture of old footage and fresh interviews. The format worked well with the first two subjects in the series, Sir Jack Brabham and Stirling Moss, and is similarly successful with two new releases, which focus on Jim Clark and Graham Hill.

There are holes which could be plugged, presumably where no suitable footage exists, but for all that these are well-edited and provide a neat resumé of both drivers' careers for £12.99 apiece.

SA

can find, but it compensates with its breadth and a detailed results appendix. There are perceptive analyses of F1, F3000, Group C, CART, NASCAR, IMSA and the World Rally Championship, though the early publication date means that the outcome of the Cataluña and RAC Rallies – and hence the destiny of the championship title – was unknown at the time of going to press.

As it stands, it is thus an excellent record of most of the year.

SA

Racers Apart

Motor racing biographies are commonplace. *Racers Apart*, by Motor Sport's Executive Editor David Tremayne is something new.

The author has chosen a selection of drivers – not all of them circuit racers – who have particularly appealed to him. Some of them he has worked with in his role as F1 correspondent for *Motoring News*, some created a deep impression during his youth, others left a legacy he found irresistible. He has chronicled the careers of a whole range of characters, from the predictable (Mansell, Senna, Clark, Villeneuve) to the unexpected (Tony Brise, rocket boat entrepreneur Lee Taylor, 1929 Indy winner Ray Keech).

This is effectively an excellent series of essays about the

Books

Automobile Year

This lavishly produced tome must require approximately one giant redwood per copy. It weighs as much as a Lennox Lewis punch; do not drop it on the cat.

Automobile Year, of which this is the 39th edition, is edited by Ian Norris, published in the UK by Motor Racing Publications and costs £27.95. It differs from other motoring annuals in that it covers both industry and the sport in great depth. Photography in both sections is lavish, though there are a few too many PR handout shots in the road car section.

The sports coverage is not the most comprehensive you



chosen subjects, enlivened by the author's strong personal feelings and embellished with frequently amusing anecdotes from assorted contemporaries. Priced at £24.95 and published by MRP, it is the sort of thing one can dip into at one's leisure, though it is also sufficiently compelling to keep you ploughing through once you've started.

S A

GT Foulis & Co of Yeovil have published "Jaguar Performance and Pride" by Pete Lyons and the Auto Editors of Consumer Guide, led by a team of American researchers. This big book with its 450 illustrations tells again the Jaguar story, from the sidecars and the SS cars to the XJ220 era and future projects. I can see no real need for it, unless it titillates Jag-folk who must have everything ever written about the make, being myself quite content to re-read Lord Montagu's original study of the subject and the detailed follow-ups so well done by Andrew Whyte and Paul Skilleter. But if you see otherwise, this latest history sells for £14.99.

W B

Brooklands Books' Gold Portfolio **Lotus Europa, 1966-1975** packs in 59 press articles on the largely-forgotten Lotus model, and I am pleased to see that four of these are from MOTOR SPORT, in one of which DSJ calls the Europa, which he drove to Sicily in 1969, "Colin Chapman's whizzer" and the 1973 Europa Special "Colin Chapman's Super-whizzer", out-dating the Elan. Those searching for such a Lotus will relish this book, priced at £11.95, from PO Box 146, Cobham, Surrey, KT11 1LG.

W B

It is excellent that the **Porsche Story** by Julius Weitmann, which gave advocates of this car the complete history back in 1968 in an English edition and which was revised and edited by Michael Cotton in 1985, after an enlarged version had been published in 1971, has now been brought up to date again, in a fourth edition containing more than 700 photographs, the earlier ones those fine pictures from Weitmann's own camera, so that the whole competition history of Porsche up to the beginning of 1990 (14 pages of specifications and race results) is available in this magnificent 432 page coverage. The publishers

are Patrick Stephens Ltd of Yeovil; the price £25.00. **W B**

Peter Lewis's biography of "Alf Francis — Racing Mechanic, 1948-58", which was published in 1957 and reprinted in 1958 and 1959 has now been re-issued with a new closing chapter, by Foulis of Yeovil, priced at £25. I see that my review of this book has been republished in its entirety on the dust-jacket, which has new art work. The book was outstanding when it first appeared but others in similar outspoken and detailed style have followed. However, this is a very interesting look-back to the days of Moss beginning his great career, of the start of HWM, of Rob Walker's racing and the Cooper-Climax days, etc.

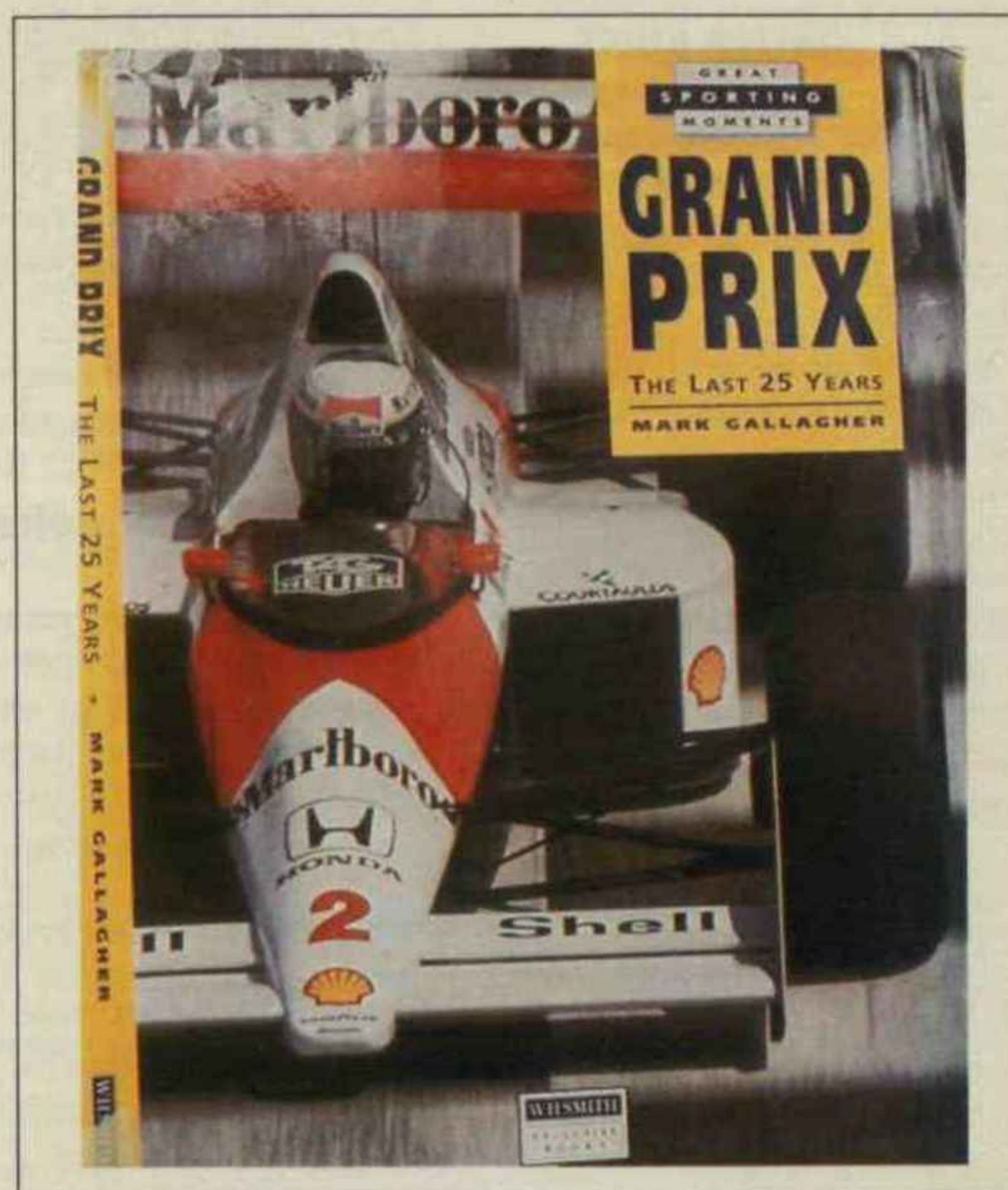
W B

For those who collect everything about Jaguars, the Oxford Press/Haynes Publishing Group of Yeovil have published "Jaguar Saloons — Grace, Space and Pace" by Chris Harvey, with lots of pictures laced with description, priced at £18.50 **W B**

Anthony Pritchard's latest book describes itself as "a panorama" of Grand Prix racing, and that is not a bad description of a work which stretches from Emile Levassor to Ayrton Senna. But instead of a continuous race-by-race narrative, **Grand Prix Racing — the Enthusiasts' Companion**, sorts the story into ten eras and intersperses condensed outlines of those years with articles from other sources. These are sometimes contemporary (DSJ on Rheims in 1956, Hawthorn writing about the 1958 Moroccan GP) and sometimes historical (Cyril Posthumus on various aspects of the '20s, Alan Henry on the '70s).

It is much more successful than it sounds, making a very readable book to consume whole or dip into. The inserts, which might cover a particular car, a race, or a team such as BRM, illuminate the story, while the accompanying photographs are excellent. Many come from Aston's own T C March collection, otherwise unpublished, and are very striking. There are two colour sections, but it is the black and whites which have the impact. (Aston is releasing some of this archive as a print collection.)

A good single work on a wide-ranging subject, with a foreword by Stirling Moss, published by

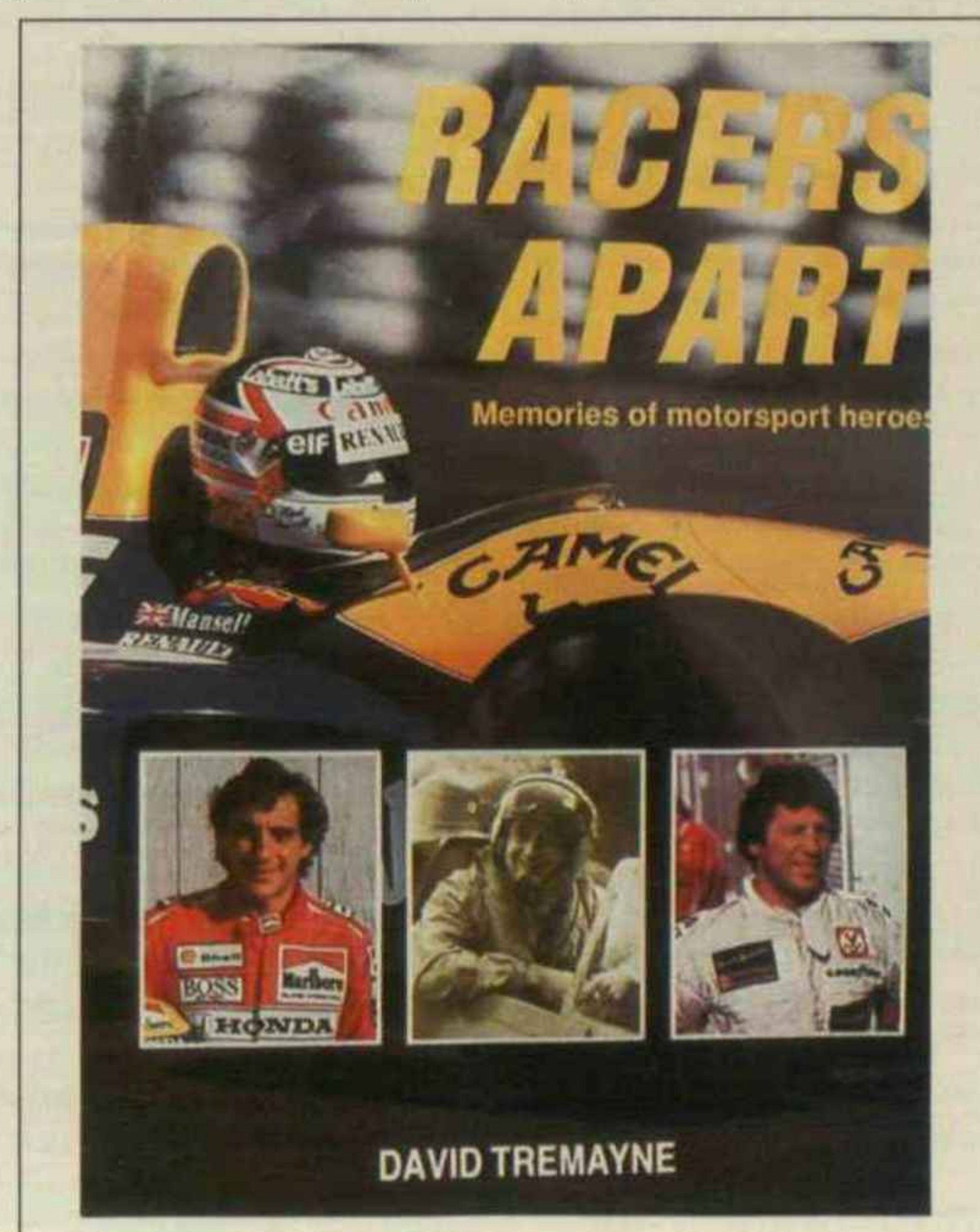


Aston Publications, Bourne End, Bucks. 256pp. £17.95. **G C**

From Crowood come two more in the Autoclassics series, covering Lotus Esprit (by our own Jeremy Walton) and Jensen Interceptor (John Tipler). These one-model offerings go into some depth, not only on technical aspects but illustrating the company backgrounds by talking to the people involved. Both firms' struggles and hard times (MOTOR SPORT's Proprietor reports that Colin Chapman still owes him £13 8/- for advertising in 1963!) make interesting

reading, particularly given the world of difference between current Lotus high-tech production and the occasional hand-built Jensen which still trickles from the factory.

There are a great many photographs in both books, though in the Interceptor's case these serve mainly to show how few variations there were in the car's life. In this respect the Lotus is the more rewarding subject. As well as much tabular information and potted biographies, both have a chapter on purchase and restoration, rounding out a good £19.95-worth. **G C**



Series killer

Sir,
I am not a fan of any driver but of motor racing in general. Can you explain to me why the Japanese Grand Prix is scheduled for the penultimate race of the championship? The last three races there have been a disaster.

Would it not make sense to put this race at the beginning of the season with the USA or Canada? We could then have the largest circuits at the end of the season. If the championship is tight then the last three races on larger circuits would lead to a much improved ending to the season, instead of having it killed off by grid position in Japan.

How much longer will the sponsors of the Australian Grand Prix keep paying out to show meaningless races? I know Senna is in charge of driver safety at circuits but who is in charge of spectator satisfaction? Bearing in mind the cost of following our sport, should we not be given the satisfaction of a well-organised championship?

My thanks for a smashing magazine.

D Beory,
Cornwall.

Pure diction

Sir,
Does DSJ have a dictionary? After perusing his *Letter to Readers* in last month's *MOTOR SPORT* it rather struck me that a copy might do wonders to alleviate his apparent confusion. He could then ascertain that 'media' is an abbreviation of 'mass media', and is now taken to suggest 'the means of communication that reach large numbers of people in a short time, such as television, newspapers, magazines and radio'. Nothing, I would have thought, to be ashamed of. It seems that DSJ is worried whether he belongs to the media, but he does so as assuredly as he belongs to the human race (sorry, should that be mankind?).

I don't quite understand the point he is trying to make with regard to Ayrton Senna's swearing at the Japanese Grand Prix. Surely it is irrelevant whether the media is also foul-mouthed, so long as it doesn't write or broadcast in similar vein. Then it *would* offend me.

Surely Ayrton Senna, a three-times World Champion, should

have realised that he had an example to set when he spoke publicly in Japan? The real point is that I cannot imagine Honda and other Japanese companies being impressed by his descriptive comments.

Richard Cleary,
Wembley.

Leaky defence

Sir,
I have subscribed to *MOTOR SPORT* since 1963 and have always read DSJ's articles with interest and enjoyment. I was, however, considerably saddened by reading his recent article *Media spotlight*.

At first I was puzzled by what appeared to be an entirely irrelevant discourse on the meaning of 'media'. Then it became apparent that it was intended to be some sort of defence of Senna.

What DSJ appears to be saying is that had Senna's comments, which clearly seemed to me to confirm that he had deliberately rammed Prost, been made in his native tongue, then "few people would have understood and it would all have been glossed over and forgotten". That surely cannot be right!

He then goes on to imply that Senna is a professional and knows what he is doing and that any journalist who questions whether deliberate ramming is an acceptable tactic is a 'do-gooder' and mere 'media person' as opposed to a true motor racing enthusiast.

I am not a journalist but I believe I am an enthusiast and I am appalled by Senna's comments and attitude.

I know DSJ to be a great admirer of Senna and would be interested to read a further article by him, giving a rather more detailed and thoughtful analysis of the latter's reported comments. It does seem, however, that DSJ has developed something of a blind spot so far as Senna is unconcerned, so perhaps such an article is unlikely.

Andrew Biggs,
Hong Kong.

School bully

Sir,
I didn't used to get worked up about DSJ's advocacy of Ayrton Senna. After all, Senna has the record to back up his claims. But after reading the latest *Letter to Readers* I am beginning to

wonder if the old fellow hasn't flipped. Does DSJ seriously think that Senna's admission that he would rather cause a crash than compete in a motor race wouldn't have mattered if it had been made in Portuguese? That wasn't the way I was brought up.

My opinion, for what it is worth, is that Senna has revealed himself to have the methods and morals of a school bully. On the assumption that you can tell a firm by the company it keeps, a Honda will not be on my list of possibles when I look for a new car next year. I'm almost sorry I don't smoke.

Martin Tooley,
Cambridge.

A linguist writes

Sir,
Denis Jenkinson was surely misguided when he wrote (*Letter to Readers, December*) that Senna's outburst in Japan only received a panning in English newspapers.

As a matter of fact, both French and Italian journals which I have read since the Suzuka race have also been sharply critical of the Brazilian's behaviour. The point is, Senna's outburst was intolerable no matter what tongue it was delivered in.

Recently, I rewatched a video of the 1990 F1 season. After his second celebrated collision with Prost, Senna denies *absolutely* that he was in any way responsible for what happened. One year on, his post-Suzuka remarks prove that he was lying through his teeth.

Much as I respect his uncanny skill behind the wheel, he still has much to learn if he wishes to be regarded as a true sportsman.

J Collier,
Grasse, France.

A suitable case for treatment

Sir,
I am indebted to Janet Fellows for her correction to the article on my Morgan (*MOTOR SPORT*, September 1991). Grahame Walker did indeed win the championship round at Pembrey, driving superbly as he did all season. However, I am sure my good friend Grahame would not mind my mentioning that it was raining stair rods at the time onto a streaming track. These

conditions tend to nullify the power advantage of the Class A cars such as mine, when 360 bhp becomes a positive embarrassment! Mrs Fellows also really ought to know that Class B cars are hardly standard, being allowed the same capacity limit of 3.5 litres.

As a postscript to the article, my car went onto win all the subsequent rounds of the Morgan Challenge and net the Class A Championship. In addition it won the Stapleton Trophy race at Silverstone for the third year in succession. A thoroughly enjoyable season was due in no small part to the interest and generosity of the Morgan Motor Company in sponsoring the Morgan Challenge. On behalf of all competitors, thanks Charles.

Colin Musgrove,
Kenilworth, Warwickshire.

Bristol fashion

Sir,
As a long-term devotee of *MOTOR SPORT* I much enjoyed JW's test of the Caterham Super 7 HPC in your October issue. However, I noted that the impression was that some of the sporting 'bite' had been engineered out of the car. In the penultimate paragraph JW suggested a more aerodynamic outline. Surely this is provided in a Ginetta G4. I would be most interested in you views on the matter, as I can't make up my mind which I prefer.

Their salesman told me 0-60 in 4.7 seconds and 130 plus mph for the 1600cc Ford and better still more for the 1700.

My car? A Bristol 411 Mk4; you're welcome to try it if you like. Purchased after WB's report of many years ago, I'm not disappointed but would not mind the contrast of a 7 or a G4!

My brother-in-law and I already have some variety, viz: Aston Martin V8 (Vantageised) and DB6, Maserati Merak, Jensen FF, XJ6 V12, Triumph Stag and sundry moderns. It's all fun, isn't it?

Keep up the good work!

Richard Young,
Farnham, Surrey.

Mr Hungry of Prestatyn

A few weeks ago I had to travel from North Wales to the south coast. In order to avoid the interminable M6 roadworks I

decided to travel via Wrexham, Oswestry and Shrewsbury onto the M54 at Telford – quite a good road now though parts are still being upgraded. I then travelled via the M6 and M42 onto the new M40. This of course joins the M25, which I followed until turning off to head south through Dorking. Nothing very remarkable about the journey you may think, but ponder this: there are no services, no food, no petrol and no loos for the entire journey from joining the M54 until leaving the M25 south of London, surely a glaring defect in the system?

Chris Wild,
Prestatyn, Clwyd.

Nash riddle

Sir,
Reading one part of WB's account of Edward Riddle's GNs, I realised how glad I am not to be a qualified engineer such as Edward Riddle is. If I had been able to calculate that my Anzani Frazer Nash was aerodynamically incapable of cruising at more than 45 mph, I would have missed out on literally tens of thousands of happy miles of 60-65 mph cruising over the last 30 years!

TJ Tarring,
Weybridge, Surrey.

Chester races

Sir,
As you showed interest in R11B wearing an early Chester Motor Club Badge at Weston-super-Mare on Sunday October 6 1991, I thought a short explanation would help. R11B was entered by George Boyle and driven by Ken Wharton at the CMC Queensferry sprint on June 20 1953, when he broke the absolute record for that course, covering the standing start half mile in 20.00 sec. You might be interested to know that there is an omission in the records of the history of English Racing Automobiles Ltd, as Peter Bell lent a CMC member Dennis Done R11B for the June 24 1950 sprint, which he won in a time of 23.8 sec.

Further vintage interest was created at the CMC's 70th anniversary dinner by Mrs Lily Davenport, when she returned to the president a medal won by BHD on Easter Monday 1924 for his climb at Llingaw.

Robin Parker,
Chester.

A life of Riley

Sir,
I am the owner of a 1933 Riley 9 Lynx four-door open tourer, registration OC 99, which I understand to have been a well known amateur hillclimb car, chiefly in the Midlands during the late 1930s and early 1940s. I have a *Riley Record* magazine dated October 1944 where it is pictured on the front cover with the caption Riley Motor Club Trial, High Button.

I wonder if any of your readers could tell me where High Button is or was (I believe it was in the Cotswolds, near Broadway, and may also be called Fish Hill) or whether anyone recalls any pre-1950 registration number. I believe it was rallied by a Mr TG Restall, whose firm manufactured and supplied many of the seats for new pre-war cars including Rileys. Any help from any readers would be much appreciated.

Clifford H Williams,
Bristol.

Amazing Alvis

Sir,
I recently received an auction catalogue which included in its offerings a 1924 Rolls Royce 40/50 hp. Included in the information was the fact that, "it will, amazingly, be driven to the auction (near Ashford, Kent) from Lands End where it is presently kept."

Is it indeed amazing that cars sold in auction actually drive? Should one not expect a motor car, built to carry people from place to place, to be capable of doing so? Or is the motor car in question actually an investment which, as such, should never be driven at all?

During January 1992, I anticipate using my 1926 Alvis of only 12 hp to carry me from Oxfordshire through Normandy, across the Loire valley, into the Auvergne, down to Valence and then into the Alps, returning across the Cevennes, Massif Central, the Gers and the Pyrenees to Saïtander to catch the ferry to Plymouth and then home.

My Alvis takes such trips in its stride every January and throughout the year. Is this amazing?

Malcolm C Elder
Enstone, Oxon.

Rover Vitesse

Sir,
I am at present busy collecting

information and doing research for a book on the Rover SD1 Vitesse. I wonder if it would be possible via yourselves to ask your readers for help regarding this model. Any information whatsoever will be welcome.

I am particularly looking for information on the racing versions of the Vitesse and additionally the normal 3500 Vanden Plas used by the police.

I would also be very pleased to

hear from anyone who worked for Rover on or with these cars. In addition I would like to contact anyone who owns or has owned one of these cars, or anyone in the States or Australia who has at one time had an injected SD1.

As keeper of a 1986 Vitesse, I would be pleased to hear from other owners interested in an informal contact group.

RW Hibberd, Meertensweg 33,
9511 PW, Gieterveen, Holland.

Goodyear results

ALTHOUGH Jenks' *Letter to Readers* was a popular topic for correspondents this month, we have been absolutely inundated with requests for a full set of answers to last year's three-part Goodyear competition. We apologise for their late publication. Of the original 60 questions, only 59 were taken into consideration. July's question 15 ("In which race did Nuvolari first race an Auto Union?") offered three 1938 alternatives. In fact the great Italian first drove for the marque one season earlier . . .

In addition, June's question 5 ("Why was April 6 1968 a black day for motor racing?") contained an unfortunate typographical error, which most of you picked up. The question related to April 7 1968, the date of Jim Clark's fatal accident at Hockenheim.

Finally, July's question 7 ("Who was the first German driver to win a Grand Prix after 1939?") was poorly worded. The intended answer was Wolfgang von Trips (1961), though Karl Kling's non-championship win at Avus in 1954 was allowed.

June

1 Jim Clark; 2 German; 3 1964; 4 1975; 5 The last day of Jim Clark's life; 6 Monaco 1955; 7 Yoshio Nakamura; 8 Alan Jones; 9 Derek Gardner; 10 Jim Clark; 11 France 1989; 12 Belgian GP 1968; 13 Jody Scheckter, Wolf, Monaco 1977; 14 Keke Rosberg; 15 Alfa Romeo; 16 Didier Pironi; 17 James Hunt; 18 Dutch, Belgian, French, British, Portuguese; 19 1978; 20 Robin Herd.

July

1 Jo Schlesser; 2 Froilan Gonzalez; 3 Brazil 1976; 4 Toleman; 5 Martin Brundle; 6 Lotus 18; 7 Wolfgang von Trips (championship), Karl Kling (non-championship); 8 Bernd Rosemeyer; 9 Riccardo Patrese; 10 Belgium 1989; 11 Portugal 1985; 12 France 1989; 13 1970; 14 Tony Southgate; 15 question discounted; 16 1967; 17 Pier-Luigi Martini; 18 Third place; 19 Adrian Newey; 20 Spain 1990.

August

1 Phoenix 1989; 2 Belgium 1982; 3 John Barnard/Gordon Murray; 4 1991; 5 1987; 6 A8; 7 François Hesnault; 8 Ayrton Senna; 9 Monaco 1987; 10 True; 11 Osella; 12 Coloni; 13 Roberto Moreno; 14 Mexico 1989; 15 Canada 1967; 16 International Trophy 1971; 17 Canada 1985; 18 Germany 1979; 19 Mike Thackwell; 20 François Szisz.

Peter Smith

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1991J 33 1.5ie, Met green, stereo, 3,500 miles.....	£8,995
1991J 33 1.5ie, Black, stereo, spoilers.....	£8,995
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1988E TVR S, Blue, leather, 26,000 miles.....	£10,995
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1987E Fiesta XR2i, Blue, 1 owner, full history.....	£4,495

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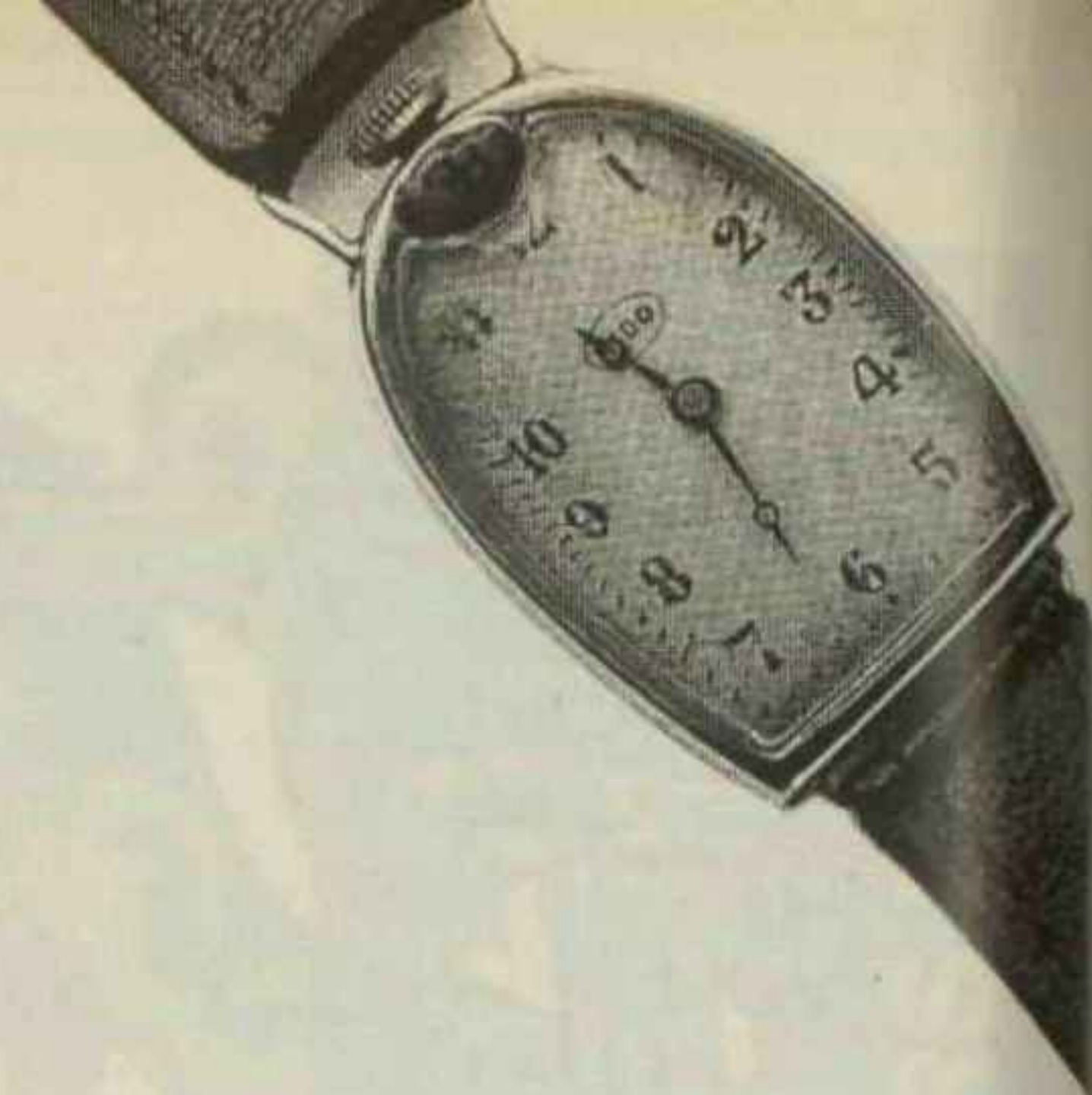
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The Autocar archive of F Gordon Crosby pictures – also sold for world record prices for the artist at Brooks Olympia sale in March.

The sale of the late Peter Hampton's vast collection of automobilia at Brooks 'Summer Vintage' sale at Lords in July. Outstanding prices were achieved for such diverse items as a 17" petrol driven Bugatti model (£3,000), a Dunhill lighter modelled as George Eyston's MG 'Magic Midget' (£420) and a Bugatti wrist-watch (£22,000).

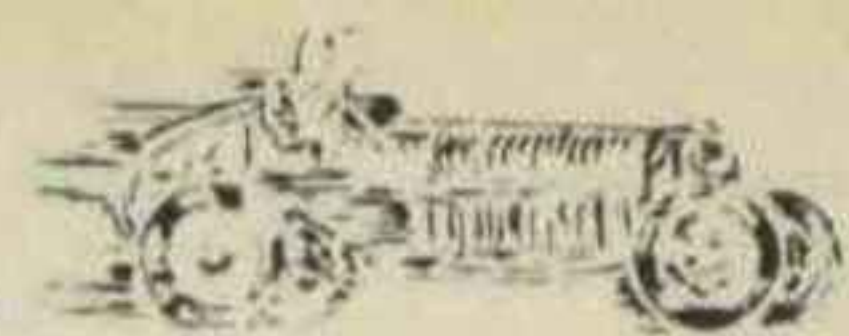
The team at Brooks draws on considerable experience and in addition to Robert Brooks himself, includes James Knight, Edward Bulwer-Long and the respected specialist Colin Warrington who has joined Doug Nye as a Brooks consultant.

Brooks careful selection of high quality, rather than high value, items are offered in no more than 150 lot sales prior to vehicle auctions. The automobilia benefits from the international marketing programme that surrounds every Brooks sale and Brooks staff are able to identify owners of particular cars, who, as a result, may have a specialist interest in an automobilia lot. For further information, or details of Brooks next Automobilia Sale at Olympia in February, call Edward Bulwer-Long or Colin Warrington on 071-228 8000.

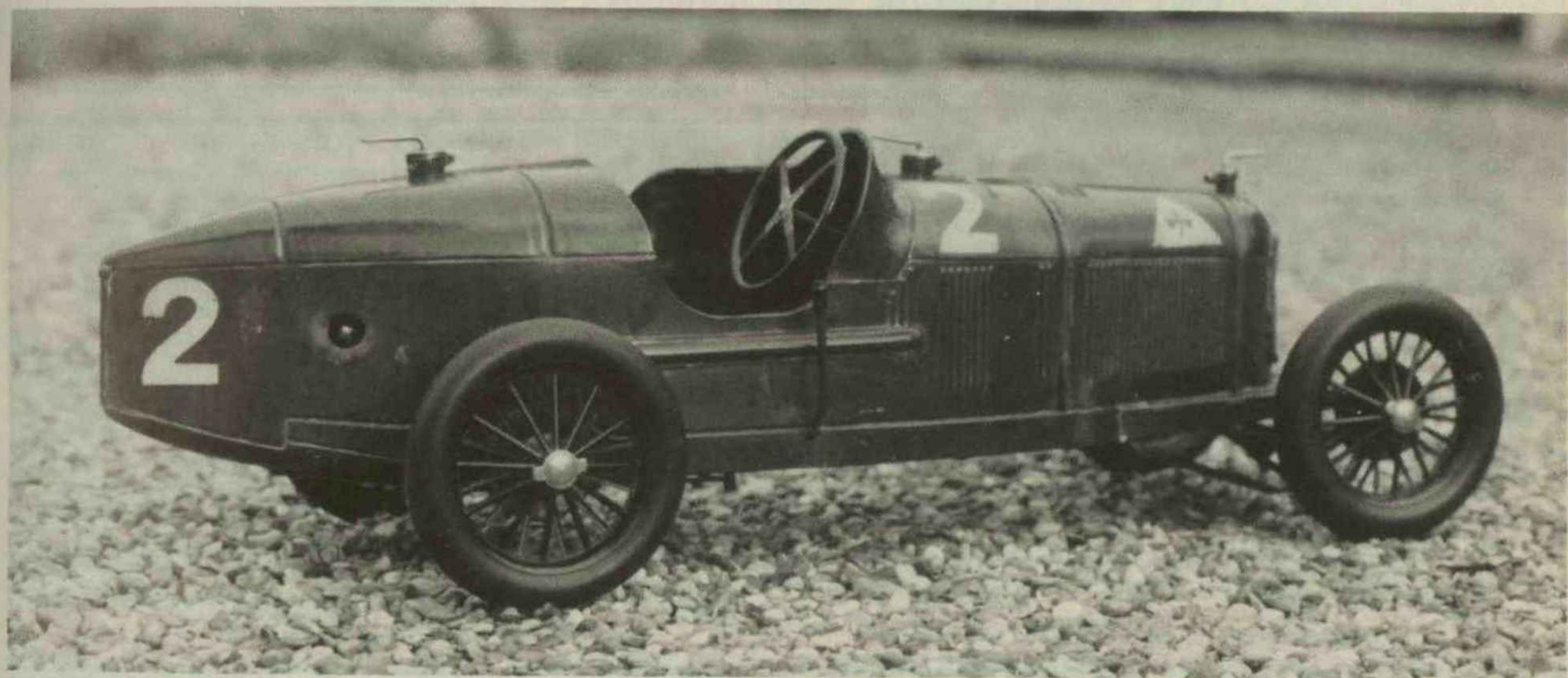


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Automobilia



Only surpassed by the real thing:- The wonderful P2 Alfa-Romeo by C.I.J. Paris, 1924.

No one can let history pass without being tempted to reflect on it or re-create it. Motoring history is relatively short compared to man's, but it has had the most profound effect upon the human race and will continue to do so for many years. We are all more or less directly involved or affected by the motor vehicle. Love it or hate it, one can not escape it, and the majority of today's motorists can reminisce endlessly about it.

When recently the Motor car celebrated its centenary, it seemed to coincide with a real awakening in the public consciousness of just what this period had spawned, not only by way of progress, but also of the history of its creation and development. This awareness, coming at a time when an interest in the acquisition of vintage and historic cars was already well-established, spread rapidly to encompass the whole of the motoring related environment. With the appellation 'antique' now properly conferred upon some of the earliest machines and artefacts, it now covers every aspect of the glory and tradition of motoring's past. Collectors the world over are discovering what treasures lie hidden, and clamour to obtain whatever part of it appeals most to them.

As one has spent a life surrounded by, and involved with, old motors and their related sorts, especially the sporting variety, it comes as no surprise that what has been my own hobby and pastime is shared by an ever-growing body of highly-motivated and acquisitive enthusiasts. One needs only look back to childhood and there see such seeds of interest germinated. In the toy collector, for instance, who starts perhaps by replacing those long-lost items that were "put out for the dustman, Dr. Barnado's" or merely "given away". Lucky is the person making additions to those carefully "put up in the attic" in their original boxes. Toy collecting is a vast field in itself, but to my mind, the most interesting toys are the larger tinsplate or diecast sports cars from the 1920s to the 1950s. Without a doubt the classic of all is the

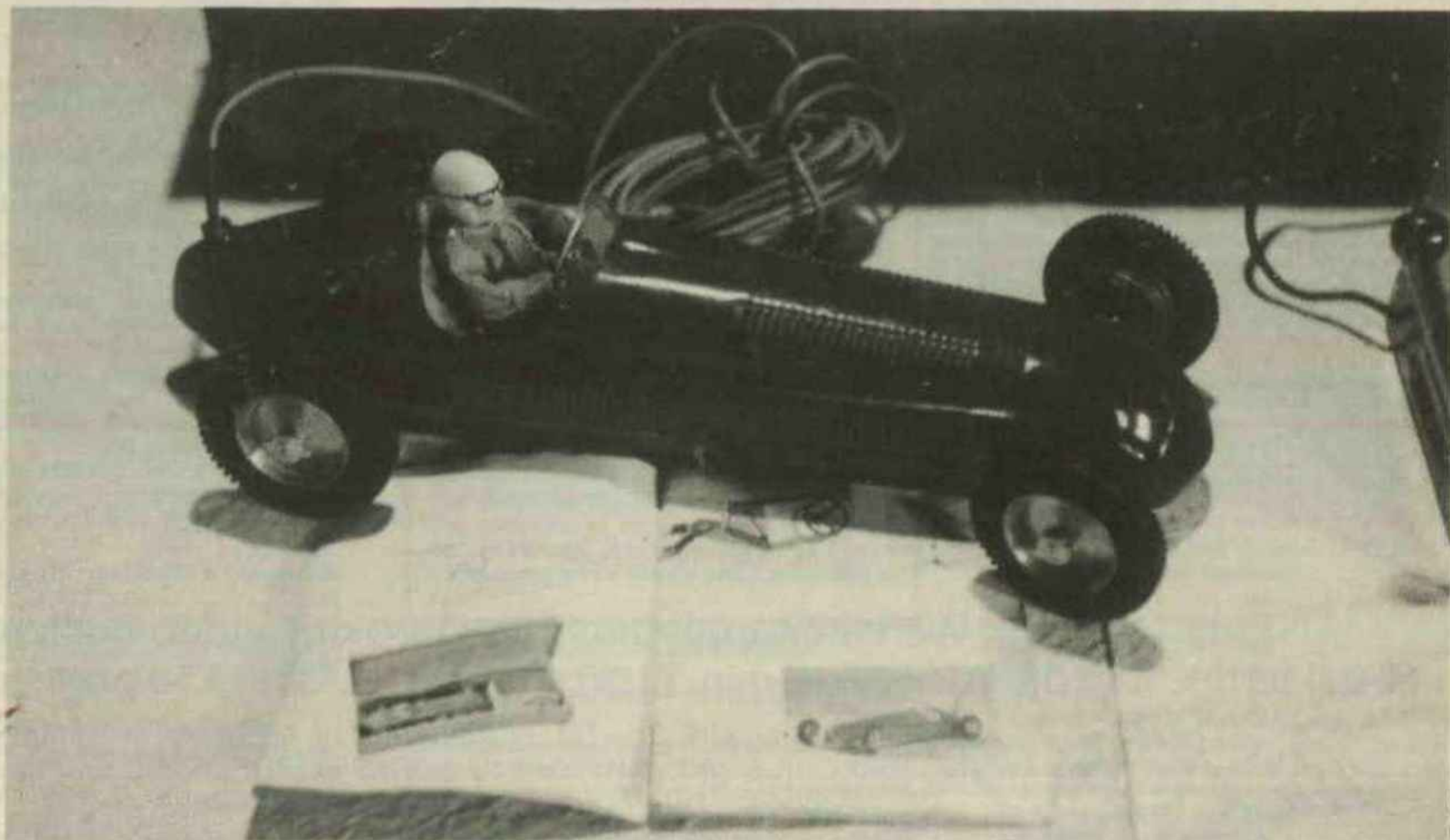
wonderful tinsplate clockwork-powered model of the legendary P2 Alfa Romeo. Introduced in 1924 after its win in the French Grand Prix and manufactured, with few detail changes, over a 10-year period by 'Compagnie Industrielle de Jouet', it was produced in some quantity, in a variety of colours, representative of the European racing nations. However its real charm lay in the design and execution, with detachable spoked-wheels, friction dampers, leather straps over a heavily-louvered bonnet, rack and pinion steering, and opening racing-filler caps. All were beautifully re-created in miniature. It cannot help but take pride of place in any collection.

Other makers too produced some true gems; the Italian firm 'Domo' made a remote-controlled car, modelled on the Maserati 8CTF of 1938. A labour-intensive and complex device, it incorpo-

rated two mains-electric motors (one powering the steering) driven via a combined transformer, which sported steering wheel and forward/reverse controls. Very heavy in die-cast aluminium and steel, it featured a most realistic driver puppet wearing blue racing overalls, leather kid gloves and china head and feet. Expensive even then, made in limited numbers pre- and post-war, it is now very rare. It was also made available with a diesel aero-model engine.

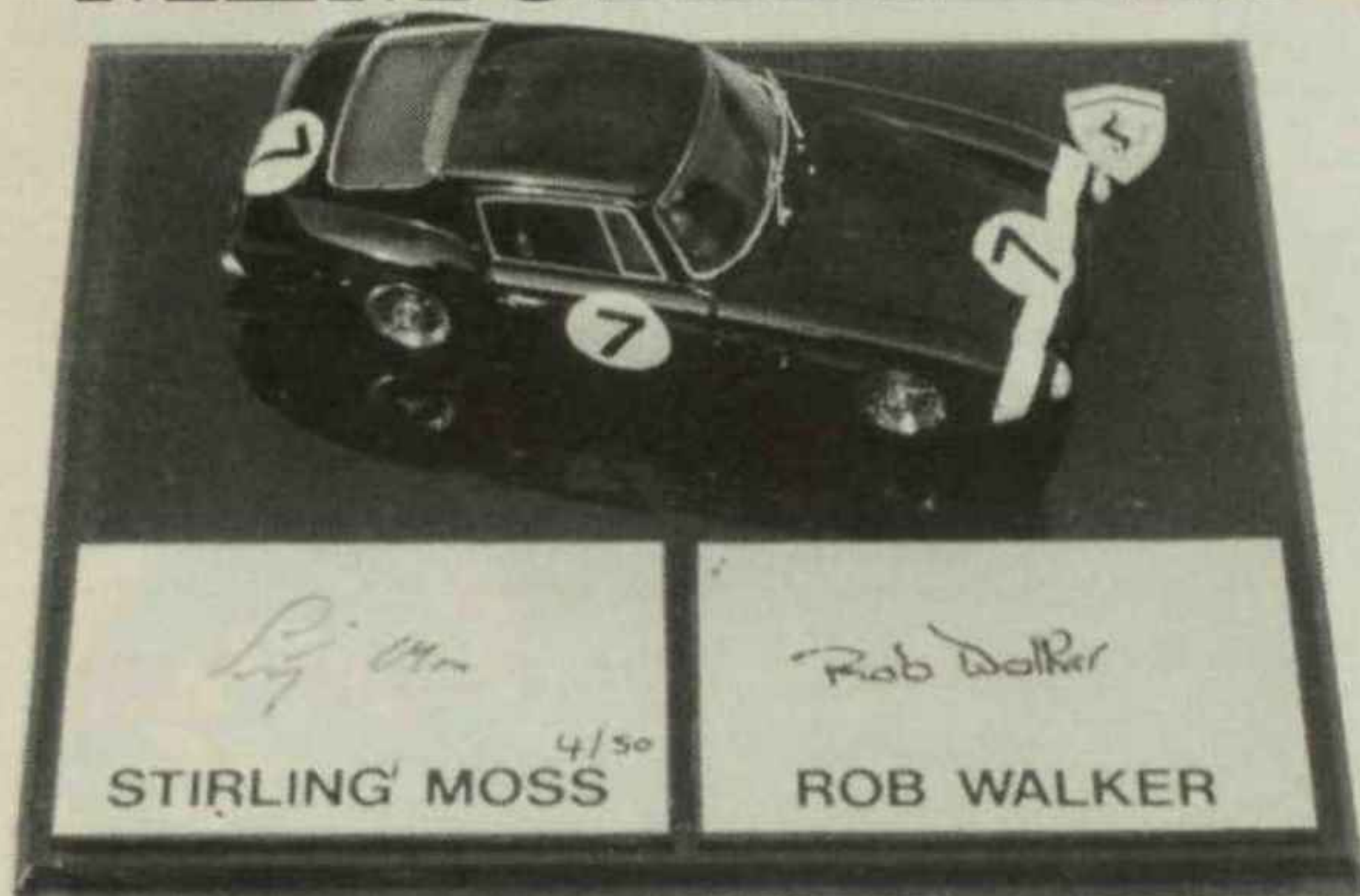
These type of engines had already been in use for 'Pylon' racing, which was a popular pastime during this period. Many of the cars were either scratch-built or self-assembled from kits. One of the best, and indeed the rarest, being a fine die-cast alloy, d.i.y. affair by another Italian firm, mostly renowned for its model aircraft, named 'Aeropiccola'. In 1954 Maserati brought out its now famous 250F Grand Prix machine, and

'Electric performance' 8CTF by 'Domo' — pre-War version.





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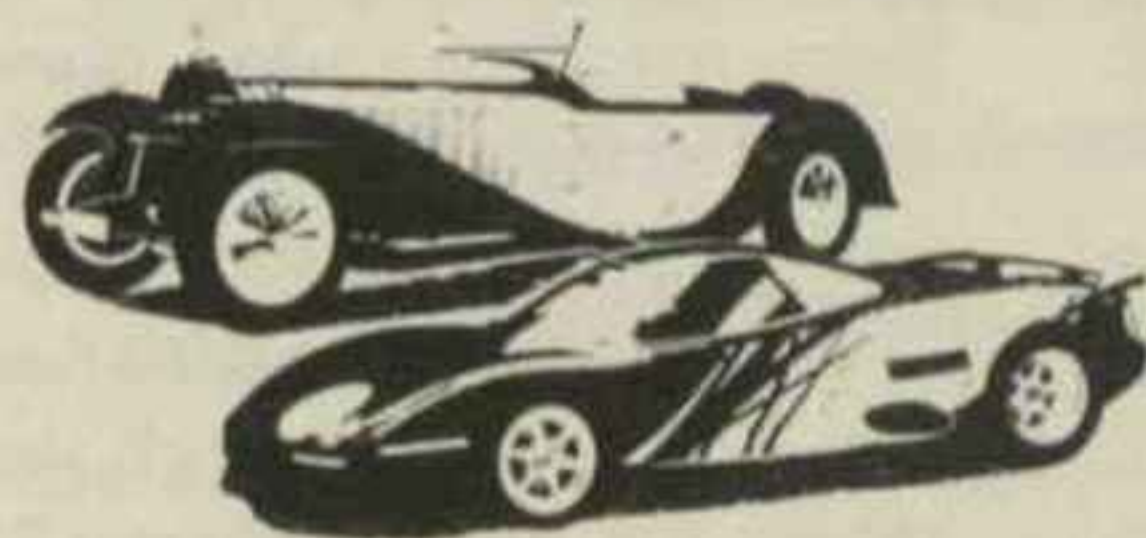
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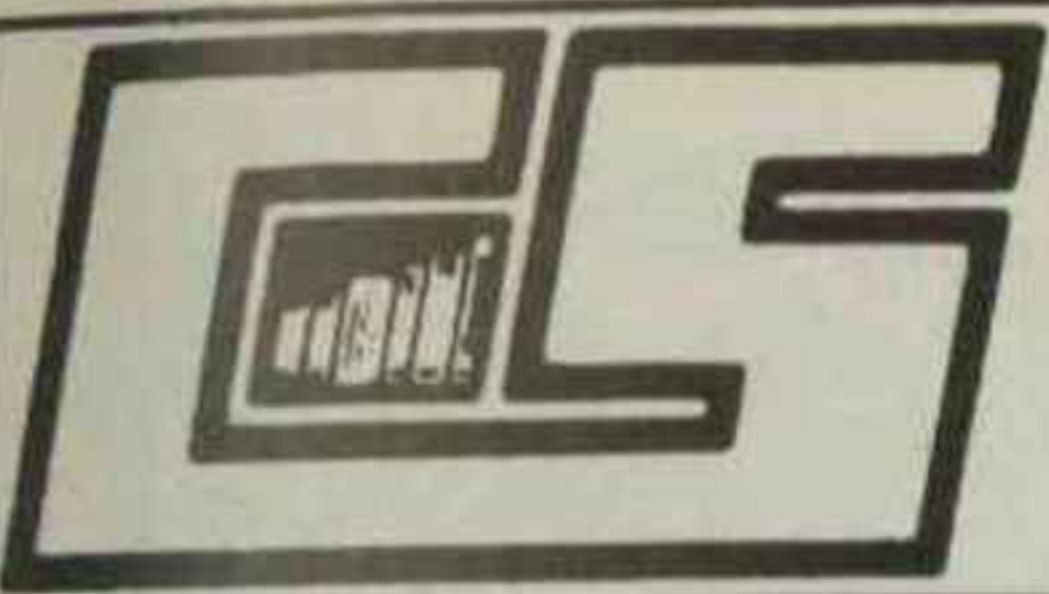
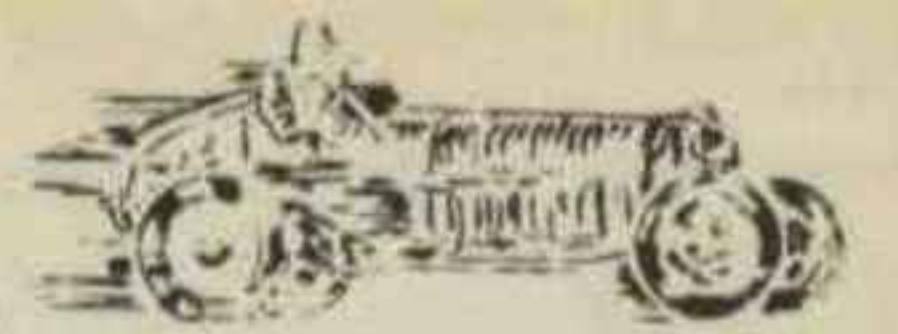
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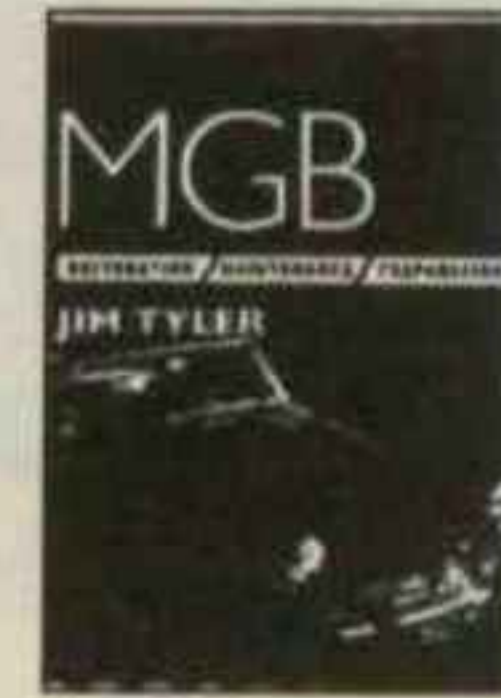
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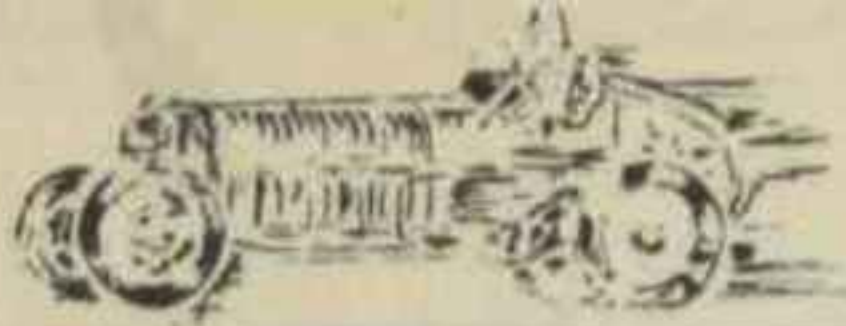
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Artist's impression — usually a better medium than the early speed camera shots.

following hard on the heels of its successes came the scale-model version, which must have been very short-lived, as only a handful seem to exist today. When fettled with a good model engineer's enhancement, it represents one of the finest examples of its type.

Not to be outdone, Ferrari itself marketed a similarly large-scale model of its '500' Grand Prix contender. Die-cast in alloy, ingeniously arranged to allow the upper half of the body to be removed, revealing a bottle of liqueur. Whilst the senior members of the family were sampling this delight, Junior could then install a large rubber band across the space vacated by the bottle, hook it up to the neat differential and, with the aid of small starting handle, crank it up and unleash it across the room at a fair speed, ankle-high, to crash into the skirting-board! These models were distributed in the form of gifts to those personnel closely involved with the racing team, VIPs, and top dealers etc. I have never yet found one with the bottle, let alone its content intact!

In similar vein, Alfa Romeo's racing department produced a fine large die-cast replica of the 158 Alfetta, to give to their team members and valued prestigious customers.

When it comes to racing cars, the Italians are in a class apart. Their climate, life-style and natural flamboyance are personified in the dashing style and designs of the golden age of motor racing.



Commemorating the Le Mans win by Ferrari in 1949. Driven by Luigi Chinetti and Lord Selsdon. In bronze by Chris Davis Automotive Sculptures.

The Telcote Pup in natural patinated bronze. After George Studdy's cartoon character 'Bonzo' (circa 1924) made from original moulds by small scale sculptors Lejeune.

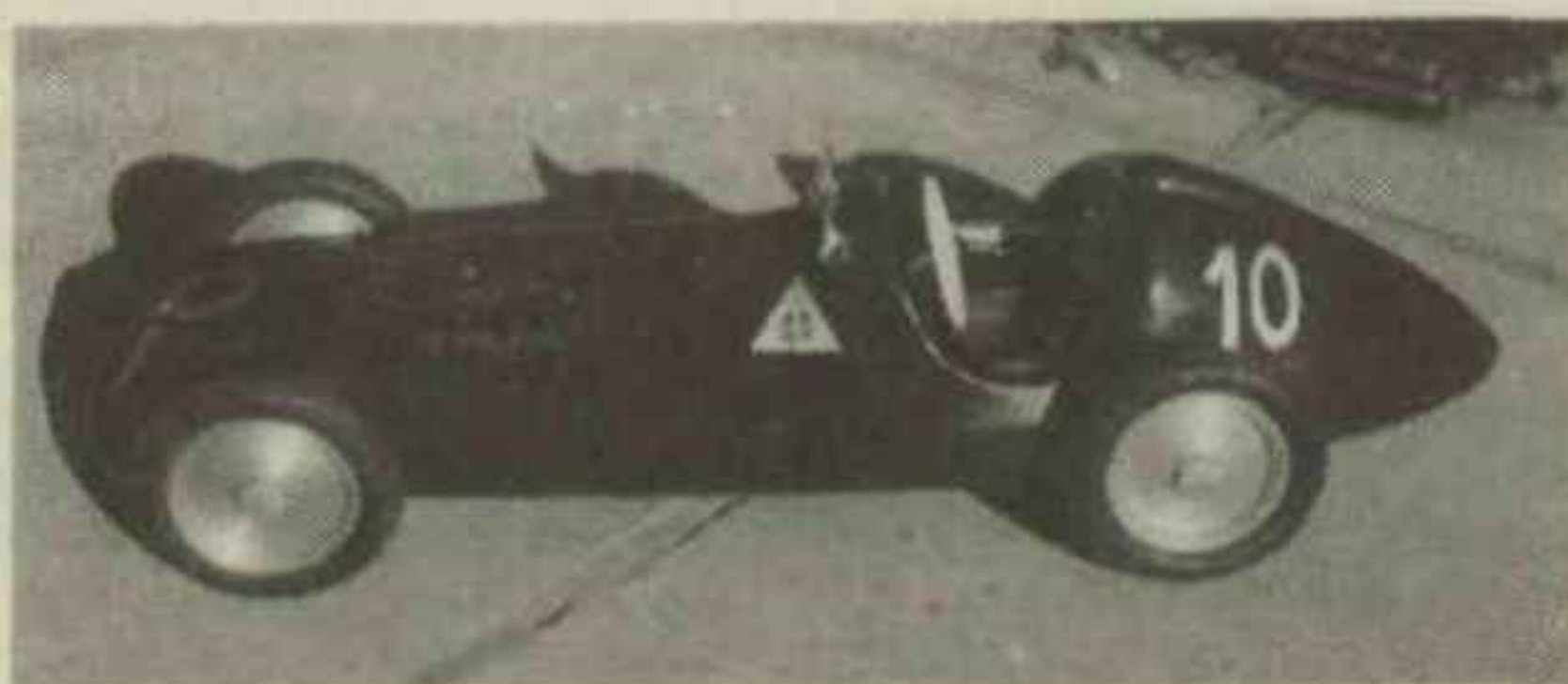


Toy and model makers were quick off the mark, capitalising on race-winning success to create this world in miniature, aimed at the youth of yesterday; they now find their place amongst today's boys in long trousers, those who, perhaps, never grew up!

There is a wealth of original material sources, and there has never been a better time to be collecting, now that so much information is available on such a wide selection, be it through specialist dealers, autojumbles or auction houses. To me, the true essence of collecting is that of contemporary pieces; all the better for showing a little age, imbued with a patina that reflects something animated from their past history, which is mostly lacking in retrospective pieces. There is something for absolutely everyone to be found in this sphere: the art of advertising, the craft of the sculptor, especially in many wonderful mascots, the skill of the designer and technician. Add to this the amazing range of garage and forecourt dispensing equipment and accessories, bright and decorative photographic memories



The magic of Michelin — quirky humour through an impressive range of advertising products.



Absolute giveaway — Alfa's Christmas stocking filler c.1950.



Dramatic diesel — 'Aeropiccicola's' 250F Pylon Racer, 1955.



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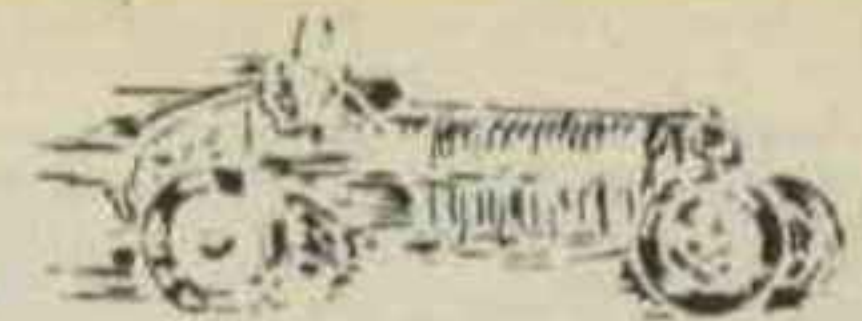
which poignantly convey a bygone era. All of these combine to bring the right feel and atmosphere back into being; they complement the motor car in its authentic background, or perhaps, exist merely as things of beauty in their own right.

If you are not already amongst the ranks of the fast-growing army of automobilia appreciators, now is the time to make a New Year's resolution: join in and seek out your own piece of Motoring's rich heritage!

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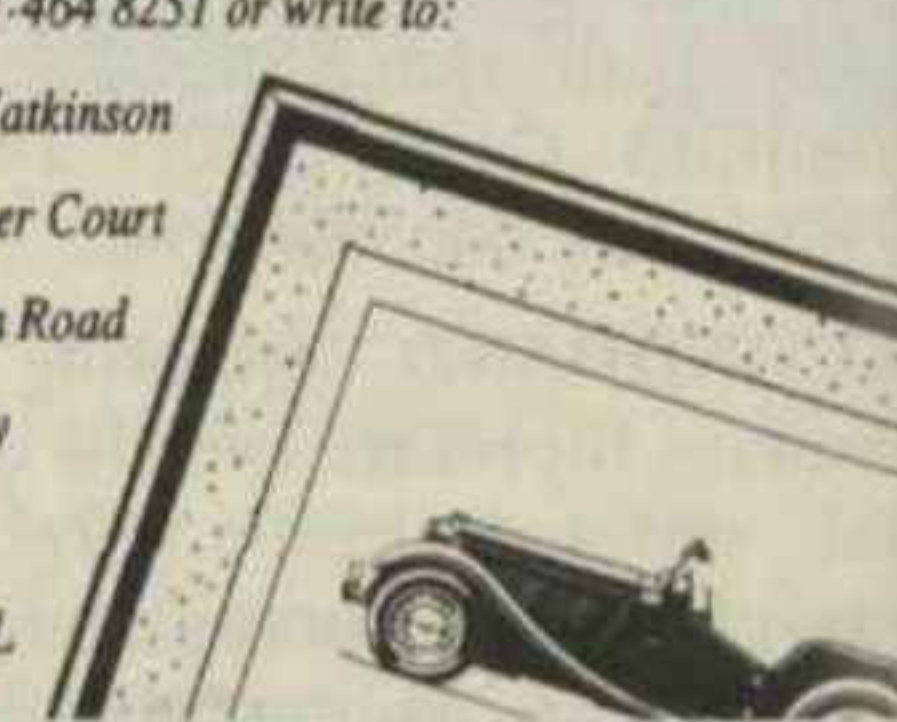
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Rene Lalique was twelve years old when he won his first design award at the Lycée Turgot in Paris. From 1872 to 1890 he studied all aspects of glass design, culminating with his own shop in the Rue Therese in Paris. His fine craftsmanship soon drew the attention of many notable people, including other leading designers of the day such as Gallé, Marinot and Daum. By 1911, his small shop had grown to earn a place in the fashionable Rue Royale, and it wasn't long before he became the foremost designer of fine glass in France.

By the time Lalique opened his first factory at Combs La Ville, forty miles east of Paris, his order books were full of notable clients. The factory closed during World War I, but with its reopening at the end of the war came worldwide recognition that his creativity and style were unique amongst fine glass designers.

Lalique was always experimenting, producing vases, statues, dinnerware, etc., and adding mascots to his production in the late twenties. A full range of twenty nine mascot designs was produced to grace the sleek cars of Hispano Suiza, Isotta-Fraschini, Bugatti, Bentley, etc. All were made from high quality glass, and provision was made for them to be illuminated by special metal mounts.

The popularity of the car mascots was such that Lalique commissioned the Breves Gallery in Knightsbridge to supply them to British customers, with their name placed on the side of the mounting. Priced from 2 pounds twelve and sixpence for an unmounted frog, to seven pounds seven shillings and sixpence for a mounted Victoire or 'Spirit of the Wind', Breves had the world rights to market Lalique mascots. They offered the pieces as follows:

The first Lalique mascot was commissioned by the Citroen company in 1925, the '5 horses', for the model 5CV. There followed 27 more depicting horses' heads, various bird and animal forms, nude figures, and even a shooting star. The mascots were made mostly in clear glass, satin finish, frosted finish, varying degrees of tinting of amethyst and pink hues, and in a variety of colours: purple, blue, amber, brown, topaz, grey, and also in opalescent glass ranging from deep blue to milky white opalescence. Sometimes a yellow opalescent was used with even a ruby topaz central core being used on the Small Cock. Sometimes staining was added to enhance the line of the piece.

When lit properly through the Breves mount, even those manufactured in clear glass would take on a totally different look. They could be further enchanced by an assortment of coloured filters available at extra charge in blue, red, green, mauve, white and amber. For those wishing for the ultimate lighting spectacle, the Breves mount could be fitted with a purpose built dynamo, varying the intensity of light through the mascot as the car gathered speed; thus producing undoubtedly the most spectacular and awe inspiring adornment to a car bonnet that could ever be devised. If one can imagine the effect produced for both the driver of the car and to opposing traffic on the highway, it is little wonder that few were actually used on a regular basis. Many of the mascots were also very large and must have given the driver quite a challenge in driving the cars at night. A truly awe-inspiring sight indeed. The rarest mascot is certainly the fox with only a few known examples surviving. The most famous and largest is the Spirit of the Wind which epitomises

Lalique car mascots



Art Deco styling, and was used in the 1928 Paris Motor Salon, mounted on a Minerva. At 10in long it would grace the bonnet of even the largest limousine of the day. The most infamous mascot is certainly the Eagle's head, only because it was often fitted to Nazi officers' staff cars. A 'one off' greyhound was made for His Royal Highness Prince George of England, in about 1931 for his own personal use.

The best design for illumination is the Large Dragonfly, the veining of the wings standing out particularly well when used in conjunction with a Breves mount and coloured filter. For lovers of the female form two fine models were designed, Chrysis and Vitesse. Vitesse is a sensuous nude leaning forward in the wind, symbolising speed, coming to best effect in blue opalescent glass. Chrysis is a backward leaning nude designed in sensuous abandon, her fingers entwined in her streaming hair. When produced in blue opalescence this piece must have portrayed ultimate flamboyance and sensuous provocation, and would undoubtedly have raised many eyebrows. The drive in the country for the privileged car owner of the day with his female co-driver must have caused quite a stir while driving through the small country villages, and doubtless led for a pleasant evening's entertainment to the lucky couple.

Though the range of car mascots numbers 27 in the 1932 Lalique catalogue, Breves Gallery offered the Small Mermaid in their own catalogues as a car mascot, and also are believed to have offered the larger Mermaid, making a total of 29 in all. These two pieces were actually offered as paperweights from Lalique, but the bases are exactly the same two sizes as all others in the range, and appropriate for use with any fine car; these are especially pleasing in opalescent glass.

Only one mascot was produced in two versions - the Horses' head, Longchamps - unfortunately, this can cause much confusion as they are

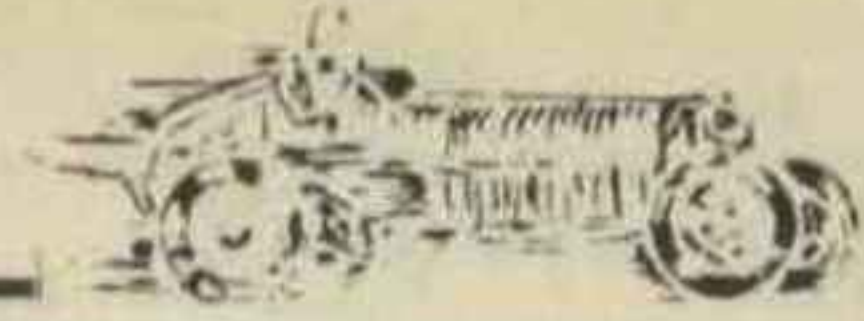
actually quite different, but only one was shown in the 1932 catalogue. The other, more angular piece was produced later and probably in smaller numbers as very few have survived. The third horses' head, Epsom, is one of the horse thrusting forward as if to pass some race finishing post, and obviously appealed to many 'gentlemen of the turf' of the time.

Some of the mascots were used more as paperweights. The Small Cock is actually far more suited for this purpose as the claws extend over the edge of the base, thus making it very difficult to fit to the Breves mounts. Three pieces were produced in a flat disk plane, and are very different from the rest of the range; The St. Christopher of course, the patron saint of travellers and possibly the commonest piece; the Archer; and the Greyhound. All three of these have the smaller base size, and would use a split collar mount. Some mounts were made just to fit certain types - some were suited for a solid collar, like the five horses, where the collar could just fit over the leading horse's hoof to then fit the base snugly. Actually it takes a steady hand to position some of the collar mountings, and often this is where small chips could be caused, thus spoiling the piece forever.

Rene Lalique used much insight in producing such a wide range to choose from. One can see that the Boar was obviously meant for the hunting fraternity, the fish for the fishermen, and so on, but some were very odd choices, like the Frog; but again, the humorous and fertile mind of Rene Lalique was used to continue to interest potential clients with very unusual adornments to their cars.

As they are so beautiful and rare compared with today's mass production, these mascots are greatly sought after by fastidious collectors who seek only perfect examples. This is now beginning

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MOTOR SPORT



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factors govern their value: the rarity of the actual piece, the colour or tinting factors, and of course the condition.

RARITY

The actual numbers produced are unknown, with unfortunately no records existing with the present day Lalique factory. Over the past decade, many have turned up at auctions or in antique shops and are now eagerly sought after by glass and decorative art collectors worldwide, plus car enthusiasts wishing to own a part of motoring history. Often they turn up in auction from deceased estates, having lain in dusty corners in lofts or motor houses when the once proud owners no longer had need for them. Nowadays, they are very rare indeed and fewer and fewer are turning up in auctions, as the new owners do not wish to discard their treasured acquisitions. As the range was great in the 1930's, the original purchaser had a large choice, and of course, in their day they were expensive. The more costly the pieces were obviously produced in lesser numbers, including of course the fox, the owl, the guinea hen, the Epsom, the comet, the peacock's head and the ram's head. All others were bought in greater numbers with possibly the falcon, St. Christopher and the small cock being the most common.

COLOUR AND TINTING

As so few were produced in colour, the chance of obtaining one is very minimal and it a quest that could go on for a lifetime. Slightly easier to find are the tinted examples, though again few were very strongly tinted. Not many were made in opalescent glass, though again here the subject matter is the deciding factor in present day prices. When two pieces sometimes found in opalescent glass differ greatly, i.e. the humble fish and the stylish Vitesse, then obviously the Vitesse is the greater prize, and the value considerably higher.

DAMAGE

As the mascots were made specifically as car ornaments and not as paperweights, and were usually mounted on the radiator, many were damaged by careless owners opening their bonnets without care and thus chipping the piece. The Spirit of the Wind hair tip is especially vulnerable in this area and its value varies greatly with even the minutest chip taking many hundreds of pounds from its value. Many pieces have suffered damage in their lives and may have been ground by careless or skilful hands over the years, and it takes an experienced eye to spot this. Sometimes pieces turn up for sale offered as perfect by their owners, who are quite unaware of their imperfections; it is wise to tread carefully when contemplating a purchase. In time, if you are lucky enough to handle these at auctions or from antique dealers, you will soon be able to spot the vulnerable points. Usually the piece most likely to have had damage and grinding is a piece designed originally with delicate points or thin edges. The Breves mounts were also the cause of many problems as it needed careful handling to fit the mascot to the mount and then onto the car; many owners unfortunately tightened the metal collar too tightly onto the mount, thus causing damage to the base of the piece. Also, when used on a car in their appropriate manner, now and again they loosened in the mount and when the



car passed over bumps, many chips occurred to the base.

Of course, damage on Lalique also represents a factor in the final price of the piece, so it is always advisable to remove bases from mascots to examine bases minutely for defects there. It is actually a miracle that some survive in perfect condition to the present day.

SIGNATURES

Most mascots are clearly marked on the base with 'R LALIQUE' either moulded or etched, or sometimes sandblasted onto the piece. Some of the pieces have 'LALIQUE' moulded; the small dragonfly is one of these examples. Postwar Lalique car mascots were also made by the Lalique factory, the glass usually frosted and 'LALIQUE' sandblasted onto the bases; sometimes 'FRANCE' was also used. The Chrysis and fish are very commonly found but were really sold as paperweights and not for use on cars. In this respect, the Chrysis soon had the mounting base made totally solid without the need for an insert 'ring' or glass; pre-war examples needed this for use in conjunction with the Breves mount. As the Lalique factory still produces seven paperweights today, which were originally made as car mascots — Chrysis, eagle's head, small cock, boar, perch, St. Christopher, and the cock's head - then inexperienced novice collectors are sometimes fooled by unscrupulous sellers into parting with money on modern pieces worth between 70 and 150 pounds, available from high quality glass retailers. They are of course all marked clearly by the Crystal Lalique factory 'LALIQUE FRANCE' in script lightly etched on the bases of the pieces, and the glass is frosted and whiter than the pre-war ones but very easy to spot after handling the pre war glass, which has a greyer effect. One exception is the St. Christopher made in the 1930's in clear glass with the R. Lalique moulded signature, but which still continued in production until 1987. This was still using the same moulded signature, but with the addition of the modern etched signature as well. It is now produced from a new mould in the same design but, luckily, without the moulded signature - these are also slightly thinner than their pre-war counterparts, and of course of modern crystal glass.

Be aware also today of a few modern Czechoslovakian design pieces - these are being imported into department stores worldwide and are loosely based copies of the original Lalique designs. So far two types, horses heads and Spirit of the Wind, have appeared, always mounted on black square resin bases and priced at around 50 pounds each. Of course, even here devious dealers have removed the glass from it base, added spurious Lalique signatures and tried to pass them off as genuine. Luckily the Spirit of the

Wind lower hair line curve differs totally from the Lalique original, and of course the finish is abysmal, cheaply mass-produced, badly moulded and finished frosted modern glass. As with all successful products, it was not long before other rival firms decided to cash in on Lalique's success, sometimes blatantly copying his designs.

In the UK., Red Ashay and Warren Kessler produced their own designs, some being loosely based on Lalique pieces, the Red Ashay Vitesse being an obvious copy of Lalique's Vitesse. In France the Sabino, Etling and Model companies were also starting to produce glass mascots in smaller numbers, but they were all again totally inferior and one missed the perfection of Lalique production techniques and design genius. Another variation is also sometimes encountered, but this is probably as rare as some of the rarer Lalique pieces themselves. This is a horse's head that was made in the thirties by the 'Pearsons Majestic Manufacturing Company' from Worcester, Massachusetts USA, as a direct rival to Lalique and for the US market.

These are now collectors' items in their own right, and tend to be found in yellowy green highly tinted glass, sometimes with spurious Lalique signatures.

With items as desirable as Lalique mascots, there are bound to be attempts made to copy his mastery of fine glass, and last year saw the first; a ram's head in a multicolour opaque glass with even an R. Lalique moulded signature inserted in the glass. The designer of this piece obviously did not know how to produce an exact copy of Lalique, so designed his own ram, complete with similar style to the horns and even encased the lower portion of glass in a metal mount. Luckily this piece has now been examined by a reputable auction house and it is doubtful if similar items will ever reappear.

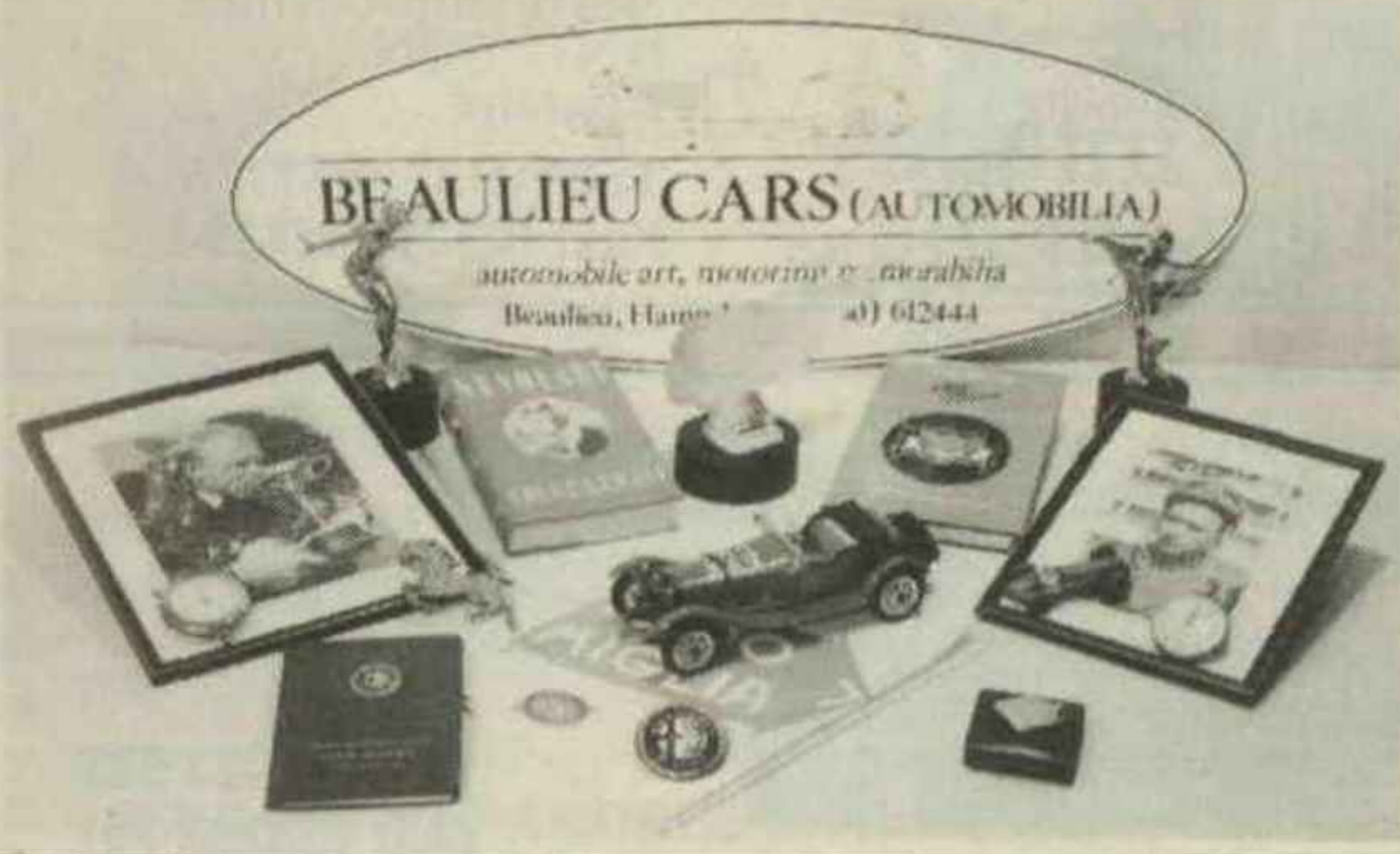
Should you wish to enter into the Lalique market place please proceed with caution, but also with the knowledge, should you be lucky enough to own an original Rene Lalique car mascot, that even the humblest example is a part of history and represents the style and grandeur of motoring history never to be repeated.



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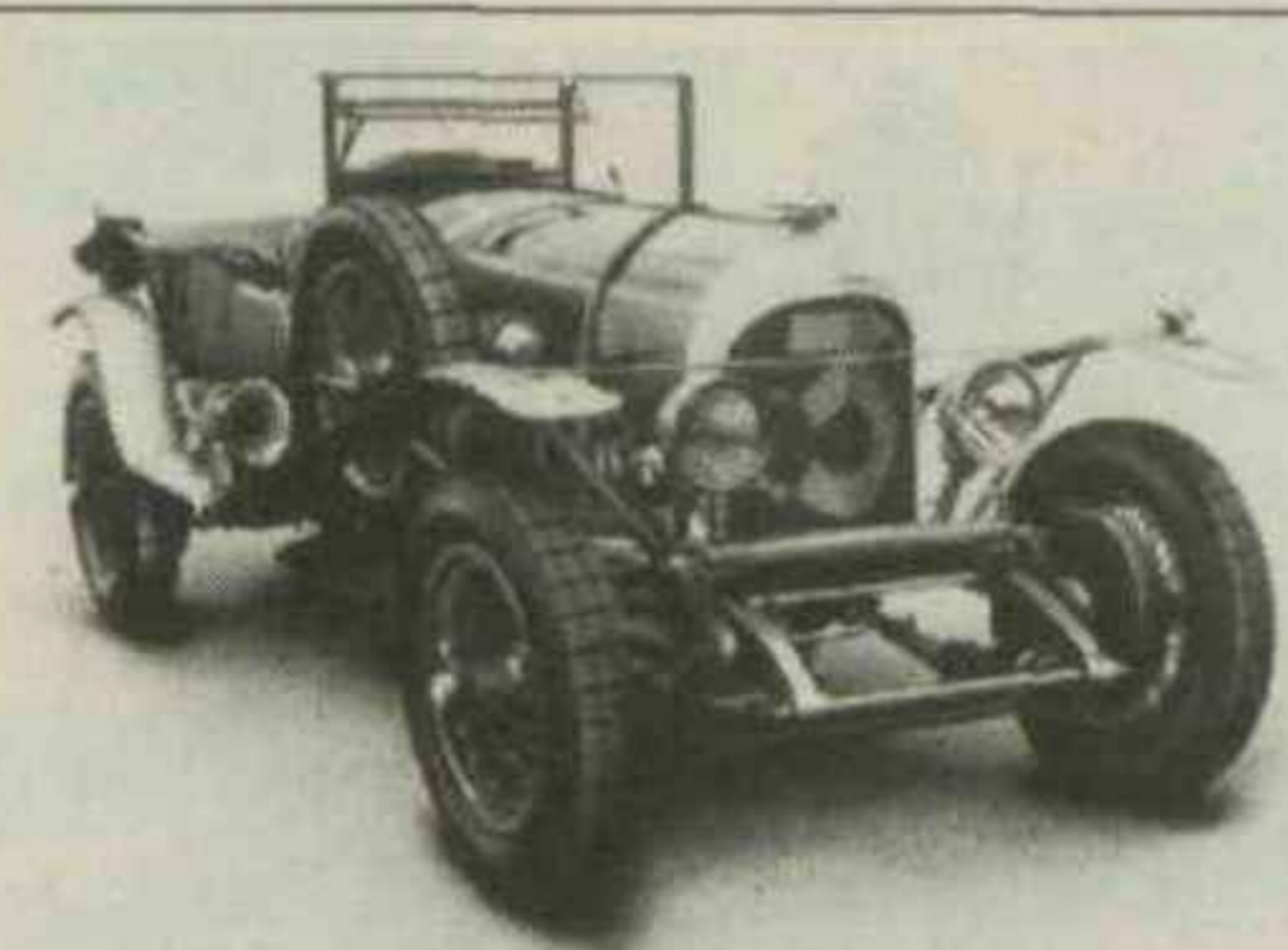
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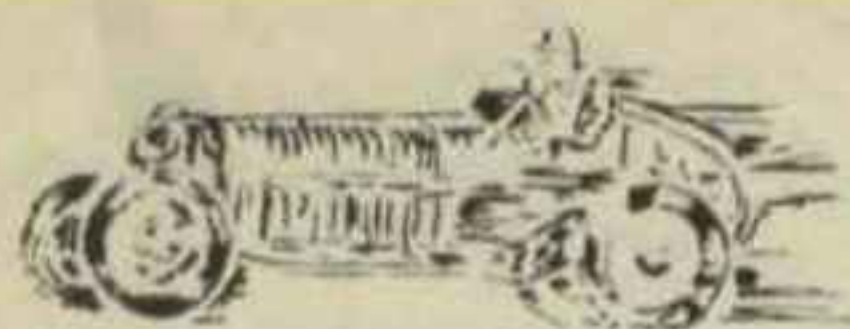
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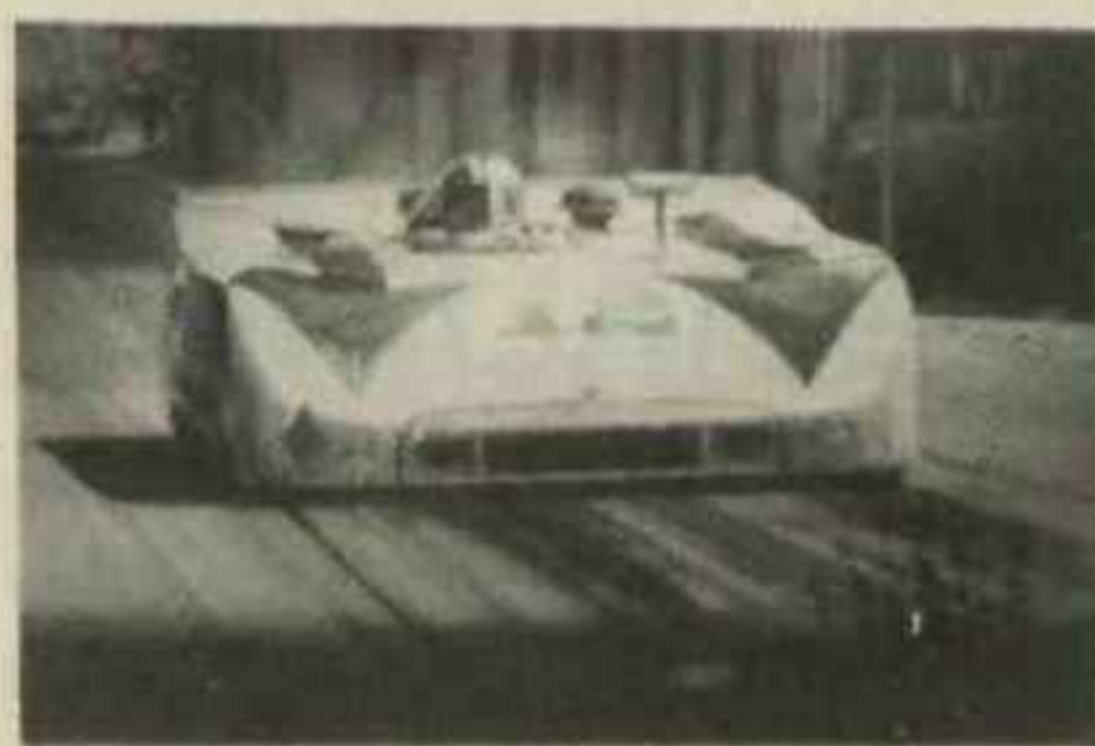
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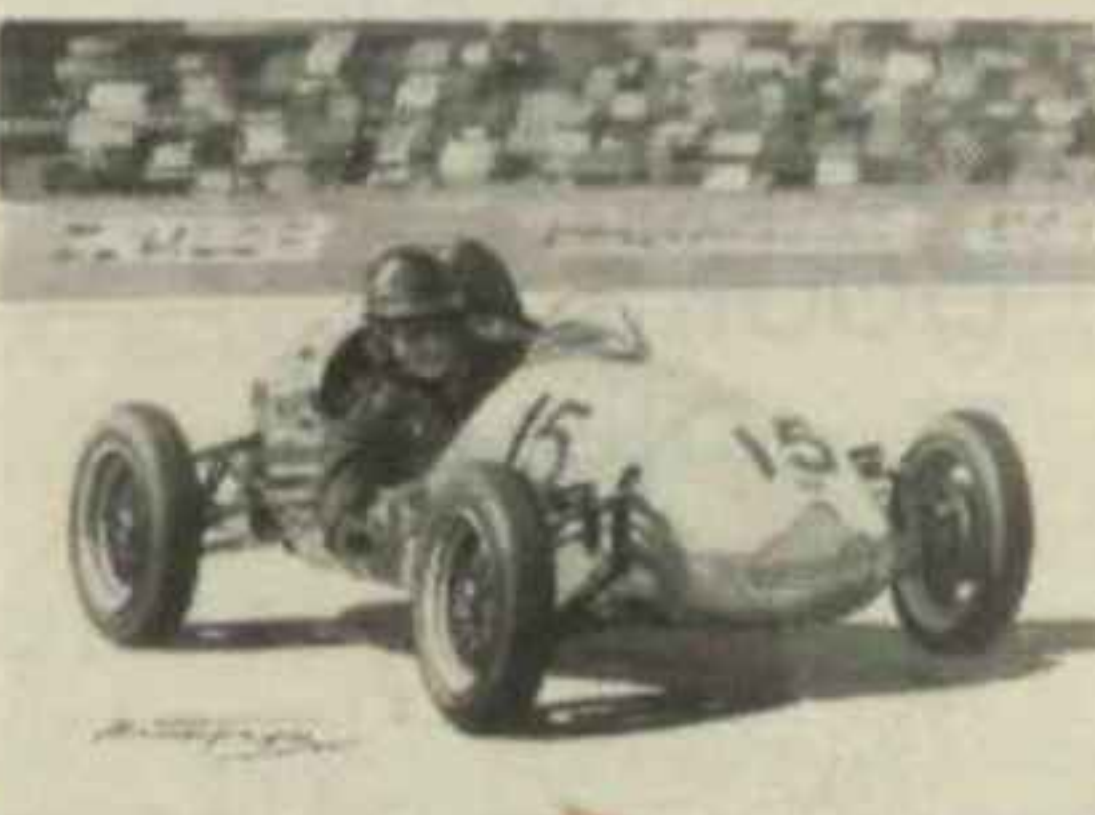
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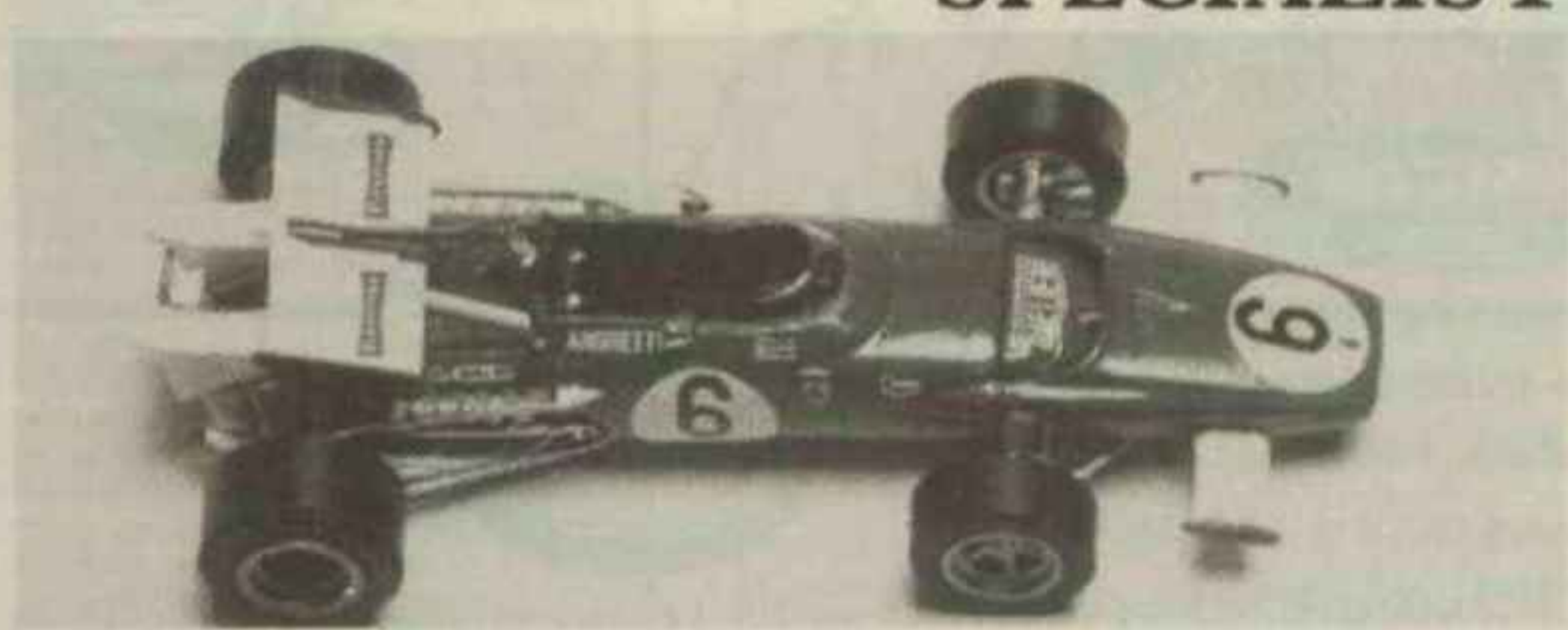


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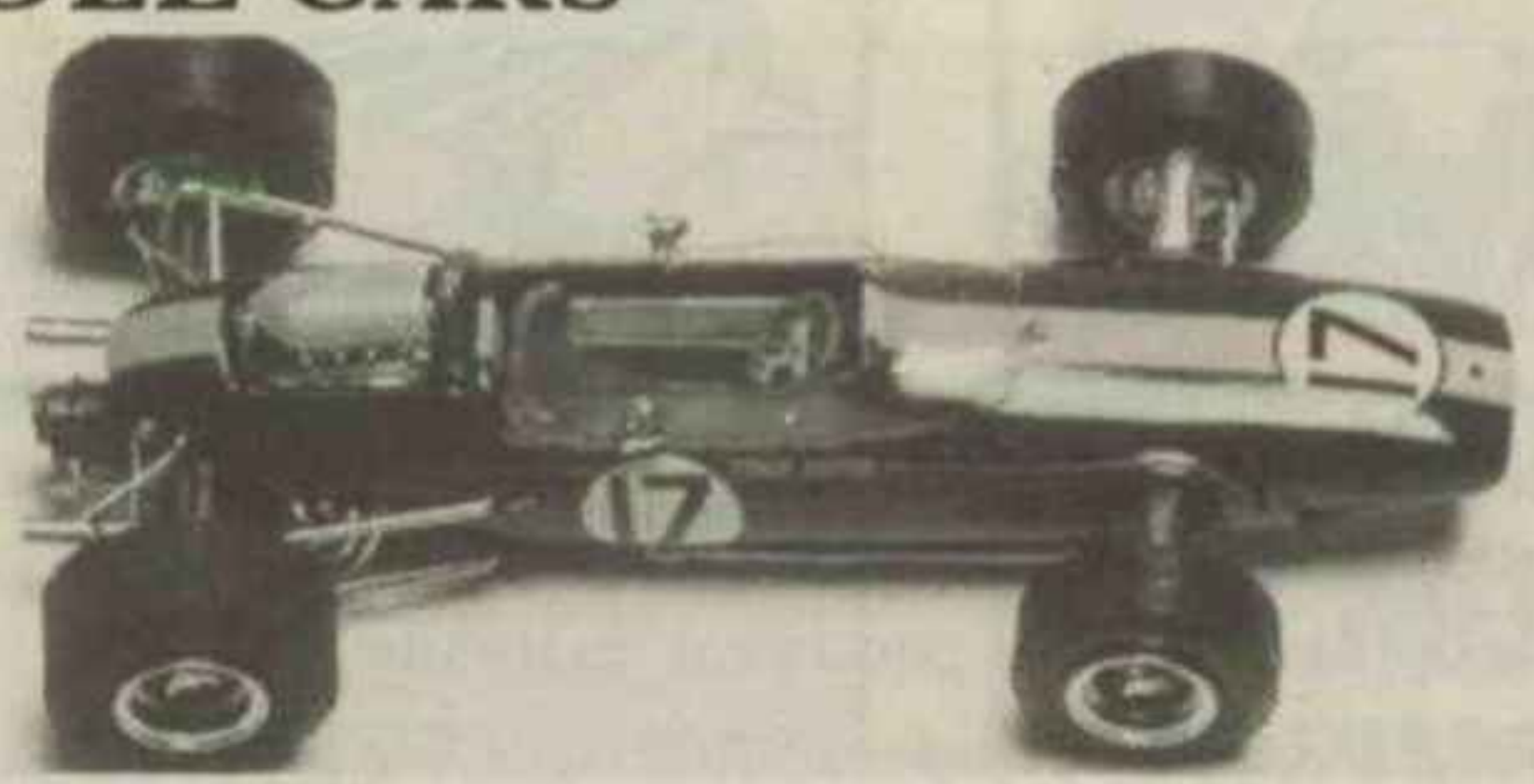
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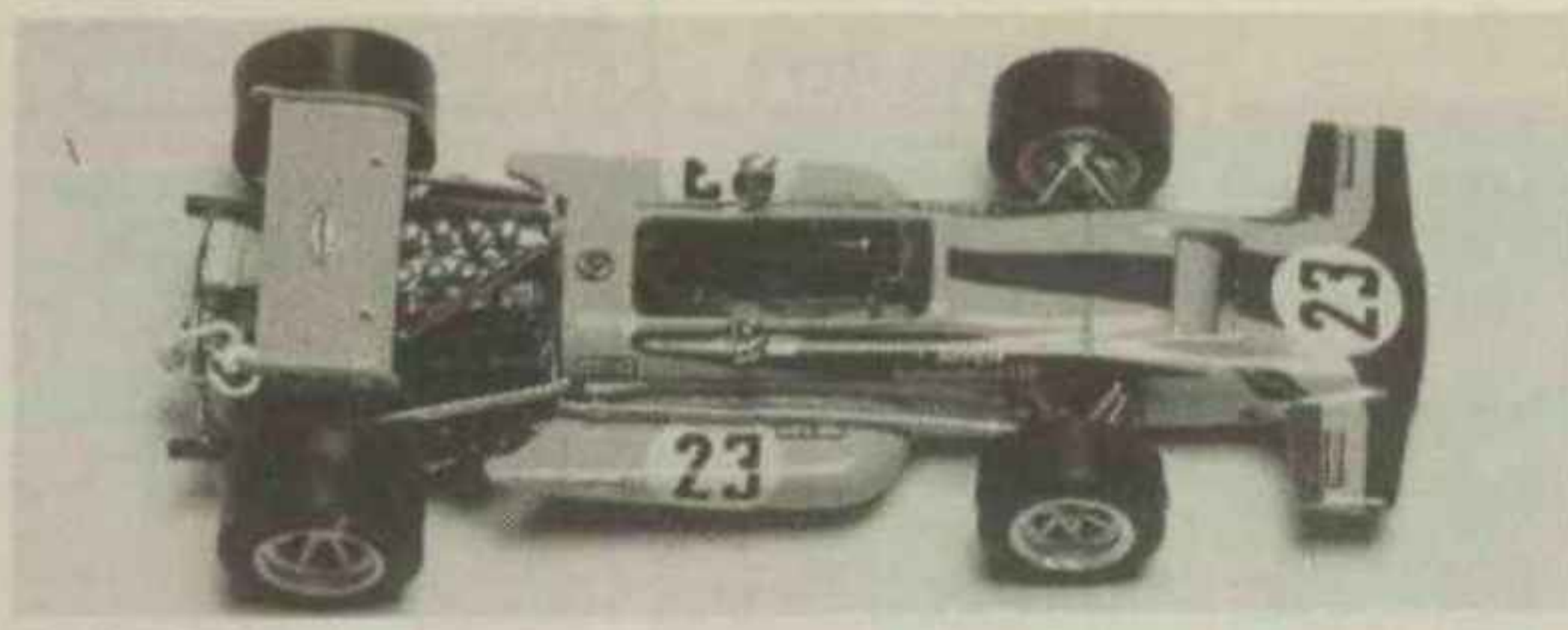
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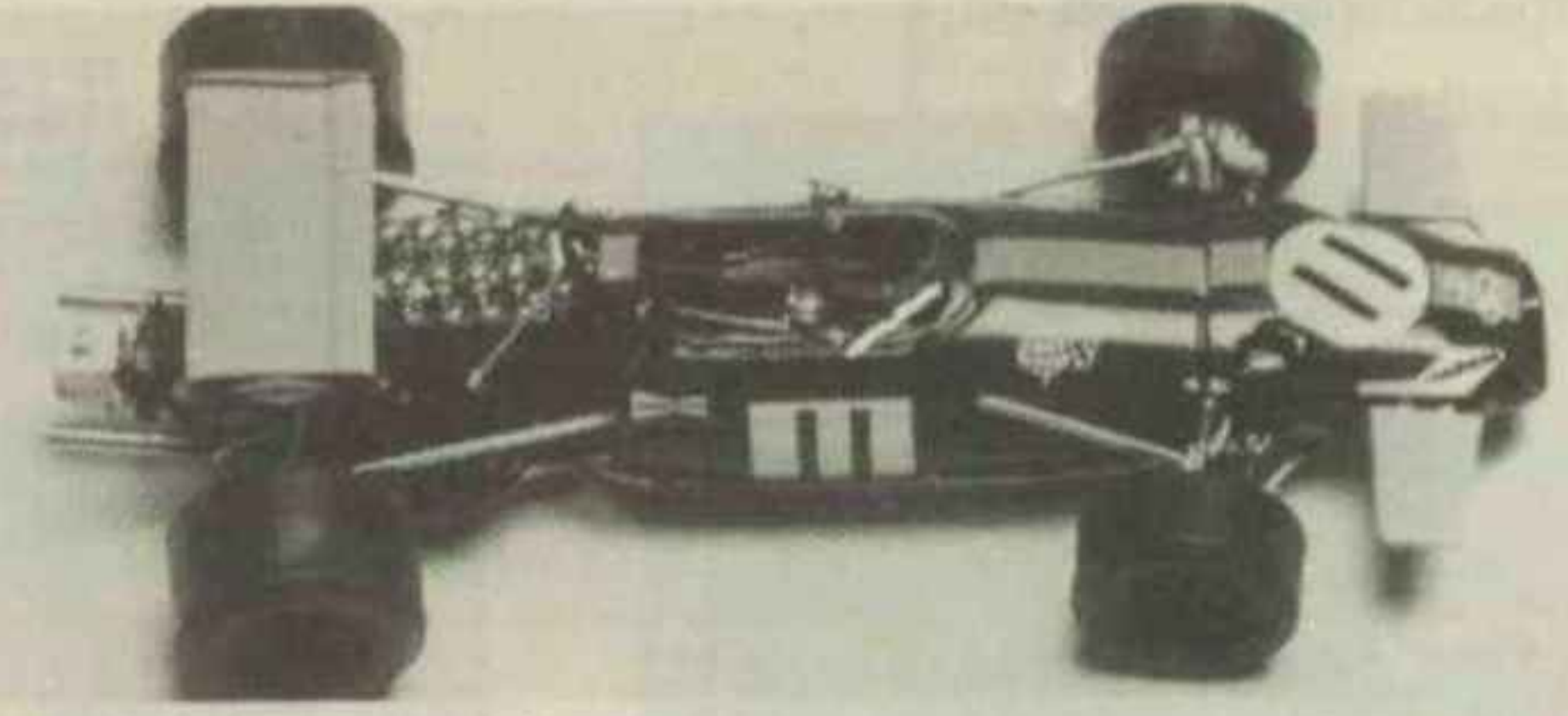
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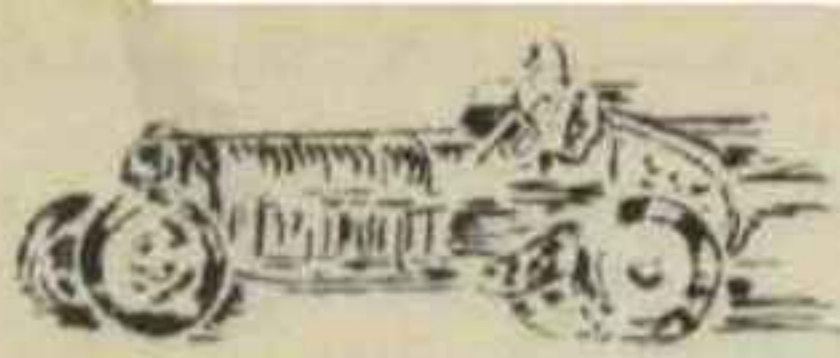
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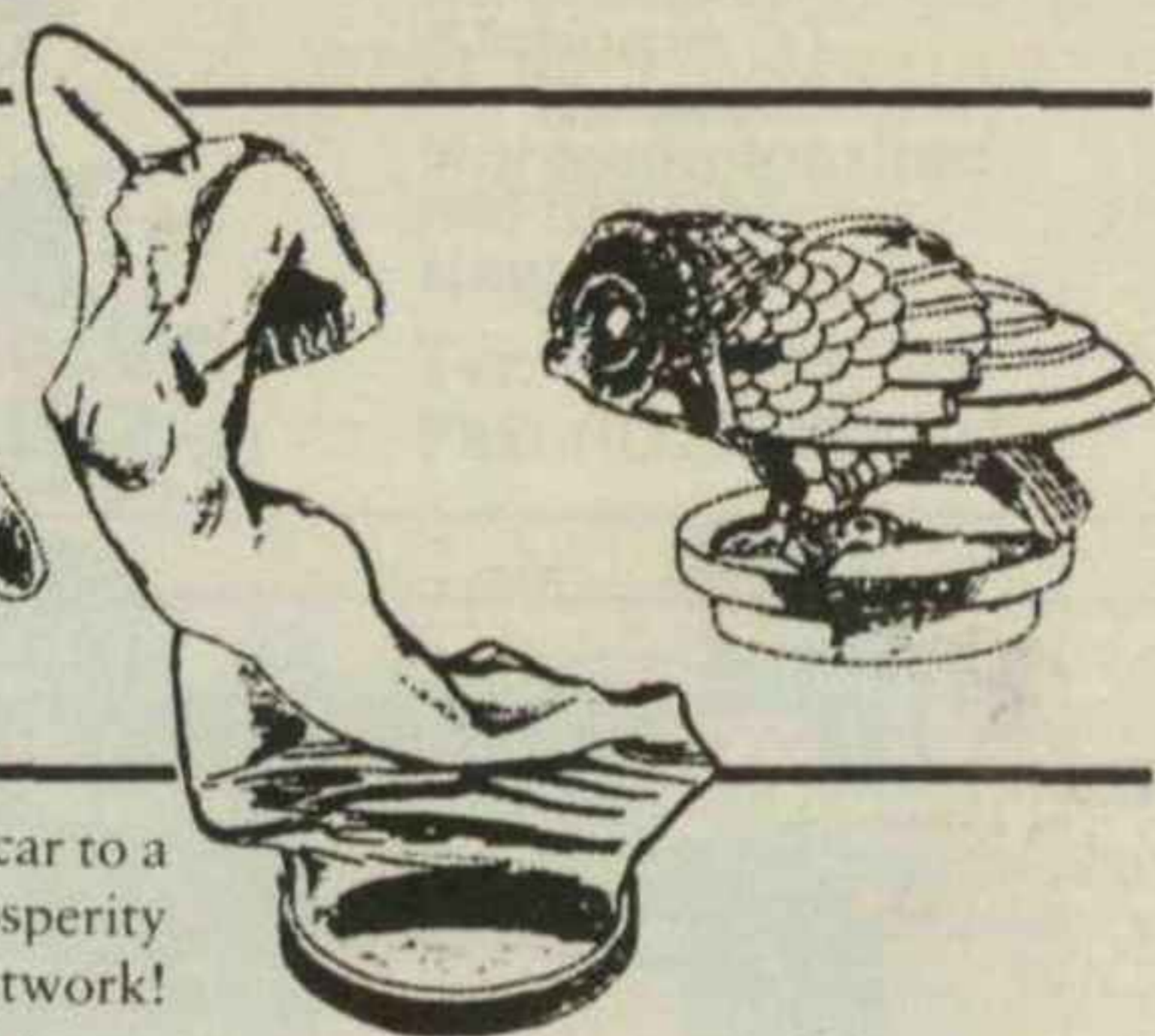
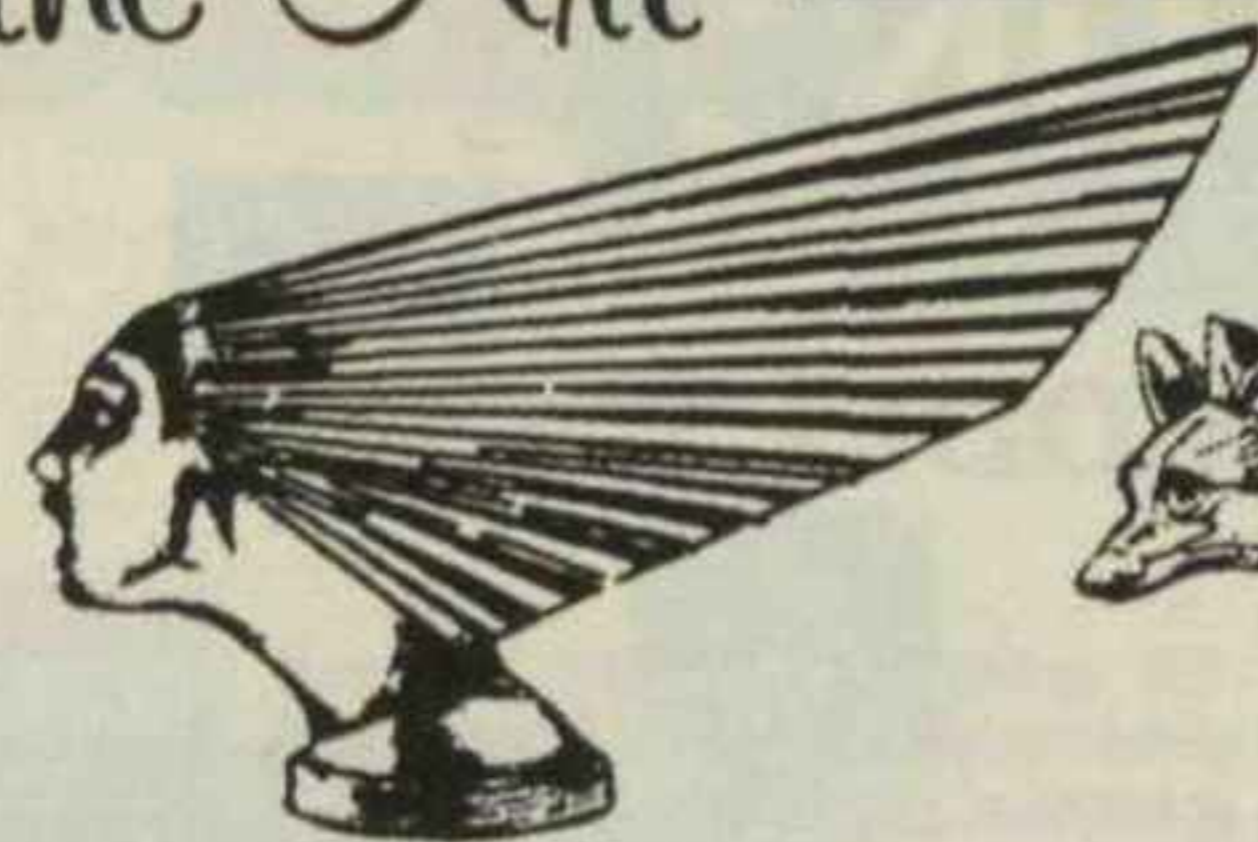
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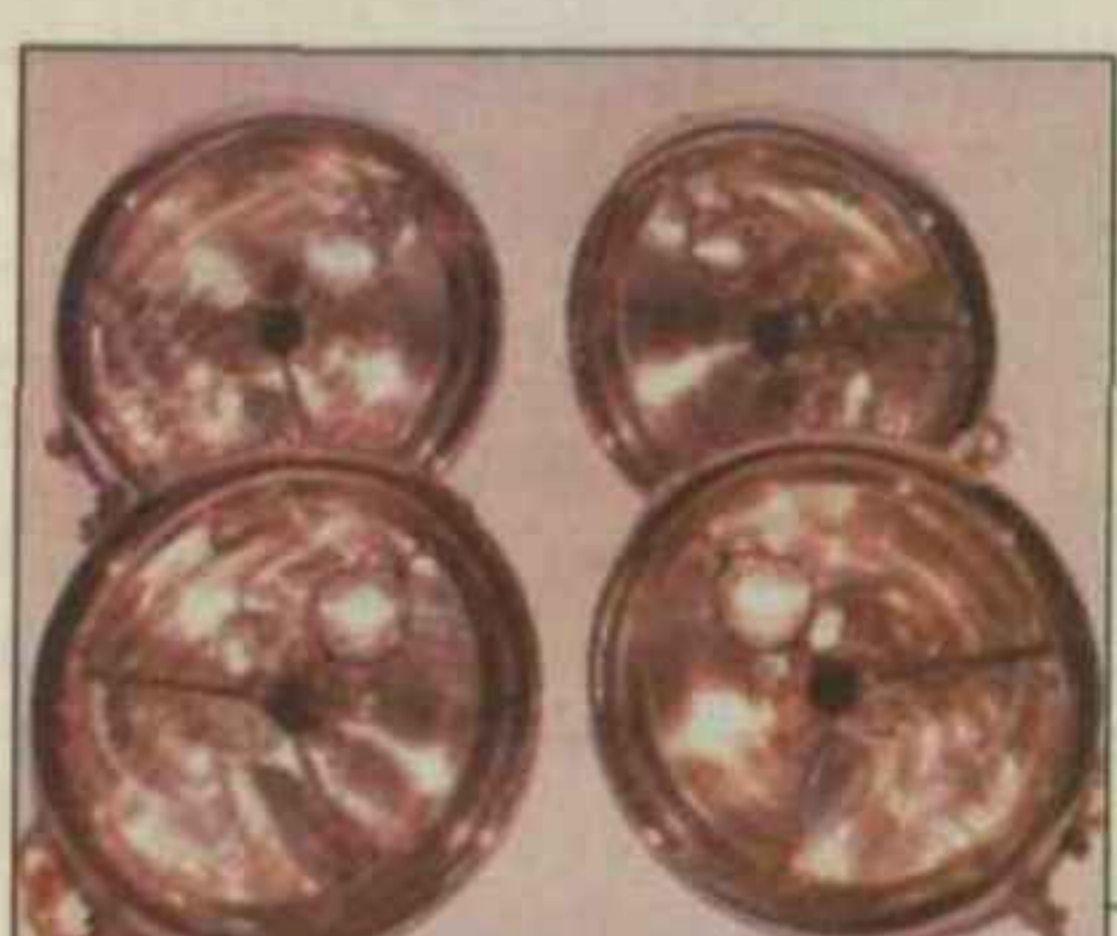
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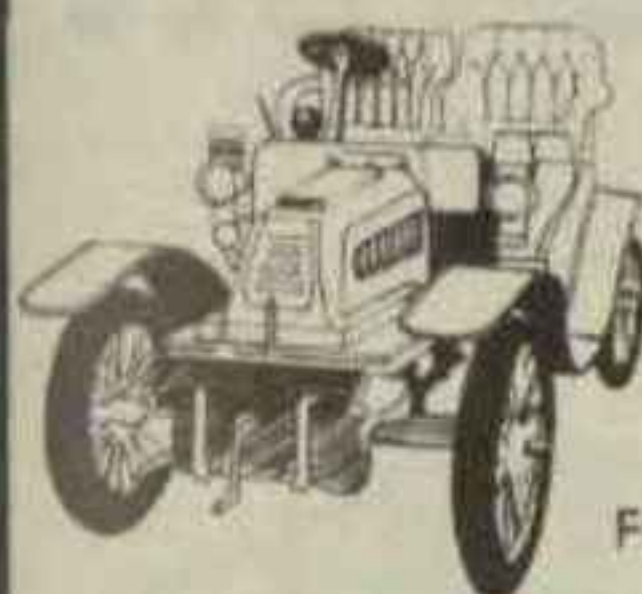
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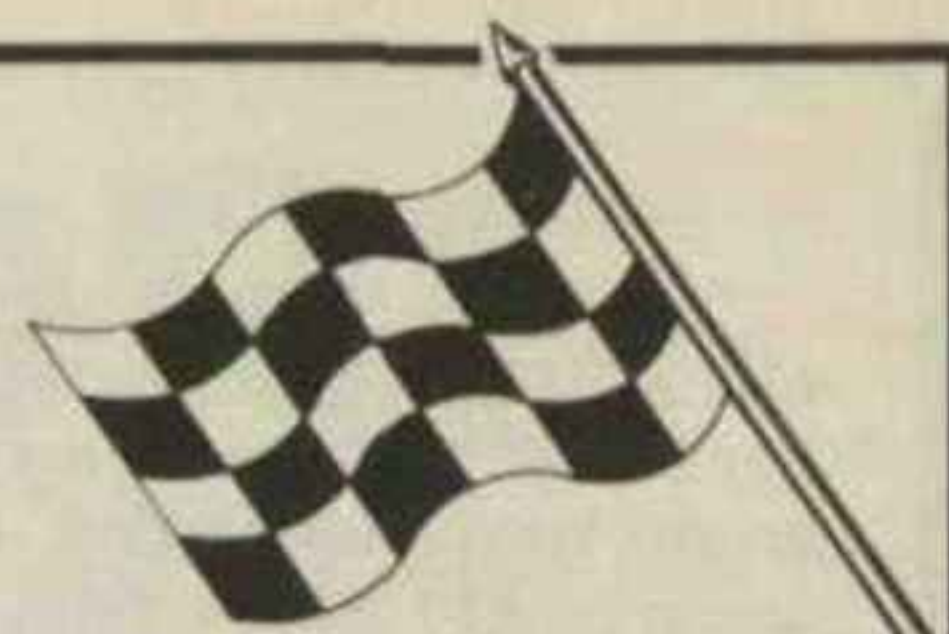
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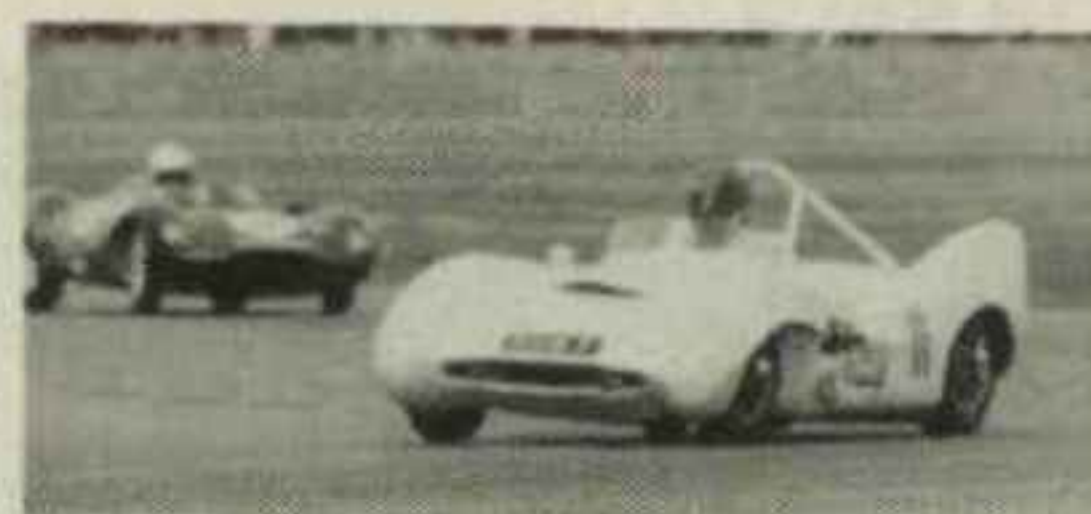
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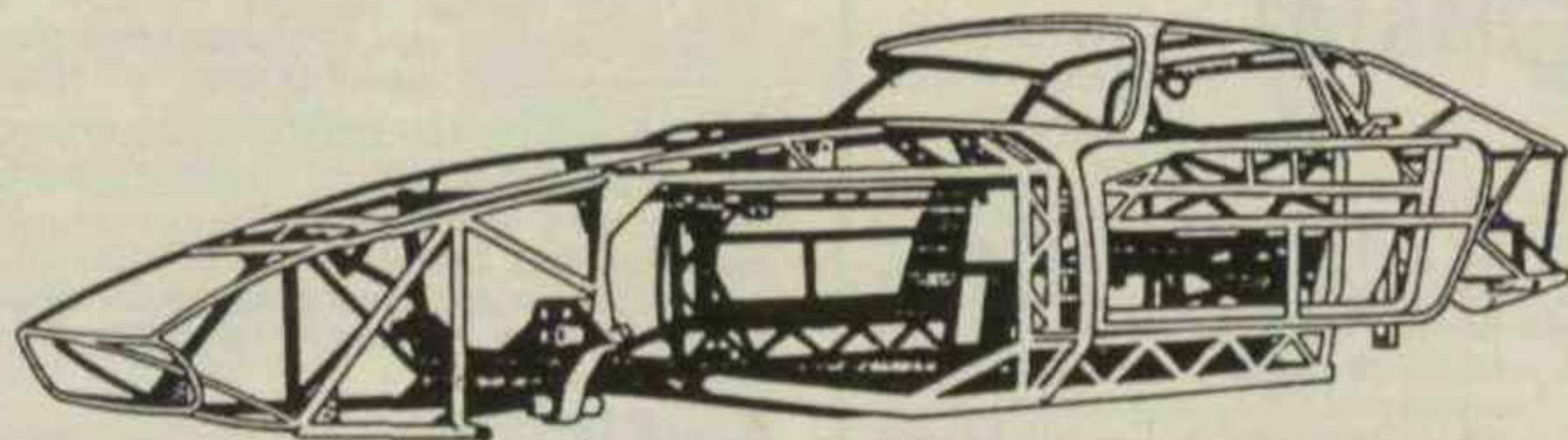
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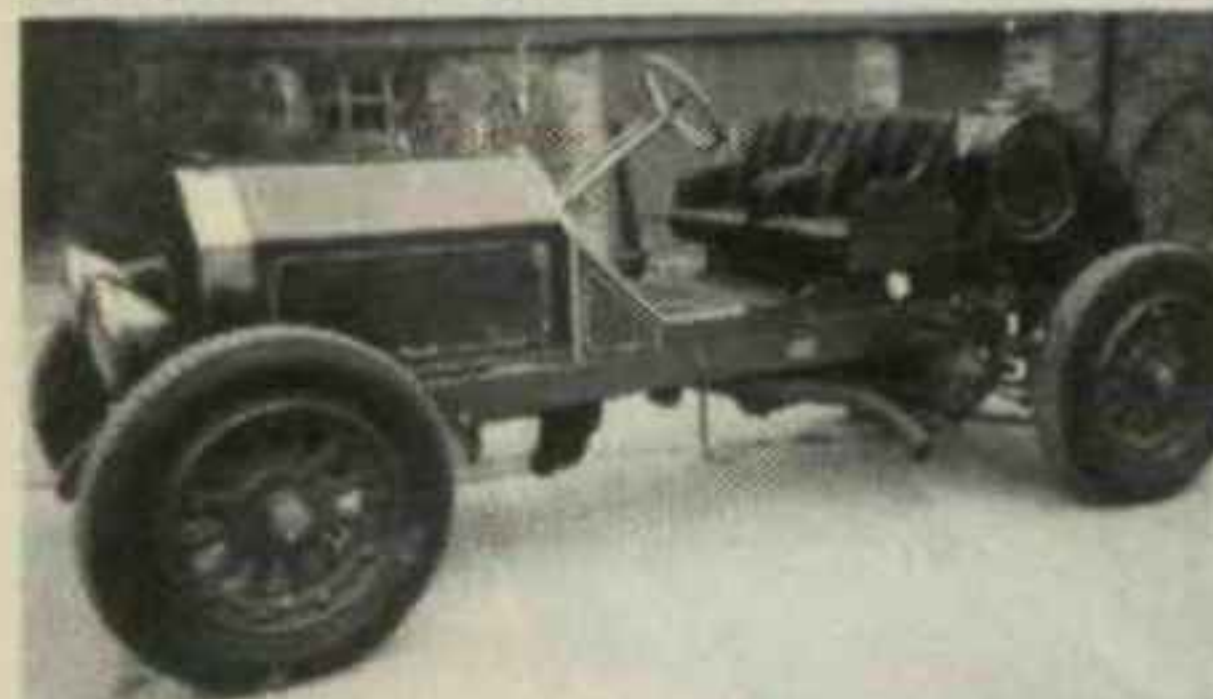
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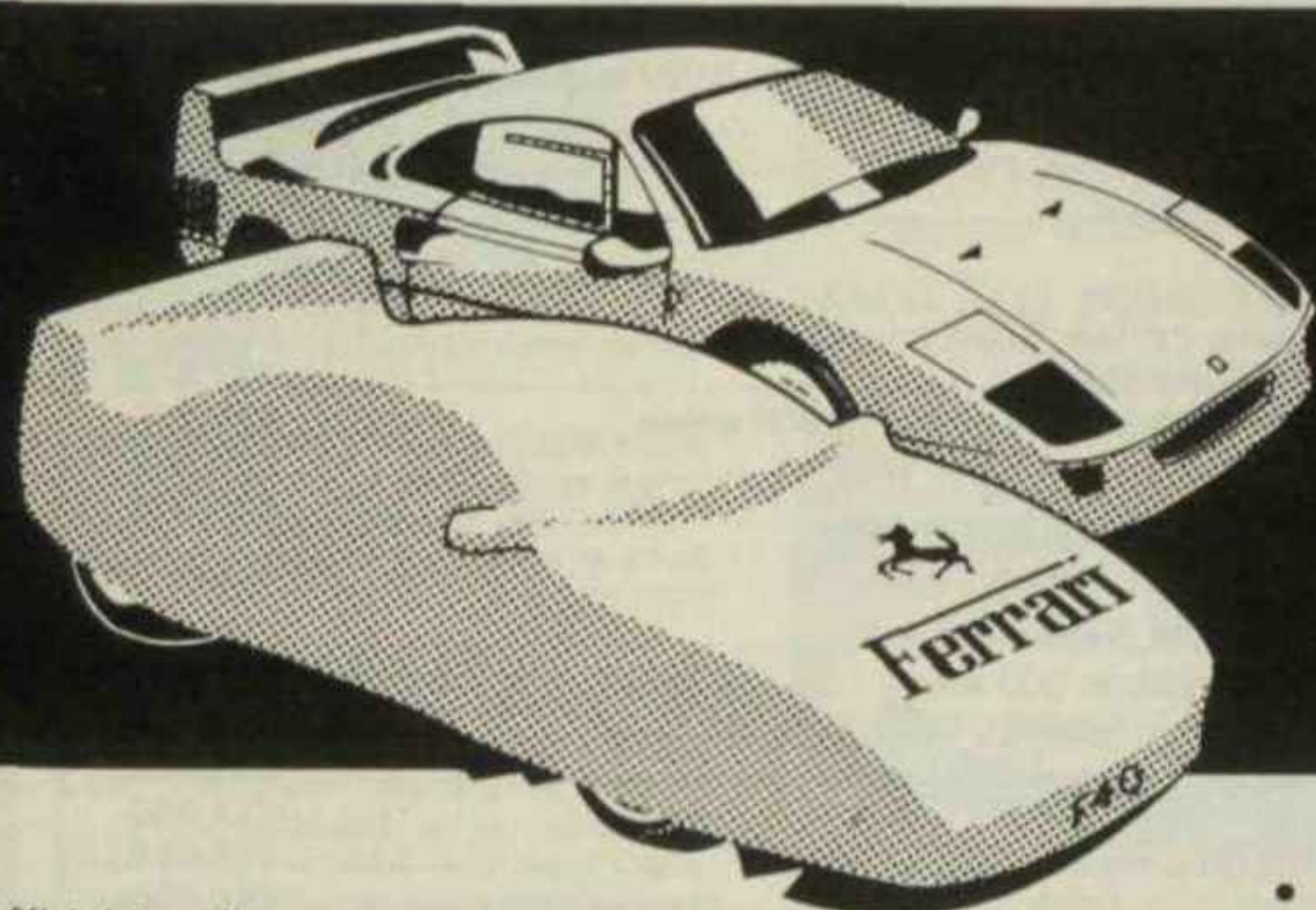


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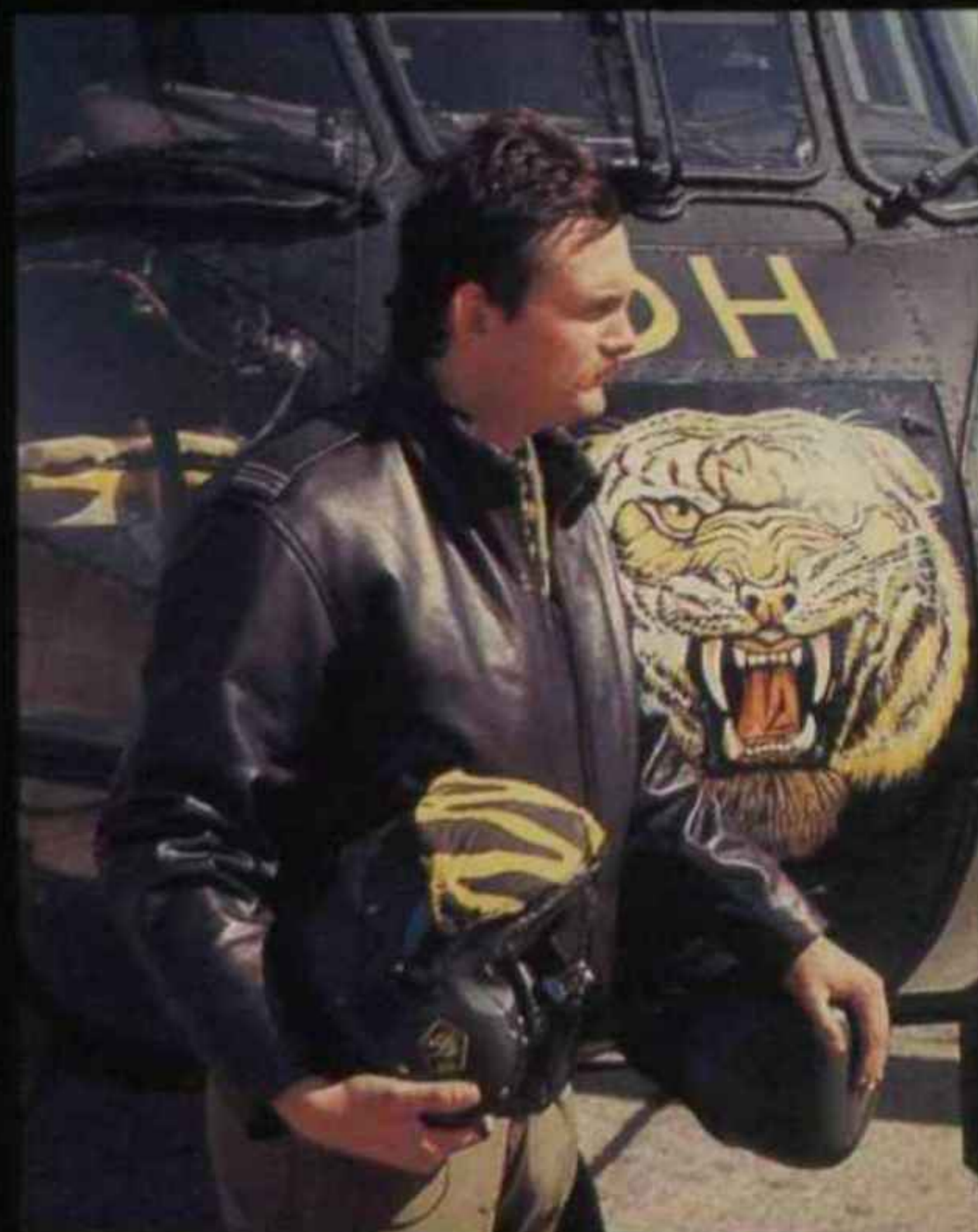


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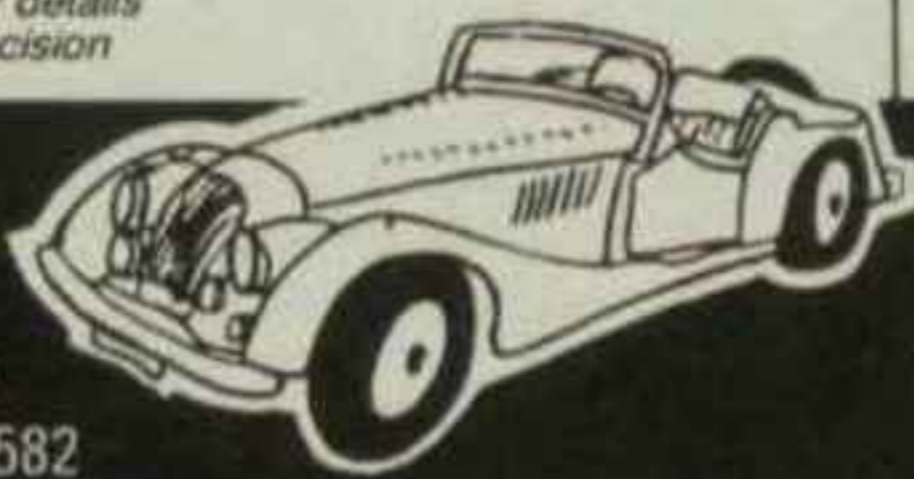
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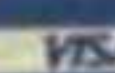
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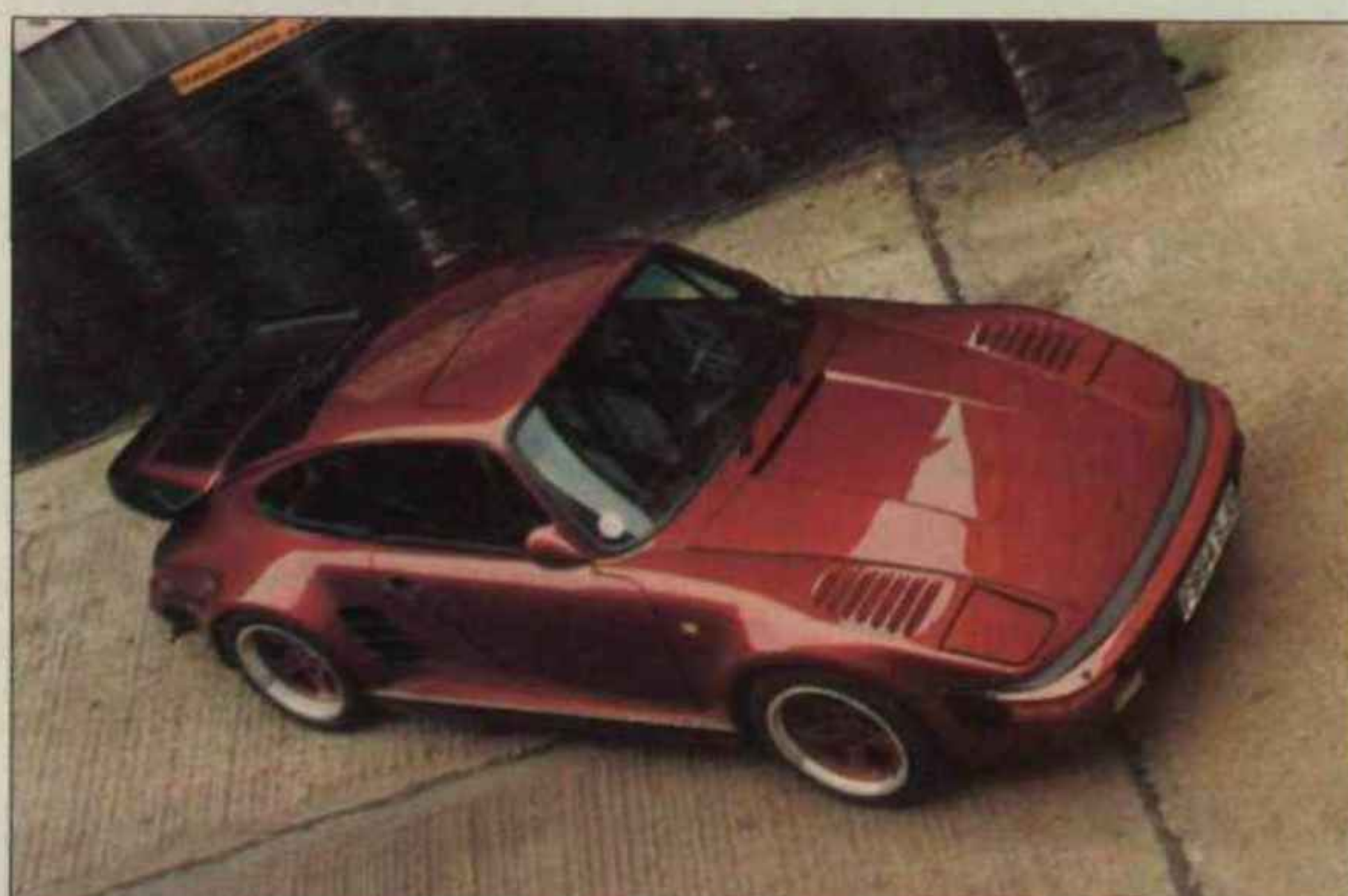
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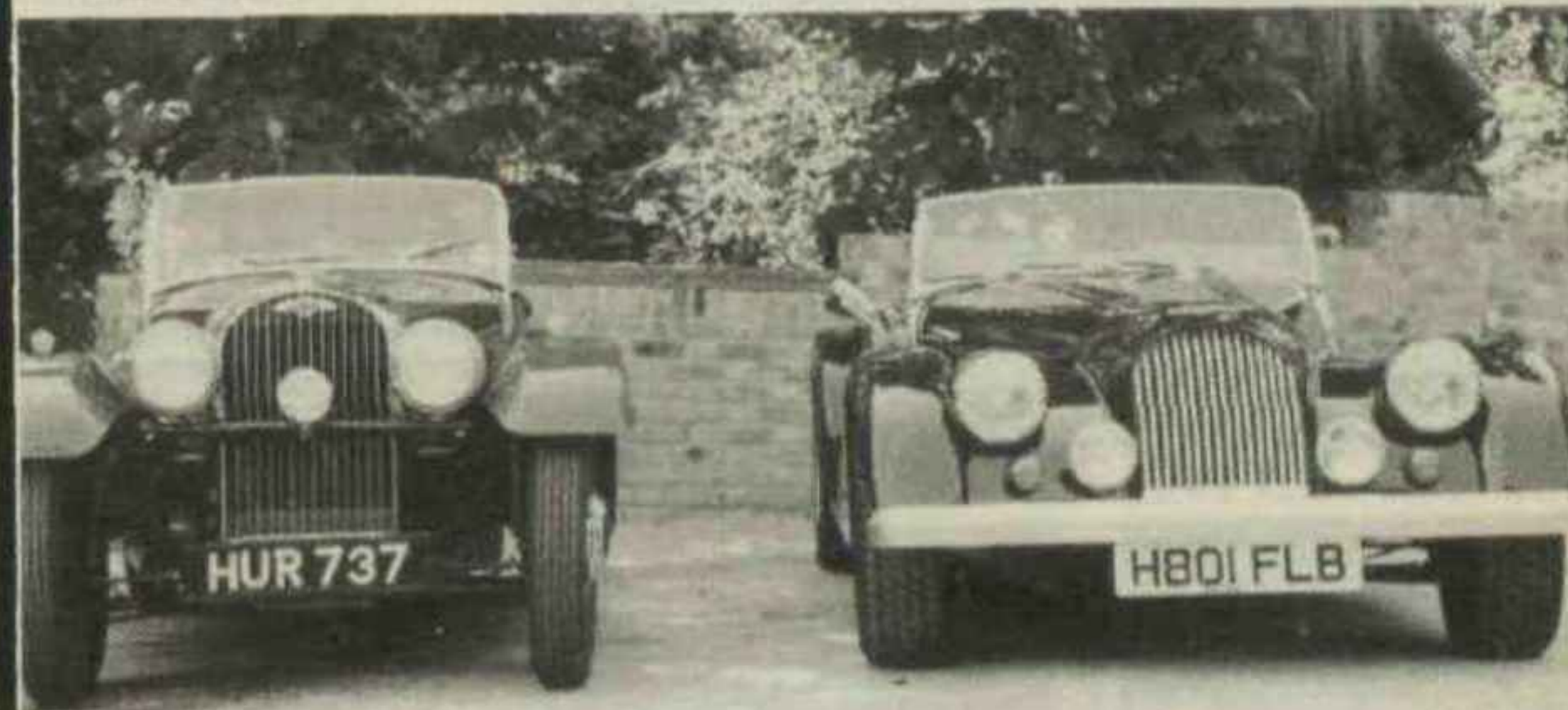
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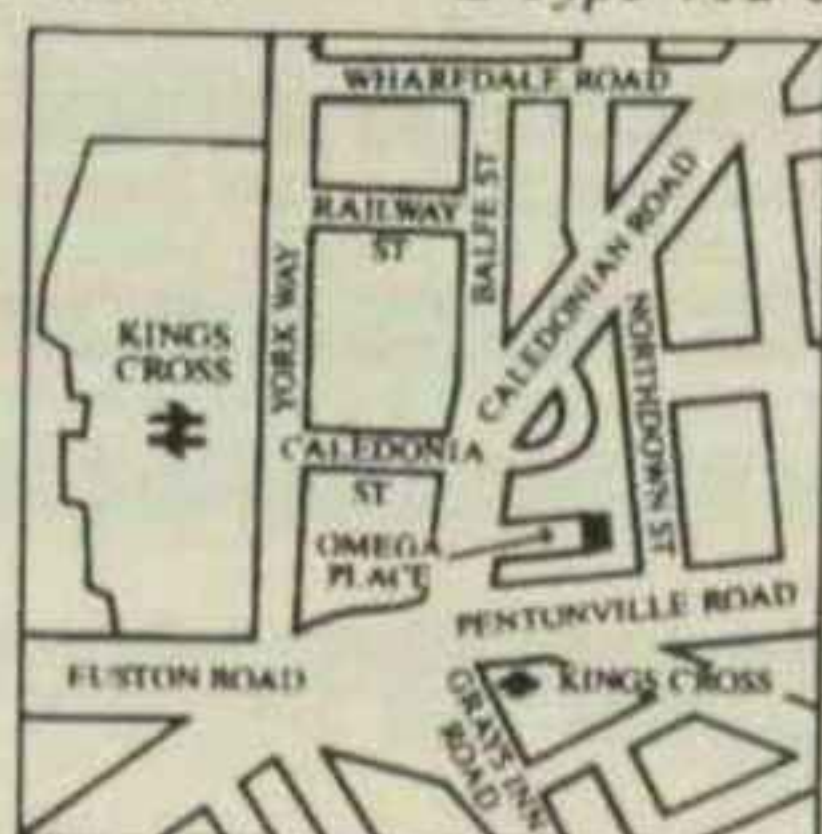
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unrepeatably tempting. Now is the time to act. The prices for most are on the floor.

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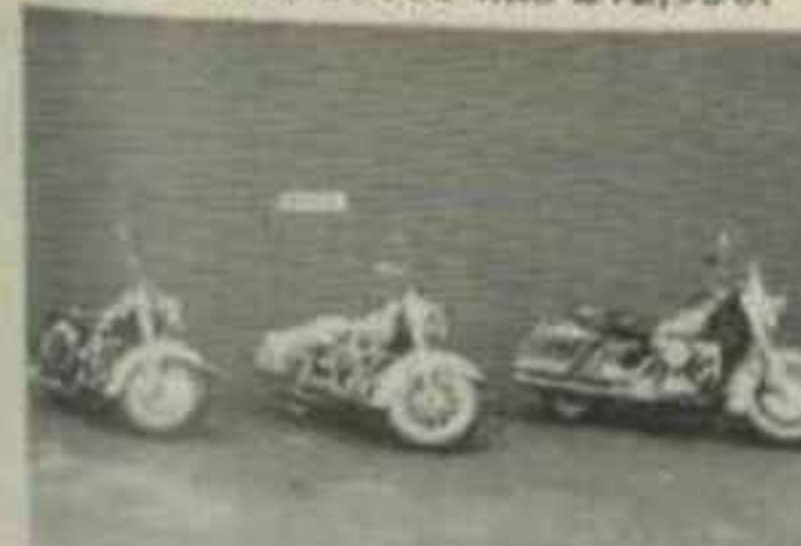
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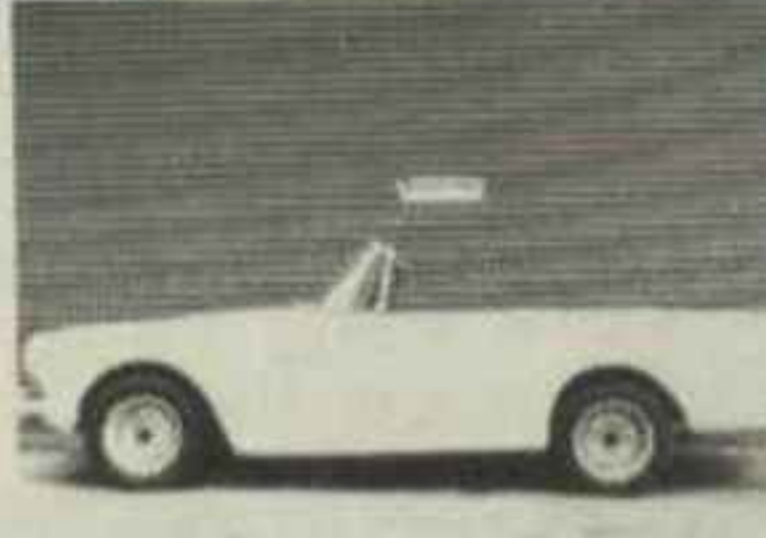
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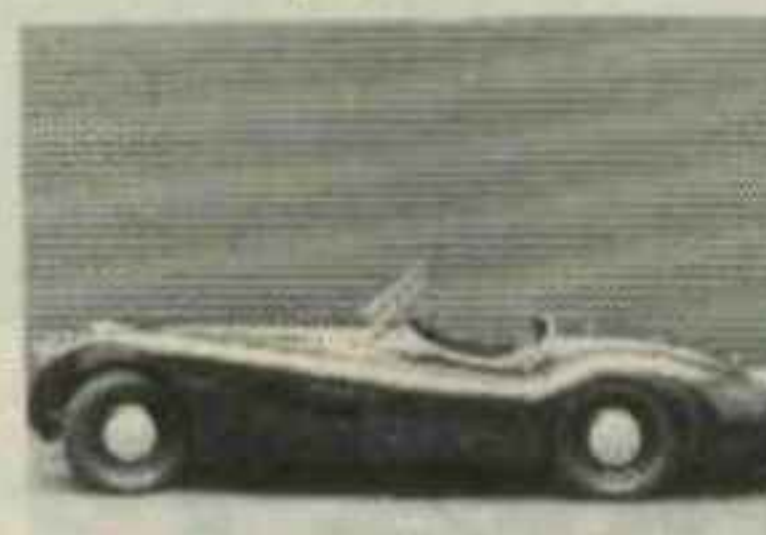
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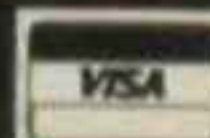
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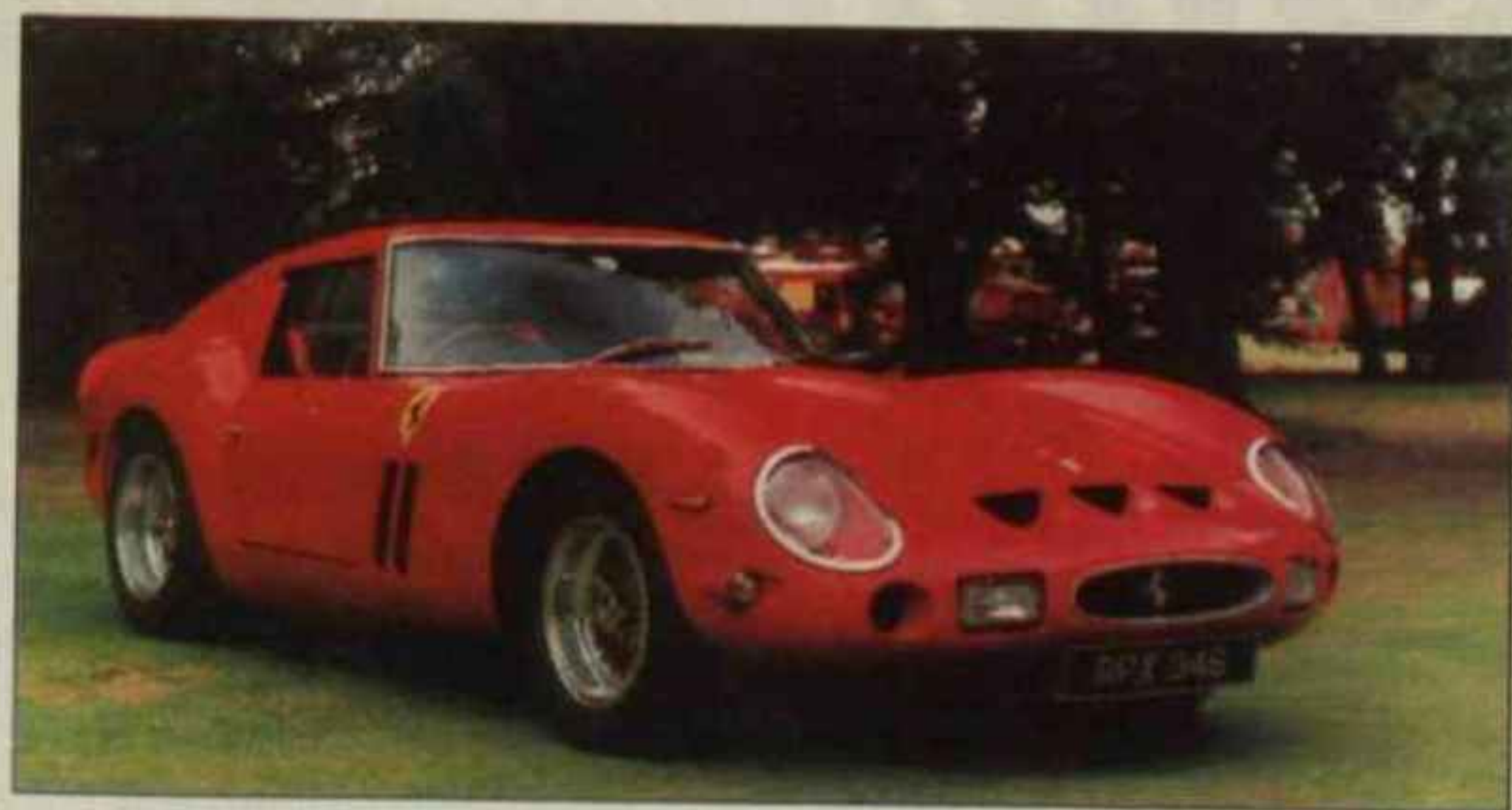
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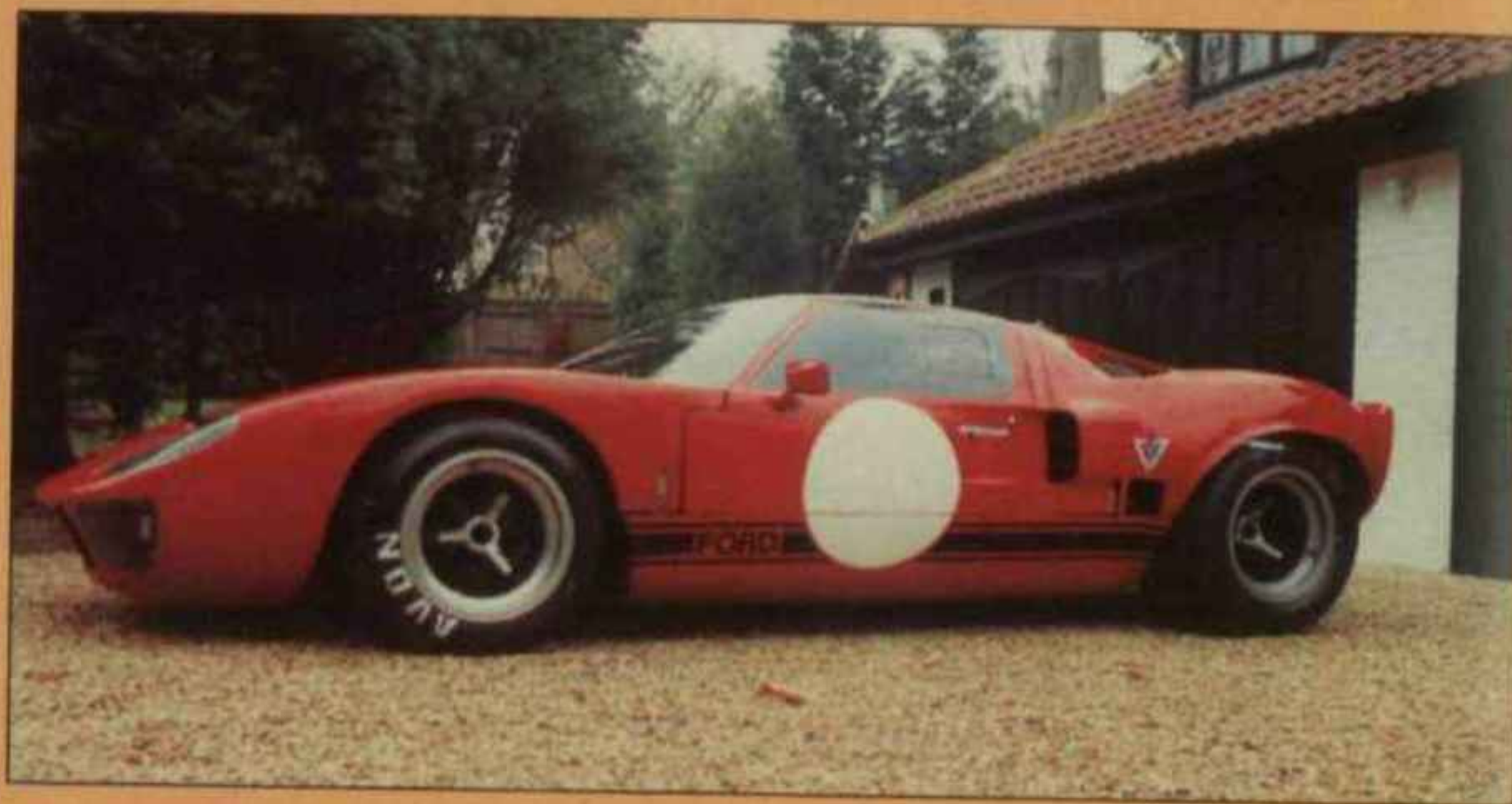
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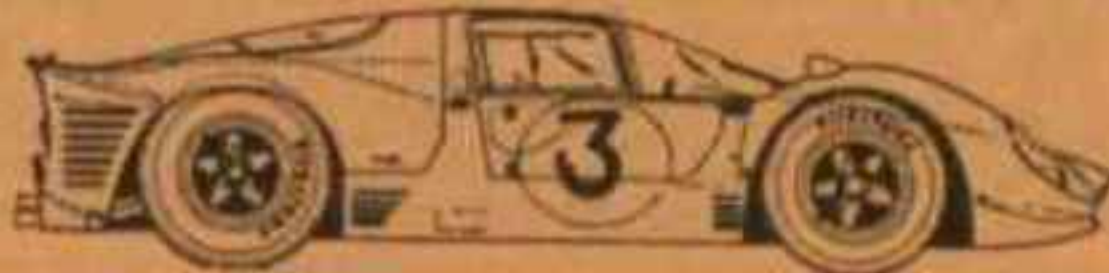
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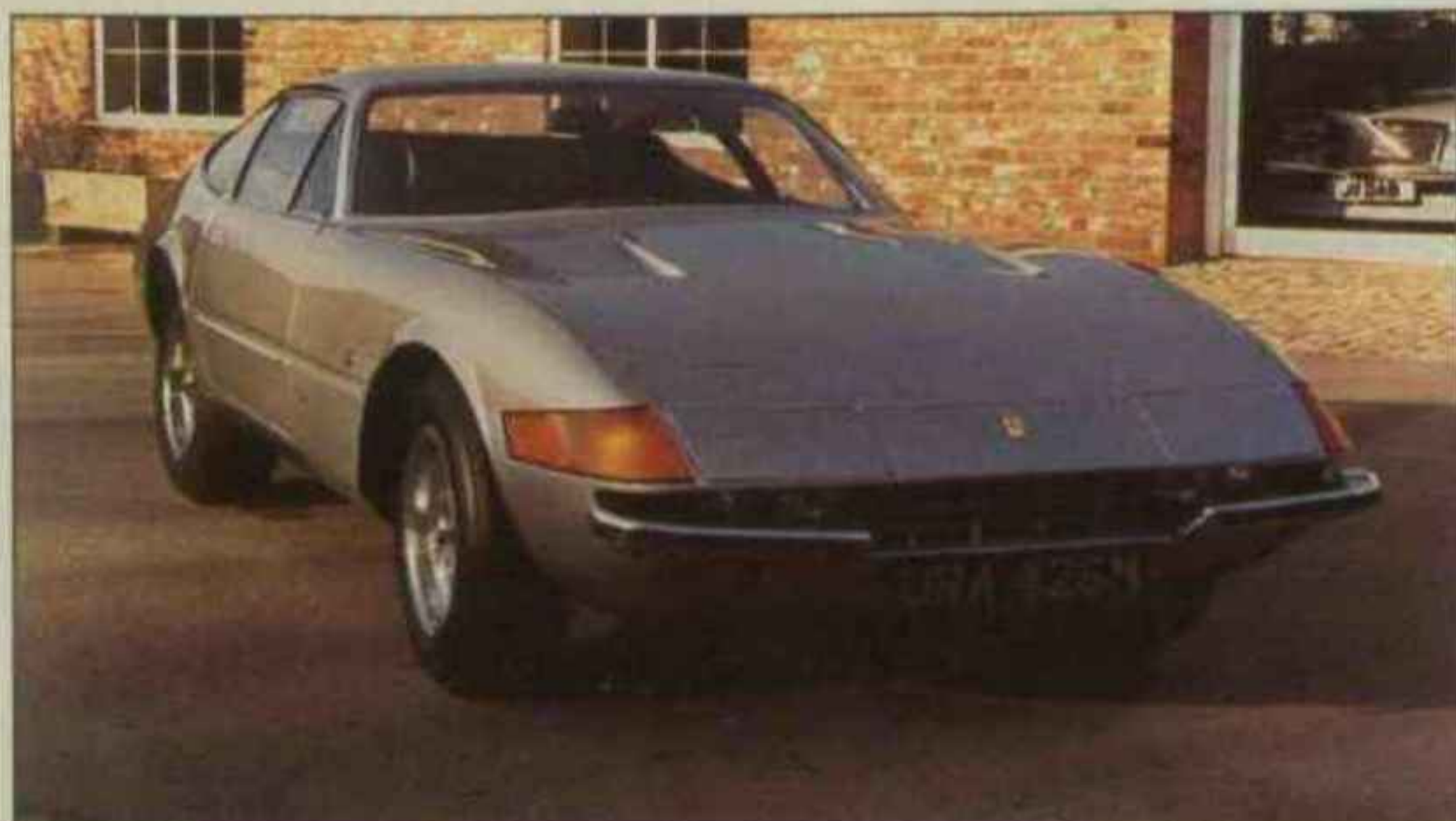
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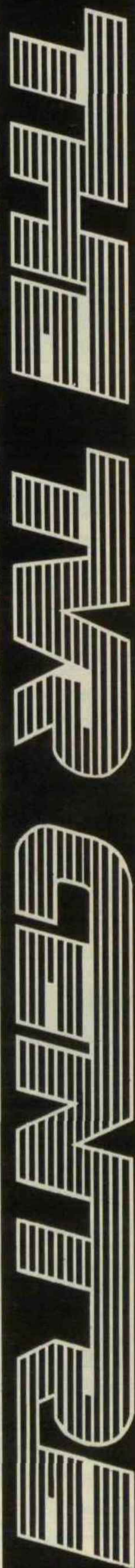
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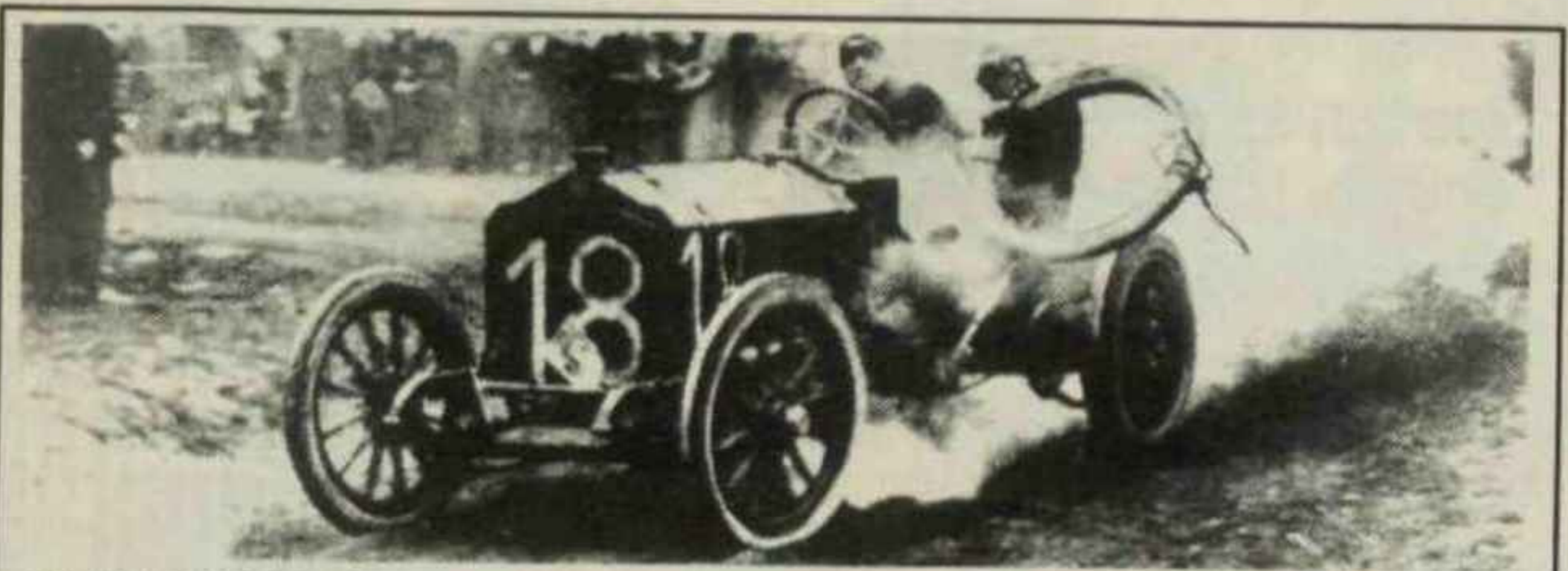
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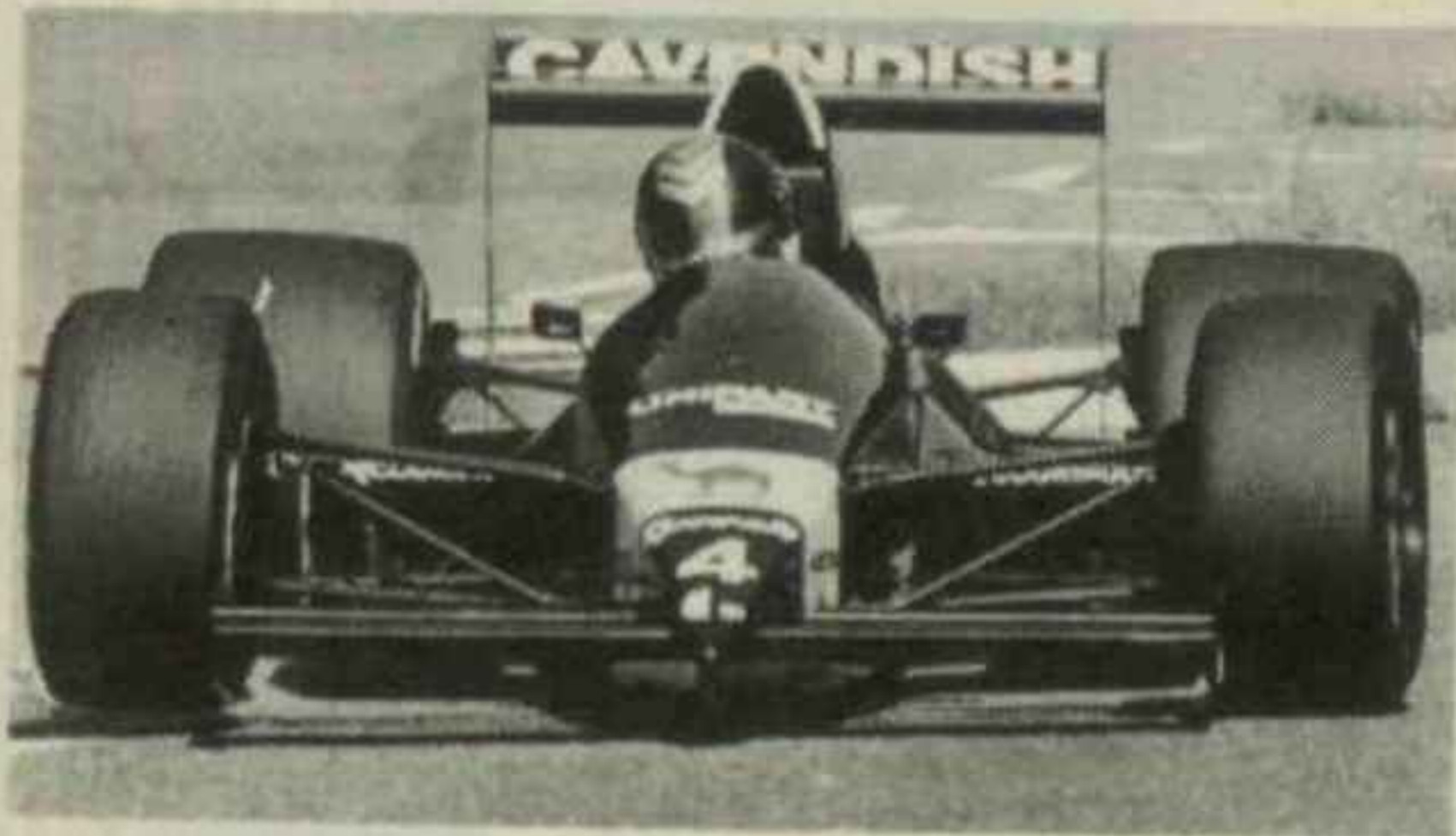
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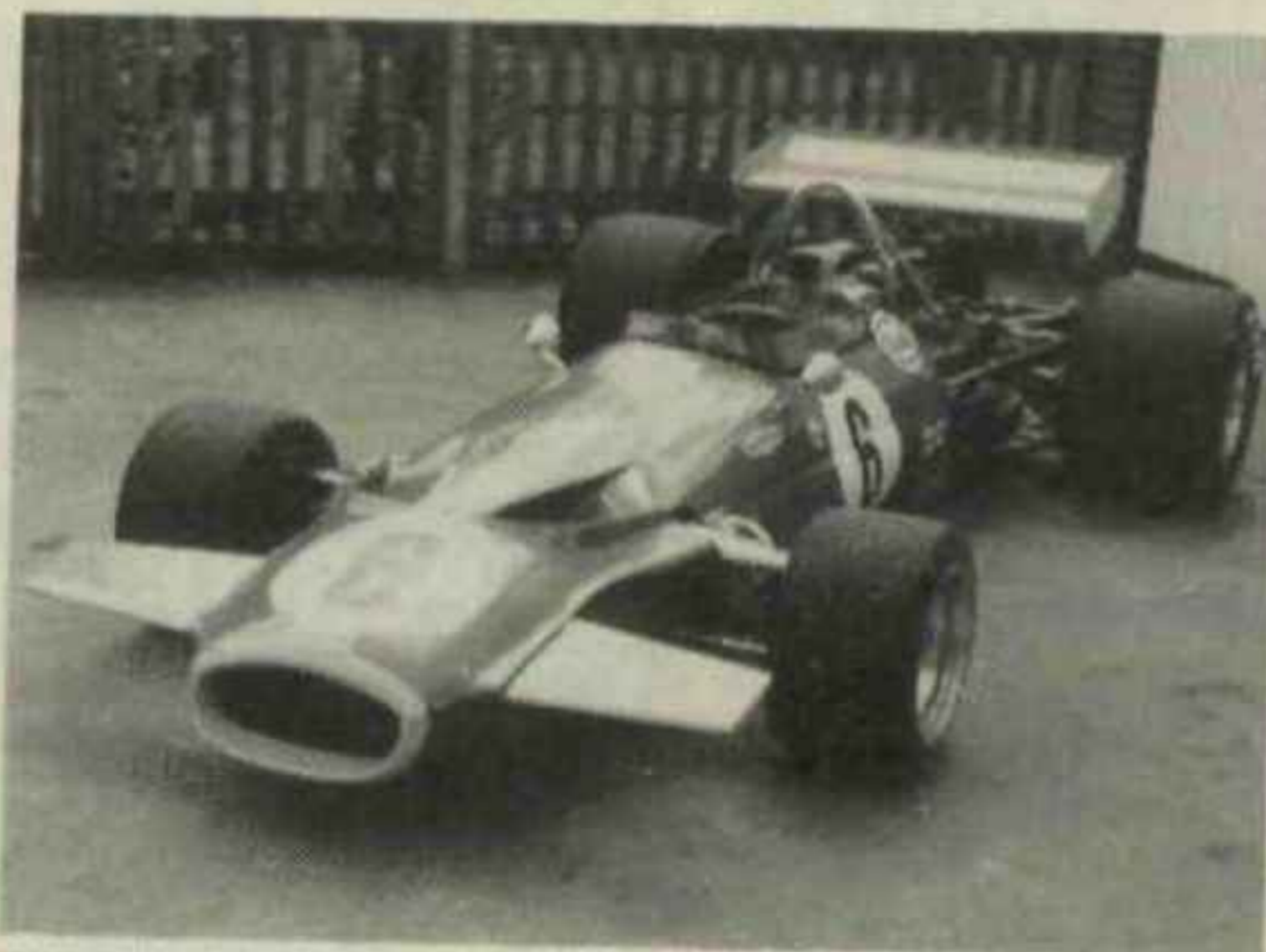
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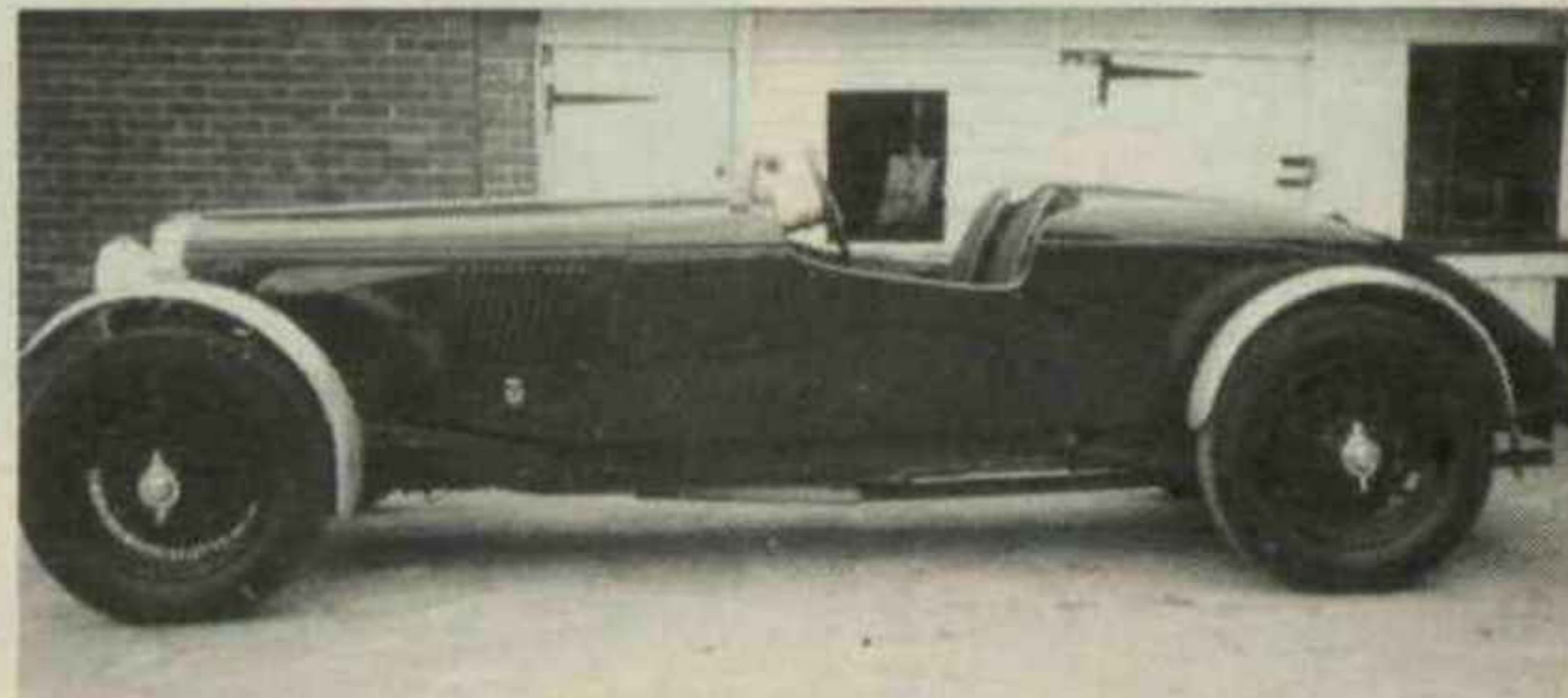
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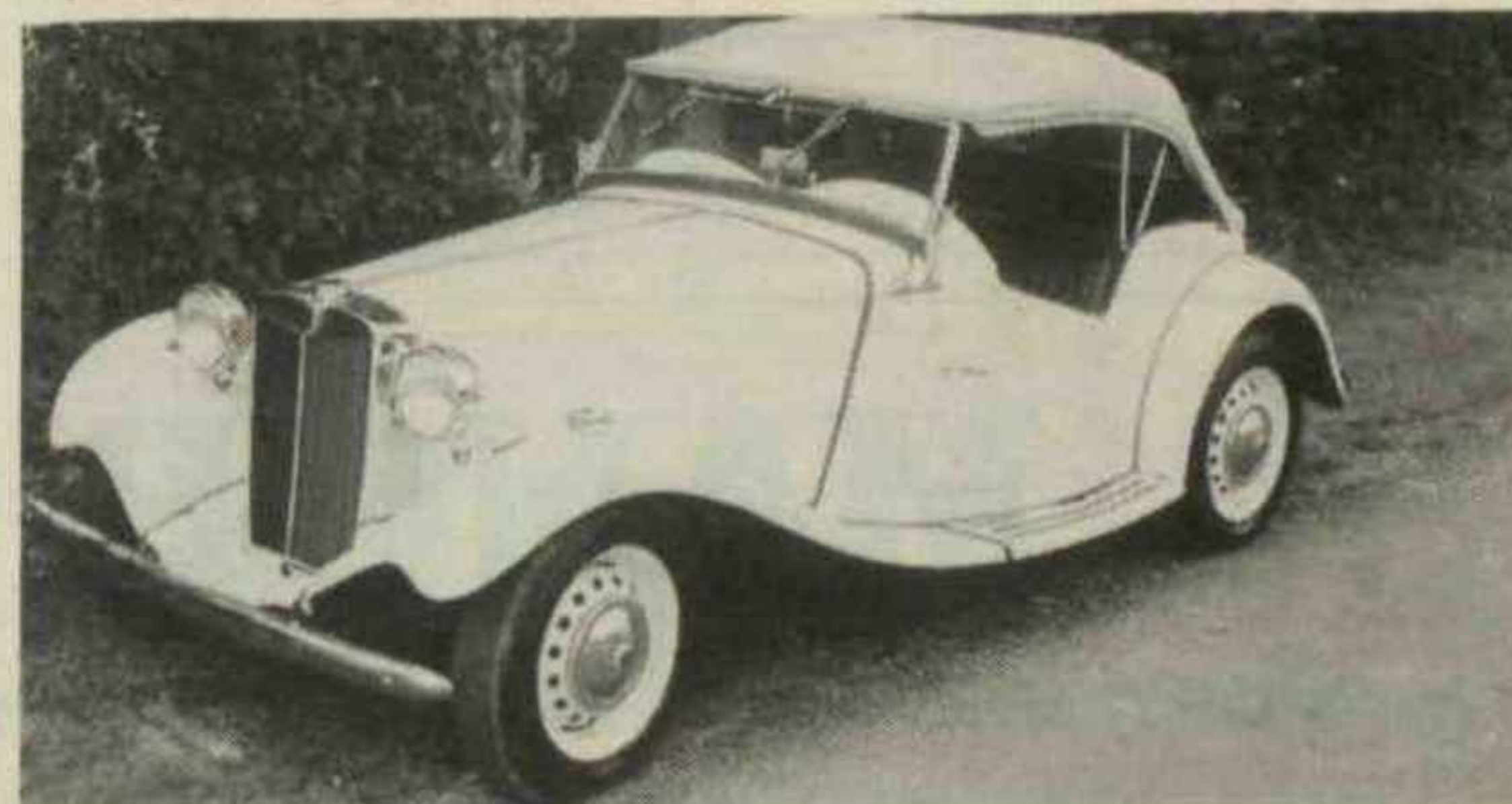
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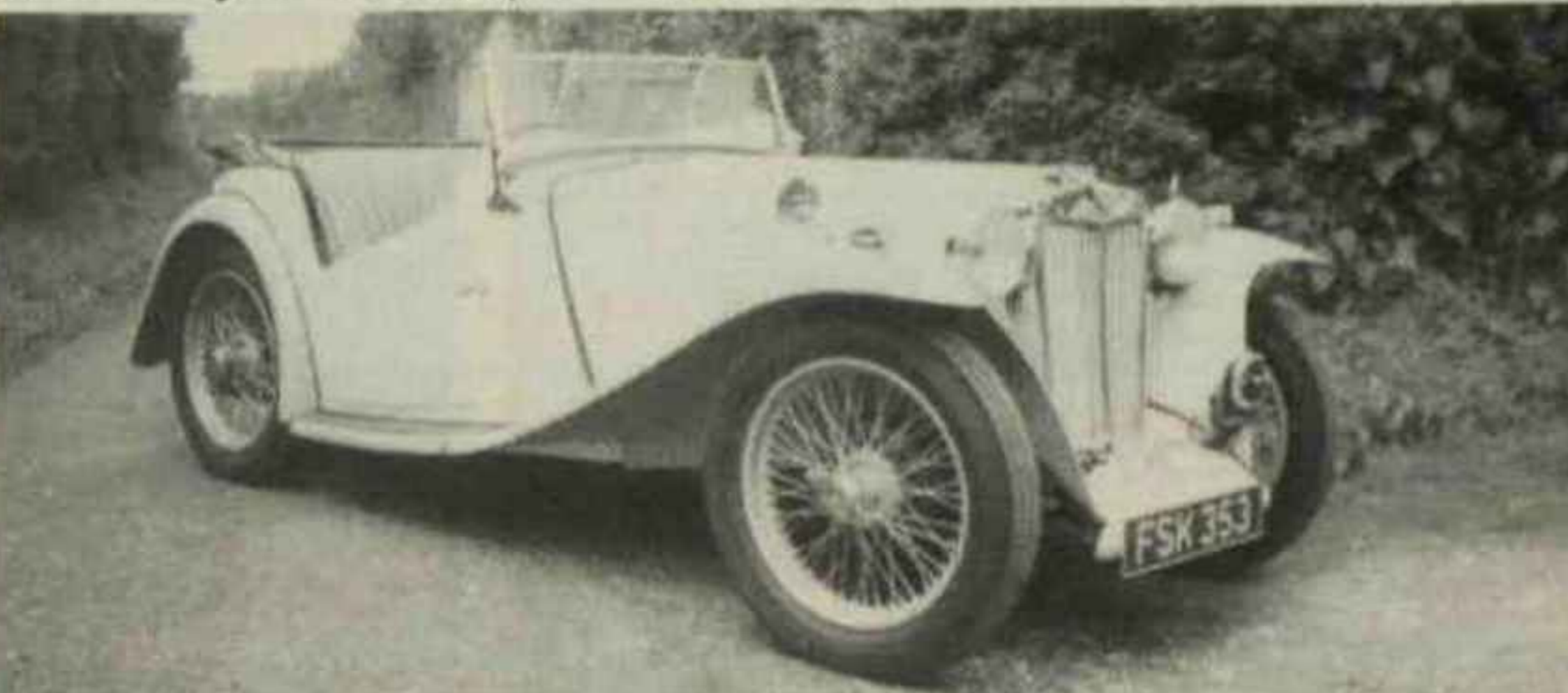
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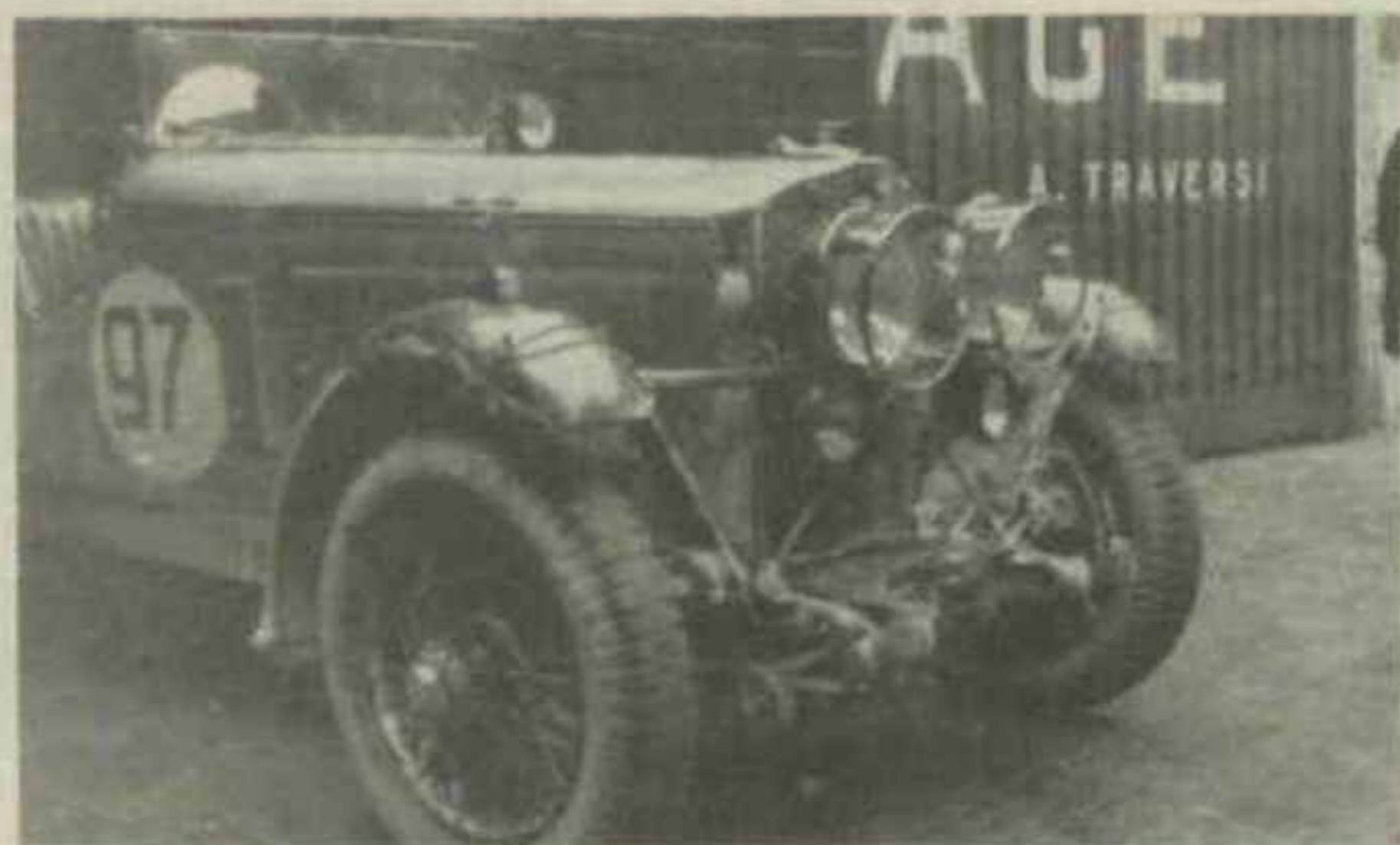
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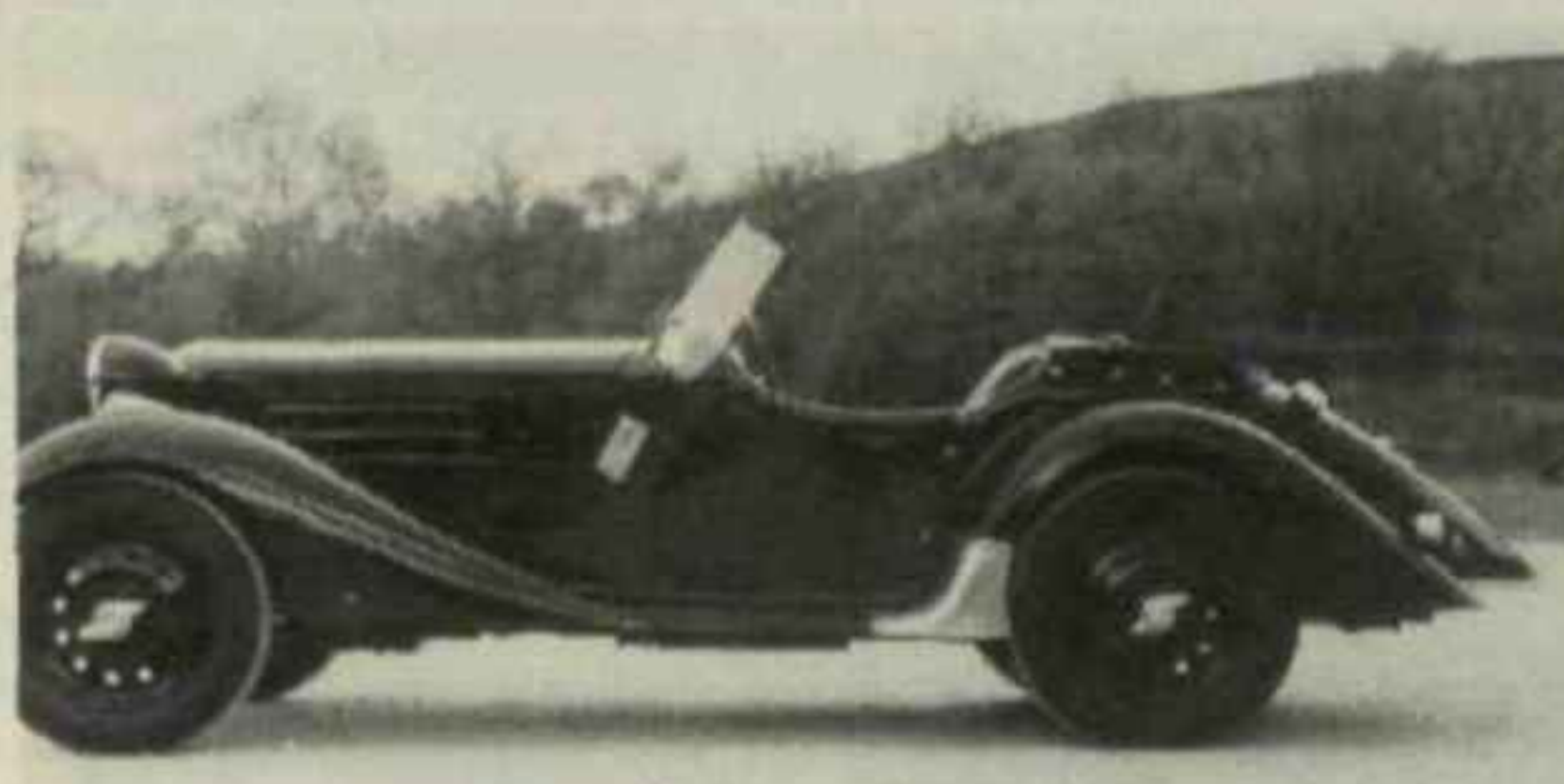
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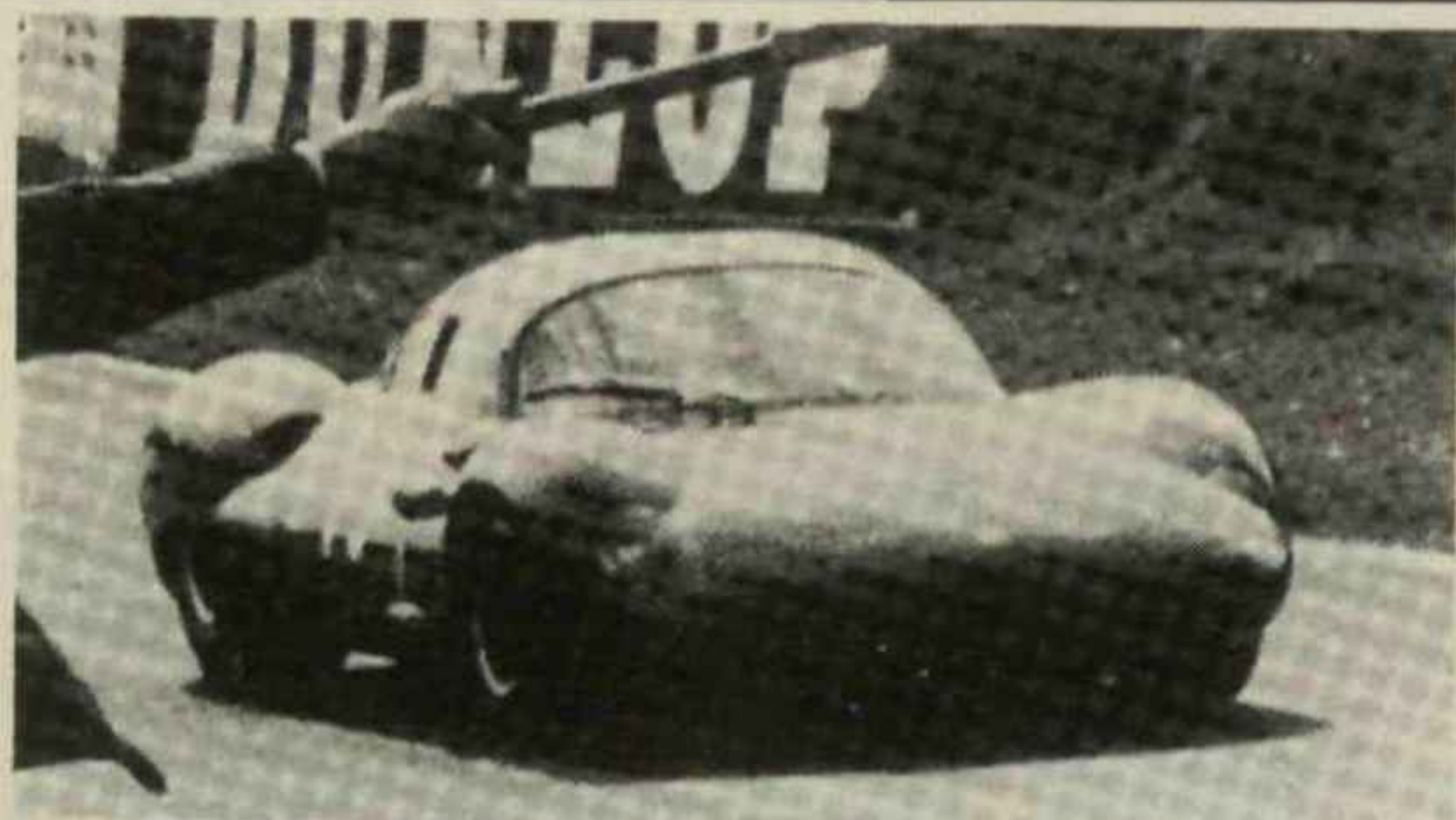
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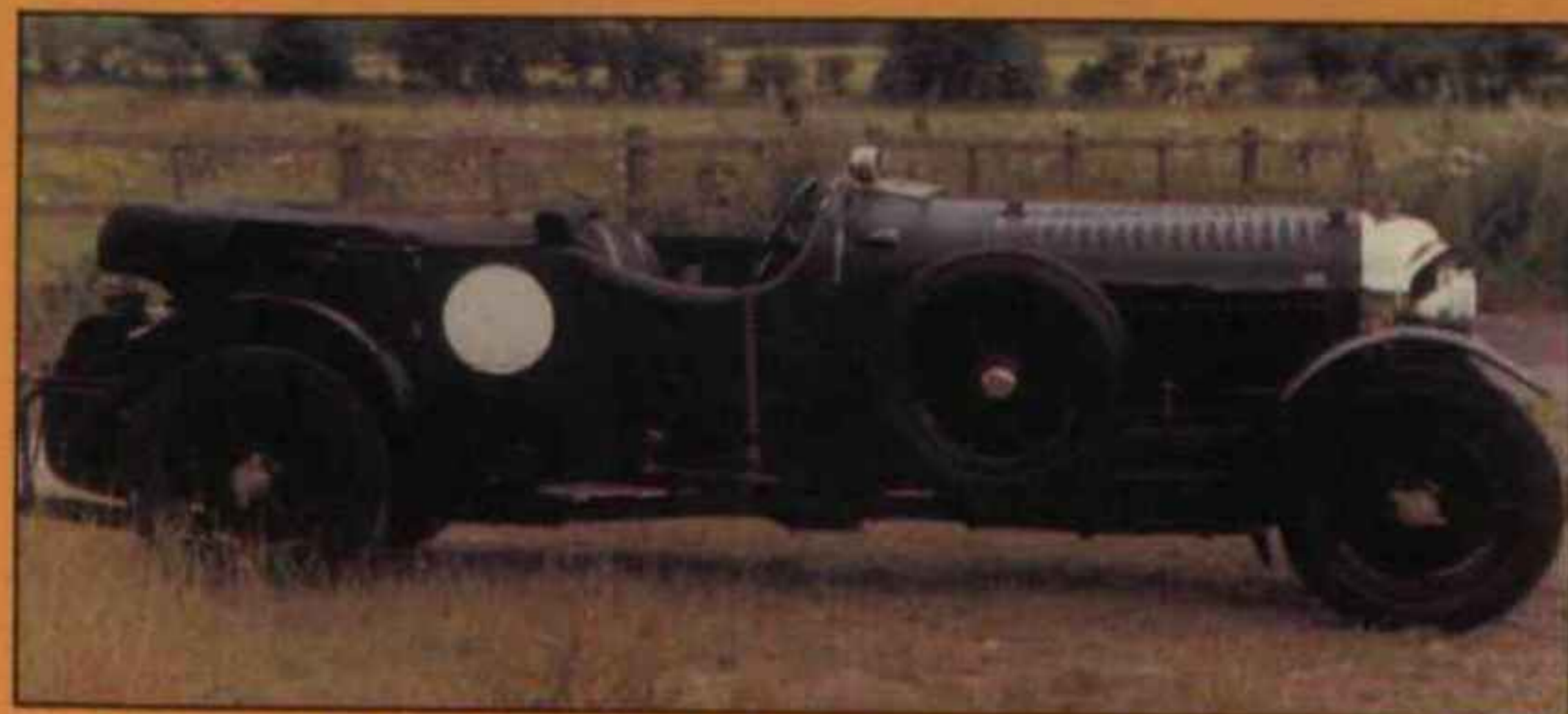
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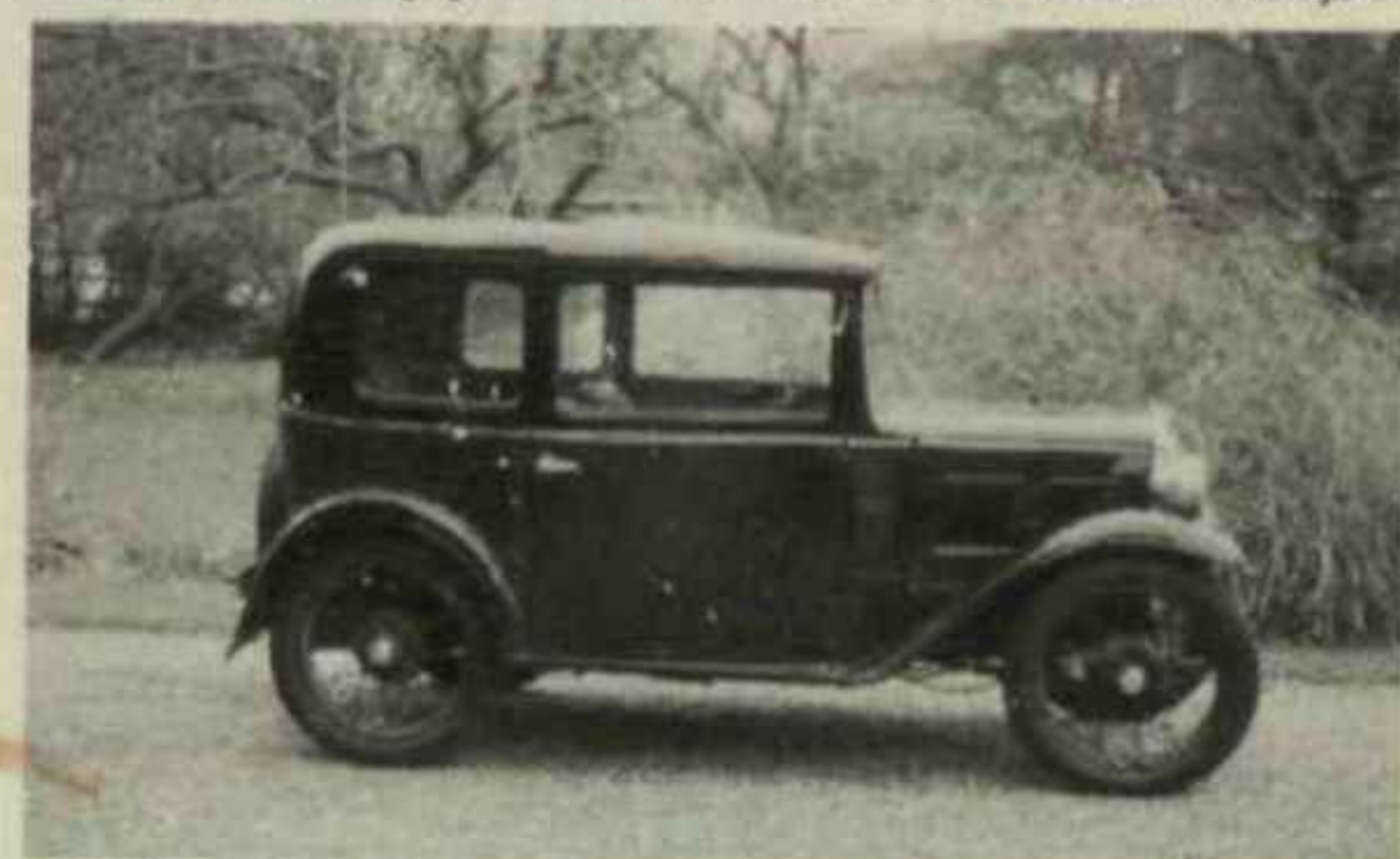
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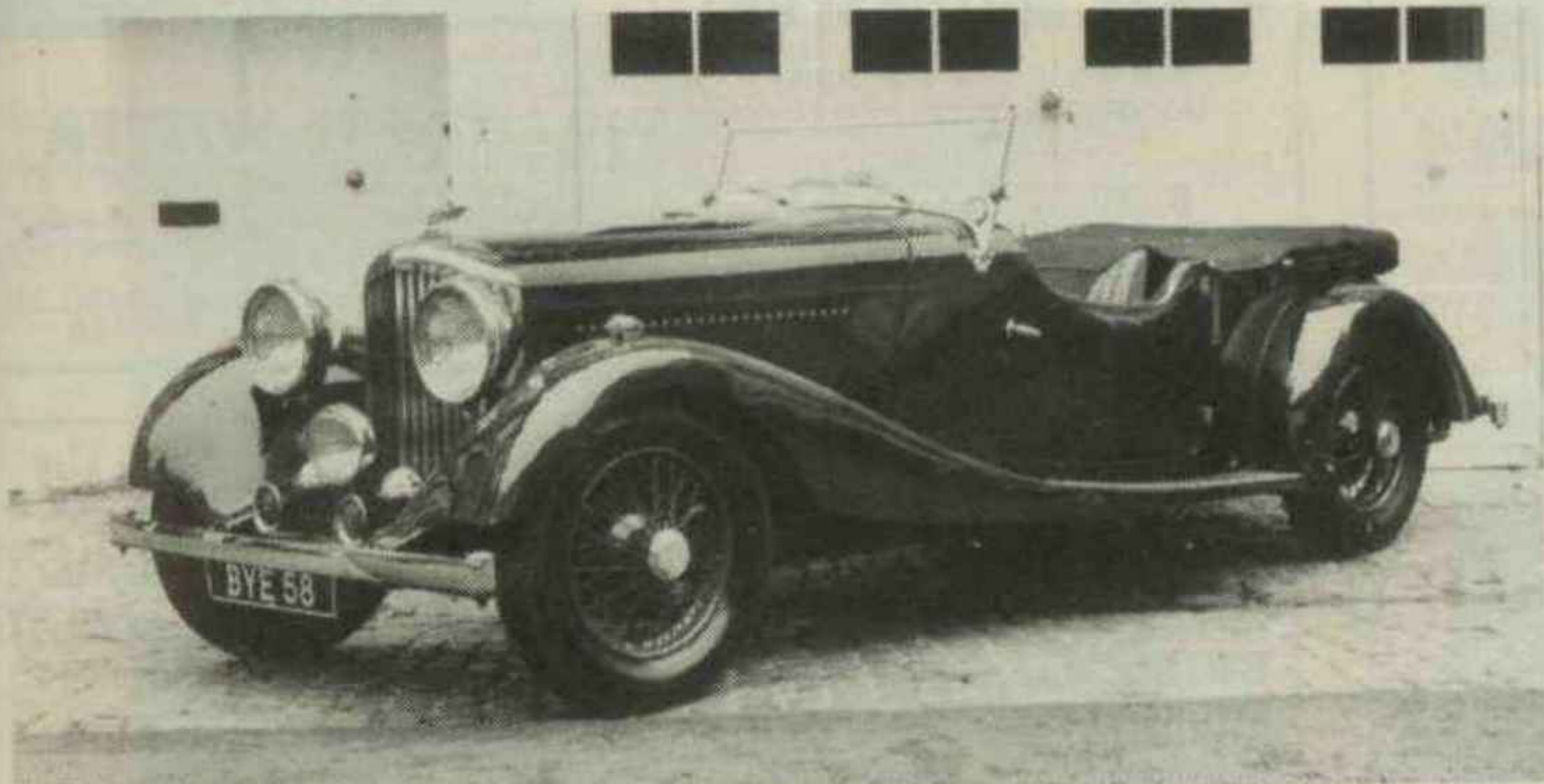
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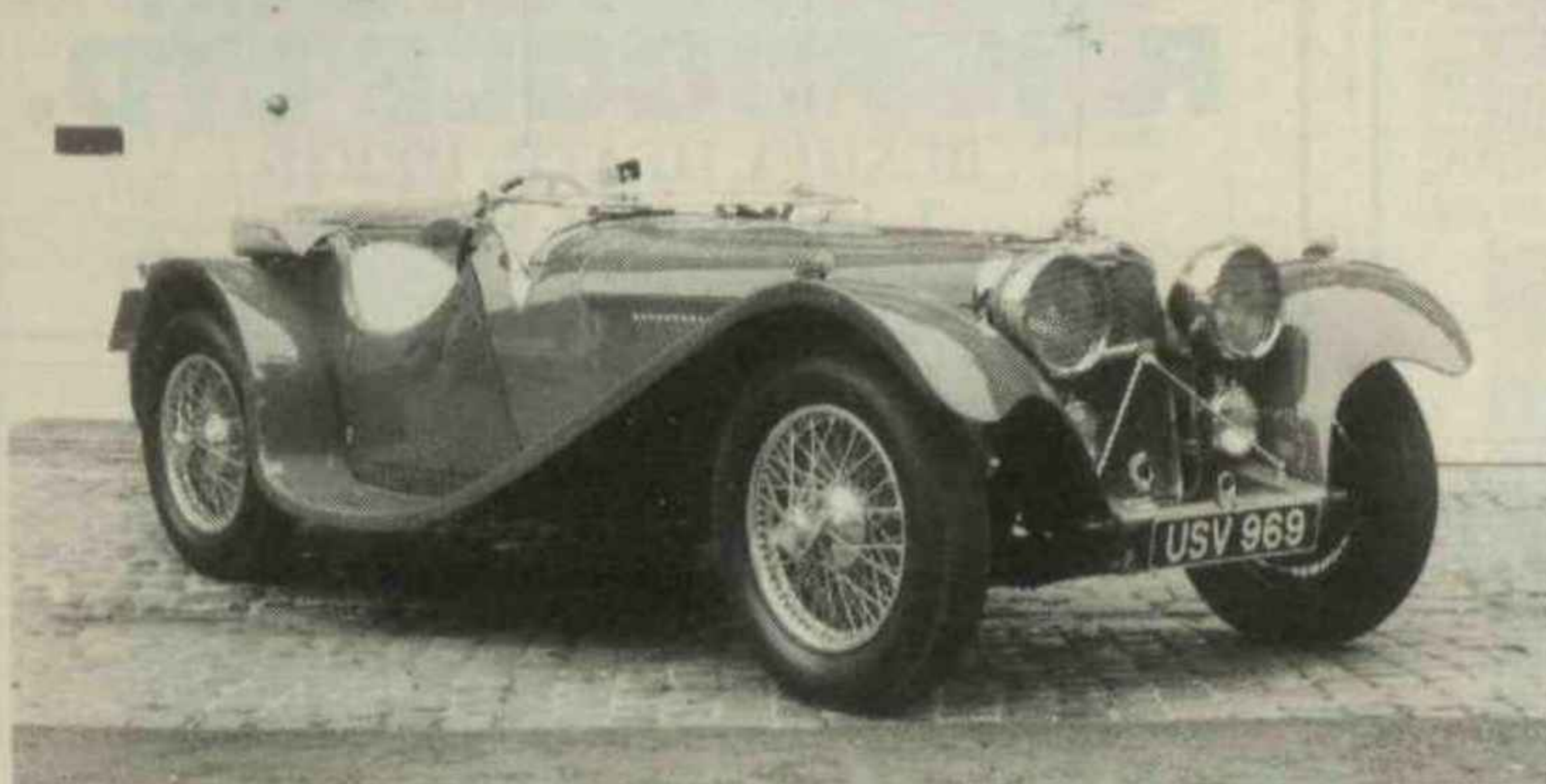


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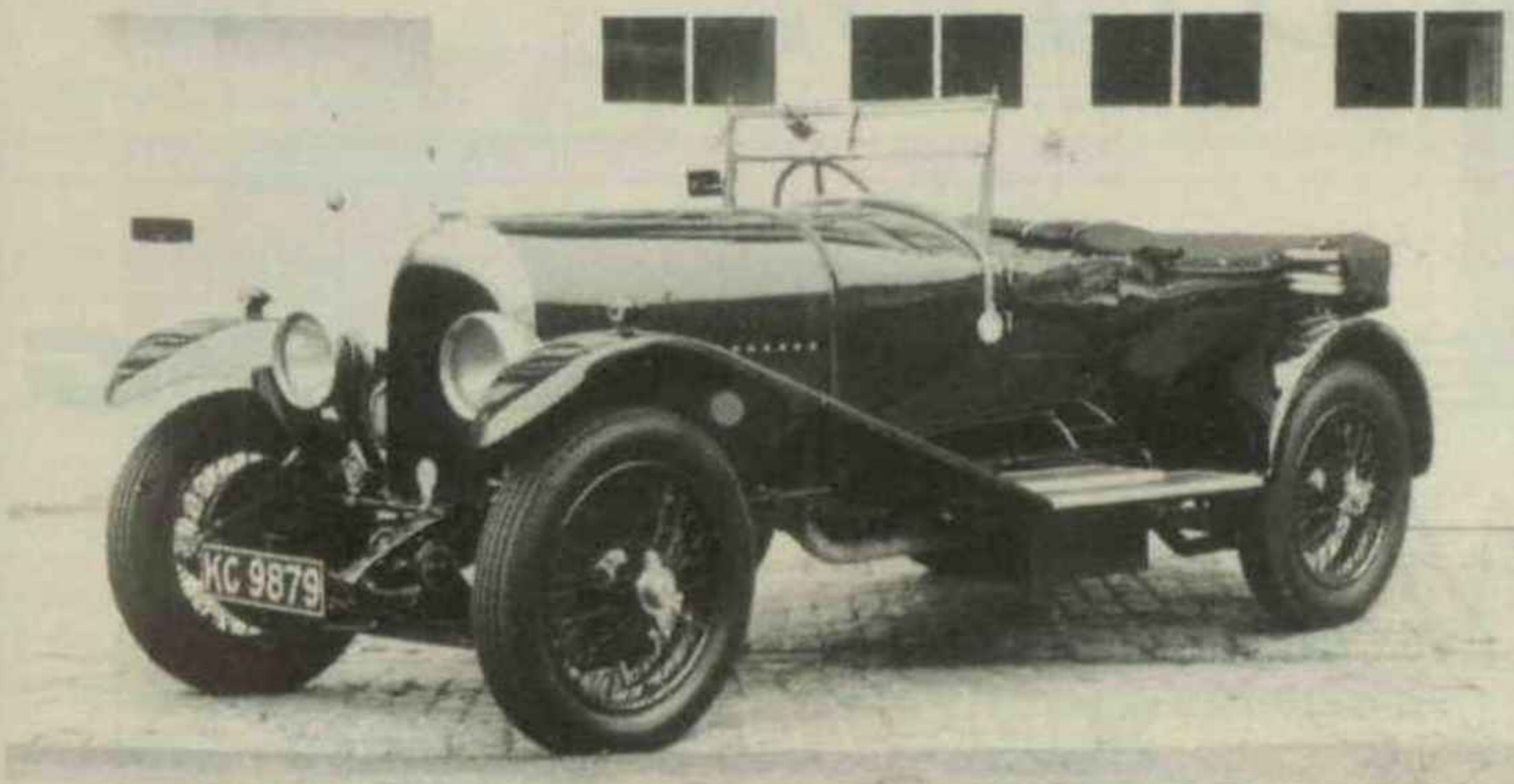
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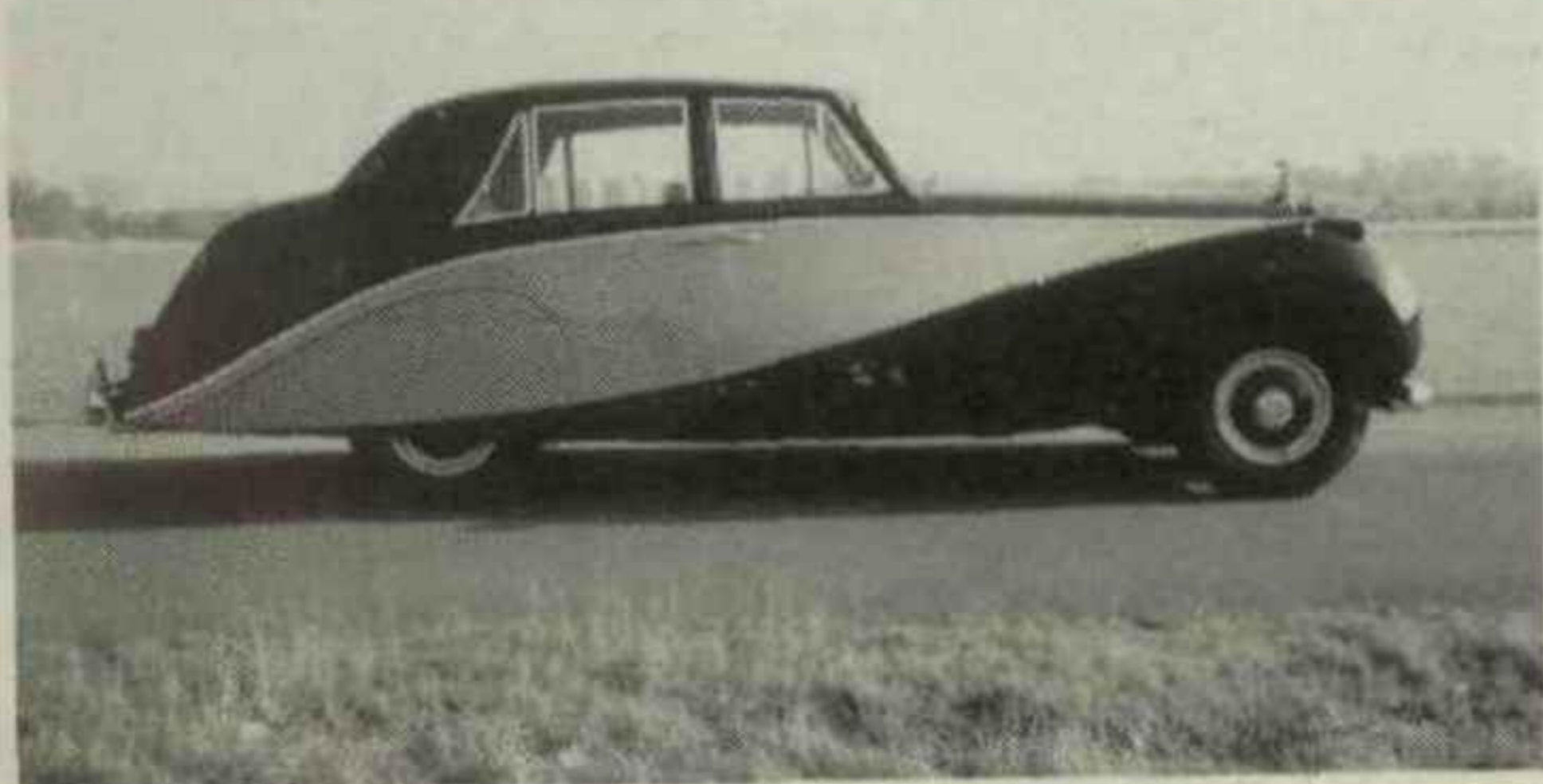
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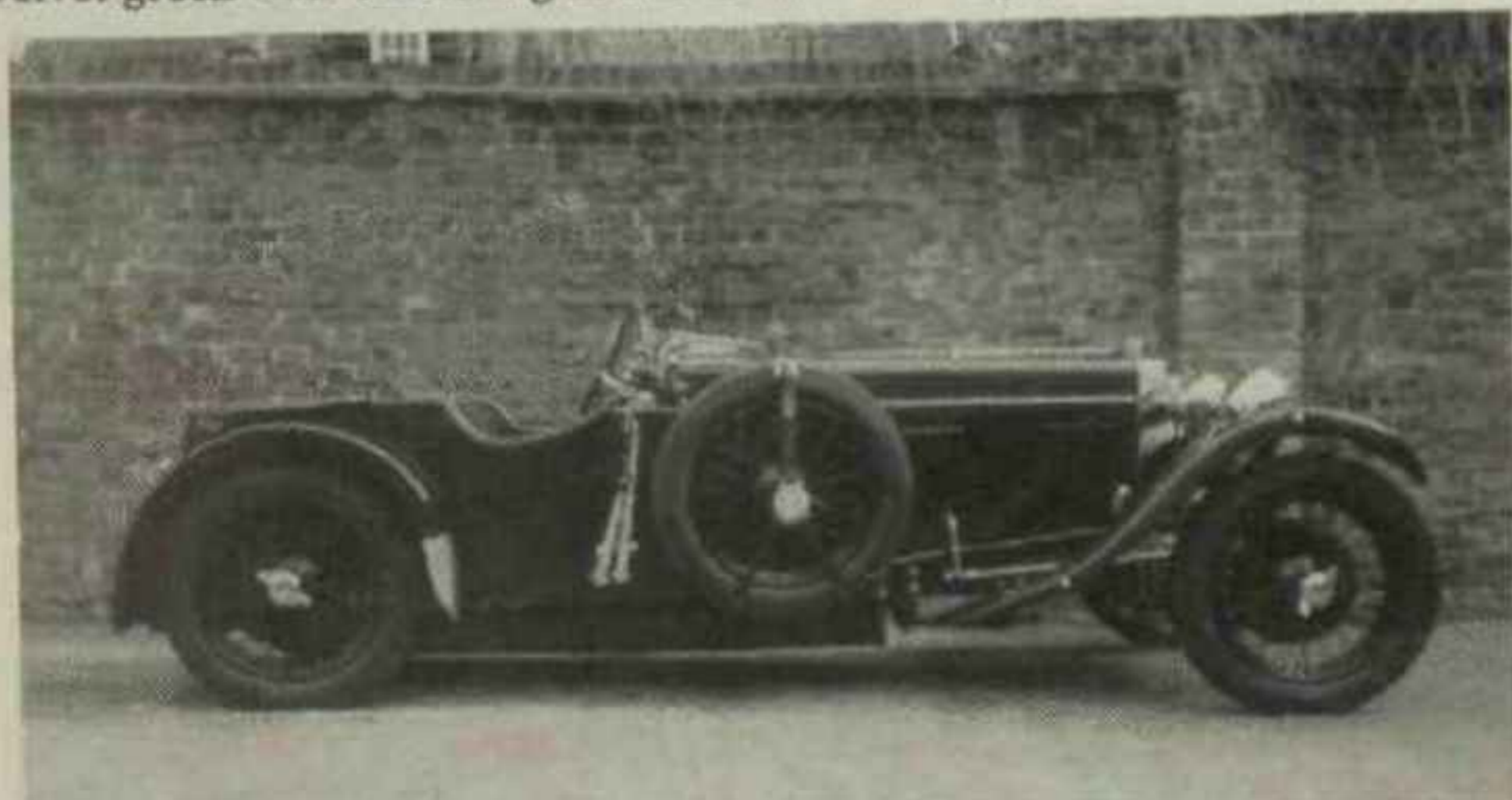
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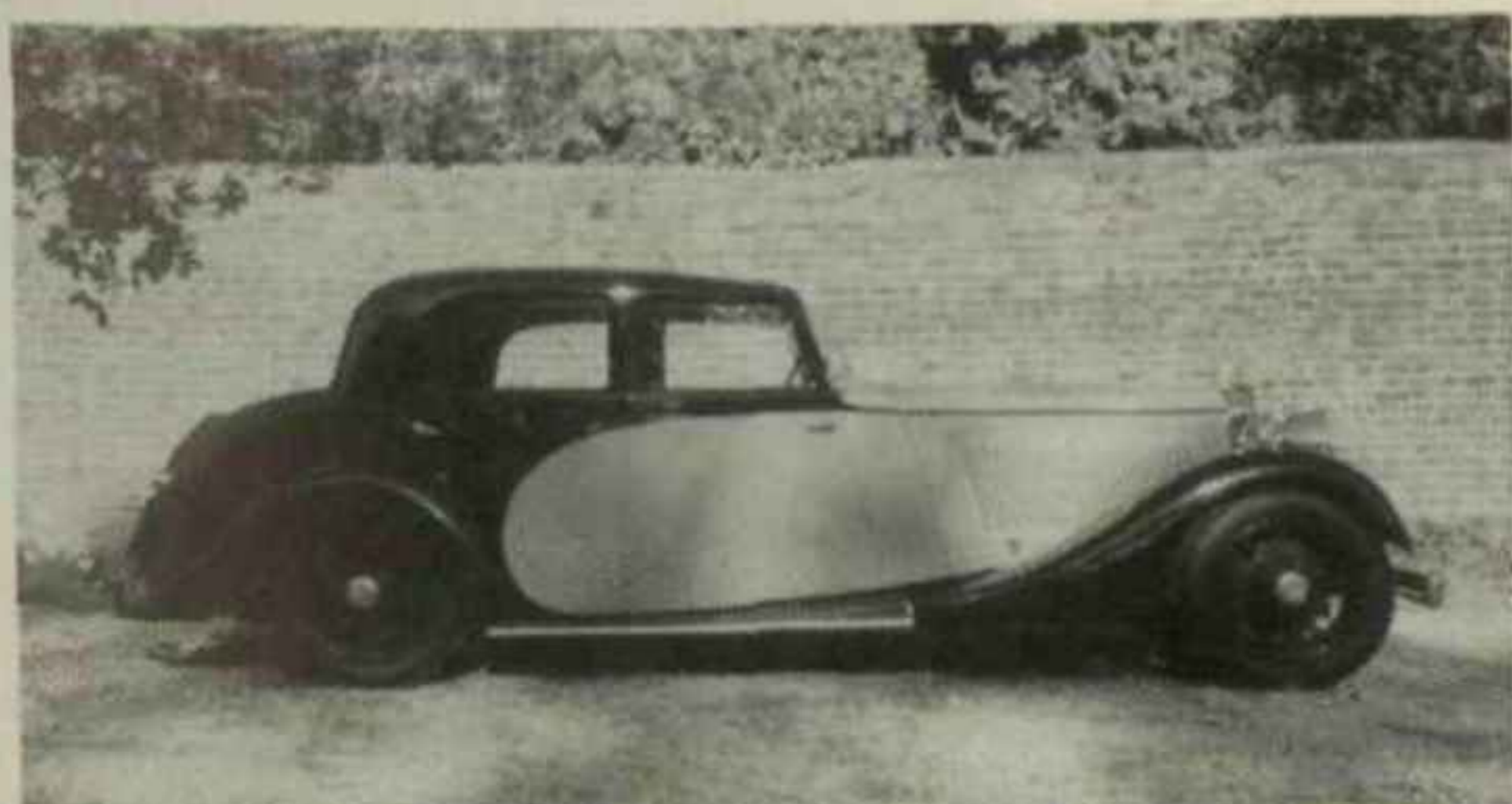
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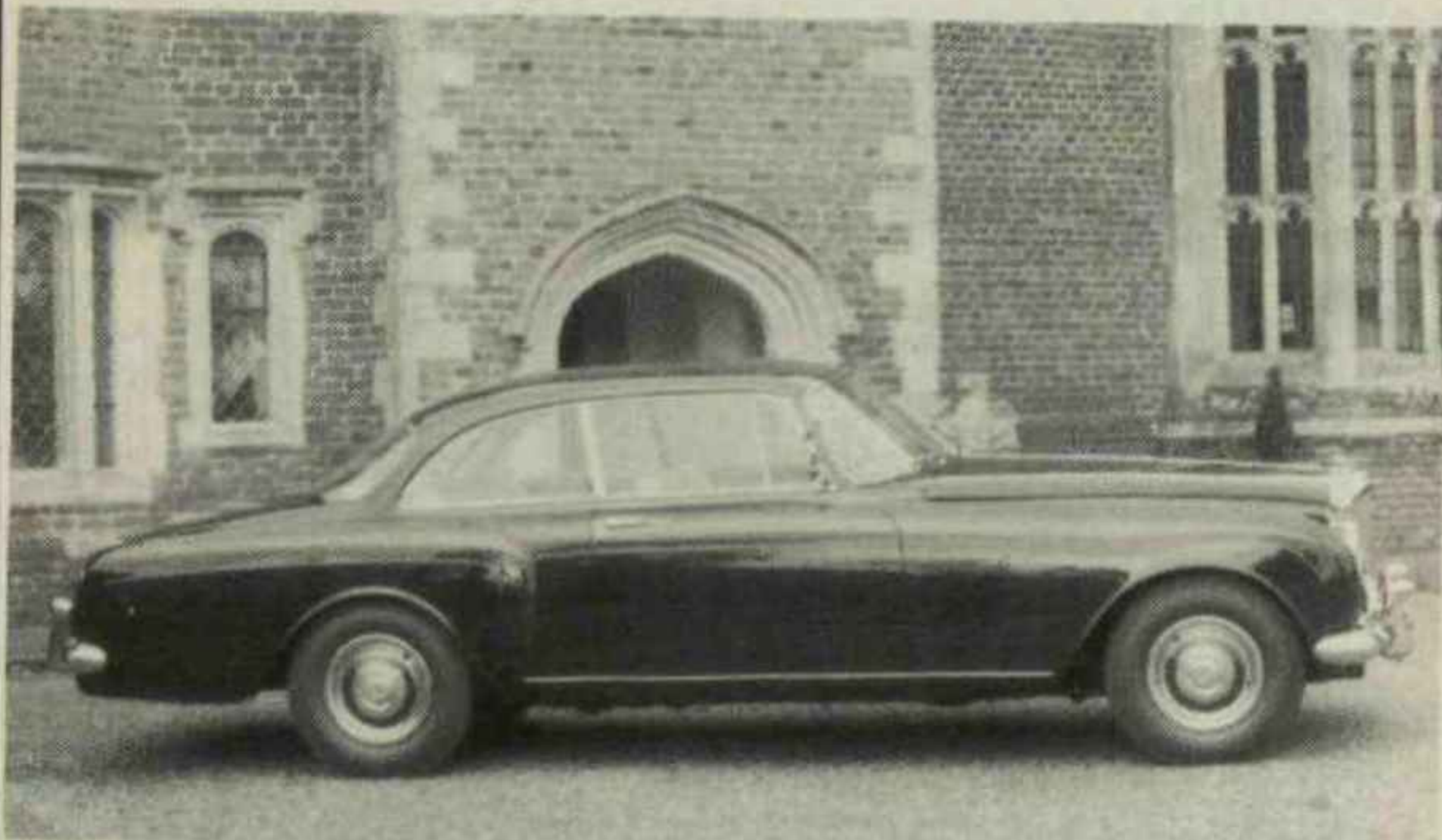
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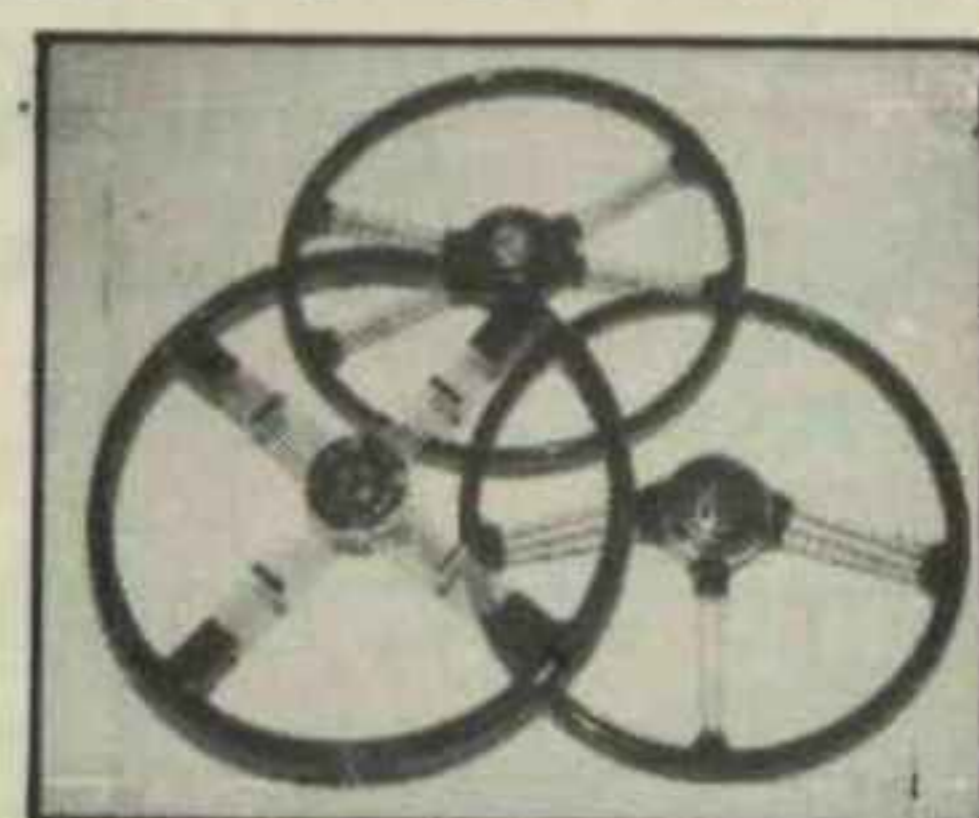
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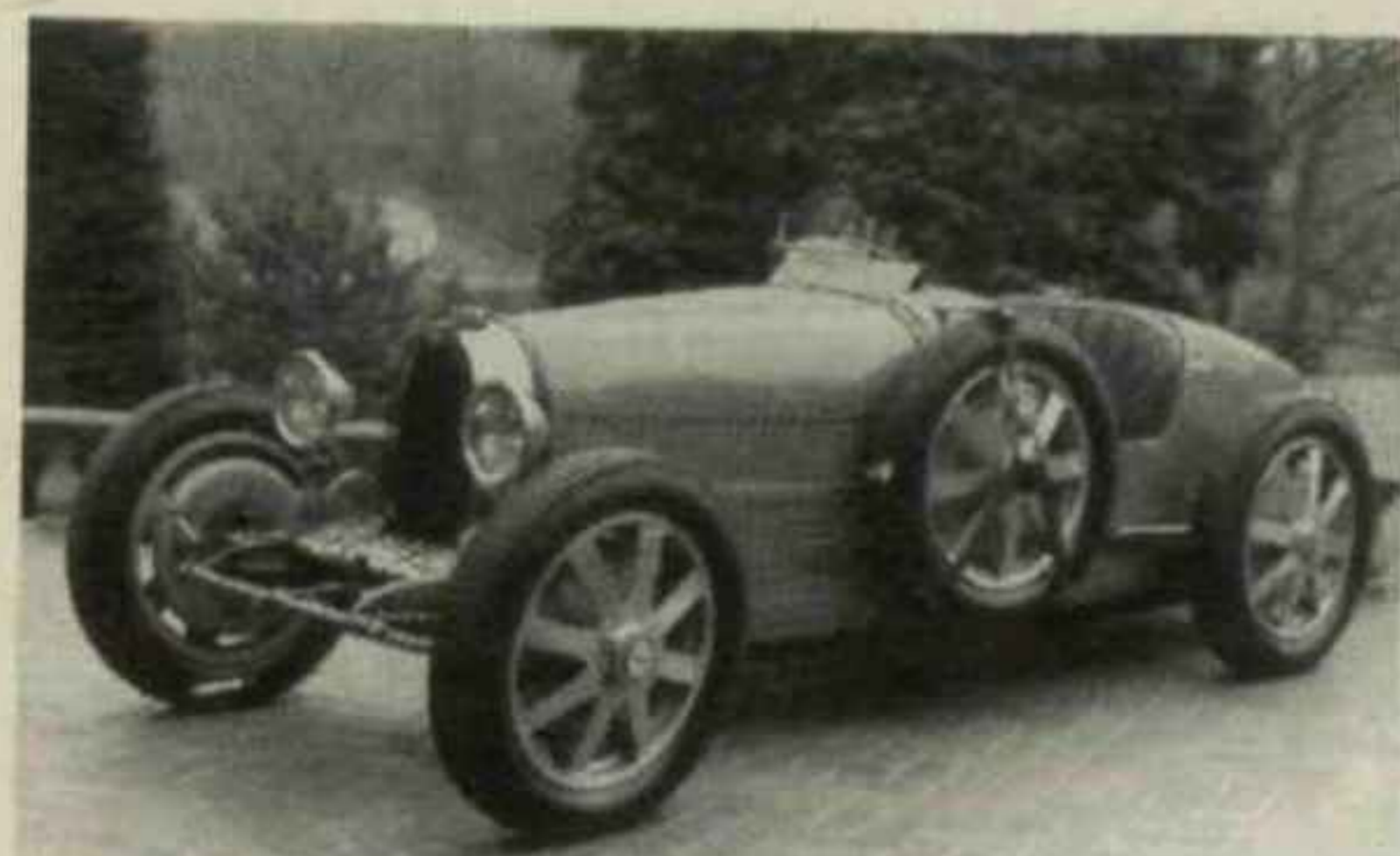
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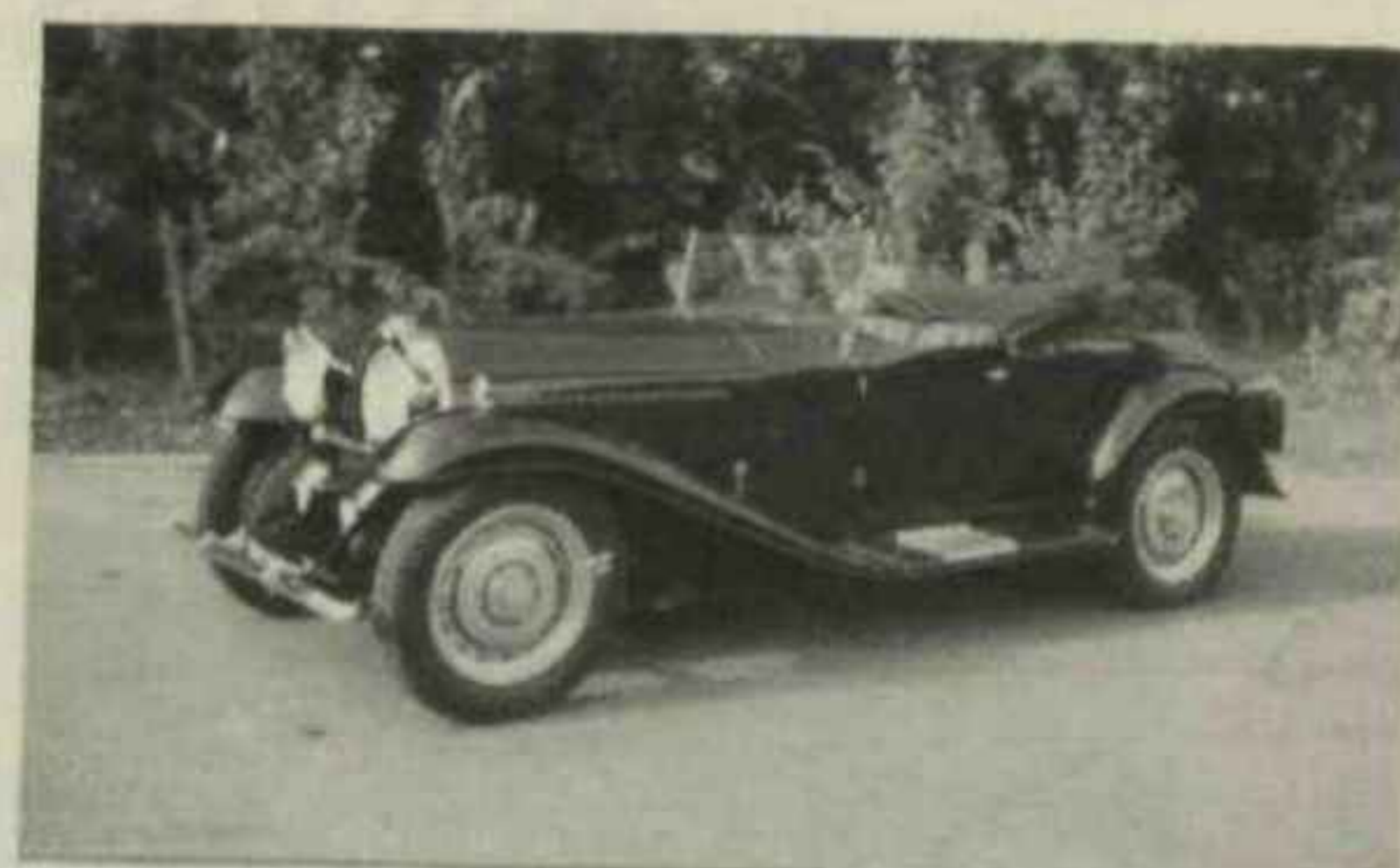
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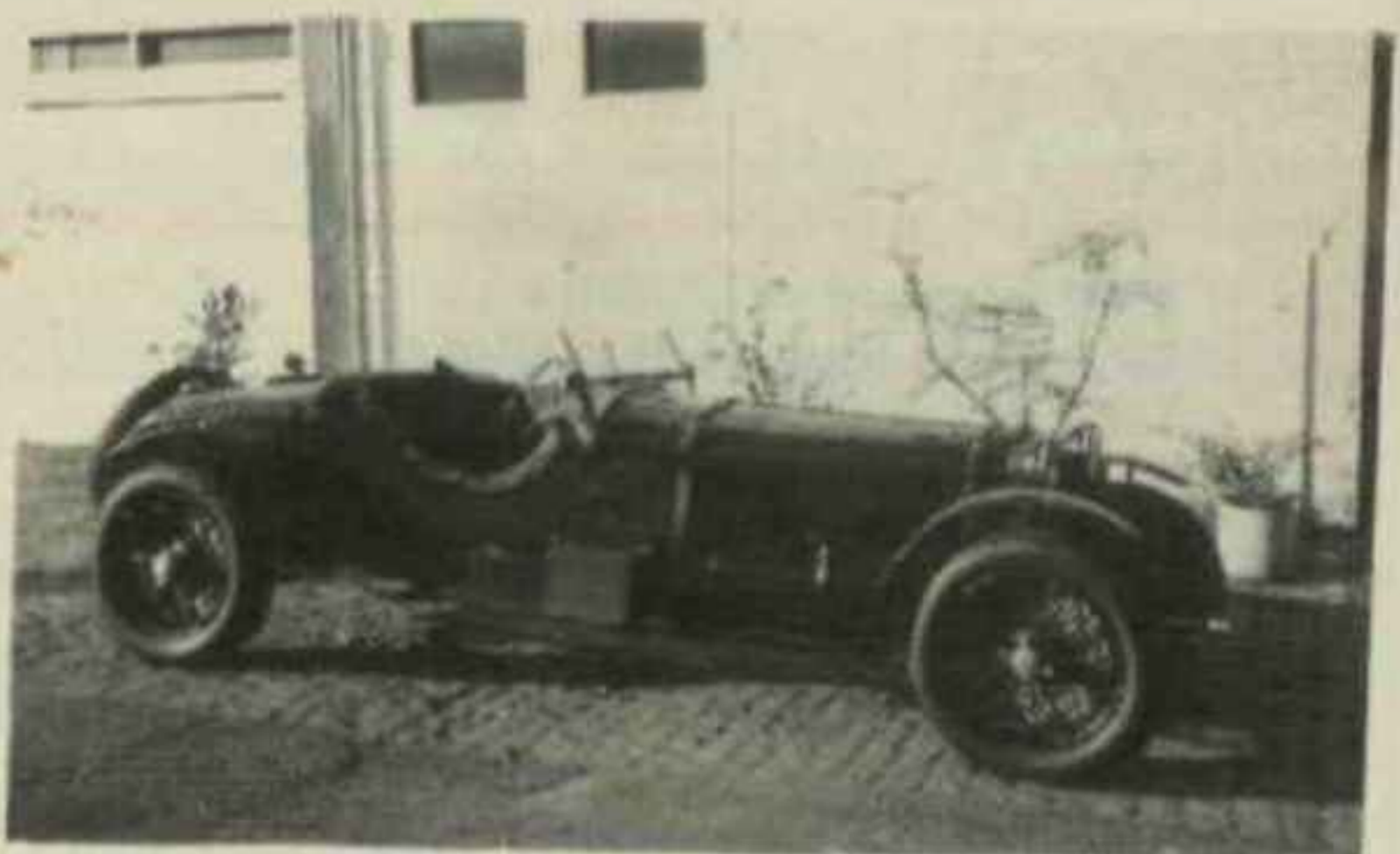
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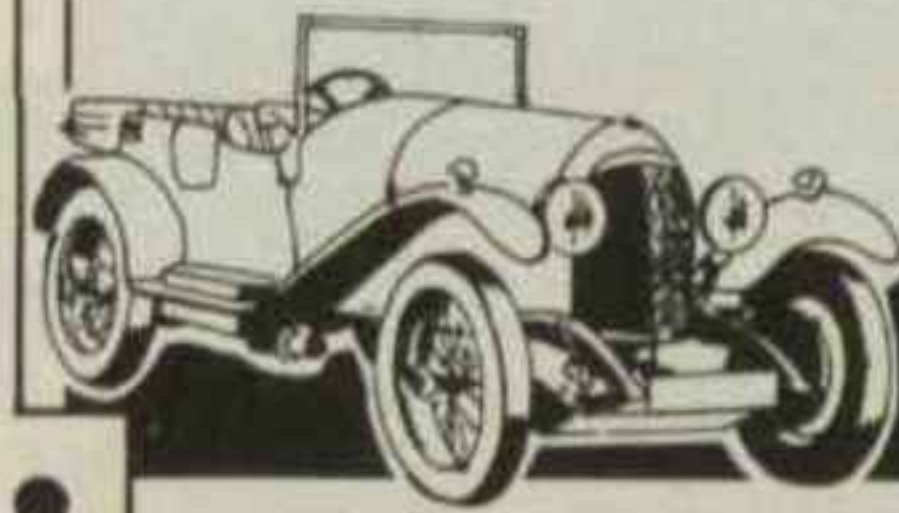
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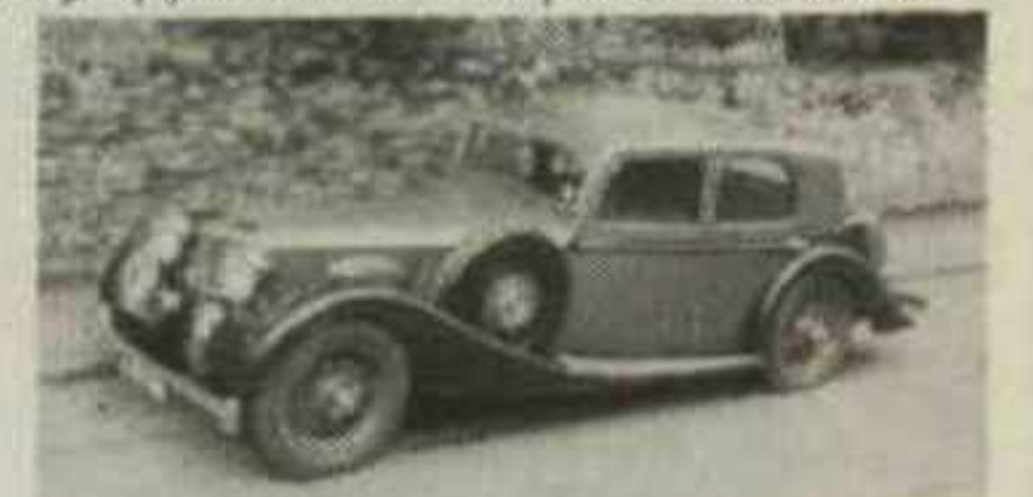
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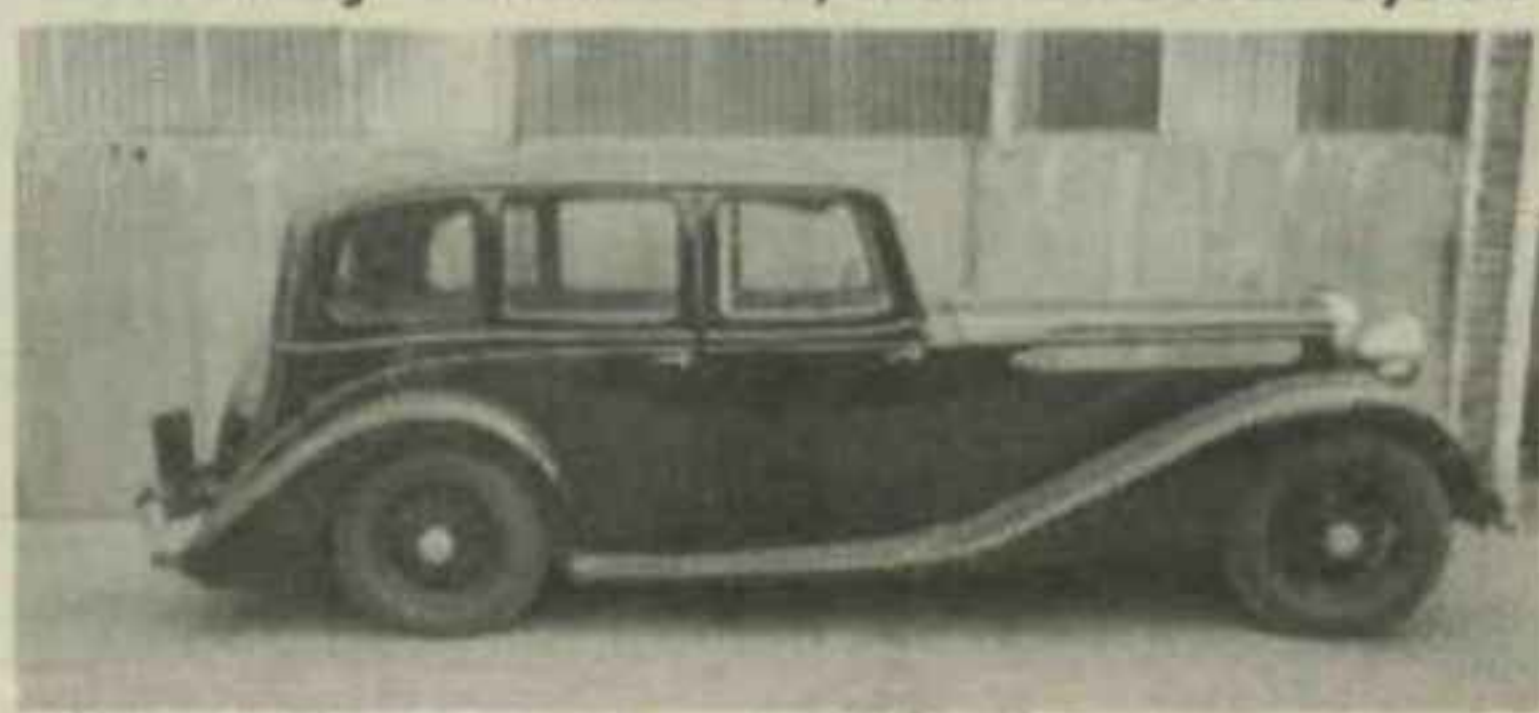
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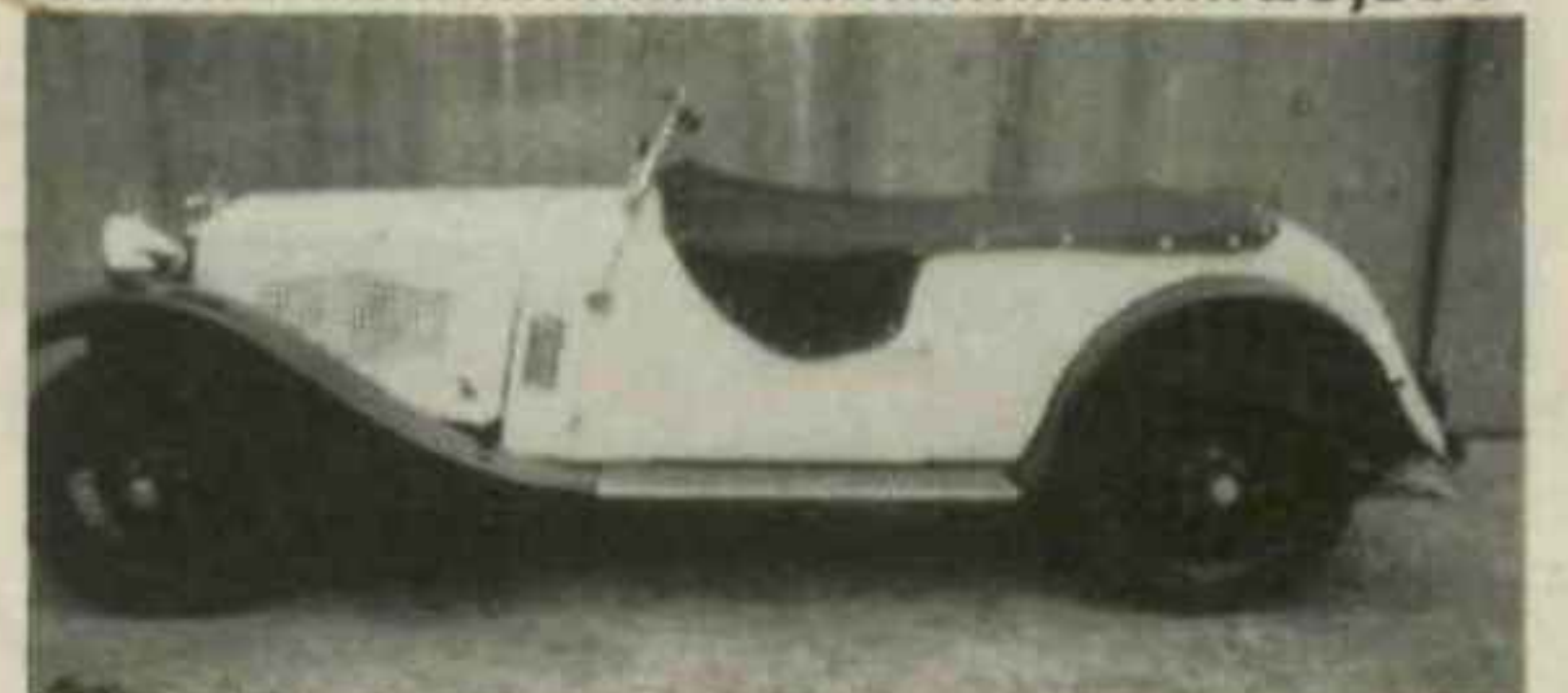
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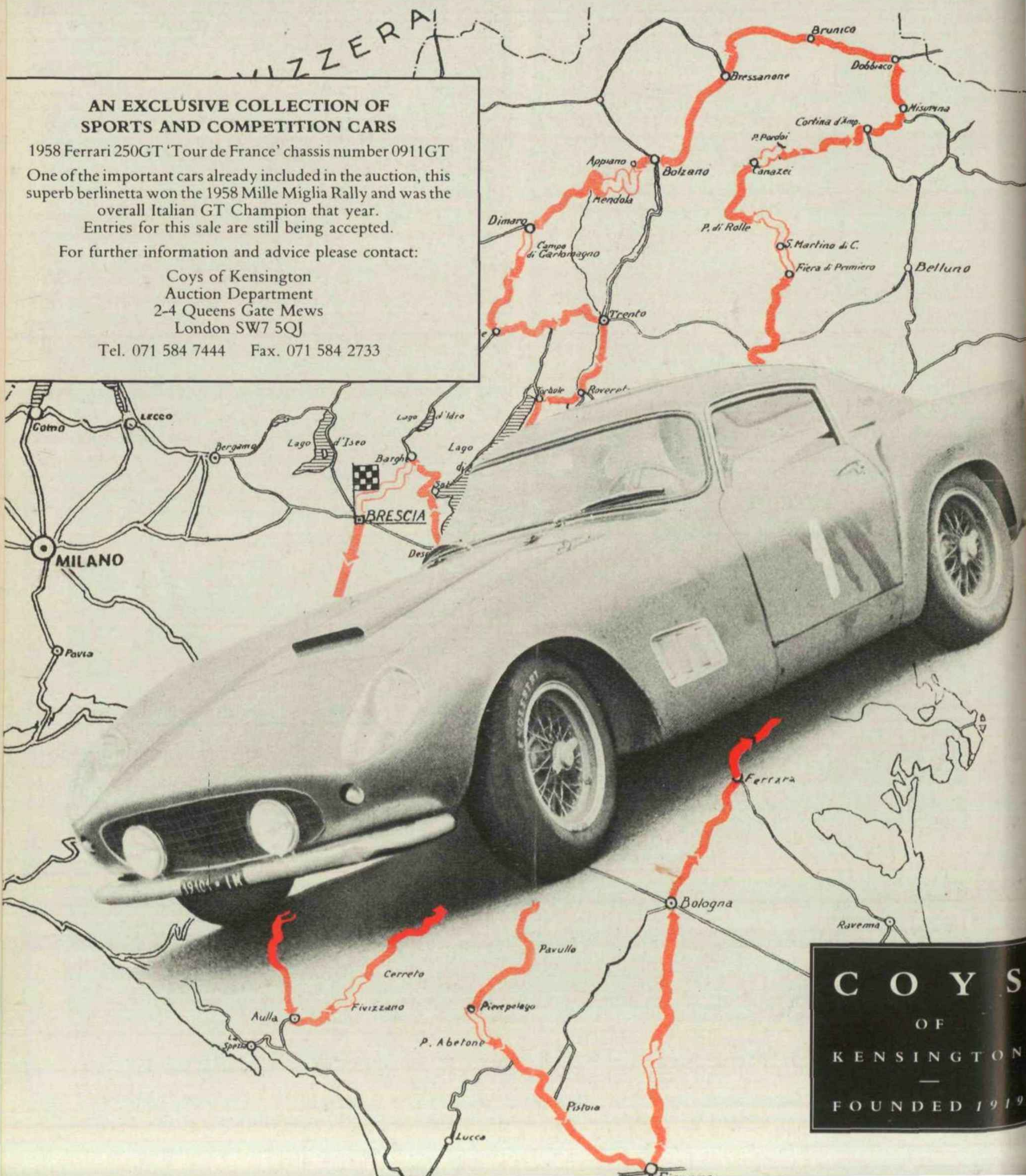
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