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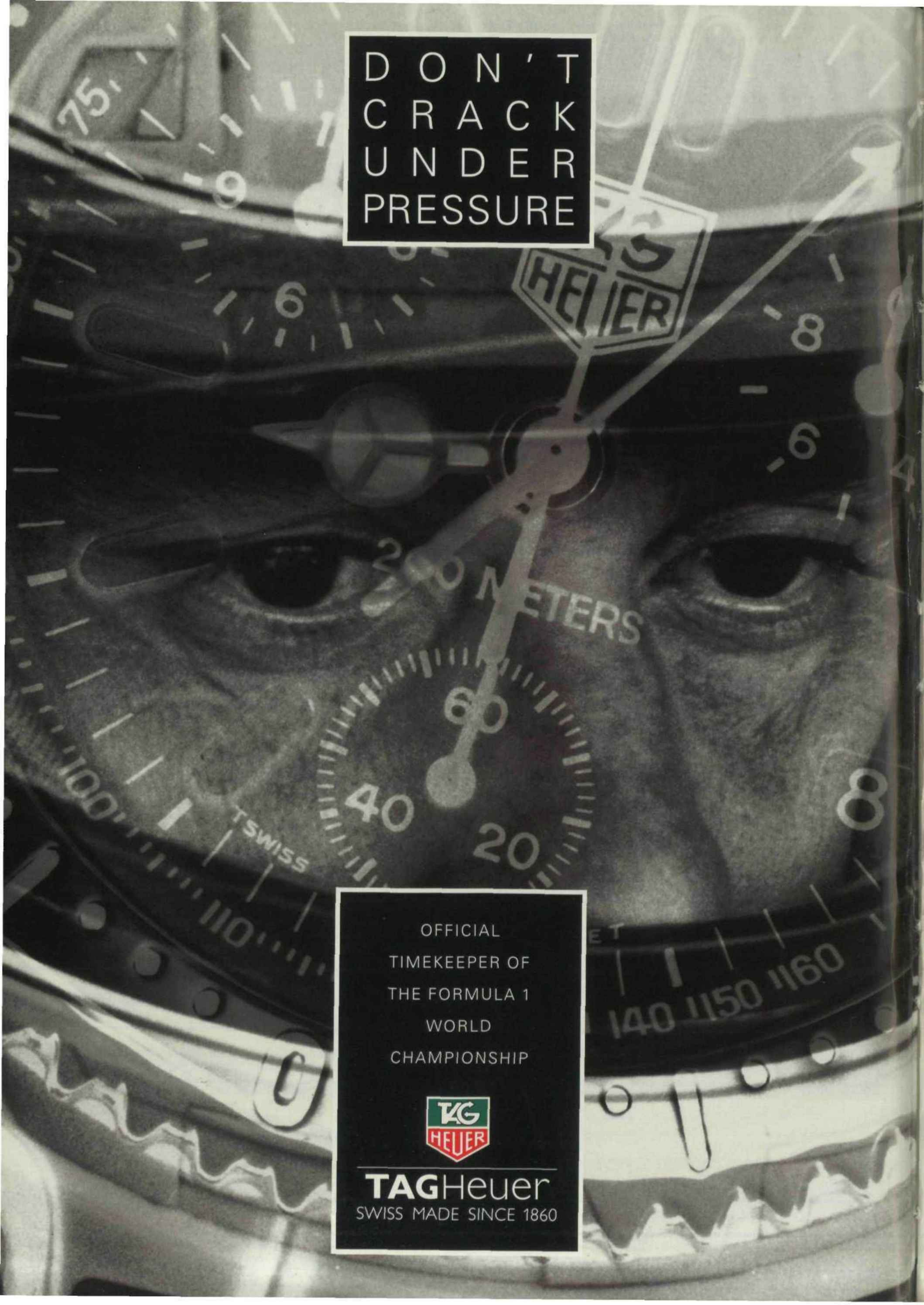
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Prost regains the initiative

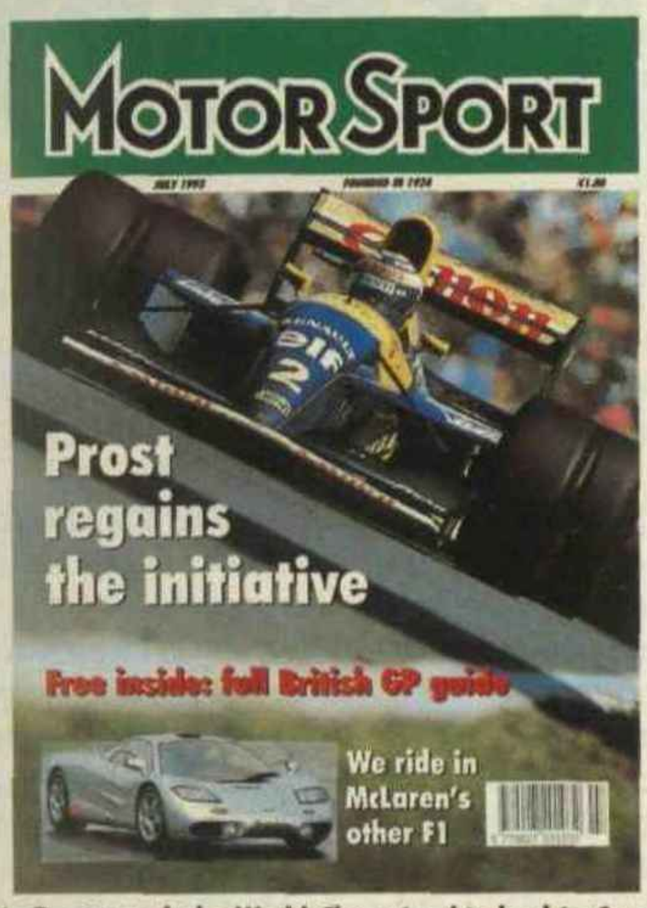
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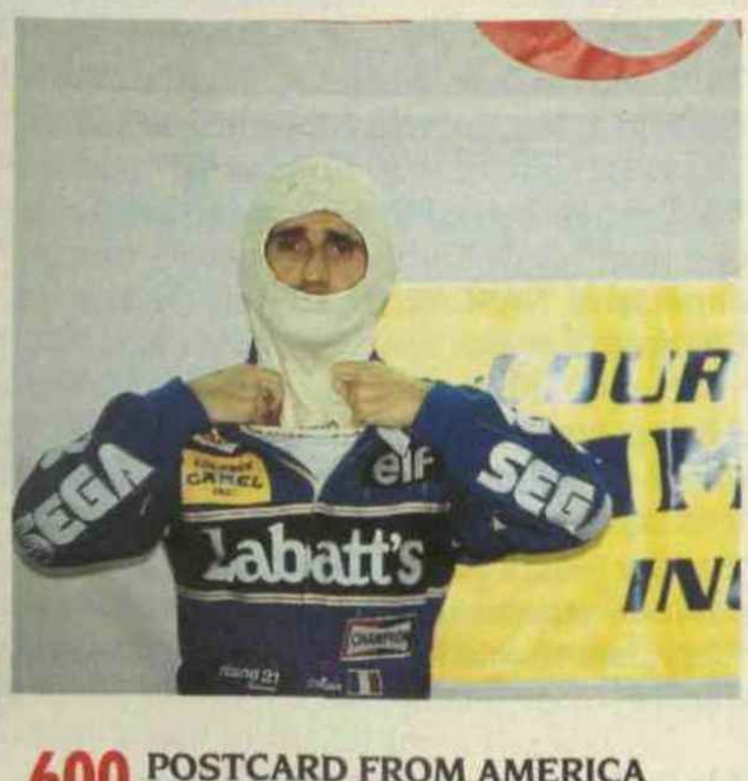


Alain Prost retook the World Championship lead in Canada. Inset: the McLaren F1 possesses quite a kick . . .

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Who's winning what, and where?

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Six of the best for Ayrton Senna, and a helmet in the colours of the London Rowing Club makes the Monégasque podium for the first time since 1969.

592 CANADIAN GP



600 POSTCARD FROM AMERICA
Nigel Mansell caused a stir at Indianapolis. For a while, it looked as though he might be the first rookie to win the 500 since Graham Hill in 1966. It didn't quite happen, but Memorial Day gave David Phillips much food for thought.

MOTOR SPORT

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Telephone: 071 628 4741 Fax: 071 638 8497 Telex: 888602 MONEWS G
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Executive Editor: David Tremayne **Editor: Simon Arron**

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Eventful as ever, Pau was marred by a splash of organisational chaos, and also confirmed the exceptional promise of a 21 year-old Portuguese. Stick Pedro Lamy's name in your memory bank.



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Next issue out July 23

The month in MOTOR SPORT

MAY

17: Andy Rouse tests his unraced BTCC Mondeo in fwd configuration at Snetterton. The car is expected to make its race debut at Pembrey on June 26/27.

20: In Monaco, Philip Morris President Walter Thoma slams self-interest in F1 and voices his approval for FISA's programme of technological cutbacks.

22: Gianantonio Pacchioni wins the Monaco F3 race from Giancarlo Fisichella. German lady driver Claudia Hürtgen rolls at the first corner and breaks her arm.

22: Mika Hakkinen wins his first race of 1993 at Monaco (below) when he stands in for rock star Chris Rea in the Porsche Supercup.

Campus junior racer, but is powered by a 68 bhp electric motor. Top speed is said to be 105 mph.

24: Former British F3 champion Andy Wallace signs to contest selected BTCC events in a Team Dynamics BMW.

24: Team Toyota Europe confirms that Didier Auriol and Juha Kankkunen will contest the Rally of Argentina.

25: RAC chairman Jeffrey Rose announces that he is to stand against Max Mosley in the FIA presidential elections in October. Rose stresses that he is interested in all aspects of the FIA, and, if elected, would want Mosley to retain control of sporting matters.

26: Kyalami's future is secured as the CIH consortium's bid is accepted by the liquidator.



23: Ayrton Senna wins the Monaco Grand Prix with Damon Hill second. Alain Prost leads initially, but falls foul of a 10s 'stop/go' penalty for jumping the start but fights his way back up to fourth. Michael Schumacher also leads for a time, only to be forced into submission by an hydraulic leak.

23: Current IndyCar champion Bobby Rahal shocks everyone by failing to qualify for the Indy 500 and announces his plans to purchase a Lola T93/00 to use for the remainder of the season. On a brighter note, Mike Groff has been testing the team's evolutionary Honda-engined Lola T92/00, reportedly setting promising times.

23: Eddie Irvine takes Japanese F3000 honours at Suzuka; Rickard Rydell wins the supporting F3 race, for which expatriate Briton Richard Dean had taken pole. Dean finishes third.

23: Under the floodlights at Charlotte, Dale Earnhardt's NASCAR triumph earns him a handy $215,000.

23: Renault launches its Elektro Campus in Monaco. It has the same chassis as the

26: David Brabham tests for Footwork at Brands Hatch, the first time a contemporary F1 car has used the venue since July 1992.



26: BTCC driver Win Percy suffers a bad cut to the head when he crashes his Nissan Primera in testing at Oulton Park. The injury requires 20 stitches, and Percy is told to rest for the weekend. Tiff Needell (above) stands in. Needell is expected to handle a third Primera, run by NME, for the balance of the series.

26: Emanuele Naspetti quits the Dome F3000 team in Japan. The Italian will henceforth concentrate on his F1 testing programme with Jordan, for whom he will also drive in the end-of-year F1 sprint 'race' at the Bologna Motor Show.

27: Tyrrell unveils its new 021, which is expected to make its race debut at the French GP in July.

27: FISA confirms that active suspension will be barred from F1 in 1994.

30: Emerson Fittipaldi leaves it late to win the Indy 500, from Arie Luyendyk and Nigel Mansell. The latter made a good fist of becoming the first rookie to win the event since Graham Hill in 1966, but lost out to Fittipaldi after a post-yellow flag restart. The reigning world champion also survives a solid brush with the wall towards the end of the race.

30: Pacific Racing reports that Bertrand Gachot is now actively helping the team to find funds to speed up its F1 aspirations. The Belgian is expected to be an active participant in the test programme, when it happens.

30: In the build-up to the Pau F3000 race, the main supporting races are won by Frank Biela (Supertourisme) and Guillaume Gomez (F3).

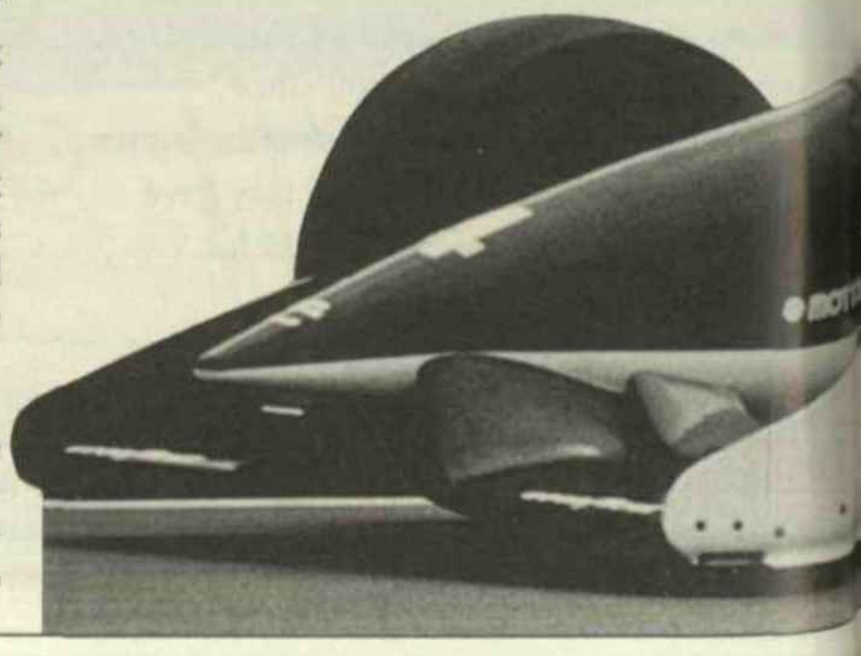
30: Toyota takes another IMSA 1-2 at Lime Rock, Juan-Manuel Fangio II heading team-mate PJ Jones.

30: Armin Hahne gives the Honda NSX a first win in the German GT series, at Zolder.

30: Despite being almost two laps down at one point, Dale Earnhardt recovers to beat impressive NASCAR rookie Jeff Gordon at Charlotte.

31: Joachim Winkelhock wins the BTCC round at Oulton Park, and takes the series lead as team-mate Steve Soper piles into the tyre wall at Cascades, following a suspected suspension failure. The Vauxhalls of John Cleland and Jeff Allam are second and third.

31: Pedro Lamy takes his first F3000 victory in Pau. The race is restarted after a first lap



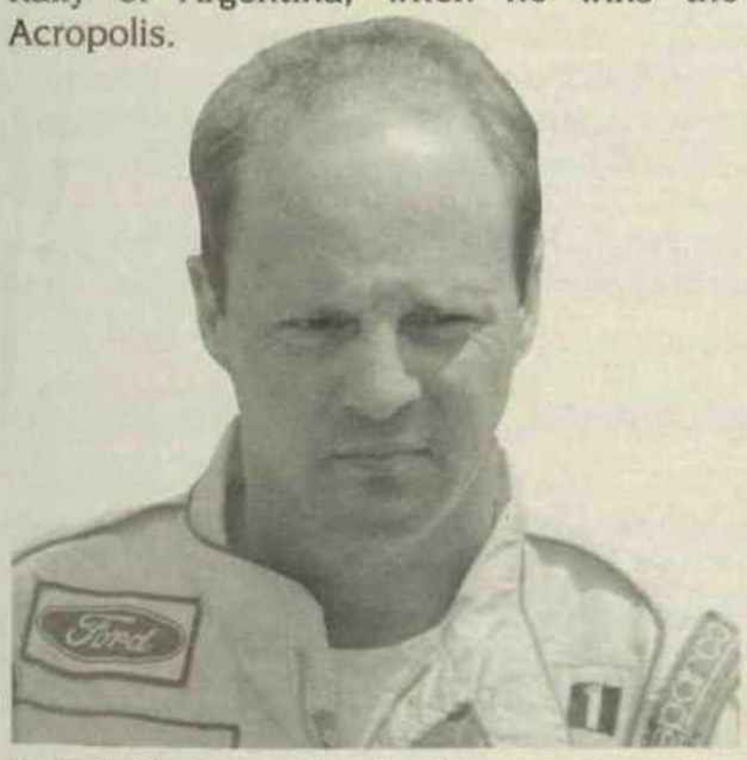
traffic jam forced a stoppage. Sadly, poor flag signalling promotes a second, more serious pile-up. Happily, nobody is hurt. Scotsmen David Coulthard and Paul Stewart join Lamy on the podium.

31: Dallara scores its first British F3 win, courtesy of Oliver Gavin at Silverstone. The similar car of Warren Hughes finishes second. The race is marred by protests and exclusions.

31: Such are the levels of driver indiscipline on the Oulton Park support programme that the Formula Vauxhall-Lotus is declared null and void. Nobody is hurt, though Luiz Garcia is particularly fortunate to escape from a vicious accident at Lodge Corner.

JUNE

1: Miki Biasion (below) scores his first WRC victory for Ford, and his first since the 1990 Rally of Argentina, when he wins the Acropolis.



1: IndyCar teams laugh off suggestions of a match race in Adelaide, as part of the Australian GP support programme, between four of their own established aces and four F1 stars.

1: Although Jean Alesi has allegedly signed for two more years at Ferrari, the Prancing Horse is said still to be courting Ayrton Senna.

1: Guy Goutard, President of FISA's rallies commission, is thought to be contemplating a total of 21 events for 15 places in the 1994 WRC. A system of rotation still seems likely to play a part in the future of the WRC.

MATTERS OF MOMENT

Opportunity knocked

Sunday June 13 marked the first occasion this year that the Formula One World Championship and the PPG IndyCar World Series were in action on the same day. It also happened that they were performing on the same continent, as the former made what is now its solitary annual trip to North America.

If ever there was a time when F1 desperately *needed* to convince the largely disinterested North American public of its worth, *this was it.*

Yet the opportunity was spurned.

It wasn't so much what happened on-track that made F1 look ridiculous, as what happened off it, the day before the race, when the stewards announced that only two of the 26 cars present complied with the current F1 regulations. In the inevitable wrangling that followed, Williams expressed its sincere hope that this unexpected revelation by the governing body wouldn't cast a shadow on Nigel Mansell's hard-earned 1992 World Championship success. The team had, after all, used the same active suspension in each of the previous 22 World Championship Grands Prix without hearing the merest murmur about its possible illegality . . .

This sudden blot on the F1 landscape raises several important questions.

Firstly, if the Canadian stewards' findings are correct according to the letter of FIA law, how come nothing has been said previously?

Secondly, given that the matter was deferred to allow the Canadian GP to proceed without further ructions, how quickly is the governing body going to clarify matters so that the teams know where they stand? The longer it takes, the less time there will be for teams to convert their cars safely to passive systems in time for the *French GP on July 4.*

Frankly, we doubt that it will come to that. In the long-term, the events of Saturday June 12 will probably be remembered as a warning shot across teams' bows as the powers-that-be force through the new age of low technology (something newly elected FIA President Max Mosley insisted he did *not* support one year ago).

However, the timing of the statement was as crass as the content.

F1 folk may scoff at the parochial world of IndyCar, with its relatively old-fashioned hardware and artificial sweeteners, but at least the rules are written in black and white.

At a time when sponsorship is ever thinner on the ground and Formula One could do with breaking back into the US market, it instead departed the continent looking ludicrous. **S A**

1: The Ford Escort Cosworth is at the centre of a homologation dispute, concerning the number of cars built with water injection.

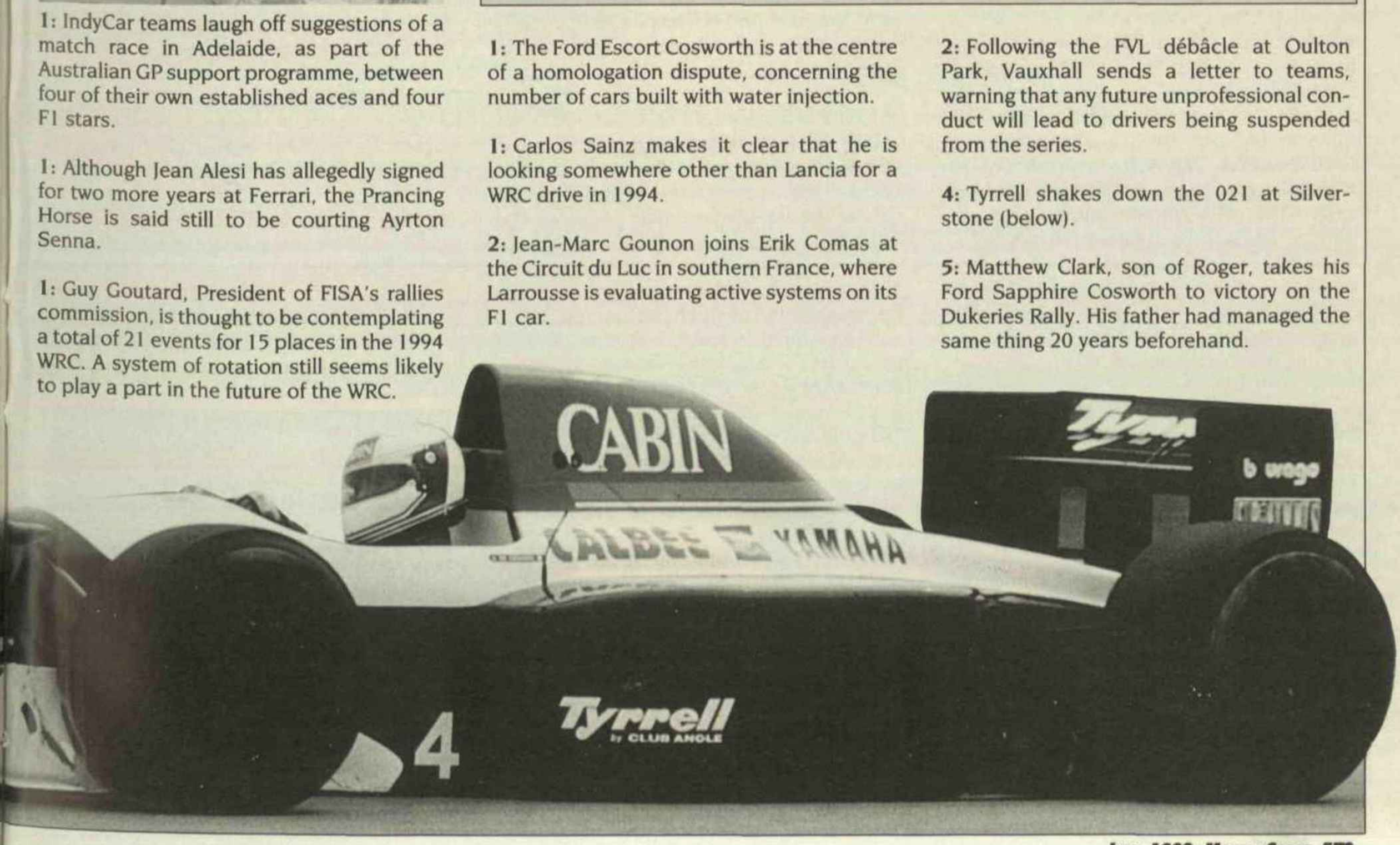
1: Carlos Sainz makes it clear that he is looking somewhere other than Lancia for a WRC drive in 1994.

2: Jean-Marc Gounon joins Erik Comas at the Circuit du Luc in southern France, where Larrousse is evaluating active systems on its F1 car.

2: Following the FVL débâcle at Oulton Park, Vauxhall sends a letter to teams, warning that any future unprofessional conduct will lead to drivers being suspended from the series.

4: Tyrrell shakes down the 021 at Silverstone (below).

5: Matthew Clark, son of Roger, takes his Ford Sapphire Cosworth to victory on the Dukeries Rally. His father had managed the same thing 20 years beforehand.





6: Having come so close to winning at Indy, Nigel Mansell doesn't have to wait long to score his first victory on an oval. Having qualified seventh, he moves gradually up the order at Milwaukee, profiting from the retirements of Paul Tracy and Scott Goodyear to lead Raul Boesel across the line after 200 laps. It is a classy display by the Englishman, who increases his points lead over the improving Brazilian.

6: Richard Burns (above) maintains his 100 per cent record in the British Rally Championship, taking his Subaru to victory on the Scottish. At 22, he's the youngest driver ever to have scored a hat-trick in the series.

6: The British F2 series staggers on at Donington Park. Philippe Adams dominates the 10-strong field, to maintain his unbeaten record.

6: Frank Biela's Audi 80 continues its winning ways in the French Supertourisme series, at Le Vigeant. In Italy, Fabrizio Giovanardi (Peugeot 405) and Gabriele Tarquini (Alfa 155) take a win apiece at Levante. Briton Gary Ayles, a member of the works Peugeot team, remains joint second in the ITCC, with Tarquini, albeit some way adrift of BMW stalwart Roberto Ravaglia.

6: Victory at Vallelunga gives Fabrizio de Simone the lead in the Italian F3 series. It's close, however. After five rounds, de Simone has just 18 points.

6: Steve Robertson leads the Milwaukee Indy Lights race from pole position, but retires following a collision with Franck Fréon. Robertson's team-mate Bryan Herta picks up the pieces, to extend his series lead.

6: The Budweiser 500 NASCAR race at Dover Downs is a panel-beater's dream. Dale Earnhardt avoids the carnage that necessitated 14 yellow-flag periods to take a third straight win.

7: David Coulthard is enlisted to help Williams' test programme at Silverstone. Compatriot Allan McNish is also present, driving for Benetton. The former is strong favourite to replace Damon Hill as Williams' test driver.

7: McLaren confirms that it has acquired sole ownership rights to Lydden Hill circuit. It means that there will almost certainly be no more racing at the Kent circuit, which is set to become a hi-tech R&D facility for the F1 giant.

7: Geoff Brabham is rumoured to be setting up his own IndyCar team.

7: Derek Bell clinches a last-minute Le Mans deal. The five-times winner will drive a Cougar-Porsche, alongside Lionel Robert and Pascal Fabre.

7: Ford issues a statement to say that the Ford Escort Cosworth *was* homologated with water injection, and that it complies with Groups A and N. Despite Ford's confidence, FISA still refuses to discuss the matter.

9: F3000 series leader Pedro Lamy escapes unhurt from a huge testing accident at Monza. The Portuguese driver's brand new Reynard 93D is completely destroyed as he rolls at Lesmo. One estimate suggests that he hit the barriers at around 150 mph . . .

10: Max Mosley defeats Jeffrey Rose in the FIA presidential election. Mosley, president of FISA, which is to be absorbed into its parent body, thus losing its autonomy, will commence a four-year term in October.

10: Donington Park retains its place on the provisional 1994 F1 calendar. F3000, meanwhile, is allocated a rather scrawny, and somewhat improbable, six-race schedule.

10: On a day of upheaval at the FIA, new regulations are drafted for F3000 and F3, seeing both through until the end of 1995. Of the two categories, at least one is likely to be threatened if a new EFDA initiative sees the light of day. The latter is proposing a single-seater formula which uses two-litre touring car engines, as per most mainstream national saloon car championship regulations. There is talk of an extensive programme of GP support races, too. Some envisage it as a step up to F3000, others, more fancifully, as a replacement.

10: In the midst of all the brouhaha in Paris, the World Motor Sports Council conspicuously fails to draw up a definitive set of GT regulations.

10: Nicola Larini (Alfa 155) wins both GTCC races around the Nordschleife at the Nürburgring, part of the build-up to the 24 Hours.

11: Ford finally makes its mind up about the Rally of Argentina. It will send just one Escort, for Miki Biasion. François Delecour, miffed at missing out, may get to do the 1000 Lakes instead.

12: The Canadian GP stewards announce that all F1 cars bar the Scuderia Italia Lola-Ferraris contravene the regulations, because of either traction control or active suspension, or, in several cases, both . . . The stewards magnanimously permit all cars concerned to start the race, preferring to submit a report to the FIA and let Paris decide what to do.

12: Oliver Gavin scores a second straight British F3 win, at Oulton Park. Kelvin Burt recovers from an early incident at Knickerbrook to finish fourth, behind Marc Goossens and Warren Hughes.

13: Alain Prost scores the first Canadian GP victory of his career in Montreal. With Ayrton Senna retiring close to the end, Prost regains the World Championship lead. Not far away, across the border, Danny Sullivan scores a surprise CART success at Detroit, the first win of the year for a Lola-Chevrolet. Nigel Mansell smacks the wall and retires, but just holds on to his series lead from Raul Boesel, who finishes second once again. Britain fares better in the supporting Indy Lights race; Steve Robertson wins and James Weaver finishes fifth.

13: At the circuit which bears his late father's name, Jacques Villeneuve (below) wins the Formula Atlantic race supporting the Canadian GP. Villeneuve's career receives a further boost with news that he is to be backed for three years by Player's, which will take him into IndyCar racing next season.



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Vanwall 'VW10' one of many fine competition cars featured in Brooks' Summer Vintage sale at Goodwood in June.

DIARY

13: Porsche 911s dominate the Nürburgring 24 Hours. Franz Konrad shares the winning car with Frank Katthöfer, Ornolf Widheim and Antonio de Azevedo. The busy Konrad also drives a productive stint in the second-placed car.

13: Kyle Petty breaks Dale Earnhardt's NASCAR winning streak at Pocono.

13: Anthony Reid gives the Opel F3 engine its first Japanese success at Sendai.

13: Juan-Manuel Fangio wins the IMSA race at Mid-Ohio. PJ Jones cements another Toyota 1-2.

13: BMW drivers Joachim Winkelhock and Steve Soper take a win apiece in the BTCC double-header at Brands Hatch. Kieth O'dor's Nissan is second in both races. Soper regains the series lead after Winkelhock skates into the gravel during part two.

13: Jean Alesi speaks out angrily after continual media speculation that Ayrton Senna and Ferrari are engaged in mutual courtship. Until Senna's position for '94 is clear, Alesi's contract, which has been drafted, cannot be signed.

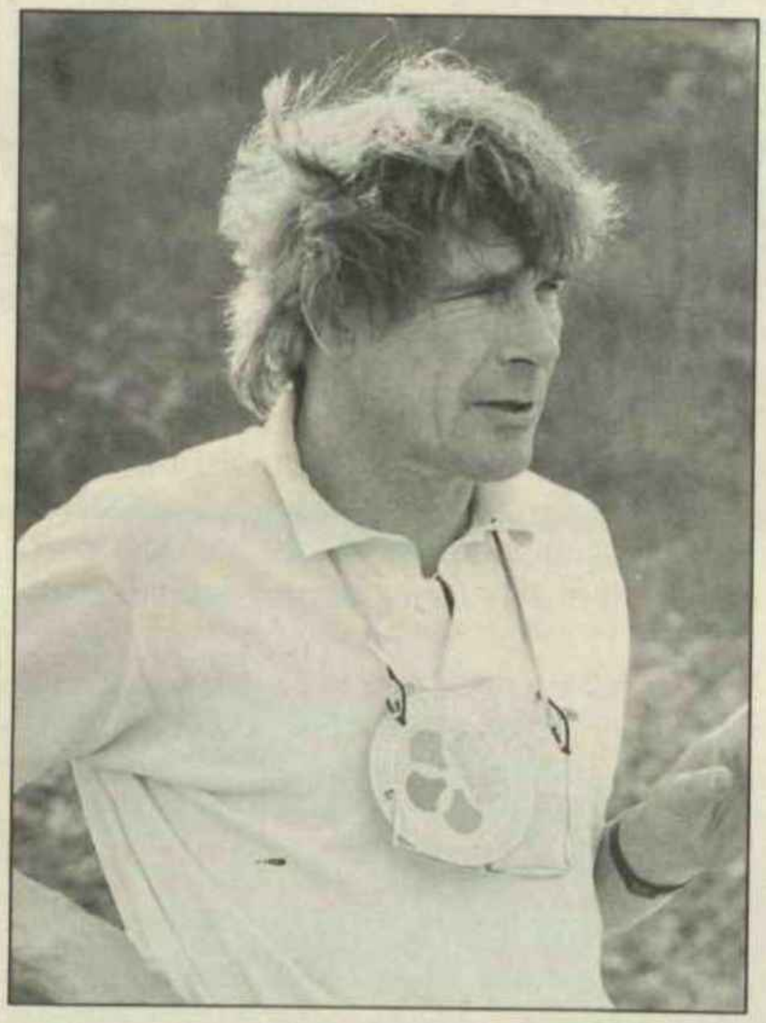
13: Murray Grierson (Metro 6R4) wins the Kerridge National Rally.

14: In one of the more surprising moves of the F3000 season, TWR announces that it will enter the championship at Enna, on July 18, running a Reynard-Cosworth for Jordi Gene. The Spaniard is expected to receive several testing opportunities with TWR's F1 partner Benetton as part of the deal.

14: Brands Hatch faces a battle with local planning officers following revelations that spectators' cars have been parking illegally within the grounds of the Kent circuit for all these years. Brands is confident that it has a good case. The alternative would be for spectators to leave their cars outside, on the A20's grass verges . . .

OBITUARY

James Hunt



Just as this issue of MOTOR SPORT was closing for press, on June 15, we heard the sad news of James Hunt's death, from a heart attack, at the age of 45.

Hunt's quest for the F1 World Championship made him a prominent public figure in the 1970s. After starting his career in a Mini, he rose to F1 via a conventional route, if not always in an orthodox manner. He finished third on his F1 debut in the 1973 Race of Champions at Brands Hatch, at the wheel of a Surtees TS9B entered by Lord Hesketh. This promising debut encouraged his mentor to buy a contemporary March, with which Hunt, then 25, started to serve notice of his ultimate potential. He finished fourth in Britain, third in Holland and a brilliant second to Ronnie Peterson's Lotus at Watkins Glen.

He started the following year in the same car, leading the opening race at Buenos Aires for a few hundred feet before spinning. Two races later, he debuted Hesketh's first eponymous chassis at Kyalami. It was the start of an adventure which promised much, but which ultimately yielded a solitary win, on a memorable afternoon at Zandvoort in June 1975.

It was Hesketh's last true season as an F1 privateer, and Hunt's last with the team. In 1976, he replaced Emerson Fittipaldi at McLaren, winning six Grands Prix and pipping Niki Lauda to the World Championship in an extraordinary season marred by political turmoil and the Austrian's fiery crash at the Nürburgring.

There were three further wins the following season, but that in Japan was to be his last. He mustered only a few points in 1978, and switched to Walter Wolf's team for 1979. It was clear by now that his heart was no longer really in it, however, and he walked away from F1 after the Monaco GP.

He wasn't away for long, returning as the BBC's expert summariser alongside Murray Walker in the commentary booth. This was a role he fulfilled with often memorable directness right up until the Canadian GP, two days before his death.

Sadly, time does not allow us to do full justice to his career this month. A full appreciation will appear in August's MOTOR SPORT.

We mourn the loss of an entertaining companion. In that, we most certainly won't be alone.

Our deepest sympathies go out to his family and friends. **S A**

JULY FIXTURES

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

Date	*Venue*	*Event*	*Type*
July 3	Castle Combe	TF3, Caterhams, R5s, FF1600	R
July 3	Oulton Park	Classics, historics	R
July 3	Daytona, USA	NASCAR	INT
July 3	Shelsley Walsh	VSCC Hillclimb	R
July 3/4	Snetterton	Willhire 24 Hours, Porsches	N
July 4	**Magny-Cours, France**	**French GP**	**INT**
July 4	Mallory Park	FF2000, Monoposto, Westfields	R
July 4	Donington Park	MGs	R
July 4	Kirkistown	FOL, GTs	R
July 9/11	**Silverstone**	**British GP, BTCC, F3**	**INT**
July 11	Cleveland, USA	CART	INT
July 11	Loudon, USA	NASCAR	INT
July 11	Elkhart Lake, USA	IMSA GTP	INT
July 11	Mine, Japan	F3	INT
July 14/17	**Tucuman**	**Argentina Rally**	**INT**
July 17	Oulton Park	Thundersaloons, ProSport 3000	R
July 17	Brands Hatch	Porsches	R
July 17	Goodwood	AMOC sprint	R
July 17/18	Donington Park	F3, Historic Touring Cars	N
July 17/18	Mondello Park	Irish FF Festival	N
July 18	Brands Hatch	FF1600, Metros, Multisports	R
July 18	Cadwell Park	F/First, Caterhams, Minis	R
July 18	Mallory Park	VSCC	R
July 18	Pocono, USA	NASCAR	INT
July 24	Snetterton	F/Vee, kit cars, Austin 7s	R
July 24/25	Knockhill	BTCC, FVL, Fiestas, Clios	N
July 24/25	Silverstone	Coys Historic Festival	N
July 25	Klausen, Switzerland	Classic Hillclimb	INT
July 25	Brands Hatch	F2, TF3, TVRs, Rovers	N
July 25	Snetterton	F/Forward, GTs, MGs	R
July 25	Pembrey	Modsaloons, FF1600, Replicars	R
July 25	Thruxton	Honda CRXs, 2CVs	R
July 25	Telford	Telford Stages Rally	R
July 25	Talladega, USA	NASCAR	INT
July 4	Laguna Seca, USA	IMSA GTP	INT
July 30/31	Belfast	Ulster Rally	INT



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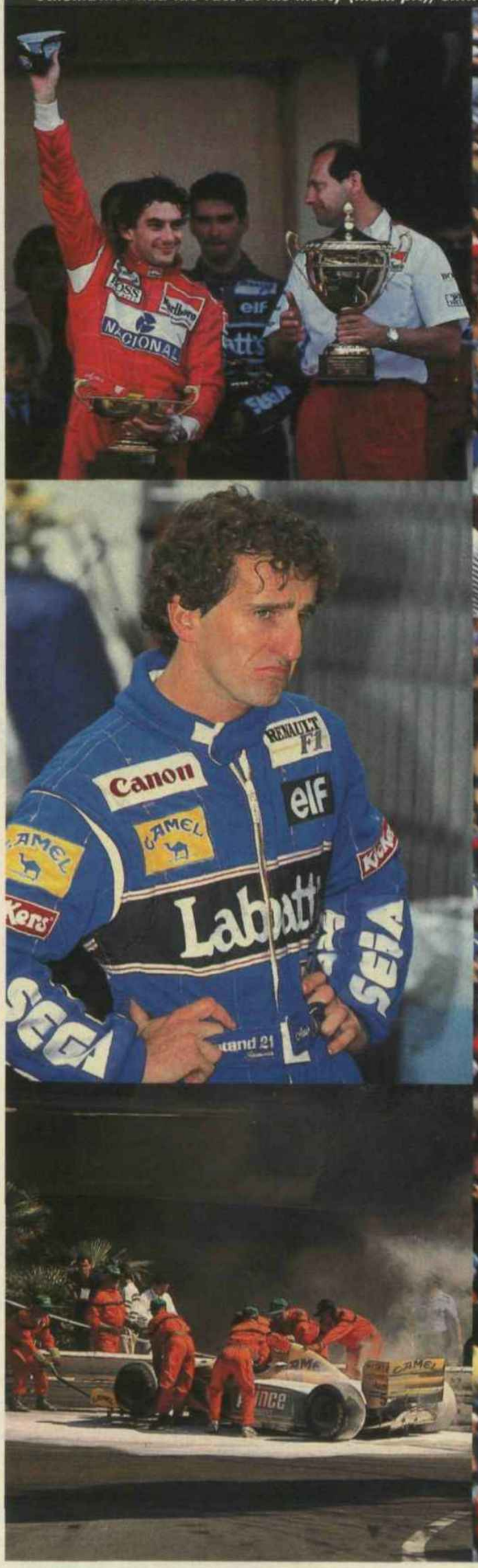
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Schumacher had the race at his mercy (main pic), until a hydraulic leak stopped him and provoked a frenzied attack of extinguishant from the marshals (bottom left).





Positive

Ayrton Senna put a major scare to the back of his mind as he won a record sixth Monaco, following Prost's penalty and Schumacher's premature retirement

Senna went on to celebrate a fifth straight Monaco win . . . and a sixth in all (below left). Below centre: Prost was not impressed to be penalised for his start.



thinking

It wasn't until the post-race press conference that you really began to find the perspective for Ayrton Senna's fifth consecutive Monaco GP victory.

On the face of it, it had been a gift from the Gods, for it is not often that the Brazilian inherits his successes without having to pass a single car. Yet there was Alain Prost, stalled in the pits after a disastrous stop-and-go penalty for allegedly jumping the start, and then there was Michael Schumacher's Benetton burning by the side of the road, its comfortable lead literally going up in smoke.

The two puzzles to this race came early. Did Prost really jump the start? And why was Senna so self-contained, appearing not to want to challenge his French and German rivals? It seemed quite out of character.

The former is a question that historians will argue about for years to come. To be honest, it looked as if he did when I first saw the television, but subsequent detailed slow motion footage tended to suggest otherwise. If he did, then he did so by the tiniest of margins. "All four of them on the front two rows were on the move a little early," said one Lotus mechanic who'd gone down to watch the start. "We have no problem with the officials' decision," said a Williams team member. "From my point of view I don't think I jumped the start," said Prost himself. "I just made a good start and that is always on the limit. I think the penalty is, even without the problem of stalling, a little severe. Everybody has their own opinion of such a situation, and I now have to watch the video to make up my own mind." When he had, he still felt 'disappointed' by the outcome.

Indeed, there is a case for applying a simple minute's penalty at Monaco, where the pit lane entry is so tight that drivers who come in lose an inordinate amount of time. But what's done is done. History cannot be rewritten. Had Prost simply come in at the end of lap 12, stood still for 10s, and got out again, he might just have scraped away ahead of the two Saubers in eighth and ninth places and then been able to charge back after Schumacher and Senna. Instead, he stalled his Williams Renault twice, lost around 100s and thereafter was condemned to an afternoon of catch-up that reaped a disappointing fourth place, one lap down. "The clutch was tricky both times," he said afterwards. "That made it very, very difficult to get the car going."

A minute penalty would have allowed him



Alesi — heroic in qualifying, a patient third on the day.



Never as close again: only Hill could have stopped Senna's record win — until Berger intervened.

to keep out on the track, piling on the pressure in an attempt to distance himself sufficiently from Senna, and would have made for an electrifying race, but such is life. As Mario Andretti once said to his elder son when the latter voiced the opinion that his pater might have let him win a race: "Michael, that's not the way it works."

That other question, about Senna's subdued performance, had the roots of its answer in Thursday morning's free practice session. The Monaco GP meeting was barely six laps old, and the skies were just opening to dump the first of the day's rain drops on to the Principality's streets, when the Brazilian had a very unpleasant accident going down to Ste Devote. His McLaren was unsettled by a bump, got thrown off-line to the left, hit that barrier, and was then launched back across the road to strike the other guardrail head-on at a speed later estimated at 160kmh. At Anderstorp back in 1976 Chris Amon had felt he had all the time in the world to see his life flash before him as the Ensign headed straight for the guardrail. Senna had less distance to cover at Monaco, but still felt that he had a lot of time to await the inevitable.

"For sure I was afraid I was gonna lose my legs, that I was gonna be very badly hurt," he said quietly later in the weekend.

He strained the thumb on his stronger left hand where he kept holding the wheel. It's not something he would normally have done in such circumstances, but to the end he was trying to rescue the situation. And though it may not have looked it when he qualified fifth in the wet that afternoon, and improved to third in Saturday's sun, he was in very very thoughtful mode. Understandably, that incident shook him badly.

"Monte Carlo is special, and always has been for me, from my very first race here with Toleman and throughout my career. And it continues to be special," he said after one of the psychologically toughest races of his life. "After my accident on Thursday I knew I had lost the edge, because the difference between going flat out here and going 99 per cent is big. And in that shunt I



Gerhard Berger confirmed that Maranello has found reliability, but over-optimism cost him a rostrum finish.

lost the 100 per cent possibility. We still tried to come back on Saturday, and again I touched the Armco in the chicane."

On that occasion, when he had been flicked into a spin by another bump, on the exit to the tunnel, he had been unable to restart and had sat quietly on a bench in the sun, pondering the bum hand Fate was dealing him.

"I was thinking hard, before going to bed on Saturday, throughout the night, and then when I got up this morning," he admitted. "This morning I really was thinking positively about it. I didn't think I would be able to take the lead on the first corner, but I would try to push the people ahead of me, even though I might not be able to cope with their speed.

"Michael was quick. But in those early laps I didn't want to go too hard because I knew the tyres would be worn by the other end of the race. I just wanted to keep a good pace. And after some laps I started to push, which stopped the gap growing and allowed me to maintain pressure on him and hope for him to make a pit stop. I knew Benetton had worse tyre wear. I always hoped, and in the end I got what I was looking for..."

His thumb, he said, felt numb. The main problem was to maintain concentration, make the right decisions.

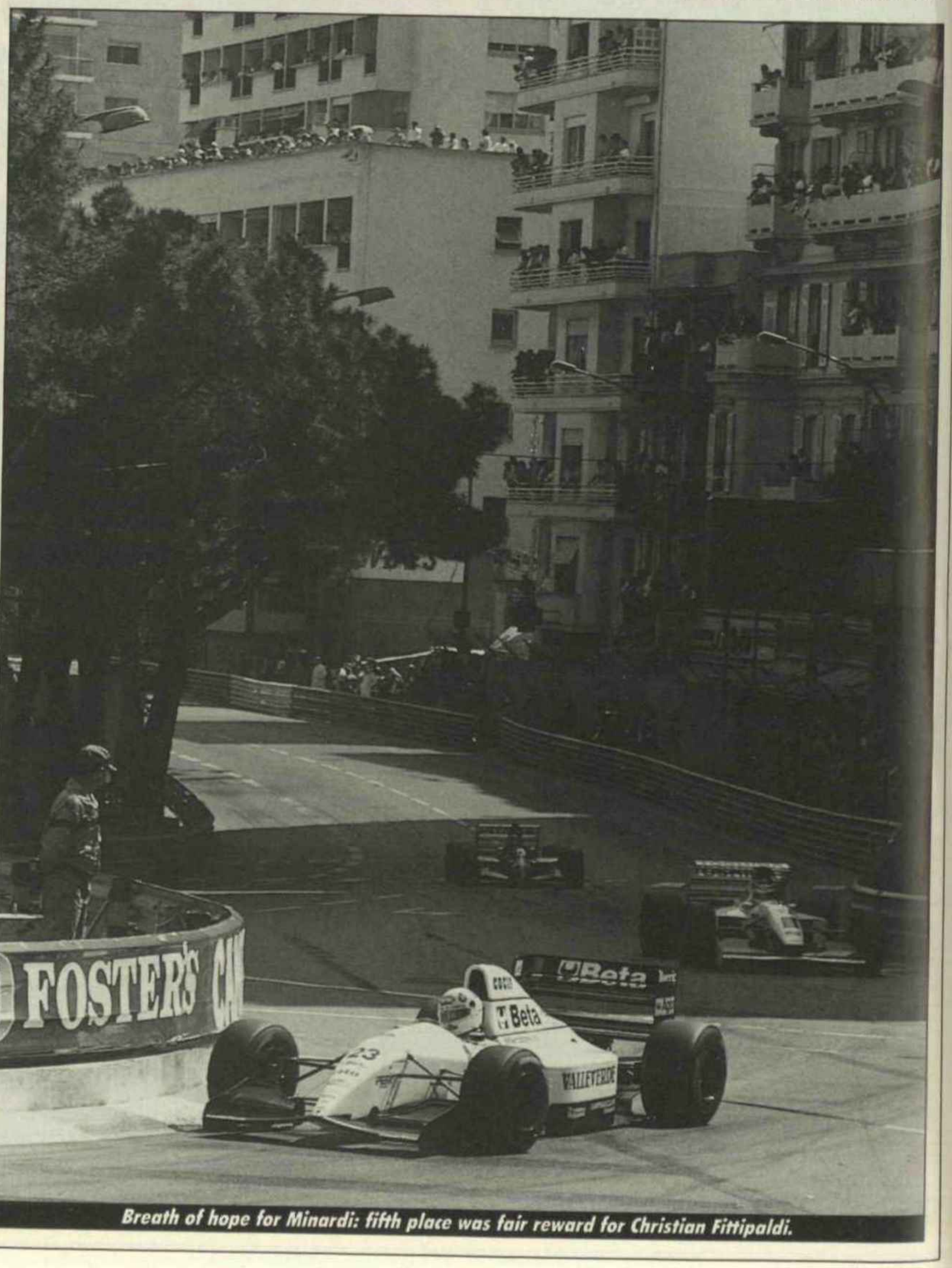
For Schumacher, on Prost's enforced stop, things had seemed straightforward as he opened up a lead over Senna of as much as 19.1s by lap 20, before traffic came into the equation. At long last Benetton had traction control on its B193Bs, and after qualifying on the front row alongside poleman Prost he was absolutely delighted with the car. "I just keep thinking what we could have done earlier in the year if we'd had it sooner," he kept repeating to himself.

Though an hydraulic oil leak eventually set fire to his car at Loews on lap 33, there was a definite air of optimism within the team as it packed up its gear. Even though Patrese had also retired, from a lacklustre sixth place with engine failure after 54 laps, it went home with its head high, aware that it had made a lot of progress in one weekend. Canada couldn't come soon enough.

Ferrari, too, had cause for celebration with Alesi's sterling third place, and a performance from Gerhard Berger that had seriously threatened Damon Hill's softly, softly second place. The red cars qualified well on their older active suspension (with standard spring actuation rather than the gas system tried by the Austrian in Spain), and this time they were also reliable. Victory might never have been in the equation, but a rostrum finish certainly was.

Alesi had been the hero of qualifying with a performance that must have had Gilles Villeneuve smiling down on the scene of his own great victory back in 1981, and he led his team-mate right through until the 64th lap. Then, the team's decision to call Gerhard in for fresh tyres on lap 39 worked in the Austrian's favour and he sailed past after a previous try at Loews on lap 62 had resulted in a slight coming together. Earlier the Saubers had also biffed one another there as Wendlinger resolutely closed the door on team-mate Lehto as they fought for seventh place on lap 24. The Finn was an instant retirement with bent suspension, and was not a happy man despite the view the team tried to put over. The Austrian lasted until lap 32, when an ignition problem sent him into the pits and consigned him to an unhappy run to 13th, several laps down.

Hill had come under intense pressure from Alesi around the 27th lap, but Jean had been hurt badly by Zanardi as he lapped the Lotus, partly because his Ferrari's V12 lacked torque. Gradually Damon eased away again. Now, however, Berger was able to make full use of his fresher rubber and he and Hill were nose to tail as they put another lap on Zanardi. They had dived through on the inside of the Italian going through Mirabeau on lap 71, when Gerhard thought he saw a gap down the inside at Loews. Indeed, there was one, but only for about a millisecond. He was too far back to dive into it anyway, but nevertheless he tried, with the inevitable result that the



Breath of hope for Minardi: fifth place was fair reward for Christian Fittipaldi.

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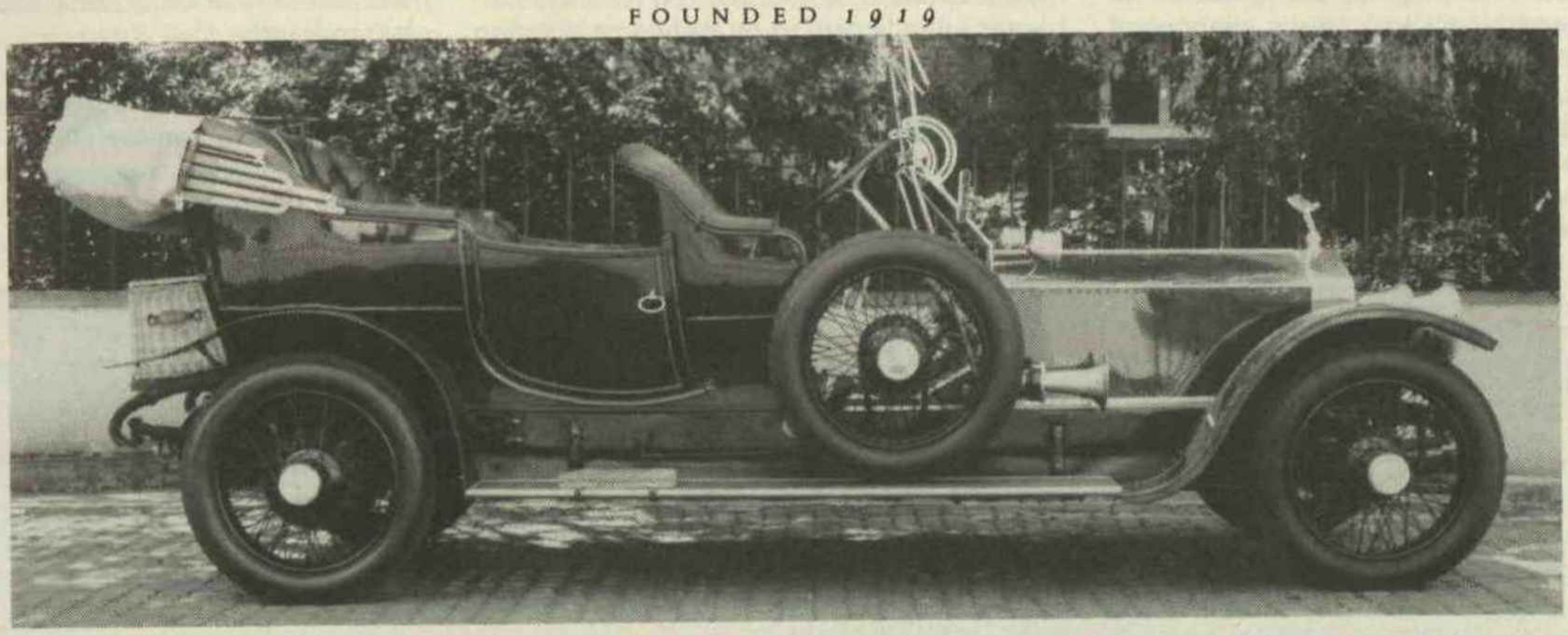
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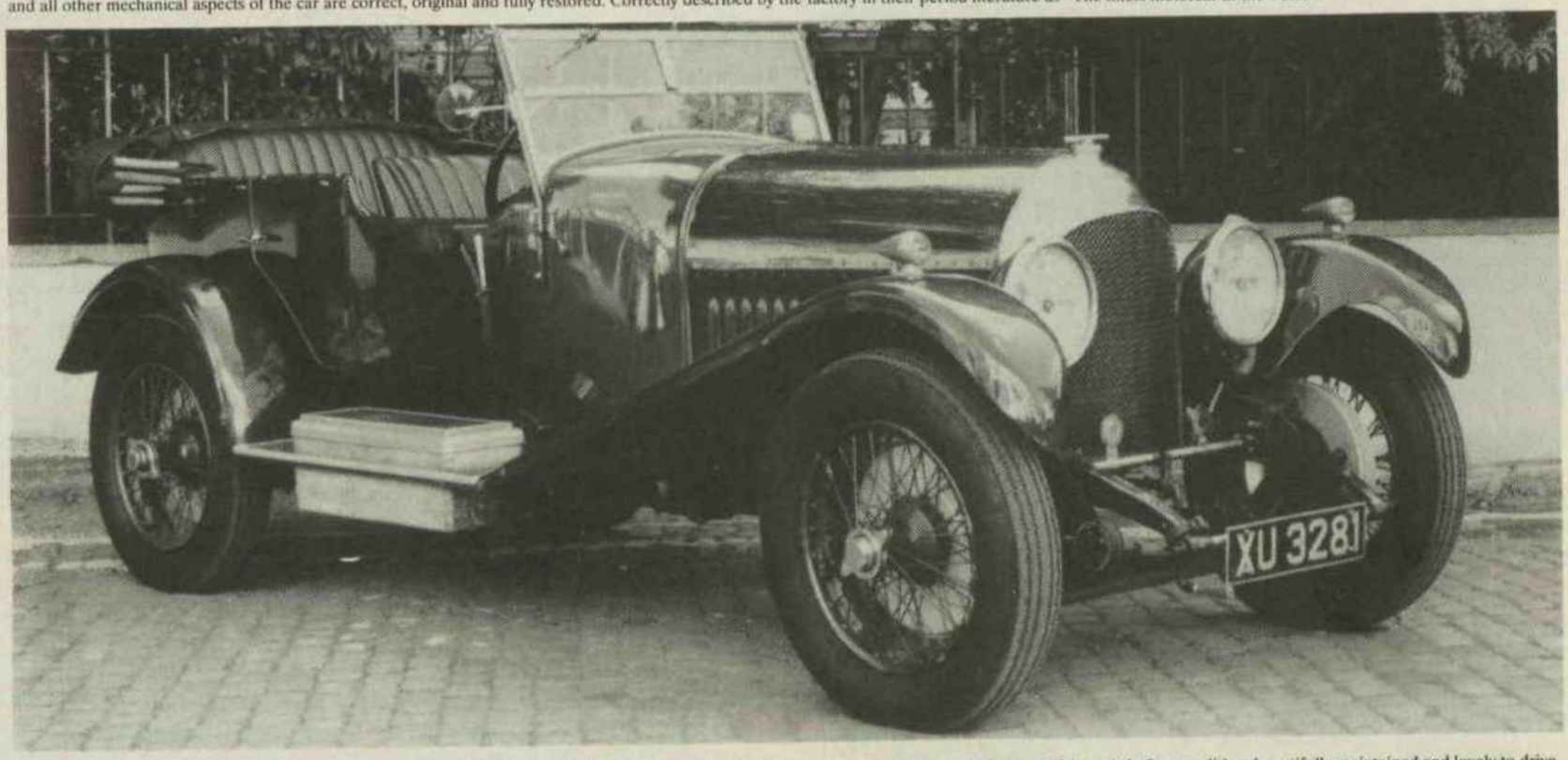
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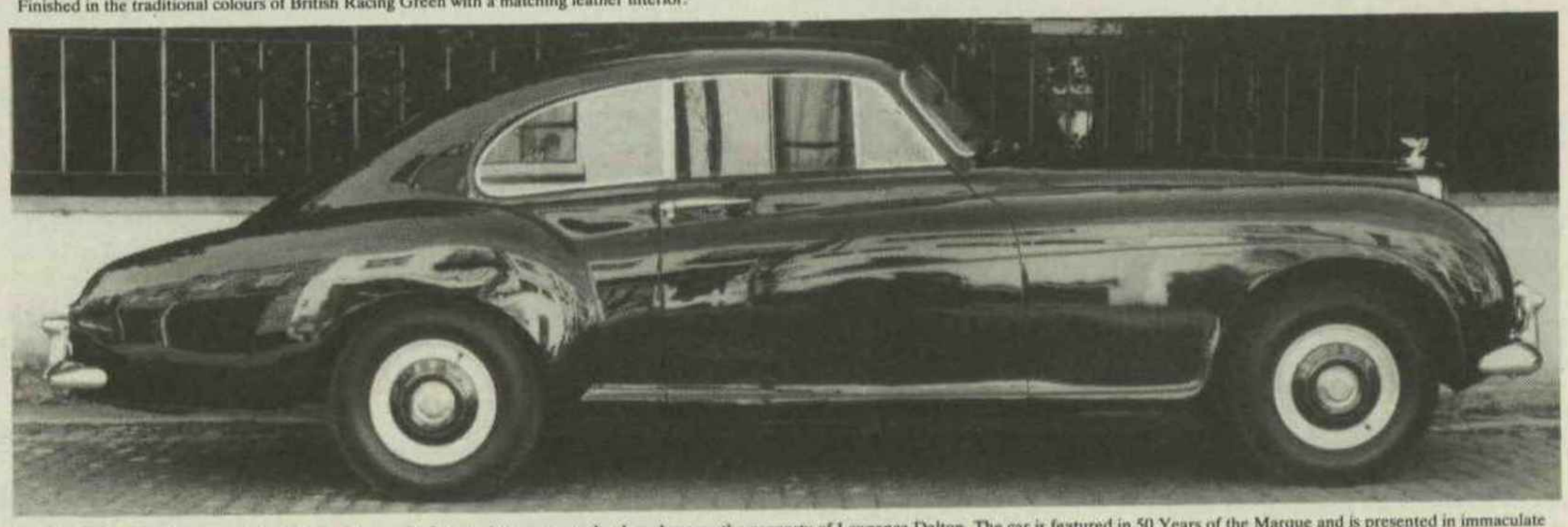
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Ferrari hit the side of the Williams, which spun sideways. The Ferrari stalled, but Hill kept his engine running, and maintained his cool. Zanardi threaded round them, and so did Brundle who was in pursuit of the Lotus for the final championship point, but as Hill manoeuvred his FW15C Alesi's chances of sneaking by into second place were thwarted, and poor old Andretti found himself trapped altogether. This was particularly tough on the American, who had already lost a load of time at the start when his McLaren had changed itself into third instead of second gear off the line. He'd then compounded that by hitting the back of Barbazza's Minardi in the first corner traffic jam, necessitating a stop for a new nose. Now he had fought back to challenge Zanardi and Brundle for what would be sixth place, only to have any chance of a point damned by someone else's error.

Meanwhile, Hill was concentrating again on keeping Alesi at bay, both struggling with worn tyres as Senna, who'd had the luxury of a quick stop for new Goodyears on lap 51, sailed serenely on to his date with Prince Rainer.

Damon had earlier been troubled in traffic by the awkward Comas, who lost him the great chunk that had allowed Jean to challenge initially, and as he had come up upon Andretti, Brundle and Zanardi again the Ferraris had been able close in. Heroics in traffic were the last thing he envisaged; a finish was paramount. "I was fuming," he said after Berger's assault. "Then I managed to get reverse – remarkably enough! – and drive off, which he wasn't able to do. For the first few laps after I got that tap from him, the car felt unusual." Like Senna, he then had to undergo trial by psychological worry.

Having dominated wet qualifying on Thursday, it had been his turn to experience Monaco's darker side on Saturday morning, when a cracked left rear wishbone had pitched him into a frightening spin exiting the tunnel. By miracle he hit nothing, but the incident – due, it was thought, to a problem with a batch of wishbones – made a deep impression. Now here he was wondering if Berger's attack had aggravated things and set him up for something similar. It was a relieved Briton who finally saw the chequered flag, 52s after Senna had ducked beneath it. "There was a point when I was four or five seconds behind Senna and I remember thinking that I was the only person who could stop him from breaking my dad's record of five wins. But this was my first Monaco; it was Ayrton's 10th. He knows too much about how to run a race there. I have to say that if my father was still around today, he would have been the first to congratulate Ayrton on his sixth win."

"I was the only person who could stop him from breaking my dad's record of five wins"

For Alesi third was just reward after his uncomplaining efforts for Ferrari all year, but Prost saw nothing remarkable in his own run to fourth.

After his disappointment in Spain Fittipaldi was delighted with a strong fifth for Minardi, which needs good fortune right now as it exists from race to race. The Brazilian had come right the way through from 17th on the grid, genuinely passing Alliot, Barrichello and Herbert and profiting from others' misfortune. Warwick initially fended off a strong challenge from Brundle as they chased Comas for 10th and that had become seventh with the demise of the Saubers, then sixth as Patrese pitted. Then Prost came through them, and on lap 38 Brundle finally slipped by the Footwork.

"The throttle jammed going into Ste Devote and while I was hard in sixth sorting that out Martin got by me," said Derek. "I thought I'd hit the brake and the throttle at the same time, to be honest, but the next lap it was the same. I came into the pits, went out again, then had the same problem. Something was broken in the mechanism. A shame, because I reckon we should have had some points today . . ."

Thereafter Brundle moved away to chal-

STARTING GRID

2 PROST
Williams FW15C
1m 20.557s (2)
1m 39.649s (1)

8 SENNA
McLaren MP4/8
1m 21.552s (2)
1m 42.127s (1)

27 ALESI
Ferrari F93A
1m 21.948s (2)
1m 42.160s (1)

28 BERGER
Ferrari F93A
1m 22.394s (2)
1m 40.853s (1)

7 ANDRETTI
McLaren MP4/8
1m 22.994s (2)
1m 45.993s (1)

30 LEHTO
Sauber C12
1m 23.715s (2)
1m 48.526s (1)

25 BRUNDLE
Ligier JS39
1m 23.786s (2)
1m 46.446s (1)

19 ALLIOT
Larrousse LH93
1m 23.907s (2)
1m 43.127s (1)

23 FITTIPALDI
Minardi M193
1m 24.298s (2)
1m 43.829s (1)

4 DE CESARIS
Tyrrell 020C
1m 24.544s (2)
1m 44.913s (1)

26 BLUNDELL
Ligier JS39
1m 24.972s (2)
1m 43.449s (1)

15 BOUTSEN
Jordan 193
1m 25.267s (2)
1m 45.512s (1)

24 BARBAZZA
Minardi M193
1m 26.582s (2)
1m 44.524s (1)

5 SCHUMACHER
Benetton B193B
1m 21.190s (2)
1m 40.760s (1)

0 HILL
Williams FW15C
1m 21.825s (2)
1m 38.963s (1)

6 PATRESE
Benetton B193B
1m 22.117s (2)
1m 42.136s (1)

29 WENDLINGER
Sauber C12
1m 22.477s (2)
1m 45.439s (1)

20 COMAS
Larrousse LH93
1m 23.246s (2)
1m 44.483s (1)

9 WARWICK
Footwork FA14
1m 23.749s (2)
1m 44.884s (1)

12 HERBERT
Lotus 107B
1m 23.812s (2)
1m 43.898s (1)

14 BARRICHELLO
Jordan 193
1m 24.086s (2)
1m 44.310s (1)

10 SUZUKI
Footwork FA14
1m 24.524s (2)
10m 06.384s (1)

11 ZANARDI
Lotus 107B
1m 24.888s (2)
1m 46.395s (1)

3 KATAYAMA
Tyrrell 020C
1m 25.236s (2)
1m 49.210s (1)

21 ALBORETO
Lola T93/30
1m 26.444s (2)
1m 47.082s (1)

Did not qualify:

BADOER (Lola T93/30) 1m 46.746s/1m 29.613s

MONACO GRAND PRIX, Monte-Carlo, May 23
78 laps of 2.068-mile (3.328 km) circuit (161.298 miles; 259.587 km)

Pos	*Driver*	*Nat*	*Car/Engine*	*Time/Stated Retirement*	*Best Lap*	*Lap*
1	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	1h 52m 10.947s	1m 23.737s	59
2	Damon Hill	GB	Williams FW15C-Renault V10	1h 53m 03.065s	1m 24.590s	52
3	Jean Alesi	F	Ferrari F93A-Ferrari V12	1h 53m 14.309s	1m 25.007s	52
4	Alain Prost	F	Williams FW15C-Renault V10	77 laps	1m 23.604s	52
5	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	76 laps	1m 26.500s	59
6	Martin Brundle	GB	Ligier JS39-Renault V10	76 laps	1m 25.006s	69
7	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	76 laps	1m 26.317s	38
8	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	76 laps	1m 25.102s	55
9	Rubens Barrichello	BR	Jordan 193-Hart V10	76 laps	1m 26711s	75
10	Andrea de Cesaris	I	Tyrrell 020C-Yamaha V10	76 laps	1m 27.222s	65
11	Fabrizio Barbazza	I	Minardi M193-Ford HB V8	75 laps	1m 28.235s	63
12	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	75 laps	1m 27.068s	67
13	Karl Wendlinger	A	Sauber C12-Ilmor V10	74 laps	1m 24.947s	43
14	Gerhard Berger	A	Ferrari F93A-Ferrari V12	70 laps – accident	1m 23.660s	60
15	Johnny Herbert	GB	Lotus 107B-Ford HB V8	61 laps – accident	1m 27.480s	21
16	Riccardo Patrese	I	Benetton B193B-Ford HB V8	53 laps – engine	1m 25.724s	25
17	Erik Comas	F	Larrousse LH93-Lamborghini V12	51 laps – accident	1m 26.960s	17
18	Aguri Suzuki	J	Footwork FA14-Mugen V10	46 laps – accident	1m 27.388s	35
19	Derek Warwick	GB	Footwork FA14-Mugen V10	43 laps – throttle	1m 27.283s	19
20	Michael Schumacher	D	Benetton B193B-Ford HB V8	32 laps – hydraulics	1m 24.177s	18
21	Ukyo Katayama	J	Tyrrell 020C-Yamaha V10	31 laps – oil leak	1m 29.315s	21
22	Michele Alboreto	I	Lola T93/30-Ferrari V12	28 laps – transmission	1m 29.377s	11
23	JJ Lehto	SF	Sauber C12-Ilmor V10	23 laps – accident	1m 26.559s	15
24	Thierry Boutsen	B	Jordan 193-Hart V10	12 laps – suspension	1m 29.117s	5
25	Mark Blundell	GB	Ligier JS39-Renault V10	3 laps – accident damage	1m 28.653s	3

Winner's Average Speed: 86.269 mph (138.832 kmh) **Conditions: warm and sunny**
Fastest Lap: Alain Prost, 1m 23.604s on lap 52, 89.045 mph (143.273 kmh)

lenge Comas, but had to drop behind Fittipaldi when he and the Larrousse driver got together at Mirabeau on lap 52. Martin came in for a fresh nose, while Erik was out with a flat Goodyear. Having finally been passed by Fittipaldi after a defensive run, Herbert then enjoyed a spirited little fight with team-mate Zanardi. The Englishman was holding second gear in engagement after 30 laps, then fourth, while the Italian had at last made some progress with his chassis set-up after an awful qualifying weekend for the Hethel team. He finally squeaked by Johnny on lap 59 to take over eighth as they chased after Barrichello, the young Brazilian's tyres steadily going off after another spirited performance in the Sasol Jordan. Three laps later Herbert got a box without gears coming on to the pit straight as the recovering Brundle chased after him, and as the Castrol Lotus slowed suddenly the Ligier inadvertently tapped it into a spin which damaged the 107B's rear wing and forced it into retirement. Brundle sped on, grabbing the final point from Zanardi as the Italian allowed Hill to unlap himself, and Berger's naughtiness moved them all up a place.

Thus the 51st Monaco GP came to its close and Senna stepped forward for the plaudits for the sixth time and the fifth in succession. In the end it was one of those frustrating 'what might have been' events, even the anticipated war into the first corner proving something of an anti-climax. But it was another triumph over adversity for Senna, on a weekend when he might have been forgiven for stroking after that Thursday scare. Not all races need be won from the front, even in Monte Carlo. **DJT**

Plenty of spirit, not enough grip: wearing tyres slowed Barrichello's Jordan. Brundle and Comas (right) collided at Mirabeau, but Martin finished sixth.

Home at last: he was two laps down, but de Cesaris scored Tyrrell's first finish of the season.

Advantage Prost

Prost (inset) was in dominant form in Montreal. It was his first Canadian GP victory. Gerhard Berger (main shot) took fourth for Ferrari.

Another silky drive by the Frenchman restored his World Championship lead, but things weren't quite so smooth off the circuit . . .

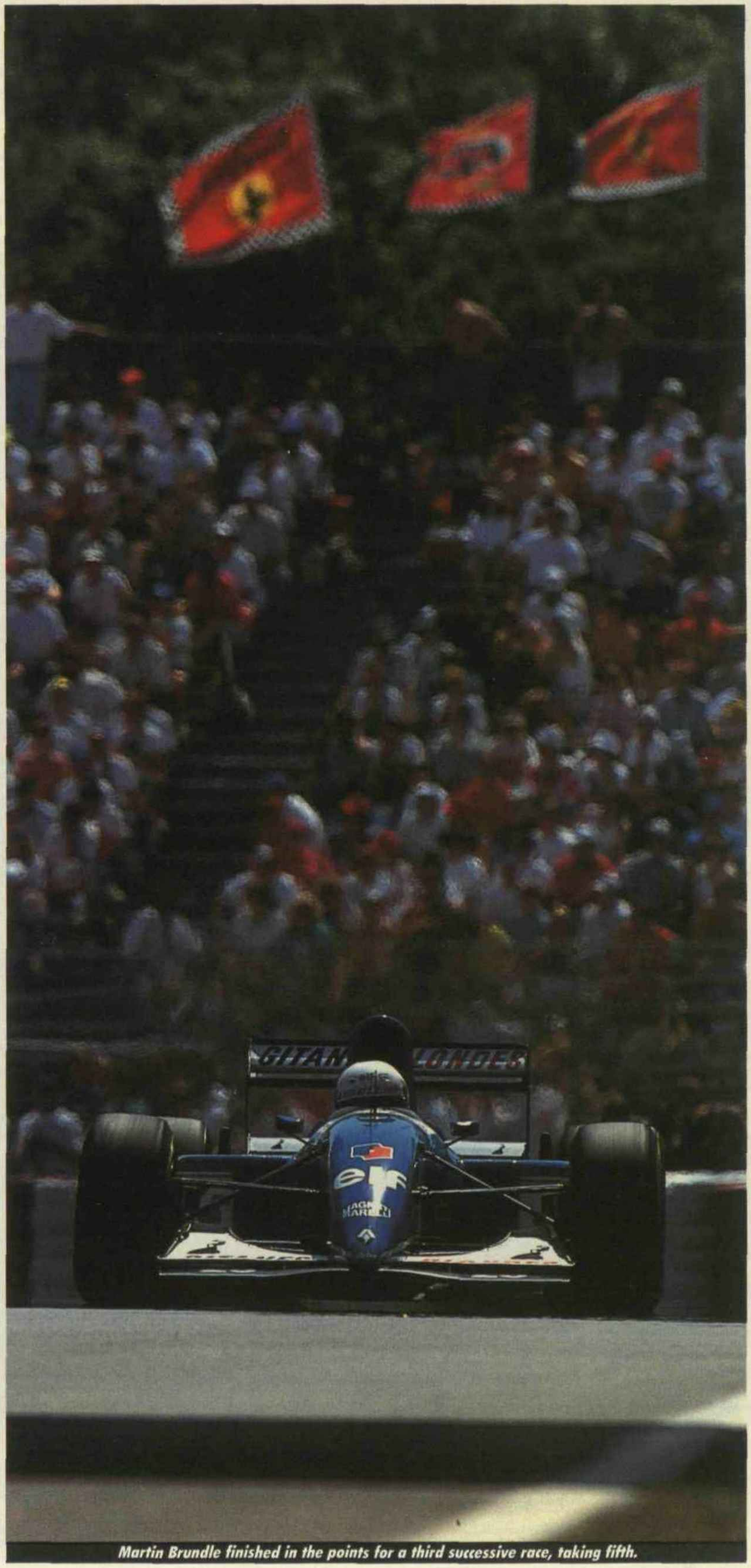
How long is it since Ayrton Senna qualified as low as eighth for a GP? It was a question many were mulling over just before the start of the Canadian GP, as the Brazilian and McLaren tried to put behind them an awful two days of qualifying in which the MP4/8s were in dire handling trouble. In fact, it was so bad that nobody was really placing bets on him having much of a chance in the race either, except perhaps McLaren personnel who, after the morning warm-up, knew a thing or two. The Williams Renaults of Prost and Hill had dominated practice, and to make matters more interesting Schumacher and Patrese had lined their Benetton Fords up third and fourth ahead of the improving Ferraris of Berger and Alesi. Even Martin Brundle had snuck his Ligier Renault ahead of the McLaren Ford.

When the Sunday morning warm-up produced times in the 1m 23s bracket for Prost, Schumacher, Hill and Alesi a ripple of anticipation crept down the pit lane, and the start of what is a notoriously hard race on cars and fuel consumption was eagerly awaited. Throw in Prost's start 'problem' in Monte-Carlo, and there was an added nuance. Would he be nervous?

The man himself almost laughed at the suggestion, having made just a few GP getaways in his career and in any case figuring Monaco's had been one of the best of them.

When the Canadian GP got underway Hill and Prost entered the braking area for the first corner side by side, with Alain conceding the advantage to his team-mate. Any worries there had proved unfounded. Behind them, though, Schumacher had made a lousy start, Berger and Alesi had outfumbled Patrese . . . and Senna was already piling up into fifth place, round the outside of Schumacher in the left-hander so that he had the inside line for the tight right that follows. It looked like Donington all over again . . .

Overnight McLaren had refused to give up, and had persisted with processing all of its data until Neil Oatley and his crew had come up with a set-up that really worked. It was an impressive recovery, by any stand-



Martin Brundle finished in the points for a third successive race, taking fifth.

ard, and another indication why McLaren can justly lay claim to be one of the best two racing teams in F1. Senna had a car that worked again, and he was in the mood to run.

Alesi, bless him, tried all he could to resist in a Ferrari now equipped in a race with the more powerful TT variable inlet trumpet engine tried by Berger in Monaco. Like the man after whom the St Lawrence River circuit is named, Jean refused to give up and gave Senna some anxious side-by-side moments before power and handling superiority finally told on the opening lap, and then Berger succumbed just a lap later.

"I thought I might have had the chance to overtake at least one of the Williams drivers at the start," Schumacher said of his disastrous departure. The latest version of the Benetton B193B had looked nimble all through qualifying and would not need to carry as much fuel to the line as the Renault-powered machines. "But the start went terribly wrong," he continued. "Due to a problem with the traction control adjustment I nearly stalled twice . . ."

Even worse off was poor Michael Andretti, who had been wheeled off the grid on the formation lap because his McLaren had died. "There was some sort of short circuit in the jump start battery, and it just sucked the life out of Michael's car," said Ron Dennis. "You just can't restart it



Damon Hill got the jump on his team-mate at the start, and held on for half a dozen laps. Ayrton Senna drove a stunning opening sprint.



It was a doubly frustrating weekend for Alesi. Bothered by speculation that Ferrari was courting Senna for 1994, he suffered an early engine failure.

because you have to reactivate things, and change some things, and that takes time."

Andretti lost three laps before getting underway and putting in a very vigorous drive that would ultimately yield a disappointing 14th place when third or fourth might have been on the cards. "Another nightmare!" he grimaced. "I just got stuck in and tried to work my way back up, but it was hard to overtake."

In the opening laps Hill was setting fastest laps with Prost in pursuit, but sportingly let his team-mate by at the hairpin on lap six. Prost immediately began to draw away, responding to pressure from the amazing Senna as Ayrton then began to home in on the Englishman. Berger was fourth from Alesi, who had Patrese, Brundle and the two Saubers too close for comfort.

Some teams figured they might be able to make it through non-stop, and indeed Comas for Larrousse and Fittipaldi for Minardi did just that while enjoying a see-saw battle that would eventually reap them deserved eighth and ninth places. Williams' strategy, however, was for both drivers to push as hard as they could, and to keep up the pressure and stop for fresh rubber rather than later having to try and conserve Goodyears long past their best. Senna pushed hard after Damon for a long time, but the Englishman had things stabilised as they began to consider their tyre stops around the 29 lap mark. That was when it went wrong for Hill.

Of the front runners, Schumacher was the first to stop, on lap 29. The German had battled his way by Patrese on lap two, Alesi on lap three and Berger by lap six, and thereafter chased as hard as he could after the fleet Senna. He called in for his Goodyears and left still in fourth place, but when Damon came in the next time round there was one of those awful Fred Karno stops that Williams sometimes suffers. The team had been expecting Prost, and had no tyres immediately at hand for Damon. "I must admit, I was surprised to see the mechanics rushing round for them," he said diplomatically afterwards. It was a long, long call, and by the time he got out again he had dropped to fourth.

" Senna had a car that worked again, and he was in the mood to run "

Senna came in on lap 31, and McLaren got him out in a fantastic 4.6s so that he didn't lose a place, but Prost kept out much longer. The race leader finally called in on lap 34, and he too made it out without surrendering his position.

Back down the field, Berger's stop on lap 30 had let Patrese into fifth place, for Alesi had long since departed with engine failure after taking that place from Gerhard on lap 16 as the Austrian ran into a brake problem. "The balance of the car was good," said Jean, "and the variable length inlet trumpets worked well on the TT engines. I had settled into a nice rhythm when I saw the water



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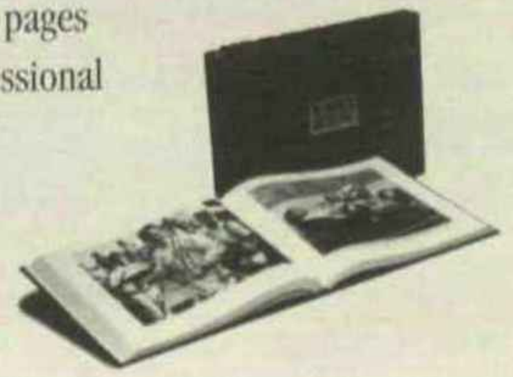
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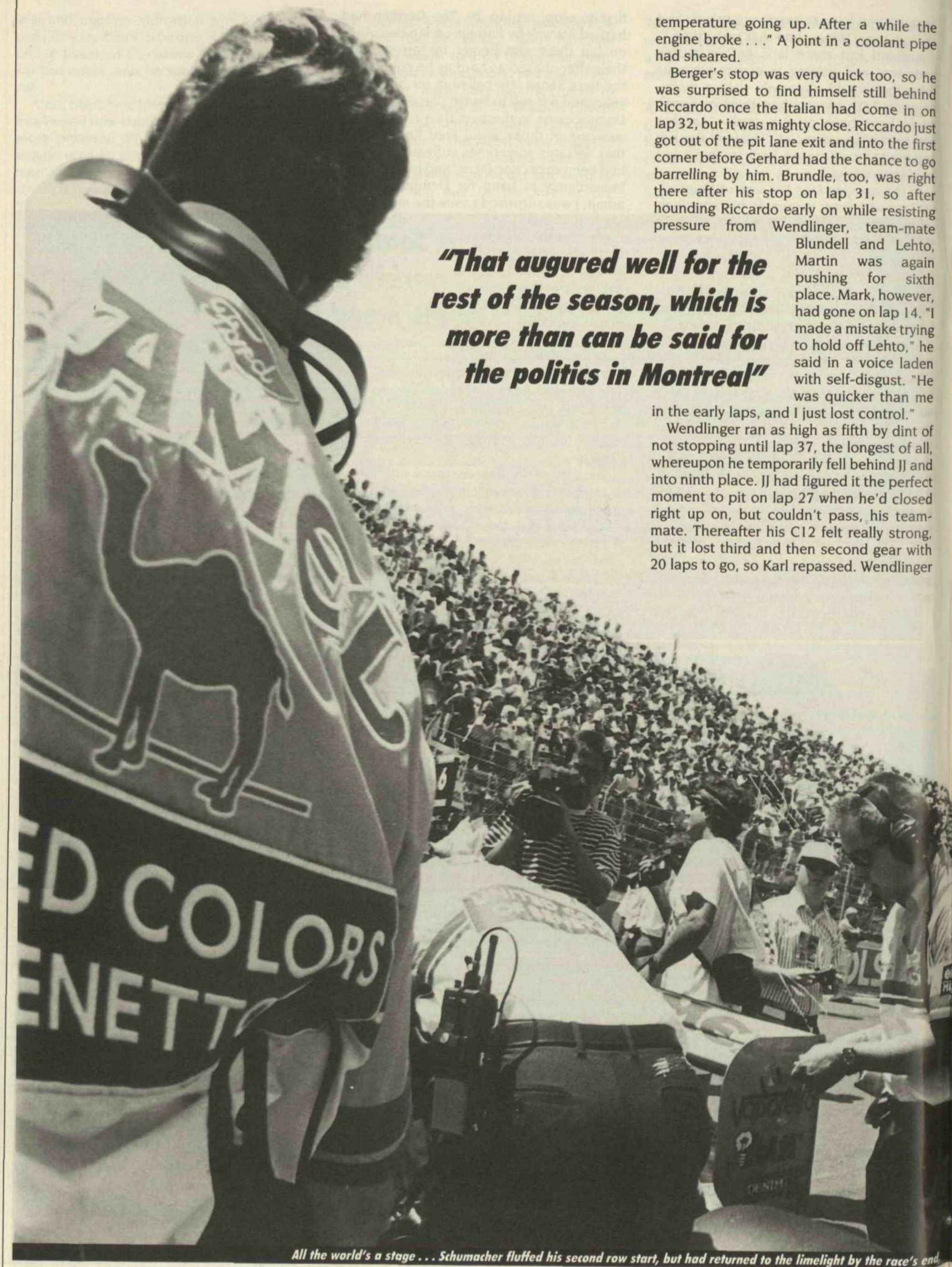
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temperature going up. After a while the engine broke . . ." A joint in a coolant pipe had sheared.

Berger's stop was very quick too, so he was surprised to find himself still behind Riccardo once the Italian had come in on lap 32, but it was mighty close. Riccardo just got out of the pit lane exit and into the first corner before Gerhard had the chance to go barrelling by him. Brundle, too, was right there after his stop on lap 31, so after hounding Riccardo early on while resisting pressure from Wendlinger, team-mate Blundell and Lehto, Martin was again pushing for sixth place. Mark, however, had gone on lap 14. "I made a mistake trying to hold off Lehto," he said in a voice laden with self-disgust. "He was quicker than me in the early laps, and I just lost control."

"That augured well for the rest of the season, which is more than can be said for the politics in Montreal"

Wendlinger ran as high as fifth by dint of not stopping until lap 37, the longest of all, whereupon he temporarily fell behind JJ and into ninth place. JJ had figured it the perfect moment to pit on lap 27 when he'd closed right up on, but couldn't pass, his team-mate. Thereafter his C12 felt really strong, but it lost third and then second gear with 20 laps to go, so Karl repassed. Wendlinger



All the world's a stage . . . Schumacher fluffed his second row start, but had returned to the limelight by the race's end

himself would have trouble, for fourth, fifth and sixth began jumping out with five laps left, but he nursed the black car home for his first point for the Swiss/German team.

Patrese's race was interrupted on lap 44 when he spun under pressure from Berger, pitting for a new nose before resuming in 12th place, but the reason for the rotation was cramp which was deadening his right leg. "This place always gets you like that," agreed Hill. "I was losing the feeling in mine because of all the braking you do here." Riccardo struggled on for another nine laps before feeling obliged to quit.

In the closing stages Schumacher stealthily began to progress towards Senna, having taken care of his new tyres and maintained the gap between them at four to five seconds. Then he really began to push hard. From 3s on lap 56 the gap was halved two laps later. Then they were nose-to-tail. Before we could determine whether Senna was in trouble or Schumacher was simply catching him, the McLaren did hit a sudden problem on lap 63, and as Ayrton pulled to the right to give him room, Michael chose that moment to dive that side of the MP4/8. "We nearly touched," said the German breathlessly, and indeed initial reports suggested that he might have repaid the Brazilian for South Africa. It was nothing like that, though. "We saw the alternator on Ayrton's car begin to fail on the telemetry 30s before he retired," said Ron Dennis. "When it went on the blink it then drained the battery and cut everything out. What with Michael's problem at the start and then this, after we'd worked so hard to get the cars sorted for the race, it was a real double whammy. Especially as Ayrton thought he had everything under control." The failure was similar to one Michael had experienced in the morning warm-up.

That left Schumacher to chase Prost home, with Hill unable to offer a challenge in third place. "We've made a big step with the car and after the disappointment of Monte-Carlo, we were able to show our potential here," beamed the Benetton driver. "Coming back from seventh to second – for the second year running – is almost as good as a win for us."

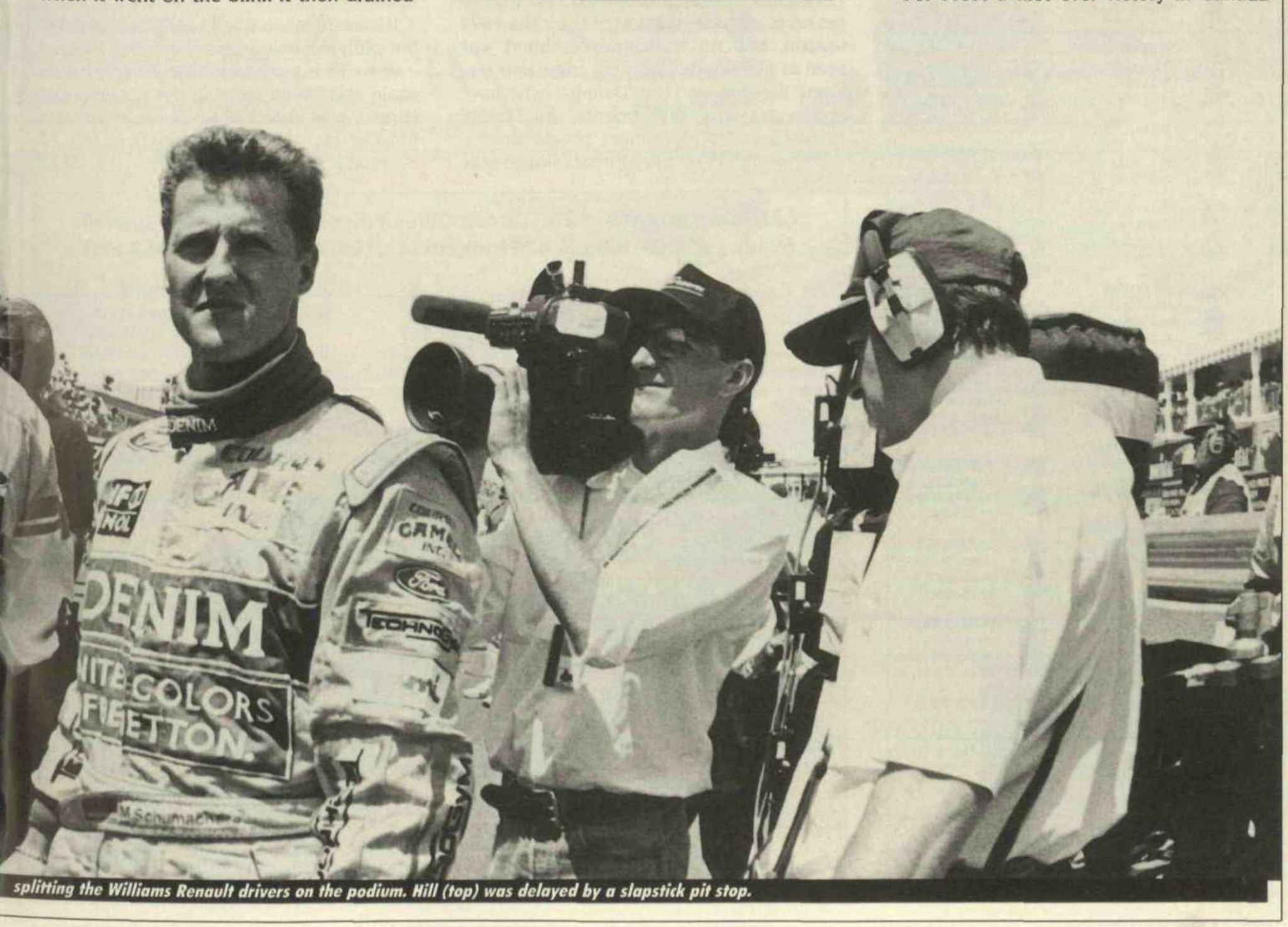


"The engine was sounding a little different towards the end," said Damon, "so I decided to get the car to the finish. The temperatures didn't suit our car as much as they should have done." He pondered the Benetton's performance, and added reflectively: "I pushed quite hard but I could not quite push hard enough on the Benetton. They have improved it quite a bit."

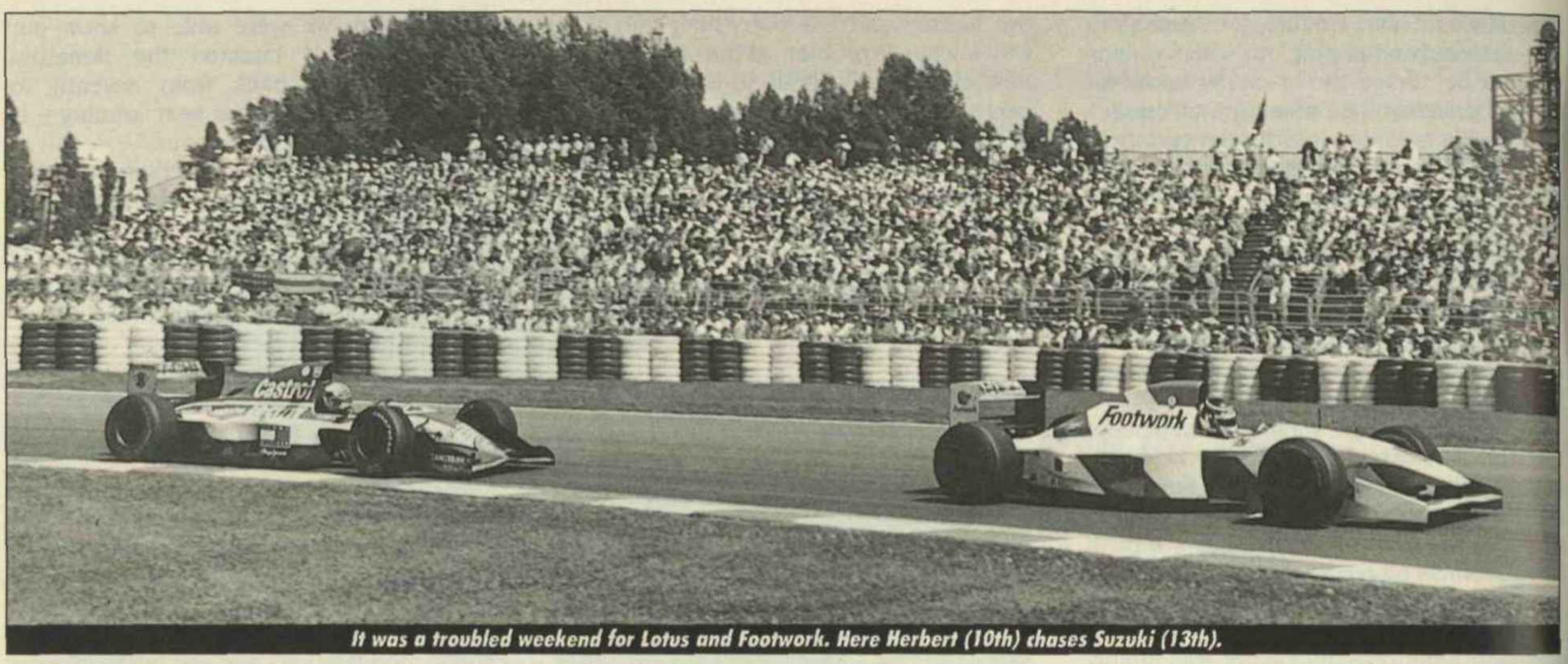
Berger was happy enough with fourth, since he was tight on fuel in the closing stages, but poor Brundle lost out lapping the Badoer/Warwick fight and lost vital ground just when he seemed ready to challenge. "I was flat out all the way," grinned Marty. "I really couldn't have gone any quicker to attack Berger, but our aerodynamic modifications allowed me to keep in touch, which was very difficult before."

Like Hill, Prost was reflective as he considered the Benetton performance. "You know, the gap between us and the opposition was much bigger in qualifying but after the warm-up I was surprised how much closer they were. Proof of that came when I had to push hard all the time . . ." That augured well for the remainder of the season, which is more than could be said for the politics in Montreal.

For Prost a first ever victory in Canada



splitting the Williams Renault drivers on the podium. Hill (top) was delayed by a slapstick pit stop.



It was a troubled weekend for Lotus and Footwork. Here Herbert (10th) chases Suzuki (13th).

STARTING GRID

2 PROST
Williams FW15C
1m 18.987s (1)
1m 19.135s (2)

0 HILL
Williams FW15C
1m 19.491s (1)
1m 20.145s (2)

5 SCHUMACHER
Benetton B193B
1m 20.808s (1)
1m 20.945s (2)

6 PATRESE
Benetton B193B
1m 20.948s (1)
1m 23.268s (2)

28 BERGER
Ferrari F93A
1m 21.278s (1)
1m 21.513s (2)

27 ALESI
Ferrari F93A
1m 21.414s (1)
1m 21.660s (2)

25 BRUNDLE
Ligier JS39
1m 21.603s (1)
1m 22.026s (2)

8 SENNA
McLaren MP4/8
1m 21.706s (1)
1m 21.891s (2)

29 WENDLINGER
Sauber C12
1m 21.813s (2)
1m 21.936s (1)

26 BLUNDELL
Ligier JS39
1m 22.097s (1)
1m 22.622s (2)

30 LEHTO
Sauber C12
1m 22.198s (1)
1m 22.428s (2)

7 ANDRETTI
McLaren MP4/8
1m 22.229s (2)
1m 22.751s (1)

20 COMAS
Larrousse LH93
1m 22.263s (1)
1m 22.977s (2)

14 BARRICHELLO
Jordan 193
1m 22.509s (2)
1m 23.152s (1)

19 ALLIOT
Larrousse LH93
1m 22.819s (2)
1m 22.983s (1)

10 SUZUKI
Footwork FA14
1m 22.891s (1)
1m 22.999s (2)

23 FITTIPALDI
Minardi M193
1m 23.119s (2)
1m 24.559s (1)

9 WARWICK
Footwork FA14
1m 23.185s (2)
1m 23.518s (1)

4 DE CESARIS
Tyrrell 020C
1m 23.185s (2)
1m 23.268s (1)

12 HERBERT
Lotus 107B
1m 23.223s (2)
1m 23.341s (1)

11 ZANARDI
Lotus 107B
1m 23.240s (1)
1m 25.027s (2)

3 KATAYAMA
Tyrrell 020C
1m 23.824s (2)
1m 24.391s (1)

24 BARBAZZA
Minardi M193
1m 23.946s (1)
1m 24.375s (2)

15 BOUTSEN
Jordan 193
1m 23.960s (2)
1m 24.632s (1)

22 BADOER
Lola T93/30
1m 24.357s (2)
1m 25.212s (1)

Did not qualify:

ALBORETO (Lola T93/30) 1m 24.382s/1m 24.391s

tasted sweet, but there were sour tastes in the paddock on Saturday when the F1 Technical Delegate Charlie Whiting and the FISA stewards filed a report to their masters claiming that all but the Scuderia Italia Lola Ferraris contravened either the rules governing movable aerodynamic devices (via their active suspension) or the methods by which a driver controls his engine's power (via traction control).

It was, of course, all part of newly elected FIA President Max Mosley's express wish to get rid of all technological aids for the 1994 season, and this ridiculous outburst was seen as a method of warning angry entrants Frank Williams and Ron Dennis – who have made massive investments for future research and development programmes – that they needn't bother threatening to take FISA to international law for breaking the Concorde Agreement when the teams themselves were already breaching technical regulations. Nowhere along the line did FISA say why active cars and traction control have been allowed for the past 18 months or more if they were illegal, and cynics of course, such as ourselves, started to drag out Max's quotes – made to MOTOR SPORT this time last year – to the effect that technology should be allowed to have its head.

If it wasn't all so silly it would be laughable, but sadly the only laughter in North America – where F1 is so desperate to establish itself again and where none of the natives really cares – was aimed at F1. It came from the IndyCar race in Detroit and the NASCAR event at Pocono.

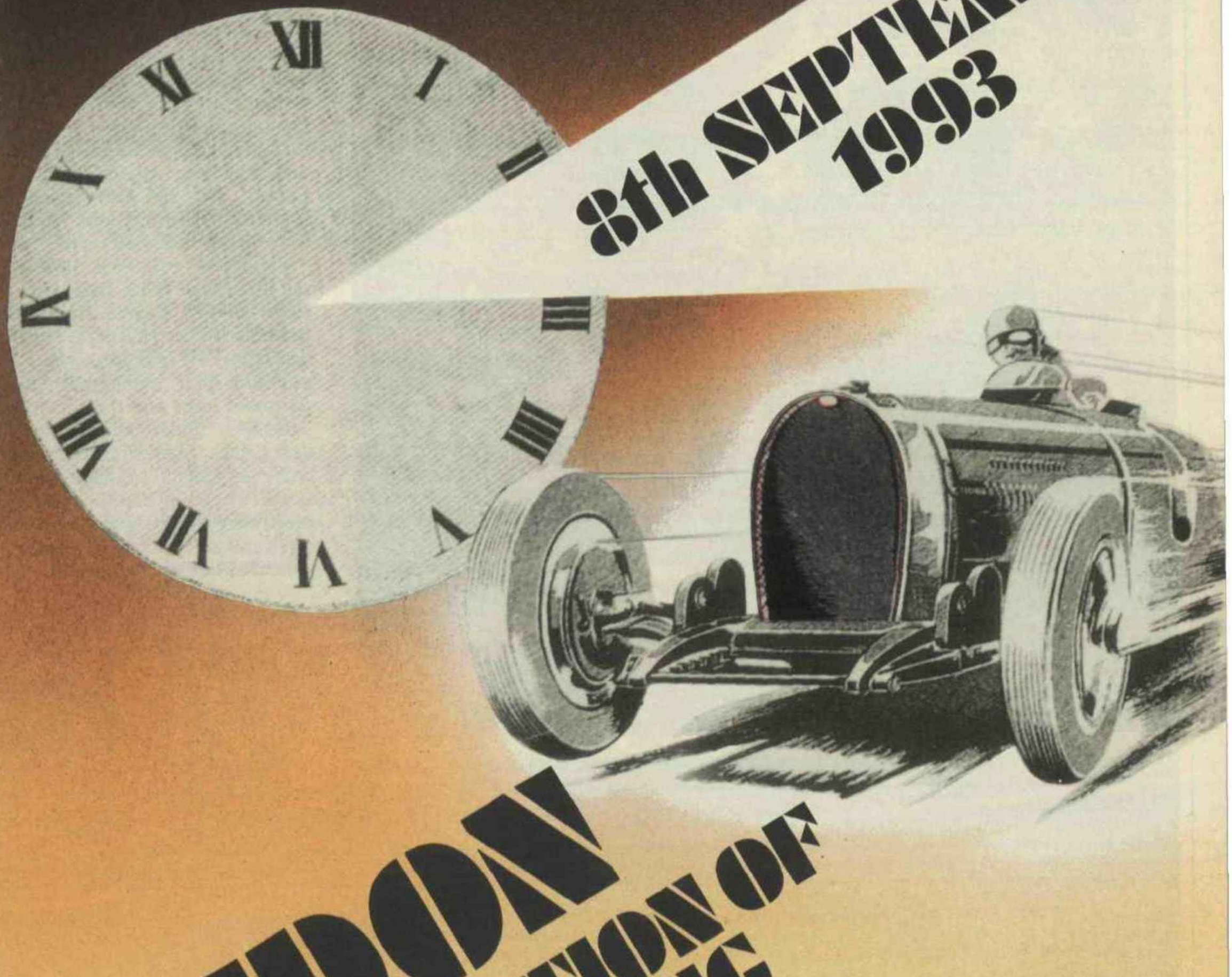
D J T

CANADIAN GRAND PRIX, Circuit Gilles Villeneuve, Montreal, June 13
69 laps of 2.75-mile (4.425 km) circuit (189.934 miles; 305.365 km)

Pos	*Driver*	*Nat*	*Car/Engine*	*Time/Stated Retirement*	*Best Lap*	*Lap*
1	Alain Prost	F	Williams FW15C-Renault V10	1h 36m 41.822s	1m 21.613s	61
2	Michael Schumacher	D	Benetton B193B-Ford HB V8	1h 36m 56.349s	1m 21.500s	57
3	Damon Hill	GB	Williams FW15C-Renault V10	1h 37m 34.507s	1m 22.101s	54
4	Gerhard Berger	A	Ferrari F93A-Ferrari V12	68 laps	1m 22.776s	57
5	Martin Brundle	GB	Ligier JS39-Renault V10	68 laps	1m 22.842s	59
6	Karl Wendlinger	A	Sauber C12-Ilmor V10	68 laps	1m 23.377s	53
7	JJ Lehto	SF	Sauber C12-Ilmor V10	68 laps	1m 23.447s	41
8	Erik Comas	F	Larrousse LH93-Lamborghini V12	68 laps	1m 24.791s	58
9	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	67 laps	1m 24.674s	43
10	Johnny Herbert	GB	Lotus 107B-Ford HB V8	67 laps	1m 24.359s	54
11	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	67 laps	1m 25.038s	57
12	Thierry Boutsen	B	Jordan 193-Hart V10	67 laps	1m 24.874s	54
13	Aguri Suzuki	J	Footwork FA14-Mugen V10	66 laps	1m 25.614s	53
14	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	66 laps	1m 22.957s	49
15	Luca Badoer	I	Lola T93/30-Ferrari V12	65 laps	1m 26.440s	47
16	Derek Warwick	GB	Footwork FA14-Mugen V10	65 laps	1m 26.657s	54
17	Ukyo Katayama	J	Tyrrell 020C-Yamaha V10	65 laps	1m 25.833s	62
18	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	62 laps – alternator	1m 22.015s	57
19	Riccardo Patrese	I	Benetton B193B-Ford HB V8	52 laps – cramp	1m 23.778s	48
20	Andrea de Cesaris	I	Tyrrell 020C-Yamaha V10	45 laps – spin	1m 25.763s	44
21	Fabrizio Barbazza	I	Minardi M193-Ford HB V8	33 laps – gearbox	1m 25.832s	23
22	Jean Alesi	F	Ferrari F93A-Ferrari V12	23 laps – engine	1m 24.745s	21
23	Mark Blundell	GB	Ligier JS39-Renault V10	13 laps – spin	1m 26.236s	13
24	Rubens Barrichello	BR	Jordan 193-Hart V10	10 laps – electrics	1m 26.579s	9
25	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	8 laps – gearbox	1m 26.825s	8

Winner's Average Speed: 117.853 mph (189.661 kmh) Conditions: hot, sunny
Fastest Lap: Michael Schumacher, 1m 21.500s on lap 57, 121.591 mph (195.676 kmh)

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And so the 77th running of the Indianapolis 500, the self-proclaimed 'Greatest Spectacle in Racing', is history. It was a remarkable race for any number of reasons, ranging from Emerson Fittitpaldi single-handedly slaying the Ford/Cosworth hordes to Nigel Mansell's splendid speedway baptism by fire and the astonishing facts that the top six cars were covered by six seconds at the finish, four more were on the lead lap and no fewer than 24 of 33 starters were circulating at day's end.

Emerson's second win came as a shock to those who had written off anyone without a Ford in his (or her) engine bay. In retrospect, it's clear that line of thinking fell victim to a sort of journalists' 'Happy Hour' mentality. Just like the speeds posted in the final, cool hour each afternoon, the practice and qualifying speeds of the Ford contingent, led by Arie Luyendyk, Mario Andretti, Raul Boesel and Scott Goodyear, were largely irrelevant on race day.

As with any oval track, what counts after the first round of pit stops isn't how a car performs on a clear track, but how well it works in traffic. Passing a competitive car was more of a chore than ever at Indianapolis this year, thanks both to the newly narrowed turns and the smaller wings and 'strakeless' underbodies demanded by this year's rules. Apart from Raul (the man who some say couldn't qualify for an F1 race) Boesel's opening blast in clean air, the only other men to enjoy large stretches of 'clean' air were Mansell and Fittipaldi, both of whom led late in the race after restarts that

Penske's '93 chassis (in Fittipaldi's hands, above) is the class of the grid , with Ilmor's Chevy C power set to worry Ford. Top, Emerson celebrates his second Indy victory

bunched the field.

As was abundantly clear at Phoenix, Nigel Bennett's '93 Penske chassis is nothing short of a superb race-day machine, maintaining its relative handling balance from full to near-empty fuel tanks and seemingly less affected by the swirling eddies of turbulence resulting from 32 other machines simultaneously whistling around the race track. Likewise the Chevy C – at least those



massaged in the Penske engine shop – was more than fast enough on race day. Not to be dismissed, either, is the fact that Fittipaldi had Rick Mears' undivided attention in the pits after Paul Tracy had crashed out of yet another race on lap 94. Formidable opponents on their own, the combination of Fittipaldi and Mears would prove to be unbeatable when it came to the final laps of the race.

Surprisingly, the man Fittipaldi had to beat was Nigel Mansell. Contrary to some expectations, Nigel did learn lessons from his unfortunate experience at Phoenix. Principally, that he had to work himself into this oval track stuff carefully. He thus took it easy in the opening third of the race before charging to the front at mid-distance (in anticipation of the forecasted rain that didn't materialise until several hours afterwards). Sure, he made a few mistakes, missing his pit on one stop and, of course, getting taken to the cleaners at the lap 185 restart when the race was his for the taking, and whacking the wall a hefty thump in his fruitless chase of Fittipaldi and Luyendyk.

But at the end of the day Nigel had proved beyond a shadow of doubt that he's a quick learner and that he can temper his boundless natural aggression not only to survive but to thrive on the ovals. And he was to drive the point home a week later with a win at Milwaukee, by most accounts the most demanding oval on the PPG Indycar schedule.

Overshadowing Fittipaldi's second Indy 500 win, Roger Penske's ninth Indy 500 win, Mansell's brilliant performance and Luyendyk's ice-blooded Turn One pass that netted him second place, however, was the post-race examination of the event itself; this 500-mile race had produced 24 lead changes, just eight retirements and nearly one-third of the original starting field was the lead lap at the end of the race

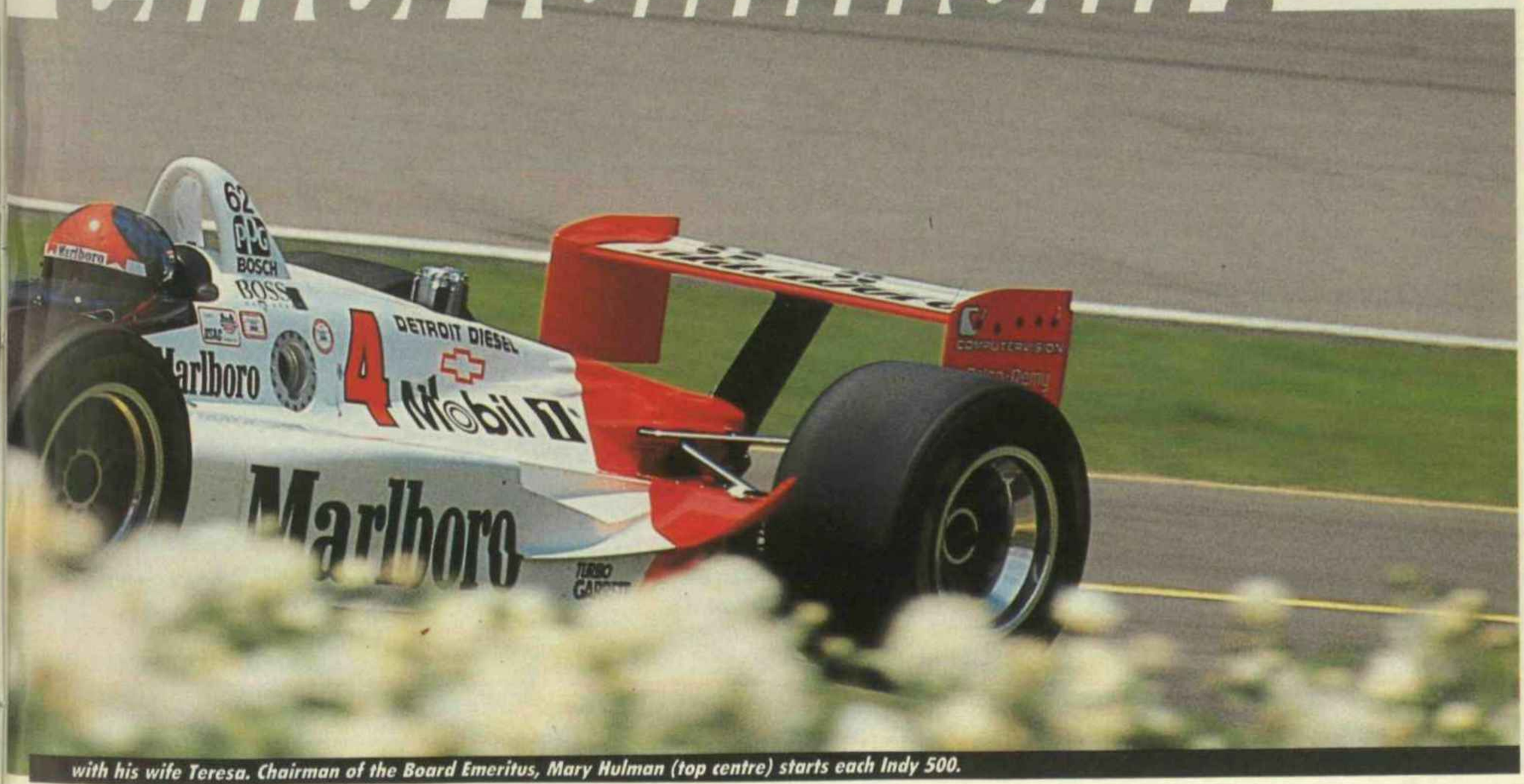
Although many were quick to call this one of history's great Indy 500s, opinion was far from unanimous. The problem lay in those final 20 laps, when the only passing occurred on the restarts – first as Mansell and Fittipaldi stormed around a hapless Mario Andretti (who found himself with an ill-handling car for the first, and only, time in the race) and then when Fittipaldi and Luyendyk swept around Mansell's lagging car on lap 185. Apart from Mario's subsequent descent to an understeering fifth place and Boesel's late moves around Goodyear and Scott Brayton, there were no position changes of consequence in the final laps.

Nor were those final 20 laps unique. All day long, the only way for one driver to pass an equally matched opponent was to catch him in traffic or get a better jump on a restart. And with three restarts in the final 20 laps, the field had no opportunity to become 'traffic' in the the final going when Luyendyk might have been able to work his way around Fittipaldi or Mansell and/or Boesel might have been able to humble the lot of them. Nor was there any hint in those last 12.5 miles, after Fittipaldi outfoxed Luyendyk on the final restart, that anything but the status quo would hold.



The final stages of the Indy 500 bore a striking resemblance to what we've come to expect in the Daytona and Talladega 500 Winston Cup races. Plenty of close competition to be sure but, owing to the restrictor plates that rob cars of vital passing power, races that are mere shadows of the bygone

entertainment?



with his wife Teresa. Chairman of the Board Emeritus, Mary Hulman (top centre) starts each Indy 500.



Scott Goodyear leads Al Unser Jnr, ahead of Tracy, Mansell and Fittipaldi. Mansell has learned restraint, and third place at Indy was the precursor to his first oval wi



Raul Boesel's outstanding drive was negated by two stop/go penalties, pushing him to fourth.

Erratic handling plagued Al Unser Jr throughout the race. But he finished, unlike team-mate Danny Sullivan.

days when the *last* place a driver wanted to be was in the lead at the start of the final lap; when a David Pearson could haul past Richard Petty at Daytona or Cale Yarborough, Harry Gant, Buddy Baker, Bobby Allison and Benny Parsons could all go into the final lap at Talladega, bunched together, and with an honest chance of winning the race.

But the fans loved it and therein, I think, lies the downside of the entertainment factor in America that is so widely lauded these days. For while there can be no doubt that there are clear and present dangers in the racing-for-technology's-sake format of Formula One, there are also dangers in the artificially close racing that sometimes results from racing NASCAR- or, less frequently, Indycar-style.

So brainwashed have some fans become to the weekly statistics emanating from NASCAR about 50-odd lead changes, dozens of different leaders and scores of cars on the same lap at the day's end that they have come to believe the quality of a race can be judged by how many cars are in contention as the last lap approaches. Of course, the key words are 'in contention', and I would argue that, far from 10 cars being in contention in the final laps of the Indy 500, there was, for all practical purposes, just one: the number four Marlboro Penske-Chevy of Emerson Fittipaldi.

Pardon me if this is blasphemy, but I still believe that it only takes two cars to have a race. And I'll take last year's Indy 500 finish – where Scott Goodyear had more than a ghost of a chance to pass Al Unser Jnr, but failed, or the finish of the 1991 race, where Mears and Michael Andretti swapped places in two of the most breathtaking moments in motorsports history – rather than 10 cars running Indian file (more or less) for 10 laps to a pre-ordained finish.

Having said that, it was also a blessing to get through the month of May without a single serious injury. Full credit must go to the Indycar powers that be for the new rules governing the construction of 1993 cars, as well as the 'retro-fitted' nose cones on pre '93 cars. Had Robbie Buhl suffered either one of his two crashes in practice in an original spec '92 Lola, he would have been injured every bit as badly as Nelson Piquet and Jeff Andretti last year.

Credit must also go out to the Indianapolis Motor Speedway. The warm-up lane, rumble strips and subsequently narrowed race track contributed to the month's record of safety (not to mention the low attrition rate due, certainly, to the fact that engines were no longer being asked to run at peak revs for mile after mile). Many scoffed when IMS personnel argued that the new layout would force the cars to take a different trajectory through the turns and thus reduce the likelihood they'd slide up the track into the wall nose first in the event of a spin.

Yet, that's what happened time and again in May. With less distance to travel before hitting the wall most cars – Buhl's excepted – only had time and space to do a 180 before hitting the wall, and Roberto Guerrero, Jeff Andretti, Paul Tracy, Gary Bettenhausen, Eric Bachelart all walked away sore, but whole, from contact with the wall.

As Luyendyk said after the race, this was everyone's first experience with the new track, and they'll do better next year. What he was saying, *I* think, is that if the designers, engineers and drivers can work together to produce cars that are less susceptible to turbulence – perhaps by creating more downforce from the underbody – we might even look forward to a 78th Indy 500 that gives us the best of all possible worlds. A race with minimal attrition, a multitude of contenders and passing *in* the turns, with or without traffic; and most importantly, where a single miscalculation need not condemn a driver to mornings of agony and walking with a limp for the rest of his life. **D P**



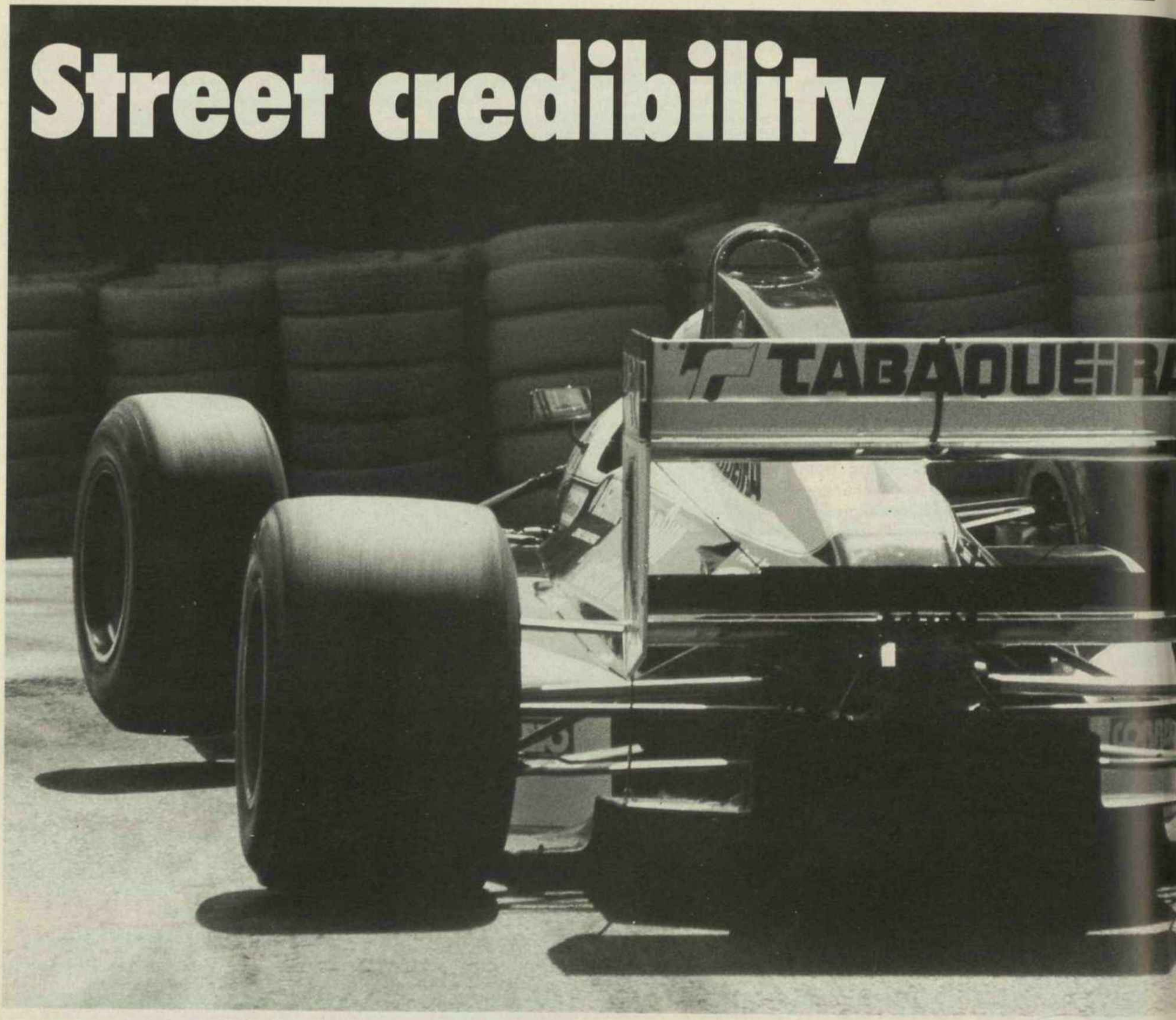
Sullivan felt that his crash at Turn 3 was the result of a breakage on his Lola-Chevy.

"... the days when the last place a driver wanted to be was in the lead at the start of the final lap"



Arie Luyendyk salvaged second with a knife-edge pass after the last yellow.

Street credibility



Predicting an F3000 winner usually involves a degree of guesswork, especially in Pau, where no amount of circuit resurfacing will ever eliminate the circuit's inherent natural hazards. Many of the worst dips and cambers have been smoothed over now, but still the guardrails have the same effect on young racing drivers as a jam-jar does on wasps. "At this place, you can't afford to make even the smallest mistake," rued Gil de Ferran, joint series leader before the annual street racing carnival in south-western France. The Brazilian should know. He had two minor accidents in practice, one brought about by what he reckoned was a tiny braking error that would have passed unnoticed at 99 per cent of the world's racetracks. Here, he speared off immediately into the tyres.

It only takes a split-second misjudgment, and you're a spectator.

De Ferran's luck didn't improve in the race, but the chaotic pile-up at the end of the first lap was not of his making, even though it was he who inflicted most of the damage. Pau has an incredibly tight first gear hairpin, Lycée, which bicycles would struggle to negotiate side-by-side. On this occasion, the unfortunate Massimiliano Papis snagged his team-mate Paolo delle Piane as the field struggled to filter through. Papis was then tapped from behind, and found himself blocking the circuit, barely able to move. As a queue of drivers waited, fuming, while Massi attempted something like a 17-point turn to get free, the organisers decided to abort the race and try again. Red flags *were* shown at the startline, and the race leaders saw them and duly slowed up. The message did not appear to percolate very quickly, however, for there were no warning flags at the marshals' posts preceding the start/finish area, or anywhere else, for that matter. Inevitably, as the queue of stationary cars close to the pits became longer, it became nearer and nearer to the oblivious souls who were still at full racing speed.

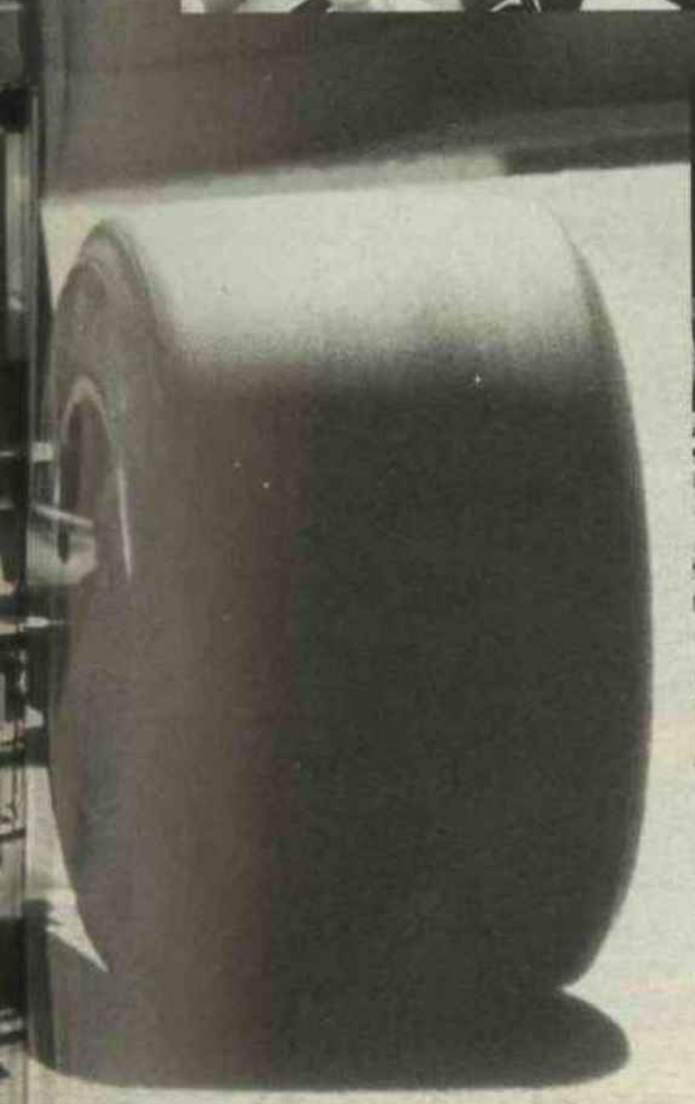
Which is where de Ferran re-enters the story. He was tucked behind team-mate Paul Stewart. "The first I knew about it," said Paul, "was when I saw the cars stopped ahead. I was still flat out at that point, so I just had to slam on the brakes and hope for the best." He just avoided hitting anybody, but the unfortunate Gil got the message a fraction later, when he saw Stewart anchor up. "I braked hard and jinked to miss Paul, but the car spun. It was incredibly stupid. I don't mind if I make a mistake and crash. I can go home and analyse that, sleep on it and work out what to do next time. The same if something on the car breaks. You understand it and accept it. We had no control over this, though. I couldn't see any red flags at all from where I was. The first I knew of there being something wrong was when Paul suddenly braked . . . "

De Ferran bounced off his team-mate, lost a wheel and, with a brake line torn off and no further retardation available, he skated, out of control, into the car park ahead. Incredibly, only two Reynards were unable to continue, despite a multiplicity of impacts. De Ferran and Michael Bartels were the unlucky ones, while second row qualifier Vincenzo Sospiri, who was equally perplexed by the poor signalling, was forced to restart from the pits.

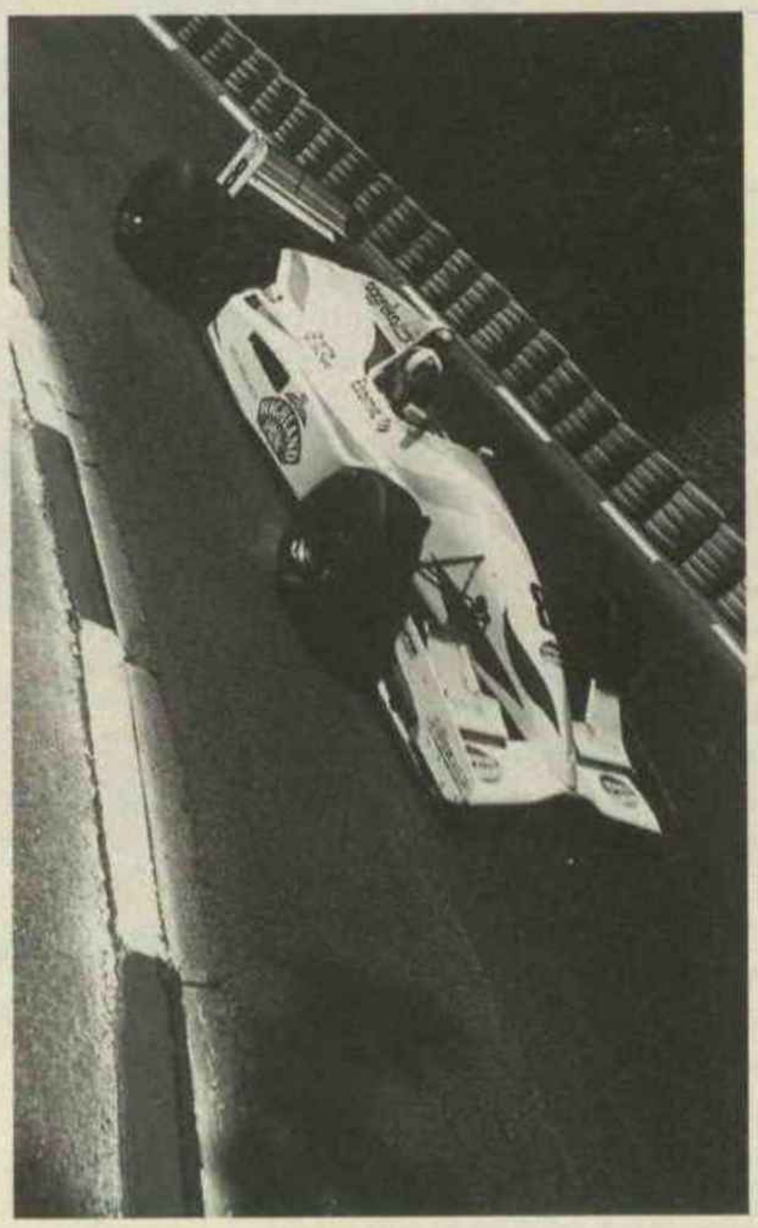
"They're quick enough to punish racing drivers who make stupid mistakes," pointed











Pedro Lamy (left) bounces towards his first F3000 victory, and joins in the post-race conference (centre top) with David Coulthard (left) and Paul Stewart. Stewart's team-mate Gil De Ferran had a lousy weekend (above). Olivier Panis (top right) was brilliant . . . but unlucky. Coulthard (right) has emerged as a serious title contender.

out Stewart. "Somebody should be penalised for allowing this to happen."

It's a fair point. Pau is the most charismatic event on the F3000 calendar but, like the Monaco Grand Prix, it represents a triumph of tradition over logic. Generally, the organisation and administration are first-rate, but with cars getting faster by the year, and no scope for improving track conditions beyond fine-tuning of the surface, such aberrations need to be stamped out, and fast. It's bad enough that the series has to go to Enna every year, without other circuits getting out the custard pies and red plastic noses.

The second start looked like bad news for Pedro Lamy. Still at the wheel of his year-old car, the 21 year-old Portuguese had taken an impressive pole position, pacing his progress throughout qualifying and avoiding many of his peers' mistakes, even if he was a shade fortunate to survive a spin at the Foch monument, where many others went further astray.

In Sunday's closing moments, he had put pole beyond his adversaries' reach, and his first start was judged to perfection. He fluffed the second, though, and Olivier Panis forged ahead. The DAMS Reynard driver had been the popular choice as pre-race favourite, by dint of his greater experience, and he quickly pulled effortlessly away . . . until making a glaring mistake at La Gare on lap 15. The Frenchman scrabbled around the corner, his lead intact, but one lap later he wasn't so fortunate. He had suffered grabbing front brakes from the start, and gradually adjusted the bias towards the rear, but not before he had skittered down the escape road at La Gare, from which he emerged in sixth place. In such situations, the red mist often descends, but Panis reappeared with just the right blend of control and aggression, picking his way past Giampiero Simoni and David Coulthard, and profiting from mistakes by Eric Angélvy, who spun off, and his own team-mate Franck Lagorce, who had held gamely onto second place under pressure from Coulthard. The sudden re-emergence of Panis flustered the younger Frenchman, and he tapped the guardrail at Lycée, dropping to an eventual seventh place after pitting for a new nose.

With a clear road in front of him, Panis pressed on. For a fistful of laps, it looked as though Lamy was catchable, but it was not to be. The whole field was finding that their cars had a tendency to lock rear brakes as they snicked down to first gear for Lycée, and Panis' balance bar was now firmly tweaked to the rear. On lap 55 it tipped the scales, and he spun off, to the huge disappointment of the crowd. It had been a magnificent effort, however, and the unlucky Olivier took his misfortune with good grace.

His attacking style was a marked contrast to the measured calm of Lamy, who never looked especially flustered when under pressure from Lagorce early on, and remained neat and tidy when Panis started to close the gap. In short, he never put a wheel wrong. No team has ever won the F3000 title twice, but Crypton is now clearly in a position to become the first to do so.

Unless, of course, Pacific beats the Italian team to it. After a modest start at Donington, David Coulthard is beginning to look utterly convincing. But for a banal practice mishap, when he moved over to let faster

Wasted opportunity?



On paper, it all looks so promising: Reynard 93Ds, Mader DFV engines (which have been successful in two of the year's opening three races) and two of the most naturally gifted young French drivers of the modern generation in Emmanuel Collard (above) and Jules Boullion. Yet Dominique Delestre's Apomatox team, which finished 1992 with a flourish, is floundering in the nether regions of the grid. Why should this be? We asked Richard Divila, who has years of experience in F1 and F3000 and is now chief engineer on Collard's car.

You really seem to be struggling at the moment. Can you put a finger on the problem?

I wish I could. In the first instance, I think we concentrated too much on testing at Magny-Cours (the team's home circuit). We've set some good times there, but we just seem to have lost our way a bit at other circuits. It all went wrong at Donington, really, from the moment Emmanuel had his accident in practice. He's had a couple more since then, and that's put a lot of pressure on Jules. With Emmanuel spending less time on the track, Jules is the one who has been evaluating race set-ups, and he doesn't have the same level of experience.

Is there any apparent reason for this string of mishaps?

One of the main things has been a recurrent braking problem. It's afflicted us since the start of the year, and with all the other things that have happened since we haven't really had chance to catch up, and to get to the bottom of it. The time taken rebuilding the cars after the accidents has certainly set us back.

On the surface, you have two of the best young drivers in the business. How do you rate them?

Very good, really. They are both impressively quick.

So what's the next step if they want to remind the public at large of that?

Well we've got a seven-week break in the calendar now, after Pau. We're all going to take three days off, then we're going to get back to the factory, hopefully refreshed, and work hard to try and rectify the situation.





Papis and Sospiri kept each other company for a long time (above right), and eventually collided. Giuseppe Bugatti (right) made his seasonal debut.

in hand to stay ahead of compatriot Stewart, who proved that the improved form he showed in the opening two races looks like being a permanent feature.

After the earlier farce, Paul had to restart on fresh, unscrubbed tyres, which made the car something of a handful. As the first six sped away, he had to extend himself to fend off Jan Lammers. Once the tyres came in, however, he broke free from the pursuing Dutchman, and thereafter had something of a lonely afternoon. He is now the only driver to have scored points in all three races.

Olivier Beretta bounced back from his indifferent Silverstone form. He qualified moderately, after a practice shunt, but profited from others' misfortunes – and one particular slice of luck – to take fourth, bringing him level with Coulthard on points. He made up two places in one hit, when Lammers spun at Lycée and trapped Papis behind him. Beretta gracefully breezed through.

Like team-mate Angélvy, Lammers eventually departed the fray at Foch, following a suspected suspension failure. That moved Papis up to fifth, though he was kept on his toes to the flag by the impressive Sospiri, who clambered his way through from the rear of the field despite an almost total absence of rear brakes. The two touched a few laps from home, Papis having his third major moment of the day at Lycée as both cars spun, Papis rejoining the faster of the two.

Sospiri certainly deserved his point, having shown determination second only to that of Panis. One of those who fell by the wayside, allowing Sospiri to progress into the top six, was his team-mate Giampiero Simoni, who would surely have been third but for a brush with Lagorce.

There is now, ludicrously, a seven-week break in the series before Enna, after which the teams will have just four days to get their cars from central Sicily to Hockenheim. At least it gives those teams who need it a time to revive. Apomatox is still having a terrible time with its two highly-rated young Frenchmen (see panel); Antonio Tamburini's abilities are being wholly obscured as MIS struggles to match other teams' engine performance; newcomers Andrea Gilardi and Giuseppe Bugatti, driving for Cobra and European Technique respectively, both look useful, despite lack of preparation time; ACE has recruited talented Italian Enrico Bertaggia, to replace Hilton Cowie after a contractual problem, but his failure to qualify in France means that he, like several others, has plenty of catching up to do.

S A

SuperTex





and The Rocket

Two legends sat on the sidelines at Indianapolis this year, but their legacies live on

They changed a lot at Indianapolis Motor Speedway this year, cutting down speeds and toning down the cut and thrust of the great 500-mile race. But the greatest – and most regretted – changes had come long before Tom Carnegie's cadaverous tones requested 'drivers to your machines' and Jim Nabors gave his annual rendition of Back Home in Indiana. Long before Chairman of the Board Emeritus Mary Fendrich Hulman falteringly uttered those famous words 'Lady and gentlemen, start your engines' and the multicoloured balloons drifted into a Hoosier sky which had everyone spooked by the spectre of rain that never came.

For the first time in 35 years this was a Memorial Day classic devoid of Anthony Joseph Foyt Jnr. For the first time since 1981 Rick Mears was not sitting close to or on the pole. For the first time in history, the reigning IndyCar champion was not even in the field, as poor Bobby Rahal sat quietly in his suite watching from the outside. Such things seemed unthinkable to those of us to whom Rahal is a true gentleman and for whom Foyt, for all his occasional shortcomings, was a hero. Somehow, I had also, always, believed that Mears would become the first man ever to win five 500s.

The Rocket had been the first to telegraph his punch, and it was delivered the only way he knew how. That he had waited until the Penske Christmas party to tell all but his wife Chris and team owner Roger Penske was typical of his thought for others. "That way," he told RP, "everyone on the team will get to know from me personally, at the same time." There could have been no other way of doing it for the man who, on his own ground, was the greatest race driver of his day. High on the bankings of the superspeedways, Rick Mears was a god, a patient, calculating, impeccably clean god that very few could aspire to match. He said that he enjoyed his first 500 as a spectator, acting as consultant to Team Penske, and there was something undeniably reminiscent of his own glorious style in the manner in which Emerson Fittipaldi took the team to its record ninth win out of 25 starts at Indy.

There are those who suspected that his numerous racing injuries had finally persuaded Mears to hang up his helmet, and he admits that he is starting to feel some of the old hurts, particularly those sustained in his major shunt almost 10 years ago at Sanair which took away his heels. "After all those years I felt I was getting burned out," he said. "Each day I start to feel some of the past injuries. You live with them, but eventually they add up."

Mears quit at the top, but Foyt was a different bear. Like Graham Hill he just kept plodding on, saddening friends and fans who grieved over his lost speed and uncompetitive performances, and worried about his sanity when he returned from that awful shunt at Road America in September 1990.

That day, his Copenhagen Lola had speared, brakeless, off course. It went through – not even over – an earth bank, shattering his legs in its passage. Foyt was 55 years old, but remained conscious as CART's superhero surgeon Dr Terry Trammell tried valiantly to dig what was left of his limbs out of the earth of Elkhart Lake. Foyt went through the pains of hell that afternoon. "I wanted to be out of that car," said the man who ignored Trammell's counsel as he struggled to squeeze his bulk from the shattered cockpit. "It was one of the few times in a smash when I should have been knocked out. I even asked one of the guys to hit my head with a hammer." The more Tramell counselled him to ease up, the more Foyt struggled and hollered. He always had done things his way or not at all. It was only when the pain really bit that he finally agreed to do things the other man's

way. They gave him enough morphine to knock out a bullock, but still he felt the pain.

Eight months later I saw him walk down the pit road at Indianapolis, in May 1991, a big raw irascible giant who looked meaner than a hungry Tyrannosaurus. The pain was still etched in every line of his face, he looked as if he was taking every step over broken glass. But he *was* walking. More than that; he was driving. And he was quick. Never mind all the pit lane gossip that his friends within USAC had slipped him the big pop-off valve. He still had to be capable of driving the car, whatever its specification, at sufficient speed to join Mears and Mario Andretti on the front row. He faded quickly in the race itself, but that qualifying performance had been a fine index of a man who, in his heyday, had few equals in the world. Those who saw him on dirt in USAC sprints still speak of his car control with complete awe, even the few rivals who could match him, such as Parnelli Jones. See photographs of Foyt as a four year-old, sitting in his pedal car, and the look already is that of a man unwilling to brook opposition.

There are few real legends left in motor racing, but Anthony Joseph Foyt is surely one of them, and one of the greatest. His last years as an active driver were blighted by the loss of that sharp edge, partly because he had become only a part-timer and had business interests to concentrate on. But he loved what he was doing and saw no call to stop. If you could put the present aside, nothing could tarnish the achievements of the past. 35 consecutive starts at the Brickyard, four 500 victories, 369 IndyCar starts, 67 victories, six national championships, 28 sprint car features and 20 main events in midgets, 41 USAC stock car successes, the Daytona 500 and the Le Mans 24 Hours. Had he come to F1 with Dan Gurney's Eagles, as it once seemed likely that he would in 1967, he would have been every bit as quick as his illustrious compatriot with whom he had shared that Le Mans triumph.

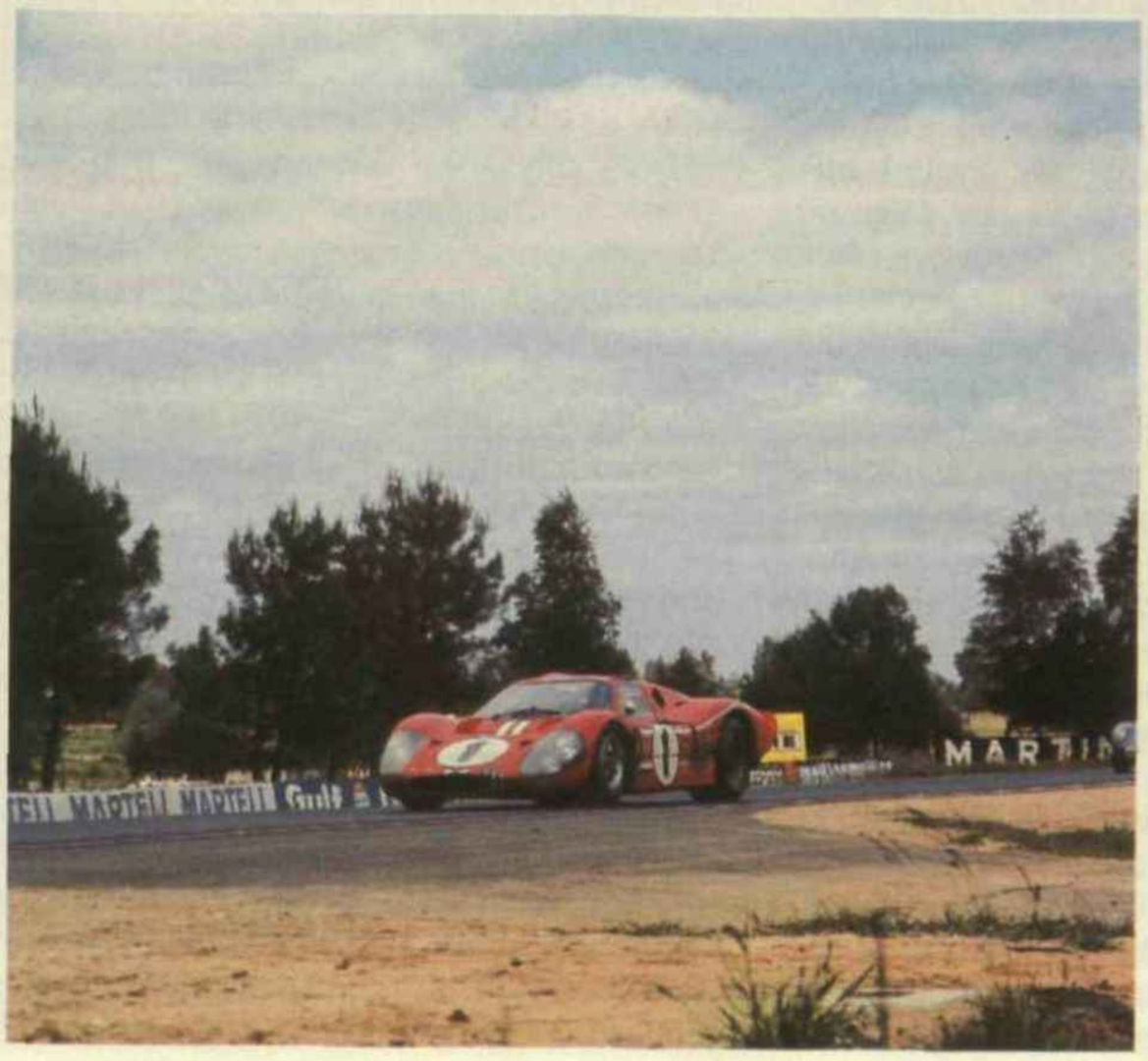


As a driver, Foyt was as hard as nails. Fighting him has been likened to juggling chainsaws. Back in his sprint car days such fights were commonplace, especially during the period that the tall Texan affected a natty line in white silk shirts and earned himself the nickname Fancy Pants.

Jackie Stewart remembers that you took the rise out of Foyt at your own peril. "Ajay hated being put down," he recalls. "He really didn't like longhairs and we used to call him the Spiro Agnew of motor racing! But I always thought of him as the pussy cat and the bear, you know. He could be so charming, but he also had another side."

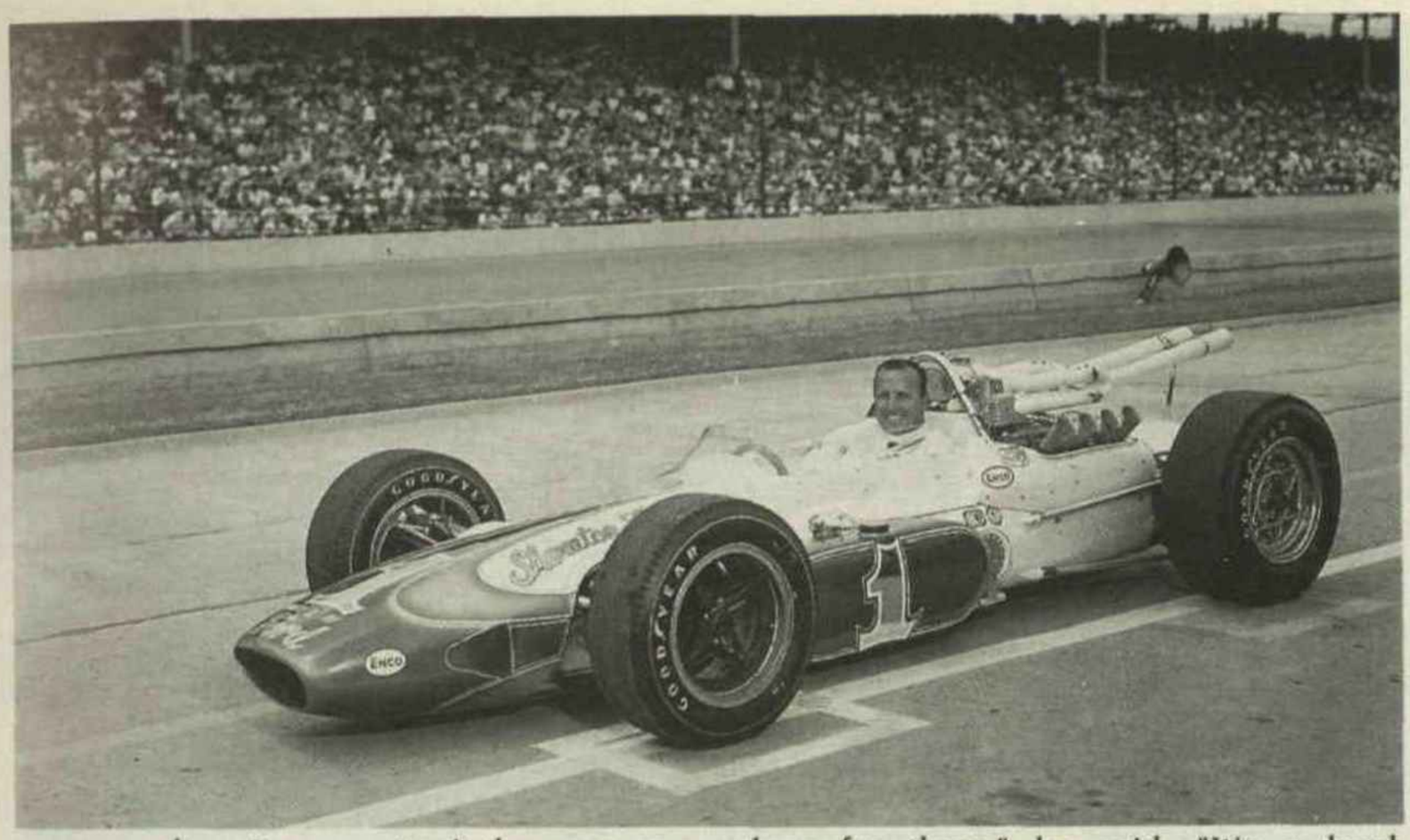
At the non-championship Questor GP at Ontario in 1971, Stewart was racing for Tyrrell but agreed to shake down Frank Arciero's F5000 McLaren M10B that Foyt would be driving. The crew had changed it a lot since Foyt's first run, and Stewart was able to go significantly quicker than the Texan had. Jokingly, he told the mechanics to tell him that if he couldn't get up to speed, he really ought to think of retiring. By the time the story reached Foyt it had been embroidered to the point where he failed to see any funny side. "I tried to explain to him that it had been a joke, but the last thing he said to me was: 'Just remember, I'll be the first car you come up to lap . . . '

"Sure enough, he was! And as I got closer I was thinking: 'Och no, here we go!' and sinking deeper and deeper into the cockpit hoping he wouldn't notice it was me . . . Of



Previous page: Foyt the team owner (left) and Mears the counsellor (right). The latter is seen in conference with Paul Tracy.

Above: Foyt celebrates his third Indy win in 1967 with Louie Meyer, another triple 500 winner. Left, that same year, the Texan shared the winning Ford MkIV with Dan Gurney at Le Mans.



In 1965, Foyt went against Colin Chapman's advice and put supplementary fuel tanks on his Lotus. The strain proved too much . . .

course, when it came to it he was an absolute gentleman and didn't try anything, but he had me worried, I can tell you!" Later, Foyt deliberately grenaded the engine in disgust.

At Milwaukee in 1990 Mario was open in his respect for his nephew's godfather after Foyt had lost control but gathered the black Lola back up right ahead of the Italo-American's similar machine. They exchanged gestures, and later Andretti expanded: "Going into Turn Three the car was gone. I mean, *gone*! There are only a handful of guys out there who could have got it back, and Ajay is still one of them."

That edge remained, but Foyt no longer had the speed he'd had in the '70s and to some the great memories of Langhorne, Indianapolis and Daytona were in danger of fading the longer he continued. But the man who had wrestled his sprintcar to the pole ahead of the rear-engined funnycars at Milwaukee back in 1965, still loved racing. For all the world it seemed he would be doing his 36th Indy as he went out to qualify on May 15, but then with a suddenness that surprised everyone, it was all over. He took his last lap of the Brickyard, the circuit around which he had started to build his reputation way back in 1958, just before Fangio retired. The last active link with that bygone era toured round, waving to the crowd, and then everyone *knew*. SuperTex was finally saying goodbye.

When his great friend Tony Bettenhausen Snr – the Tinley Park Express – had died in a qualifying accident at the Speedway in 1961, rival Eddie Sachs had cried like a baby. Foyt hadn't, for his was a different make-up. Instead he hurled his helmet into the garage wall. But when he qualified 30 years later at 222.443 mph even he admitted that his eyes were moist. And as he rolled in this time, there would be genuine tears. He was, he said, standing down to give his young protégé Robby Gordon a better chance. As 150,000 fans screamed themselves hoarse, and the pit road rose as one to honour him, the veteran of five decades wiped the eyes behind the dark glasses. "I hate to get emotional like this, but for 35 years I've been looking up there, looking at the people, trying to produce for them," he said. "It's a hard decision, but there comes a time . . . " As Tom Carnegie wheeled the microphone into his friend's face, the man who had terrorised the circuits and paddocks of north America, who had not been beyond physically assaulting reporters whose assessment of his prowess had not matched his own, choked with emotion.

It was a classy way to go, having just lapped an impeachable car at 221 mph, and he had a touching sense of timing. "This was the place that made AJ Foyt," he said as the cheers all but drowned his fractured words, "and this was the place to quit."

Now he and Mears, two of the three four-time winners, are passing on their own skills to younger drivers, and predictably they are doing it different ways. Mears, the man who was sent violently into the wall by car failure in qualifying at Indy in 1991, and then calmly went out to place his spare car

"It was a classy way to go, having just lapped an impeachable car at 221 mph"

on a record sixth pole (before winning for the fourth and final time), ultimately made the decision to quit in time to allow Penske to place Paul Tracy alongside Fittipaldi. Ever since he has tutored the young Canadian, giving him the best possible grounding for his own campaign. To some that might scarcely seem believable, in an F1 world where secrets are highly prized, yet even when Tracy was standing in while Rick recovered from his 1992 Indy shunt, The Rocket openly shared all he knew. It takes a big man to do that.

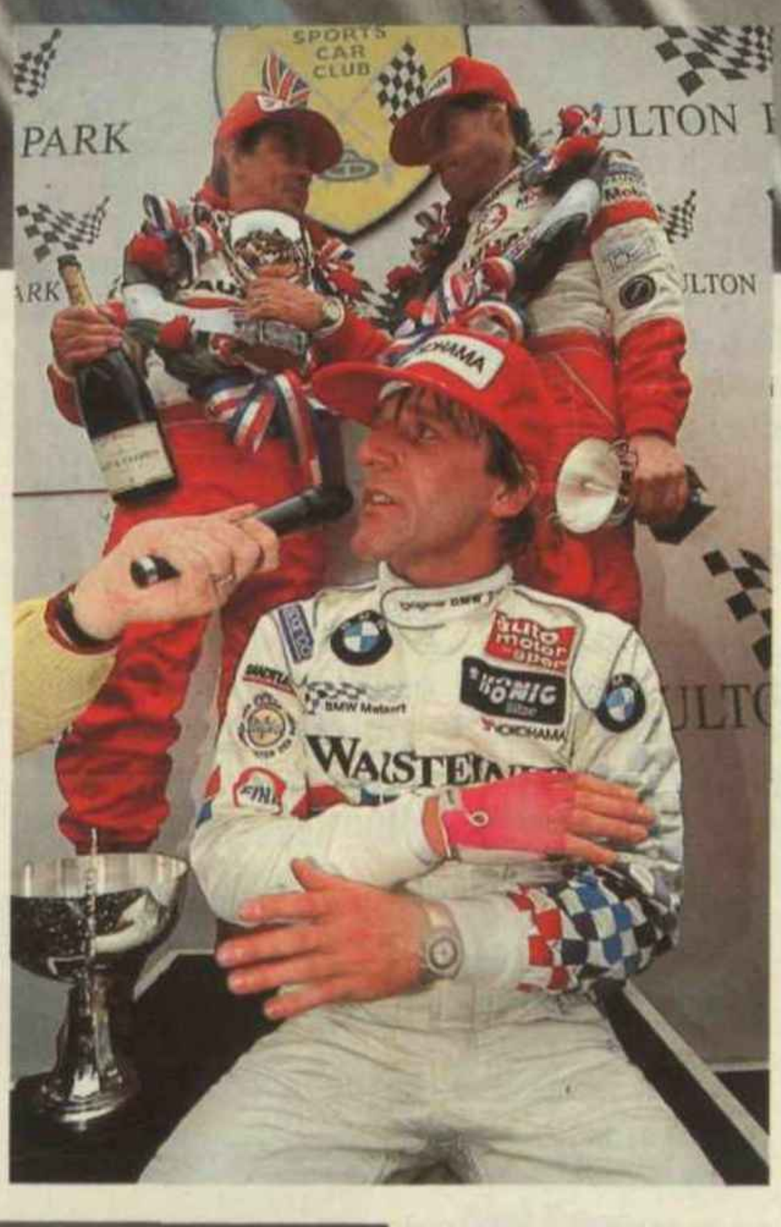
There is a lot of the younger Foyt about Robbie Gordon. He's a brash kid with a big head and a healthy regard for his own ability that takes him well beyond concern over what others might make of him. All he's interested in right now is winning races. Gordon had a whole rack of excuses why he qualified only 25th for Indy, why he visited the wall rather more often than ole Tex might have wished. And he trotted them all out at his press conference as team-mate John Andretti sat smiling quietly and Foyt looked on with interest. In the end, Ajay eased over to take the microphone. "The thing is about this boy," he intoned in that famous drawl, "he buullshiits." The mentor then went on to explain to the multitude just what Robbie Gordon was doing wrong, to the evident chagrin of the off-road star.

For all that, you sense that they get along just fine, that they understand each other. Gordon is no rentadriver. He's with Foyt because that's where Foyt wants him to be, and the legend probably sees a lot of himself in his young charger. Maybe, just maybe, this is the start of something big for both of them. The way Gordon has been running this year shows he has the speed. All he needs now is some more of Foyt's smarts to hone away his rougher edges.

In the end, Mears walked away from the cockpit at the height of his ability, just like Parnelli had 25 years earlier. It was the perfect way to go, and he is adamant that he won't be back behind the wheel. He'll continue to guide Team Penske, and to advise son Clint who has just taken up racing. But his driving days are over and he is happy about it. "There are," he confirms, "no regrets." Even his father Bill and mother Skip are winding down the Mears merchandise trailer they've hauled for years to all his races.

With a slower race, a *safer* race, and two of its greatest champions stepping from the limelight, the 77th Indianapolis 500 marked a passing on of the flame, the two-pronged end of one era of IndyCar racing, and the start of another. But for Foyt there may be just one last hurrah. Standing behind the pit wall just before the start he admitted: "It's like a nightmare, to be honest. Like a nightmare." His eyes and mouth were tight again. Don't take bets that he won't be behind a wheel when the NASCAR boys roll into Hoosier territory for the Brickyard 400 next year . . . **DJT**

Purely Teutonic



There are those who remain unconvinced by front-wheel drive's suitability for competition use, and this lobby has a strong case at the moment – the *Auto Trader* British Touring Car Championship.

The Schnitzer BMW 318is of Steve Soper and Jo Winkelhock are currently lording it over Britain's premier racing series with four wins from five races. A pattern has developed. The fwd cars are able to match, even beat, their Bavarian rivals in qualifying, but, prior to Brands Hatch, where Will Hoy broke the chain, a BMW had yet to be beaten into the first corner of any race, and the first lap had usually been completed with a sizeable Schnitzer lead as the front-wheel drive opposition struggles to put some heat into its rear tyres. Such an early break is vital in these sprint races.

This has been a remarkable achievement by the German outfit, which is widely regarded as being the best in the business, as it only discovered it would be contesting the British series last December after BMW's late decision to withdraw from its home championship because of a disagreement over the new Class One rules. Consequently, a time and motion man would be horrified by Schnitzer's current schedule; its personnel commutes regularly between the permanent workshop at Freilassing and a unit at Silverstone, which does not provide the comprehensive facilities it is accustomed to. And yet. A new car, new circuits (except Donington), one new driver (Soper), a new championship, the same old success story; this team has definitely upped the BTCC ante and has brought with it a taster of the professionalism, know-how and budget commonplace in Germany. Team manager, Charly Lamm, is too shrewd to underestimate his opposition, and is the first to compliment them on their qualifying performances, but come race day there is only one winner at the moment.

Well, two winners.

Thankfully, the team is blessed with a brace of top liners in Soper and Winkelhock, and there is no sign of team orders so the pair should ensure the series will not be decided until the twilight of the season. When it was announced that the former would be contesting his first full home series since his time with the TWR Rover Vitesses, he immediately became the favourite to win the title, and this belief was re-affirmed when he stalked his team-mate



Steve Soper (top) edged back into the series lead at Brands; Jo Winkelhock (above) has settled in quickly; left, the Renaults are spectacular, but effective in the wet.

before pouncing at Silverstone and Snetterton. However, two successive lights to flag victories saw Jo take the points lead before Brands Hatch, and the spectacular German is clearly enjoying the positive response he has received from the huge crowds that have packed in this year. He will be a tough nut for Soper to crack, though the latter edged back ahead after Winkelhock fell foul of the Brands Hatch gravel on June 13.

The purer racing responses of the BMW (simply put, the front is for stopping and the rear is for going), is in sharp contrast to the compromise faced by the front-wheel drive cars; one engineer likened it to being inside a triangle, the nodes of which were power application, steering and braking, and the problem was being exactly where you placed yourself in that triangle. Qualifying has shown that these cars have the outright pace with Nissan, Vauxhall, works and Ecurie Ecosse, Toyota (who at last made real progress at Brands Hatch, after a turbulent start to the season) and Mazda fighting it out with the BMWs at the sharp end of the grid, but, frustratingly, this has not been translated into race success.

The new lowline cars, a trend begun last year by the Janspeed Primera and taken a step further by the widespread use of the more compact sequential gearboxes, and their intricate rollcages are moving touring cars closer to single seater responses than ever before, and this has brought problems as well as advantages. In theory, the stiffer a car and the lower its centre of gravity, the better it should turn in and change direction, but the lateral cornering forces of a touring car are not great enough alone to heat the tyres, and, consequently, a touch of roll has to be dialled in to force some weight down through the tyre to heat it up. Basically, a touring car driver wants a car to dip as it turns into a corner and maintain this attitude right throughout to avoid washout understeer. The TOM'S Toyota Carinas are probably the ultimate specification front-wheel drive cars at the moment. The team has brought a host of F1 technology into its first touring car campaign, and an engine that is almost dragging on the ground, but at Oulton Park its times were slower than the Andy Rouse-prepared cars of last year, despite the best efforts of former champion Will Hoy and former Grand Prix man Julian Bailey. Andy Rouse's yet-to-race challenger, the Ford Mondeo, features a more straightforward cage and its builder has suggested that perhaps the recent breed of touring cars are a little too stiff. Certainly, some drivers appear to be having trouble adjusting to the fact that small suspension alterations make major changes in the car's attitude.

The works Vauxhall Cavaliers of John Cleland and Jeff Allam have emerged as the nearest challengers to the BMWs with second places at Donington and Oulton Park, and if anyone can close the gap it is the tigering Scot, for whom the word "can't" does not register. The Cavalier car is now entering its fourth year of competition, but is very different under the skin from its predecessors, its engine some four inches lower than the '92 car. Nissan has flattered to deceive during practice, although Kieth O'dor has been swept innocently along by other the people's accidents often enough to be considered the unluckiest driver of the year. He finally made amends at Brands, with a brace of second places behind Winkelhock and Soper. The Primera is still the best handling front-wheel drive car, but if its line is compromised in a race situation it appears to lack the power to compensate. The lovely Mazda Xedos 6 of Patrick Watts has done wonders on a small budget, while Renault scored a surprise 1-2 at a very wet Donington with its 19 16v, when Michelin's superb wet weather rubber provided this new team with a much needed boost. This car is by far the most spectacular as Tim Harvey and Alain Menu manfully cope with its handling vagaries, but such is the pace of development in the BTCC that it is already lapping quicker than Tim's 1992 championship winning, ABS-assisted BMW.

And with Mercedes looming on the horizon (expect an announcement soon), that pace is about to step up a gear. **P T F**





Winkelhock pursues Leslie's Ecurie Ecosse Cavalier and Hoy (above). The Mazda Xedos 6 has been as effective as it is striking (below).

RACE BRED



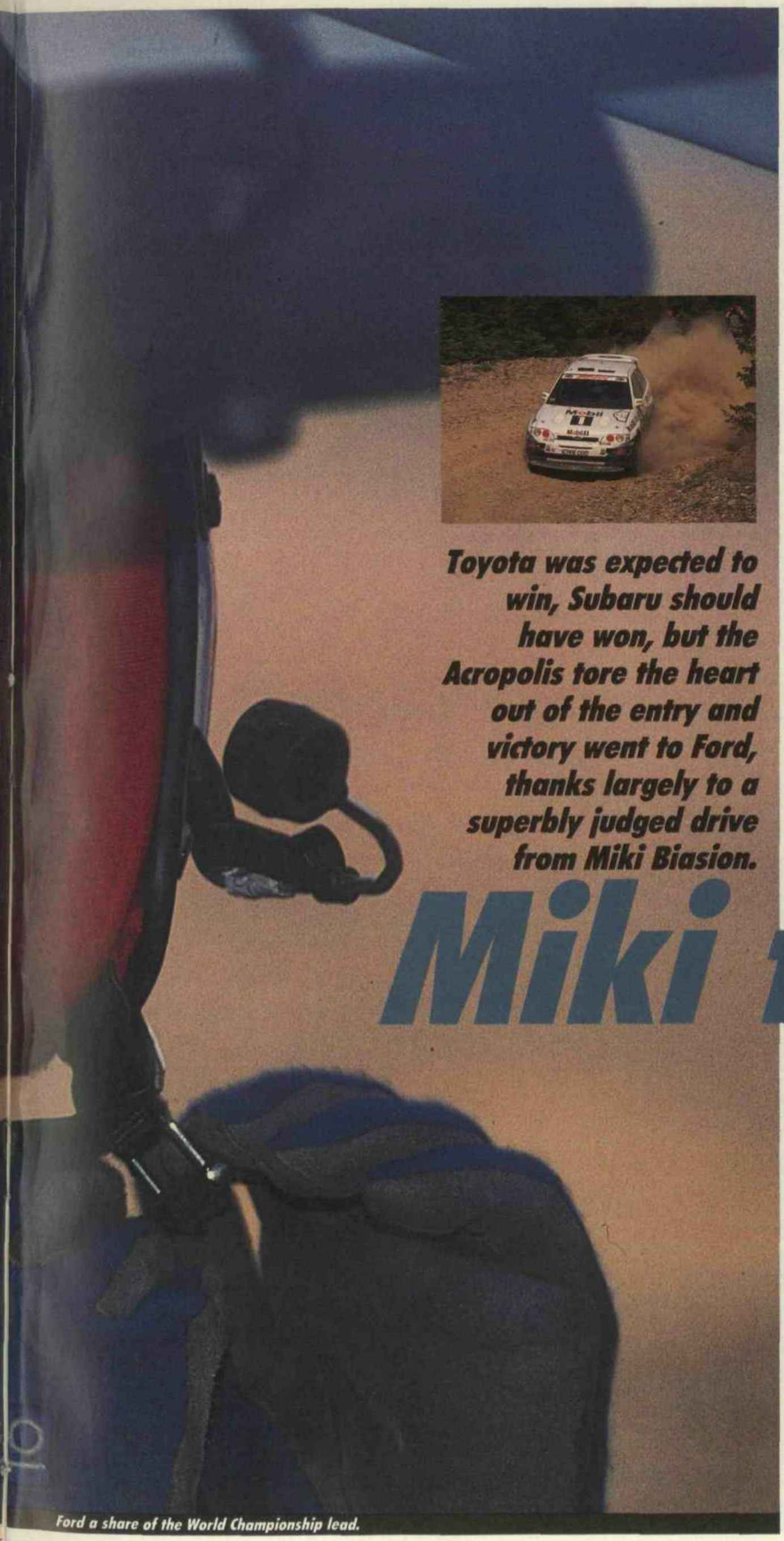
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Miki Biasion's ability has been widely questioned since he moved to Ford. A resounding Acropolis victory has conclusively answered his critics and given



Toyota was expected to win, Subaru should have won, but the Acropolis tore the heart out of the entry and victory went to Ford, thanks largely to a superbly judged drive from Miki Biasion.

Miki taker

Had the 1993 Acropolis Rally taken place under the regulations prevailing 20 or so years ago, the SCDA would have been delighted. It was hotter this year than it has been for 10 years at least, a reminder of the days when fatigue, heat and dust took such toll that drivers were stopping in villages to douse their heads under communal pumps and co-drivers were nodding off over their notes, even on special stages.

What is the SCDA? It was a club formed lightheartedly in the early '70s by co-drivers who found that, under the strenuous conditions of the Acropolis of the time, note-reading was decidedly more doze-provoking than twirling a steering wheel. Hence the name; Sleeping Co-Drivers Association, a spoof society originated as a jest but which has since engendered pride, satisfaction, even honour, at having taken part in a rally which was then the only real endurance event in Europe.

The days of the old Acropolis are gone. No longer do competitors make pace notes of the entire route, road sections as well as special stages, and no longer do they carry pillows as part of the in-car equipment. Sharing the workload was important then, as it was even on the RAC Rally of the time, and those who did not snatch sleep whenever they could rarely made it to the finish. That was the time of reclining seats, wonderful pieces of kit which vanished a long time ago from lists of essentials.

The modern Acropolis has bowed to FISA demands as much as any other event and, nowadays, its three-day, sleep-at-night format matches its forerunner about as much as a school ramble resembles a trek across the inhospitable Richtersveld. But, whilst man may change many things, he can not interfere with geography and climate, at least not in the short term, and those two features still set the Acropolis apart from other European events. It is still hot, dry, rough and dusty, and those points, combined with the amiable, unpredictable, sometimes erratic nature of the Greek people (they often dine after midnight) place the rally in a class of its own.

Entries were at an uncommonly high level for such a rough event. Each of the five works teams which have scored 1993 World Championship points was there, plus a few other factory teams and several privateers. Indeed, in terms of hard, top-of-the-list competition, it was the best turn-out of the year so far.

Toyota sent two Celicas, for Didier Auriol/Bernard Occelli and Juha Kankkunen/Juha Piironen, whilst Ford had the same number of Escort Cosworths, for François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero.

Ford a share of the World Championship lead.

Both Mitsubishi Ralliart and the 555 Subaru Team also sent two cars apiece, two Lancers for Kenneth Eriksson/Staffan Parmander and Armin Schwarz/Nicky Grist, and two Legacys for Colin McRae/Derek Ringer and Ari Vatanen/Bruno Berglund, the latter having their first World Championship outing since Vatanen was sidelined by a back injury on the Paris-Dakar in January.

The Jolly Club, having taken over with Totip backing where Martini Racing left off, had no less than four Lancia Delta integrales. There were three Group A cars for Carlos Sainz/Luis Moya, Andrea Aghini/Sauro Farnocchia and Gustavo Trelles/Jorge del Buono, plus a Group N car for Jorge Recalde/Martin Christie.

Prominent among the private outfits was Italy's very active Astra team, headed by former driver Mauro Pregliasco and assisted in the background by former co-driver Piero Sodano who also runs the golf tournaments associated with four of the WRC events, Acropolis included. There were two Lancia Deltas from Astra for Alessandro Fiorio/Vittorio Brambilla and Tommi Mäkinen/Seppo Harjanne. We understand that the team has a whole warehouse full of Lancia spares for sale as it is planning, after buying into a Belgian concern, to concentrate on Fords in the future.

The Skoda team had two Favorits for Pavel Sibera/Petr Gross and Emil Triner/Jiri Klimer, whilst the Greek Lada importers entered three Samaras for Russian crews Sergei Aliasov/Alexandr Levitan, Vladislav Shtikov/Juri Baikov and Alexandr Nikonenko/Sergei Talantsev. Two private drivers from Russia were Vladimir Tourov in a Lancia Delta and Konstatin Soukatchev in a Ford Sierra Cosworth 4x4.

Although overshadowed by the four-wheel-drive, electronically activated brigade, two-wheel-drive cars still have their place, and one of the foremost exponents of such cars is Belgium's Bruno Thiry. He was there, with Stephane Prevot in a fwd Opel Astra GSi.

From Austria came the irrepressible Rudi Stohl, partnered by Berliner Peter Diekmann, in an Audi Coupé S2, whilst Dubai's Mohammed Bin Sulayem, partnered by his regular navigator, Dubliner Ronan Morgan, was there in his Group N Ford Escort Cosworth.

Another Group N car was the Mazda 323 GT-R of Italians Alessandro Fassina/Luigi Pirollo (the Brussels-based Mazda Rally Team Europe, headed by Achim Warmbold, became defunct a long time ago), whilst another was the Nissan Sunny of Stratis Hadgipanagiotis/Tonia Pavli. Not surprisingly, the driver uses the pseudonym 'Stratissino'.

Greeks have a liking for nicknames, and 'Leonidas' was actually Alexandros Maniatopoulos, head of Greece's Renault importer company, driving a new Clio Williams. 'Iaveris', driving an Audi Quattro 90, was none other than Tasos Markouizos who once drove a Ford Escort very spiritedly indeed and, had he ventured outside his shores, could have achieved international renown.

Another Nissan was the Group N Pulsar (Sunny) of Japanese pair Hiroshi Nishiyama/Rocky Sugiura who laboured under an acute shortage of spares for much of the rally after their equipment container went to Russia rather than Greece!

In years past, the Acropolis traversed the length and breadth of the country, across the Corinth Canal down into the depths of the Peloponnisos, northwards as far as Thessaloniki and beyond and eastwards to what was once famous as the 'Volos Loop'. Alas, time and distance restrictions have changed everything, and that part of southern Greece above the Gulf of Corinth is nowadays the only part of the country where villagers, as they relax outside their local tavernas, can have their ouzo enriched by the sight and sound of passing rally cars.

Start and finish, according to tradition, are in Athens. The 1,027 mile route was divided into three legs by two night stops at Delphi. The 36 special stages accounted for 339 miles, just under a third of the total.

In the weeks before the rally much rain fell in the moun-



Both Carlos Sainz (left) and Armin Schwarz (centre) had some cause for satisfaction. The former proved to himself that the Delta isn't dead yet, while the

tainous area of the route and this softened and eroded many of the road surfaces. When it stopped, before the rally started, the ground was soon baked hard again, leaving the stages as rough and as bumpy as they have ever been. During the event, the heat was intense, an air temperature reading near one special stage being 95degF whilst the tarmac sent the mercury up to 131!

After practice, Peter Diekmann had an amusing tale to tell, having found an Escort front spoiler (twice) on a special stage. In the roomy Audi estate car which he and Rudi Stohl were using for note-making, they had ample space to take the spoiler to the next Ford service car they met, but when they were chatting to Biasion at the start of the rally the Italian remarked, "I'd better not lose my spoiler again, because this time you are not in a transporter!"

According to FISA rules reconnaissance cars must be standard, but whether this rule is being flaunted is another matter. Some of the leading drivers now have two practice cars for each event and, although this is said to be to avoid time wastage through breakdowns, we wonder whether *both* of a crew's recce vehicles are really standard? Worthwhile rules should be enforced, but this one seems to be ignored by the watchdogs.

With such a strong field of fierce rivals, the outcome to be a foregone conclusion. But when Vatanen set best time on the first stage people were understandably surprised. The Finn could not possibly be on form after such a long lay-off? But he certainly was, and he demonstrated throughout the day that his opening time was no flash in the pan. Indeed, both he and Colin McRae showed everyone clean pairs of heels and the day ended with the two Subarus leading the two Fords of Biasion and Delecour. The Toyotas, Lancias and Mitsubishis were almost also-rans.

The unfortunate Stohl went no further than the first stage, where his oil pressure warning light suddenly came on. Unlike works drivers, privateers have to count their pennies and Stohl wasted no time reaching for the switch to turn the engine off. Sportingly, Stohl continued



to follow the rally, lending his Audi expertise (he used to be an Audi works mechanic) to help local man 'Iaveris'.

Trelles collected a puncture, Thiry hurt a wrist as a result of a steering wheel kick-back and McRae said that his front differential was not to his liking, although, under 1993 rules, the unit could not be changed until the end of the leg.

The second stage saw the end of Eriksson's Mitsubishi when the front suspension collapsed, pulling a halfshaft out of the gearbox and holing the sump.

Kankkunen broke a rear shock absorber and the bouncing dislodged the spare wheel which promptly hit the rear window and cracked it. Trelles had his throttle jam open and Biasion and Fiorio collected a puncture apiece. Both Biasion and Delecour had their turbochargers replaced.

Auriol must have had a very hard landing on the third stage, for he stopped soon afterwards with a cracked sump. Mechanics got him going with adhesive until they could later replace it, but three stages later he broke his fans when he went over an unexpected dip which resulted in another hard landing. It seems that the stage continued for a little longer than the roadbook suggested and the French crew had not played safe during their recce by making notes beyond the finish line, an omission which they must now be regretting.

The fans were changed, but other damage soon manifested itself when the camshaft drive belt slipped a cog or two, causing mayhem among the valves and

latter gave the new Lancer its best result to date. Costas Apostoulou (right) was the top Greek in his private Integrale.



TTE had a disastrous Acropolis – not a unique occurrence – neither Juha Kankkunen nor Didier Auriol reaching the half-way point. The Safari-proven Celicas both succumbed to mechanical problems.

pistons and stopping the engine completely.

Another to retire in this first leg was Thiry. He put his Opel Astra off the road and lost his position as leader of the 2wd brigade. Kankkunen, struggling with a defunct limited slip function in his rear differential after a broken oil seal had been repaired, nearly did the same, but the tree which he hit did not cause any serious damage. However, his engine seemed to be affected and there was much changing of electronics later at Delphi, where he arrived in a cloud of smoke.

At the end of the leg Vatanen held a 1m 12s lead over team-mate McRae, whilst Biasion followed closely. Delecour and Kankkunen came next, and Bin Sulayem led Group N from Recalde.

On the second stage of day two, McRae's fine run came to an end when he hit a rock with his left front wheel. The strut broke, the wheel came off and that was that. There was not even any point in trying to struggle off the stage, for service was forbidden between that one and the next.

Team-mate Vatanen lost his brakes for one stage when a bleed nipple loosened and fluid escaped. However, he was still holding a slight lead over Delecour who had moved up after Biasion collected a puncture, broke a rim and experienced engine overheating.

The Finn lost some 10s on the sixth stage through no fault of his own. The FISA technical man had decided to take fuel samples before the start of the day's fifth stage and when, in Vatanen's case, this took rather longer than time allowed, the officials refused to make any allowance. The result was a delayed start and a needless loss of time. It's about time these procedures were made clear so that FISA officials work in conjunction with event organisers, not as though they have a divine right to do as they please.

Vatanen still held the lead for Subaru, but it was not to last. Having lost one car through driving error, the team soon lost their second when Vatanen hit a bank and slid over the edge, missing a building but rolling down through the trees for some 40 ft. There was absolutely no hope of continuing and, after a stirring opening demonstration of superiority, the team was out of the rally.

When Vatanen stopped, the lead was taken over by Delecour, his team-mate Biasion still experiencing overheating. But even this was not to last. Towards the end of the day's last stage but one, Delecour's engine suddenly lost all power and Ford's Italian driver took over the lead from the Frenchman. Lots of things were tried, even replacement of the fuel tank after it was suspected that break-up of the foam filling could have caused particles to block the filter. Power was so low that, on the last stage, he spent much of the time in first gear and dropped to eighth place.

Meanwhile, Bin Sulayem's Escort, after having jammed gear selectors freed, succumbed to gearbox failure, the Group N lead then being inherited by Fassina in his Mazda. Mäkinen was a minute late getting to the last stage of the day after, whilst changing wheels front to back in a 'no service' area, he and Harjanne discovered that their jack was decidedly stubborn.

At the end of the day Biasion still led by a healthy 2m 34s from Schwarz who had been driving steadily. Nevertheless, much attention was given to the fuel systems of the two Fords when they returned to Delphi in the evening, Biasion's tank being replaced, as was Delecour's.

The Jolly Club Lancias of Sainz and Aghini had got up to third and fourth places, the former only 28s behind Schwarz, whilst fifth was held by Mäkinen.

On the final day, Biasion set out with a car that was neither overheating nor having fuel starvation and he was brim full of confidence. Delecour was in an equally good frame of mind, although one wonders what he was trying to prove by posting a succession of fastest times. He was eighth after all, and moving up a place or two would not set the world on fire. The effort must have overtaxed his engine because, on the eighth of the day's 12 stages, it suddenly stopped for good.

His departure was no more than academic for Ford, although some very searching probes were inserted into that engine when it got back to Boreham. Far more serious at the time was a radio call from Biasion to say that the back of his car was on fire in the day's fifth stage and the car was filling with smoke. With a lead to hang on to, the Italian opted to drive on and it was not until after he had got to the stop line that he got his extinguisher into play – a very brave move considering the fuel tank replacement which had been carried out the previous day.

The fire caused no more than superficial damage and, after it had been extinguished and some charred wiring replaced, all was well again.

Meanwhile, Sainz had overtaken Schwarz and was whittling away at Biasion's lead. But the Ford driver was unconcerned. He didn't mind his advantage being eroded. It was enough to last to the finish and he was not about to indulge in heroics to increase it. Better to win by a second than to try to make it three minutes and not win at all.

A flying stone had broken a brake pipe on Aghini's car and, as it happened before a 'no service' section, he had to tackle the next stage without brakes. One wonders why he could not have managed a makeshift repair himself, which would have been allowed.

That was about the size of it. Biasion scored a good win for Ford, though not before the Prodrive Subarus showed that they are a match for anything nowadays. The Lancias displayed no more than average performance, even though Sainz snatched second place, indicating perhaps that Abarth has ceased development of the Jolly Club's cars and lending weight to the rumour that the make will be pulled out at the end of the year.

Despite his retirement, Delecour keeps his lead of the drivers' section of the World Championship, whilst Biasion has jumped ahead of Auriol and Kankkunen into second place, just four points behind his team-mate. In the makes' section Ford has moved up to equal Toyota at the head of the list, way ahead of the other three. Strangely enough, Subaru trails at the end, but the Legacy has more than proved itself and the marque could be making a greater impression soon.

G P

Acropolis Rally (Greece) – 30 May - 1 June, 1993

Results

1.	Massimo Biasion (I) / Tiziano Siviero (I)	Ford Escort RS Cosworth, Gp. A	6h 54m 35s.
2.	Carlos Sainz (E) / Luis Moya (E)	Lancia Delta HF Integrale, Gp. A	6h 55m 48s.
3.	Armin Schwarz (D) / Nicky Grist (GB)	Mitsubishi Lancer RS, Gp. A	6h 57m 19s.
4.	Andrea Aghini (I) / Sauro Farnocchia (I)	Lancia Delta HF Integrale, Gp. A	7h 00m 15s.
5.	Gustavo Trelles (U) / Jorge del Buono (U)	Lancia Delta HF Integrale, Gp. A	7h 02m 39s.
6.	Tommi Mäkinen (SF) / Seppo Harjanne (SF)	Lancia Delta HF Integrale, Gp. A	7h 02m 44s.
7.	Alessandro Fiorio (I) / Vittorio Brambilla (I)	Lancia Delta HF Integrale, Gp. A	7h 23m 44s.
8.	Costas Apostolou (GR) / Mihalis Kriadis (GR)	Lancia Delta HF Integrale, Gp. A	7h 39m 00s.
9.	Nikos Tsadaris (GR) / Elias Kafaoglou (GR)	Lancia Delta HF Integrale, Gp. A	7h 39m 45s.
10.	Alessandro Fassina (I) / Luigi Pirollo (I)	Mazda 323 GT-R, Gp. N	8h 08m 04s.

1993 World Rally Championship Situation (after 6 of 13 rounds)

Drivers

François Delecour (F)	55 pts.	Colin McRae (GB)	24 pts.
Massimo Biasion (I)	51 pts.	Andrea Aghini (I)	22 pts.
Juha Kankkunen (SF)	43 pts.	Mats Jonsson (S)	20 pts.
Didier Auriol (F)	35 pts.	Kenneth Eriksson (S)	18 pts.
Markku Alén (SF)	25 pts.	Armin Schwarz (D)	18 pts.
Carlos Sainz (E)	25 pts.	(41 drivers have scored points)	

Makes

Toyota	77 pts.
Ford	77 pts.
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Lancia	43 pts.
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(Above on the FISA scale)

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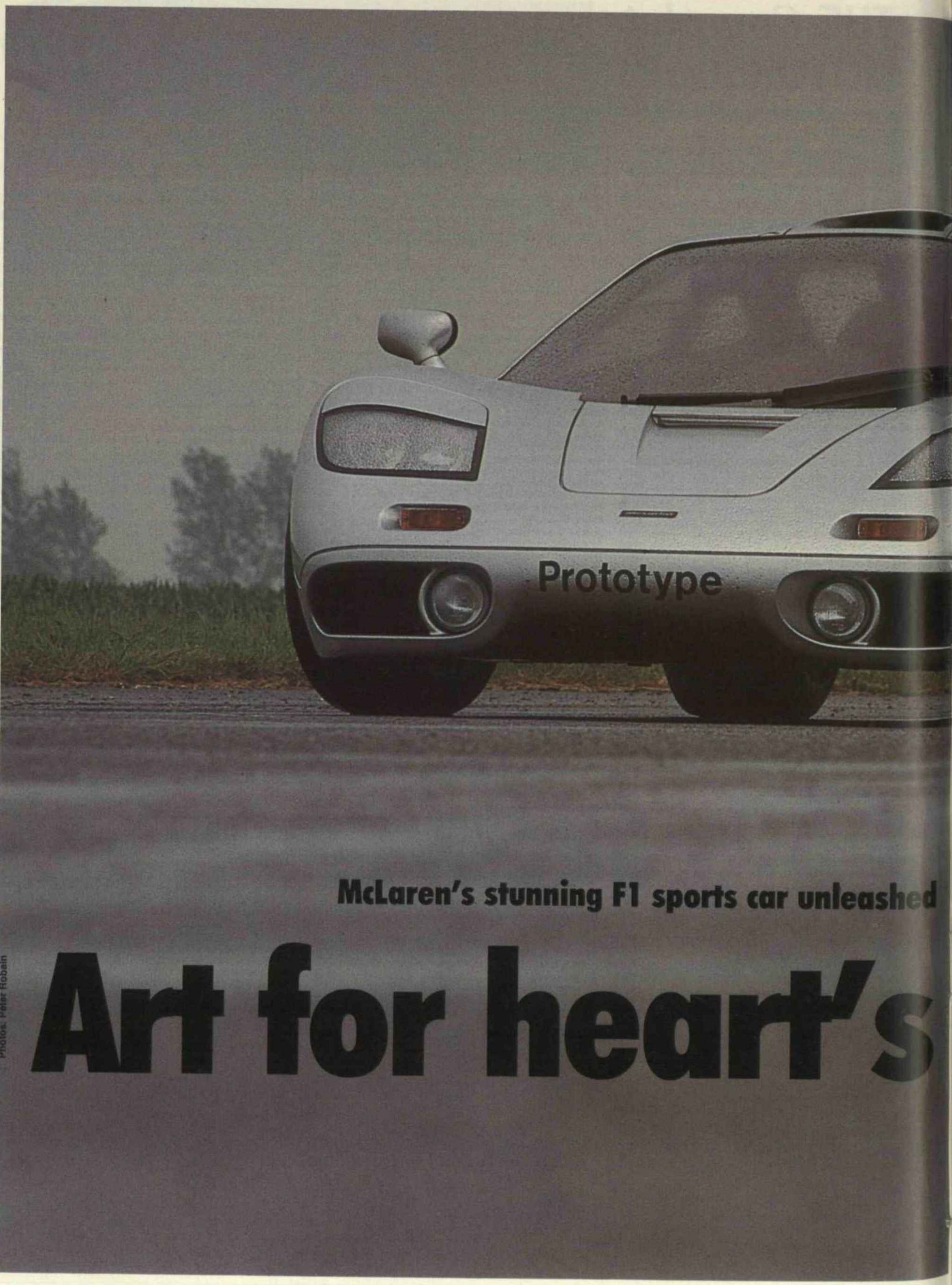
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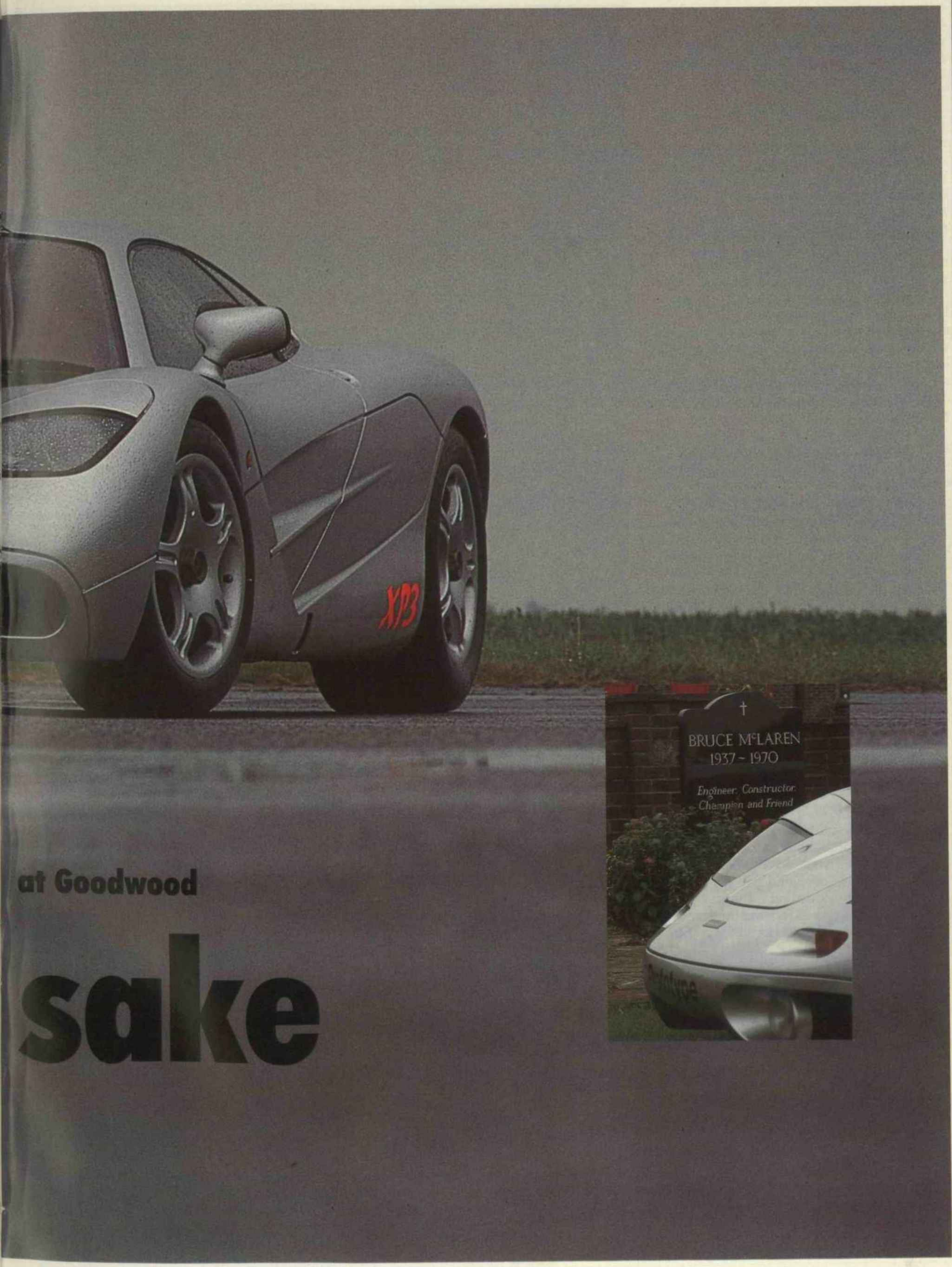
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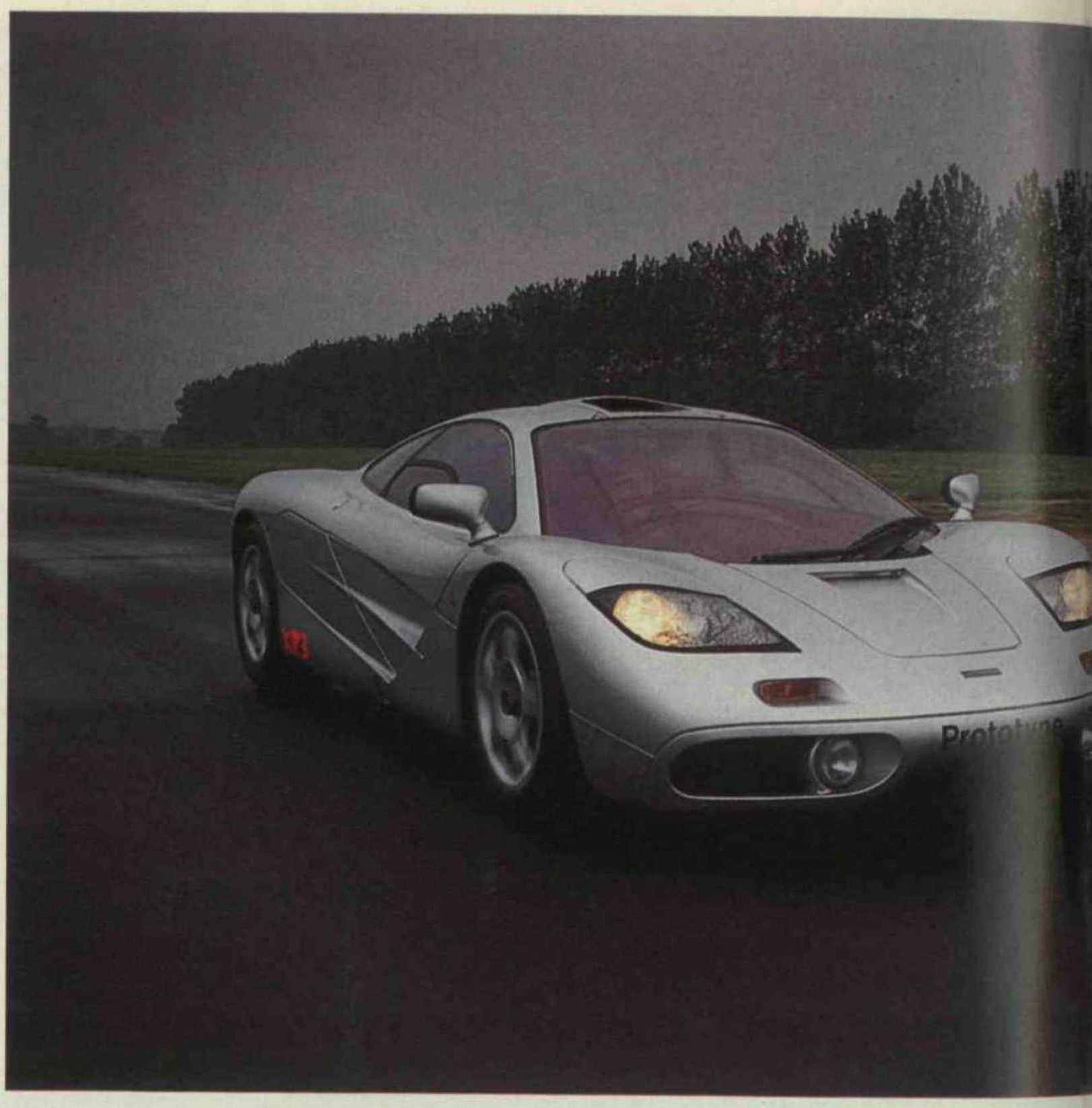
McLaren's stunning F1 sports car unleashed

Art for heart's



at Goodwood

sake



Gordon Murray has a party trick. Behind his back the 6.1-litre V12 is burbling away happily at tickover, the needle just edging up as he snicks the gear lever into first and trickles out of the Goodwood pits. At 30 mph he moves the lever, a satisfying snickety-snick, and floors the throttle.

A shrill, vibrant noise fills the McLaren's cabin, and there's a giant hand at your back. Was there ever a motoring sensation like this? A giant cloud of spray swirls from the bespoke Goodyear tyres, twisted like wind-driven smoke by the underfloor venturi, but the F1 feels supremely stable and there's little sign of wheelspin.

Murray backs off, dabs the brakes and deftly turns in to the double-apex right at Madgwick. "That was sixth."

What?

"Sixth. If I'd taken second we'd have been back facing the way we came!"

I'd heard the word awesome used to describe the 600-horsepower road car, and now my respect multiplied by a factor of ten. If the McLaren F1 can give you the proverbial shove in the back in sixth gear on a wet track, just what might it be capable of doing in the dry?

Gordon Murray, who earned his formidable reputation for successful use of innovative design with Brabham, before McLaren acquired his services for, initially, racing and, now, road car projects, is in his element as he describes the McLaren F1 Grand Touring car, a machine that is surely the ultimate in sports car design.

"I've calculated sixth for 225 mph. It's all so academic that it's not worth bothering about . . ."

It is, in all probability, a car that Bruce McLaren himself would have aspired to, and might even have designed had his life not been ended at Goodwood on June 2 1970. And now, 23 years later, the McLaren is taken to the historic old circuit for a spiritual approval.

Bruce McLaren knew all about power, reaching the peak of his fame in the brutal 8.1-litre M8F CanAm car. He talked the same language as Murray, who explains just how much power is available in the new GT.

"Okay, if you use this much throttle," he says, his thumb and forefinger half an inch apart, "your wife could use the F1 to go shopping. She could drive it in the dark, in the wet, in the fog, anywhere. This car has absolutely no vices. It's completely docile, and it isn't very big for parking.

"But on my way to Goodwood this morning I forgot for a moment. I was thinking about work, and I opened the throttle this much . . . " His thumb and forefinger are now one inch apart. "It gave me quite a moment, I nearly lost it, but luckily it was forgiving when I backed off."

And in the dry? Murray breaks into a great smile. "Oh, all hell breaks loose when you floor the throttle. It's wonderful!"

Luck is on our side, as the track dries gradually. Murray and Creighton Brown, McLaren's commercial director, take turns at the wheel, avoiding the puddles and gradually increasing the throttle openings. This is no time or place to take performance figures, but it does reach 125 mph in under 10 seconds . . .

And the top speed? "I'm not really interested in that, but I've calculated sixth for 225 mph. It's all so academic that it's not worth bothering about . . . but I'd love to see this car on a race track . . . at Le Mans or Spa, where we could really try the top speed."

From outside, the McLaren sounds silky smooth, like a giant vacuum cleaner. Paul Rosche, technical director at BMW Motorsport, and his team designed the V12 jewel from scratch, just for their old friends at McLaren. Only 300 will ever be made, and the cost doesn't bear thinking about.

"Our engine has no parts in common whatsoever with any other BMW engines," Murray insists. "It's much shorter than their V12, and lighter. They asked at the outset if they could use any common components such as valve guides, and I said 'sure, no problem, so long as the part can't be seen'. But in the end they didn't do that, the engine is totally unique. And will remain so."

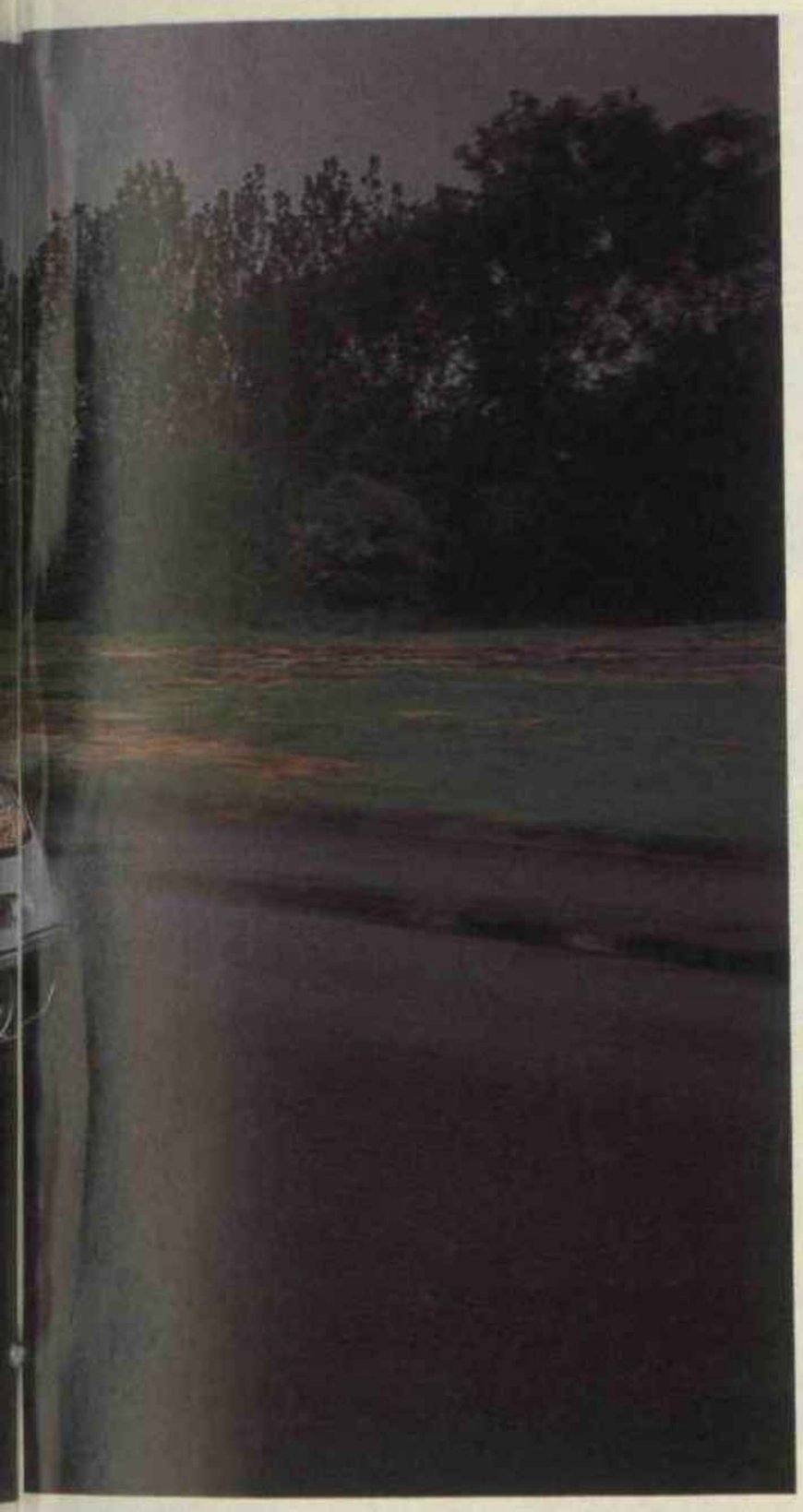
With variable valve timing and extremely advanced TAG electronic engine management, the V12 is easily capable of producing 100 bhp per litre. McLaren would only talk to firms which had made large capacity engines capable of producing such power, "and BMW was in another league when it came to the decision."

The minimum target, the one which is quoted, is 550 bhp, but this was exceeded at an early stage. By the time the third prototype, the silver test car, was built the output was over 580, and another was showing 630 bhp on the dynamometer.

And the torque curve . . . "a torque square, really – 470 lb ft between 4000-7000 rpm. It's got 253 lb ft at 1500 rpm, and the graph is almost symmetrical."

When you stand in the pits the V12 makes the sweetest of sounds as the F1 rushes past, the tachometer sweeping round to 7,500 rpm in each gear. It isn't loud (a full silencing system, plus a huge catalytic converter which also serves as the rear crushbox, keeps the noise levels low), but inside the car this shrill, insistent warble from the inlet tract is predominant.

The air box, which feeds from above the car, has a leaf catcher, a rainwater separator and finally a big paper filter to ensure that nothing but the best goes into the engine. It costs at least 15 horsepower to achieve all this, and still the sound of four cams and 48 valves come through loud and clear.





Astonishing in the wet, unimaginable in the city — Murray says nothing else approaches the F1, and he's driven them all. Cabin, above, emphasises simplicity and comfort: leather, but no wood veneer, air-conditioning, but no oil-damped ashtrays.

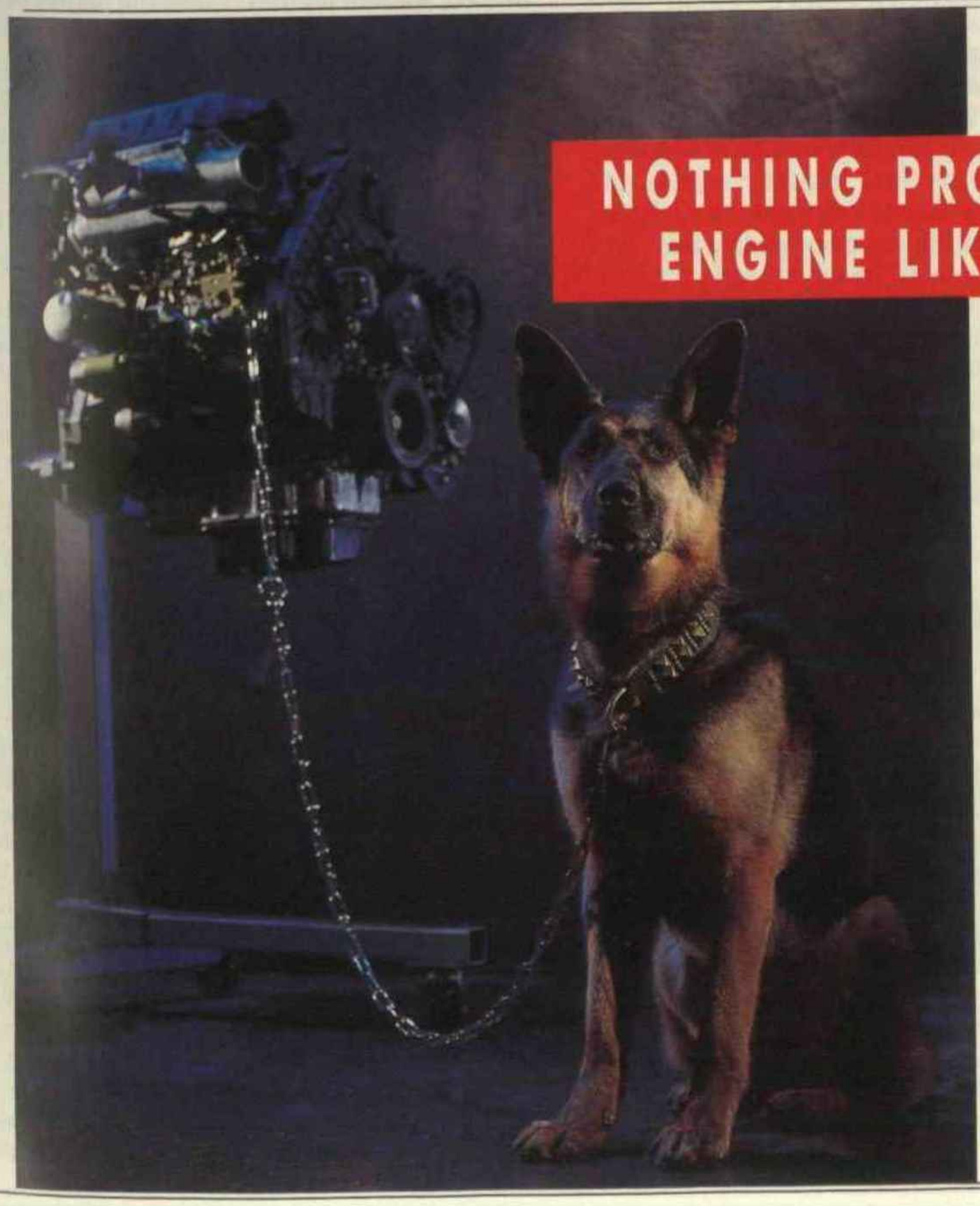
On a long journey I might just opt for the stereo-tuned ear muffs by way of relief; and on a wet day I might just ask McLaren to supply the half-inch throttle stop, to avoid any ultra-expensive repair bills. But other than that, how could anyone criticise the world's ultimate driving machine?

Even as a passenger (no journalist has yet been allowed to take the wheel) you get the full panoply of pleasures. The acceleration was strong enough to make it difficult for photographer Peter Robain to hold his camera steady, and the lateral forces built up to something in excess of 0.5g, even on a wet track.

Compromises are taboo with Gordon Murray, except in one area: tyres. These purpose-built asymmetric Goodyears, a co-operation between the race division and road tyre engineers, are pretty well ultimate in the necessary compromise between dry and wet grip and comfort, three equal priorities. Compared with race tyres, for instance, the sidewalls are very deep with pronounced curvature, a certain giveaway that compliance has been taken care of.

And so it feels. No matter that the F1 is built down to 1018 kgs with air conditioning, stereo, leather and carpet, it's superbly comfortable. The deep, hammock-style passenger seats are ideally contoured to support the body in every direction, forward, back and sideways (no fear of colliding with the driver in times of stress).

The transmission is a six-speed, full synchromesh transverse system, a completely



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Arrow-head one-plus-two seating provides full comfort for the three in minimum width, and avoids lhd/rhd conflicts. Aerodynamic excellence is subtly concealed in F1's smooth profile, right: ground effect and brake stabiliser are invisible benefits.

new concept designed first by Gordon Murray and Peter Weismann, then in collaboration with Getrag and FF (Ferguson Formula) Developments. The beauty is that the diminutive lever can be shifted in milliseconds, despite the synchromesh, with the merest flick of the driver's right wrist.

As for the Brembo brakes, they're the best in the business. There is no servo assistance but a full application, even in the wet, jolts you into the seat belt. According to Murray the driver has absolute feel between his foot and the tyre contact patches, with the ability to feather the pedal to keep just below the point of locking.

ABS? "It would ruin the car! You'd get 90 per cent efficiency at best. I reckon that Jonathan Palmer, who's done a lot of test work, can get 99 per cent efficiency."

Can the McLaren F1 really be compared with anything else on wheels? Murray and Brown rack their brains, and think not. "I suppose the racing GT40s and Porsche 917s had this sort of power-to-weight ratio," says Murray. "But we'll be streets ahead on roadholding, cornering, braking, certainly on comfort."

No need to mention rival road cars. The men from McLaren have driven them all. Naming no names, a famous red car felt like the F1 with several plug leads disconnected, and was an ergonomic nightmare; a famous silver car had appalling turbo lag; a famous green car felt like a tank. "You have to drive them, though, then jump into the F1, to realise just what we've got here," says Murray.

The car we rode in at Goodwood was prototype number three. Best not to ask about prototype number one, which was written off over a large area during hot weather trials in Libya. The BMW engineer looked down for a moment at the metering equipment while travelling at 170 mph, and the rest was history. A few small pieces were recoverable but the chassis, engine and transmission were destroyed. Happily the German was quite unharmed, which is a testimony to the structure.

"You have to drive the others, then jump into the F1 to realise just what we've got here"

Prototype number two, in carbon black, was being given its final check before going to Munich, where BMW will carry out the full type approval procedure on the powertrain. Number three is the first F1 to be painted, and will be followed by four more prototypes before the first production car, 01, is made in November.

One of the prototypes will go through the formal, planned-in-advance crash test, the virtual destruction of a £530,000 supercar. That's the ex-factory price, to which VAT must be added. We don't know the names of any customers, and the only item of information that Creighton Brown will disclose is that production car 01 will be retained by McLaren Cars.

Which ever way you look at the McLaren F1, it is simply superb.

The chassis design is so advanced technically that Murray believes it will still be ahead of its time at the turn of the century, when the last of 300 cars will be made.

Like Concorde? Murray is delighted with the thought. "Maybe. Concorde was years ahead of its time, but lots of the technical features, like carbon brakes, have been adopted by the industry. We have lots of features on the McLaren which are probably too advanced for the industry right now, but may be developed in years to come."

The first, most obvious feature is the one-plus-two seating, already copied by BMW M-Technic with the Z13 city car at the Geneva show, and by Fiat with an electric city car. How about the solenoid flaps in the brake cooling ducts, which open up when the brakes reach a certain temperature?

How about the 'air brake' flap in the rear bodywork? It isn't really a brake, but a computer controlled flap which rises under heavy braking, increases downforce on the rear wheels by 50 per cent, moves the centre of pressure forwards and completely eliminates the usual instability under heavy







Elegant rear quarters enclose exhaust catalysers doubling as crush-boxes, roof intake which cleans and dries intake air and the compact 6.1-litre V12.

braking. Simple? In theory yes, but it takes a great brain to make it perfect.

How about the pannier boxes just behind the doors, which accommodate a useful amount of luggage just on the centre-point of balance? And here's an apocryphal story of Murray's much-loved Porsche Carrera, which suffered dreadfully from misting-up in wet weather.

"I vowed that the F1 would never mist up," says the designer. The screen and side windows have a mauve tint when viewed at an oblique angle, from outside the car, caused by a film of metallic plasma spray between the laminates. When 55 volts are passed through, a quarter-inch coating of ice can be melted in 25 seconds!

When this feature was offered up for type approval the inspectors practically fainted on the spot, because a family car needs up to 25 minutes (the maximum permitted) to accomplish the same test from cold.

But 55 volts is an awful lot of current. TAG designed and built a tiny ac/dc voltage regulator just to generate the current to do this job, while on the outside a huge, 18-inch, heavily foiled pantograph wiper clears the glass of water.

McLaren's brochure barely does justice to the multitude of brilliant technical features, and we will soon run out of space. But let us repeat Gordon Murray's original statement, that the F1 must symbolise the ultimate in driving pleasure. It must have no power steering, no servo for the brakes, nothing at all to come between the driver and the tyre contact patch.

He has worked for months on end to find the correct steering ratio, the correct damper settings, the correct master cylinders for the Brembo monobloc racing brakes, the correct switches, catches, gauges, bits and pieces that make up a motor car.

"I'm a perfectionist," he readily admits. "There are no compromises anywhere, and I'm exceedingly lucky to have found an environment where I can have my way."

Eventually, 300 exceedingly wealthy customers will be equally lucky to own McLaren F1s, Rembrandts in the world of motoring.

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Back in 1963, Marcos, a limited volume sports car manufacturer founded four years previously by Jem Marsh (a sprightly sixtysomething, and still at the helm today) and Frank Costin, introduced a Volvo-engined 1800 coupé. It marked something of a radical departure. The earliest bearers of the Marcos name were easily identifiable by their somewhat idiosyncratic profile; the 1800 was altogether different, a svelte, alluring fastback whose looks have withstood the test of time.

Today, 30 years on, the same basic shape lurks beneath the Mantara. Sure, the lines are less clean than those of the original. The Mantara is festooned with flares, bulges and pimples to accommodate the fat tyres and muscular engine expected of a modern sports car. The effect is squat, aggressive and purposeful. Certain aspects of the design, notably the rear end, are showing their age, but the overall package has a durable appeal in much the same way as a Caterham, a Mini or, indeed, a Mini Marcos, which continues in production alongside the Mantara at Marcos's rambling collection of workshop units on an industrial estate at Westbury, Wiltshire.

The 24-strong workforce is expected to assemble around two Mantaras per week this year. You can choose from the hard-top Coupé (£24,904), which will form the basis of an ambitious GT racing programme (Le Mans is scheduled for 1994) or the £25,526 400 Spyder tested here. The 400 series is powered by Rover's familiar 'stretched' 3.9 V8, yielding 190 bhp. The performance, as you will read, is more than adequate (Marcos claims a top speed of 140 mph, and credible 0-60 mph acceleration in 5.4s), but if you're really hard to please an extra £7349 will buy you the 450 Sport engine, with 302 bhp and a thundering 320 lb ft of torque at 4000 rpm. That is said to be a genuine 150 mph-plus performer, with standing start acceleration that would impress NASA.

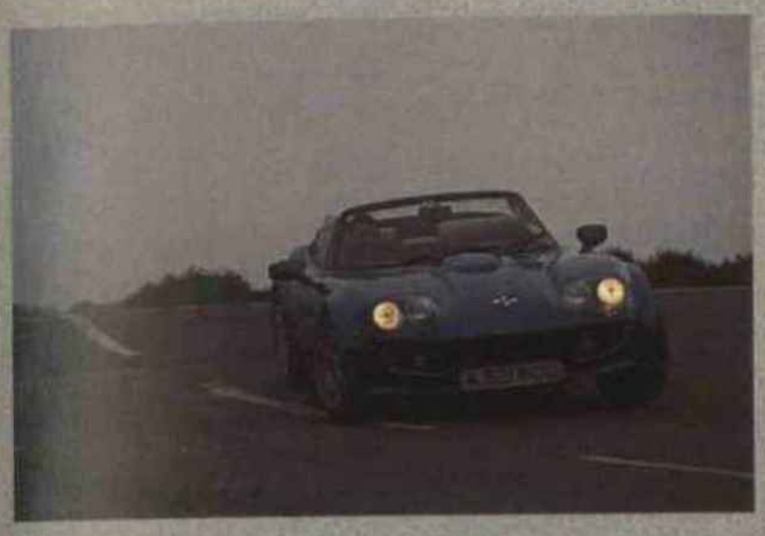
The passage of three decades has brought about some significant changes, the old wooden chassis being replaced by a steel spaceframe as long ago as 1969. As a result, the Mantara 400 certainly doesn't offer any clues to its antique origins. Although light (at just 1020 kg, its power to weight ratio is advantageous), it feels stiff and sure-footed. The new, wider front track (Sierra-based) and 205/55 Yokohamas certainly enhance grip levels, but the Mantara sits quite beautifully on the road in any situation. It will be mildly unsettled by the ridges and bumps of a typical B-road, but it never does anything alarming. On a dry road, you can apply full throttle out of a slow corner and it obediently digs in. With the V8 at full chat, it all sounds brutally dramatic from the outside; ensconced within the comfortable, leather-trimmed cabin (a £934 option), it all feels quite sane. The Mantara is remarkably neutral. Of course, if you really want to unstick the rear tyres (225/50), you *can* do so by employing gorilla tactics, but it's rather pointless, and the sudden need for opposite lock isn't encouraged by rather ponderous steering, which is acceptably direct once you're up and running, but would tax Lennox Lewis around town. At least Marcos had the foresight to include power assistance on its options list.

The ride is extraordinarily compliant at speed, even when, as in this case, the adjustable damping had been stiffened virtually to the point of rigor mortis. The predictable penalty is a series of crashing jolts through the backside when dawdling, but it's a small price to pay for the fun you can have at the other end of the scale.

The Mantara's inherent user-friendliness is fortified by the flexibility of the torquey Rover, which delivers 227 lb ft at 3600 rpm, but performs lustily at any point between 1000 and 5800 rpm, at which point a limiter cuts in rather abruptly, even though it *sounds* as though the engine has plenty more to offer.

Look a tight, Welsh right-hander in the eye. Your brain tells you it's a second-gear corner; the Mantara's urgent, powerful responses tell you that third will suffice. Indeed, you could tackle most of the Principality's frequently tortuous contours in just third and fourth without putting undue stress on the drivetrain. If you want to make more noise, the clutch action is surprisingly light, the gearchange firm and positive, but there's generally little need to grab lower gears. It's up to your mood, really. The Mantara can be as restful or as frantic as you wish. Either way, it's never frightening.

This is the first Marcos to have been subjected to Type Approval, which means that there is a new, ferocious attention to detail of a kind not always associated with specialist sports car manufacturers. There are those who will argue that, for £25,000, you should bloody well *expect* everything to be correctly and reliably assembled. Fair



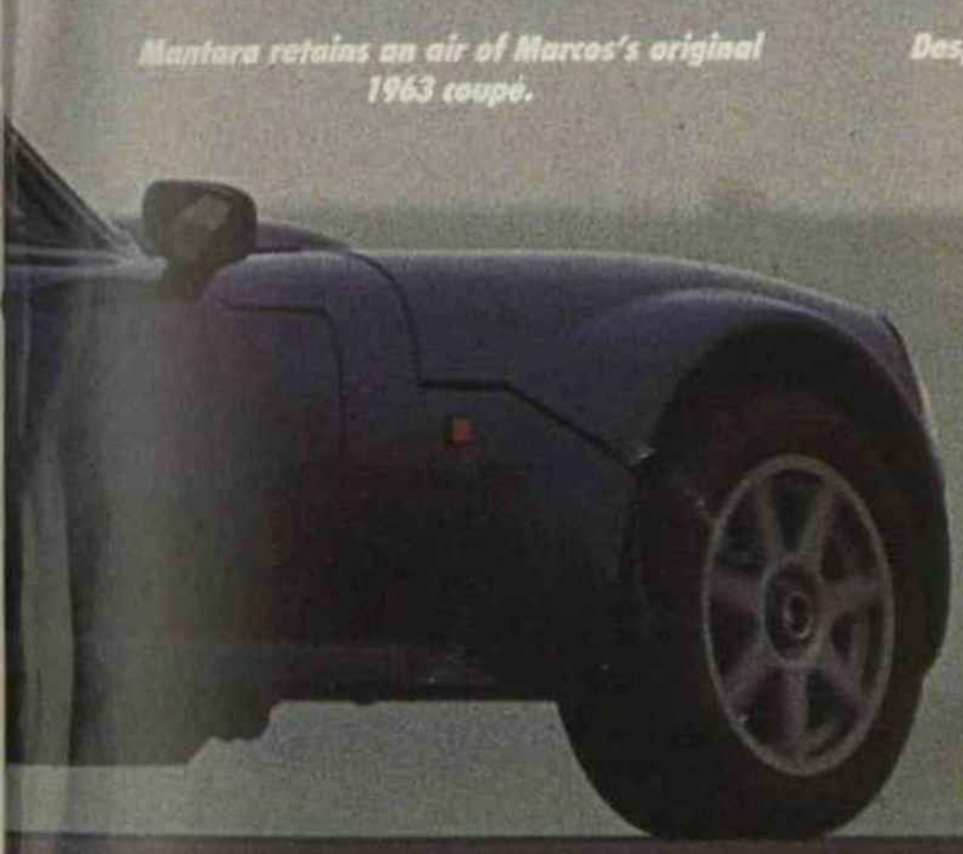
Mantara retains an air of Marcos's original 1963 coupé.



Despite appearances, occupants are well protected from the elements.



Attention to cabin detail improved to meet Type Approval demands.





Familiar Rover V8 has ample punch.

point, but anyone who understands the difference between *driving* and merely using a car as a soulless form of conveyance will tell you that the manner of performance of a machine such as this is of far greater import than, say, whether or not the oil pressure gauge has been countersunk into the facia . . .

Many of the compromises previously associated with sports car ownership no longer apply. The Mantara's hood, for instance, scores highly for its simplicity of operation and quality of fit, as does the tonneau cover beneath which it snuggles when retracted. Even better news for potential customers is that Marcos has developed a more efficient system still since the demonstrator was put together, which allows the top to be raised and lowered from within the cockpit at the flick of an elbow. Anyone who has driven an MX-5 will appreciate the benefits.

Hood up, all-round visibility remains good, though having the top in place does not do much to diminish wind noise. Hardly a big deal. In alfresco mode, the wind- and sidescreens provide excellent protection against the elements. Either way, the radio/cassette is superfluous to requirements, unless you happen to be parked.

Certain idiosyncrasies remain. Marcos seats are permanent fixtures, for example, though the cockpit can be tailored to suit all shapes and sizes; a dial by the ignition moves the pedals to and fro, as required. It may be unusual, but it's effective.

Build quality appears to be good, the demonstrator devoid of irritating shakes and rattles, but there remain a few imperfections. The speedometer and tachometer are both slightly obscured by column stalks, though the most important segments of the former are visible. By far the greatest problem, however, is the heat generated in the footwell. After several hours at the wheel, even with the hood down for all but 15 minutes or so, it becomes very uncomfortable. If you ever wondered how most turkeys must feel on December 25 . . .

Marcos *is* aware of the problem, and is currently investigating how best to provide more effective insulation.

Measured against the Mantara's ability to please, such quirks pale into insignificance.

Ask yourself if you can put up with roasted kneecaps in exchange for an intoxicating blend of sound, speed and dynamic integrity, and the answer has to be a resounding 'Yes'. **S A**

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Twelfth



knight



Although both BMW and Mercedes now produce 12-cylinder engines, they are comparative newcomers to the art.

The establishment? Try Jaguar.

The alloy, 272 bhp 5.3 V12 first appeared in the Series III E-type V12, of which 7990 convertible examples and almost as many coupés were sold.

The 12-cylinder was always intended for the Jaguar XJ saloons and it duly made the transition to the Series I in 1972. It wasn't a heavenly union, however, for only 4113 cars were built and it disappeared one year later, when the Series II XJ arrived. Now Jaguar *really* got into its stride, then unopposed by the Germans (BMW went into the V12 business with the 750 in 1986, and Mercedes didn't follow suit until two years ago). The V12 accounted for nearly 20 per cent of all Series II sales. From 1973-79, some 22,606 units were sold; the durable Series III was even more prolific.

In the past 20 years, Jaguar has sold over 50,000 V12 saloons in total, though the Series III had no more than a token presence by the time the latest generation of XJ saloons was launched in 1986. Perhaps typically, as the foreign opposition was gearing up to enter the fray, the British were getting ready to pull out. The Series IV XJ was never designed to take the V12 . . .

Now, the Coventry company is (belatedly) back in the mass-production V12 saloon sector. To mark that return, a six-litre version of the aluminium unit transforms the performance, and price, of Jaguar XJ saloon ownership. Over 300 bhp and 342 lb ft of torque sweep it into the 150 mph bracket, allows magnificent overtaking ability and drops urban fuel consumption to 12.6 mpg of 95 RON unleaded.

The price is £46,600.

I thought it was worth it.

UK range

So far as 12-cylinder Jaguar saloons are concerned, there is a choice of two: the £46,600 XJ12 includes sports suspension and wheels, and there is an equivalent Daimler Double-Six. The latter, listed at £51,700, is more luxurious, has 'touring' suspension and smaller (in diameter and width) alloy wheels. Daimler compensations are standard Autolux leather, six-disc CD player and colour-keyed interior items such as the gear knob, selector surround and handbrake grip.

If you prefer your Jaguar V12 in two-plus-two *coupé (£45,100) or convertible* (£52,900), there is the recently updated XJS (road impressions next month), which now also shares the six-litre unit.

Frankly, I found that the latest XJS appeals more than ever, its Bilstein dampers making it a surprisingly agile performer on sodden lanes. Unfortunately, the *test schedule was too advanced for us to* arrange a swap . . . . Also, the reintroduction of a Jaguar 12-cylinder saloon is more pertinent than the enlargement of said XJS, which has deployed the V12 in a variety of specifications since 1975.

Technical analysis

There are specialists who offer Jaguar V12s stretched all the way to eight litres, and TWR has been a regular user of seven (for racing) and six (for road use) for some years. This production unit has most in common (including power output) with the six-litre version previously used in the 187 examples of the JaguarSport XJR-S sold in Europe last year (80 of them in Britain).

The expansion from 5345 to 5994 cc is achieved with a longer stroke (up to 78.5mm from the original 70mm). Compression is the same as the JaguarSport unit, at 11:1, but lower than that on the last 5.3 litre production V12s. May combustion chamber principles (originally defined by the HE badge) remain in use, and compression is naturally down in these catalytically converted days.

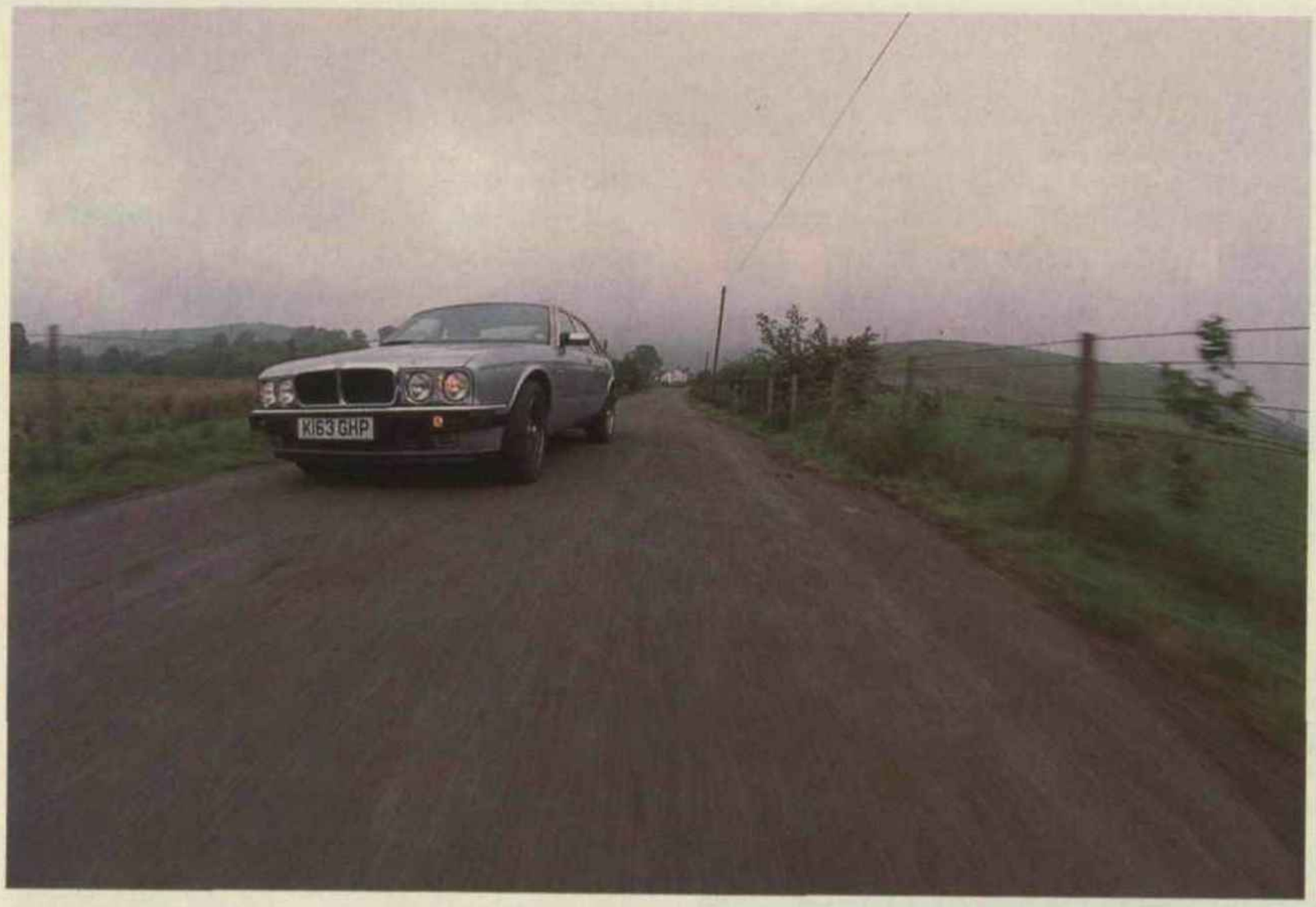
Jaguar reports a 22 per cent power increase as a result of this capacity enlargement. It now amounts to a thumping 318 bhp at 5400 rpm. Maximum torque is augmented by a hefty 23 per cent (342 lb ft/3750 rpm), and *this* is the most notable aspect on public roads.

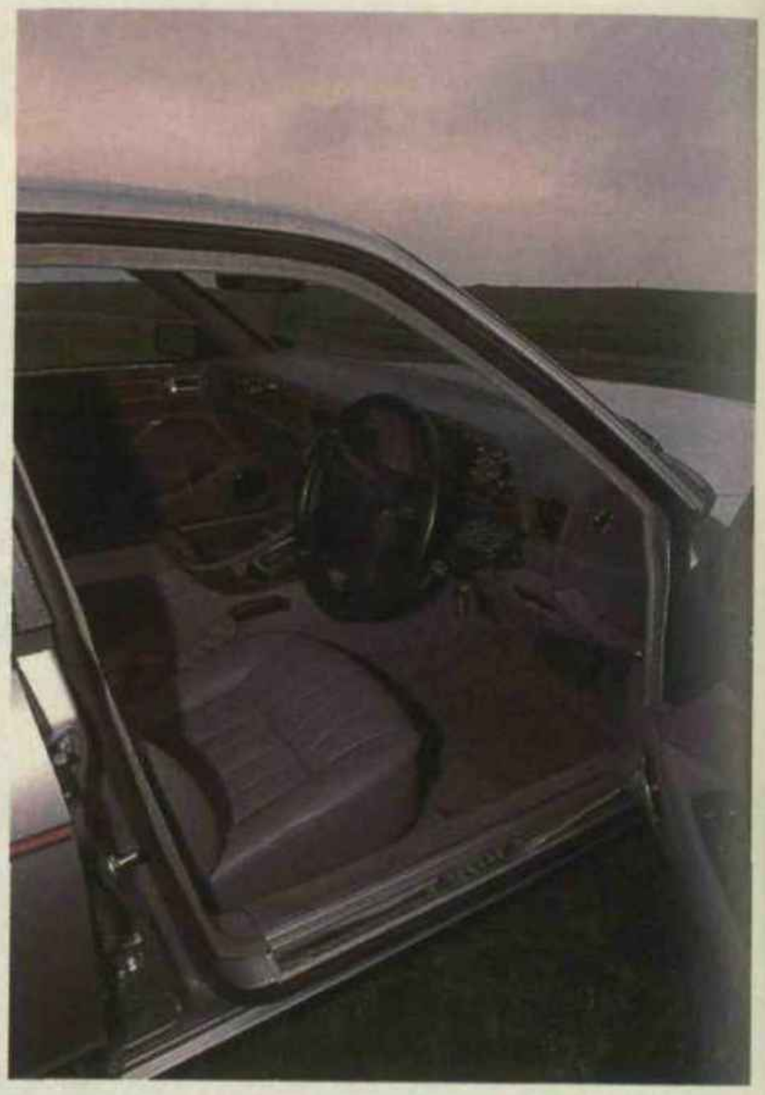
There have been other significant changes, including the use of a unique Lucas-Marelli injection and ignition, low loss catalyst system, twin fuel pumps within the fuel tanks and hydraulic engine mounts.

The engine installation leaves little spare room, yet electric fans do squeeze in front of the large radiator. Rather busily, they remind you of their presence with the same, slow-speed frequency as that needed to cool a turbocharged car.

The tachometer redline drops 500 rpm, to 6000, but even this is fairly healthy: those specialist 8.0s were restricted to just 4500 . . .

The underbonnet appearance has been tidied considerably, a central panel covering the straggle of wires and leads that used to daunt and depress any casual interloper. Other changes to front-end engineering demanded a reported £35M. New features include installation of a front crossbeam (not present on six cylinders), whilst all models now share a ZF rack-and-pinion steering system that has forever banished the old 'featherlight and fingertip' control





Jaguar version is cheaper and sportier than Daimler, has larger, wider tyres and gold trim. Coventry cabins always a good place to be: ergonomic flaws offset by excellent workmanship. Bodystyle not one of Jaguar's greats, but here for some years yet.



days, demanding firm inputs from the driver and returning increased satisfaction-per-mile.

The Jaguar's standard sports suspension kit is less stiff than some seen on Jaguar-Sport models, but is firmer than anything previously offered on a production car.

If you are an incurable amnesiac, a boot lid badge and a gold 'V12' reminder on the glove box provide further opportunities to revel in your pole position status.

Action

Initial impressions of K163 GHP were dominated by its imposing presence. It doesn't have the sheer bulk of the Bentley Turbo R of our recent acquaintance. It opens the door to a lower, more streamlined kind of powerful, prestige motoring, its purposeful stance emphasised by bulging wheels and tyres which cram almost inadequate wheel arches.

The metallic finish and interior workmanship were excellent.

The opulence of restrained grey leather within was particularly finely worked around the side rear windows. The only blots on an otherwise classy, elegant status symbol were the tacky exterior side stripes.

The cabin positively glitters, wooden panels being surrounded in gold and chrome dripping everywhere from ashtray to door-handle: not to my taste, but all beautifully executed. Gold is also applied to grille (although the vanes are sprayed in black) and wheel badges.

You sit low in a Jaguar, encapsulated by 4000 lbs' worth of coachwork, but the company is still struggling to come to terms with the best of modern ergonomics. The green digital display contrasts oddly with the classy, black and white six-dial instrumentation, whilst the standard trip computer is a nightmare to actuate accurately on the move, its keypad obscured by the four-spoke steering wheel and the bulk of its standard fitment air bag (only the driver is thus protected, at present).

The heating and ventilation system (with standard and effective air conditioning) proved one of the best of its kind, but the British 'summer' was notable for cool temperatures and the heavy rainfall that characterises Bank Holidays in this country.

Not so impressive were the plethora of seat adjustment controls poked along either side of the transmission tunnel; these are hard to see and potentially dangerous, should Jaguar relaxation leave driver's or passenger's legs lolling up against the three-way buttons. The test car had optional seat warmers (£350) and an ultrasonic security system (£190).

The automatic transmission lever works logically, but through elongated movements. Jaguar provides a dual J-pattern gate offering a choice of simple automatic operation or manual selection of everything bar first gear. The latter is very handy should you need to slip down a gear on inclines or winding tarmac, thus preserving the huge disc brakes against the ravages of restraining 150 mph performance in nearly two tons of motor car.

And it does perform.

It now has far more to do with *driving* and less with feather pillows. Compared with its predecessor, Jaguar reports top speed up 16 mph to a majestic 155, whilst the 0-60 sprint is slashed from the stately Series III's 8.9 seconds to just 6.8.

However, improvement in mid-range response will be the most popular feature for most owners. It allows you to slip along without irritation to other road users, such is its ability to overtake safely and swiftly in a shorter time than it took before.

According to Jaguar, it now takes around 0.8s less than it once did to get from 50-70 mph in kickdown, and there are even greater chunks of time to be saved higher up the performance plane. For instance, 90-110 mph occupies 6.6s (rather than 8.3), and 110-130 mph takes 10.5s (as opposed to 13.9).

The price you pay at the fuel pumps is down, according to Jaguar calculations at least, its composite consumption for the new V12 equating to 18.4 mpg (the Series III returned 17.9). After 535 miles, we had been thirsting along at just 14.5 mpg, which is comparable to Jaguar's anticipated urban consumption.

From a purely subjective point of view, based on experience of the six-litre engine

ENGINE	
Location	longitudinally front-mounted
Cylinders	60 deg V12
Bore × stroke	90 × 78.5 mm
Capacity	5994 cc
Compression ratio	11:1
Valve gear	sohc per bank, two valves per cyl
Power	318 bhp/5400 rpm
Torque	342 lb ft/3750 rpm
Fuel	unleaded, 95 RON

TRANSMISSION	
Type	four-speed automatic, rear-wheel drive

GEARBOX		
Gear	ratio	mph 1000 rpm
First	2.48:1	8.65
Second	1.46:1	14.50
Third	1.10:1	21.45
Fourth	0.75:1	28.6
Final drive	3.58:1	

SUSPENSION	
Front	unequal length wishbones, coil springs, telescopic shock absorbers, anti-roll bar
Rear	double wishbones, concentric coil springs, telescopic shock absorbers, anti-roll bar
Wheels	forged alloy, 8×16
Tyres	Dunlop Sport 2000 225/55 ZR16

BRAKES	
Front/Rear	ventilated discs/discs, ABS

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

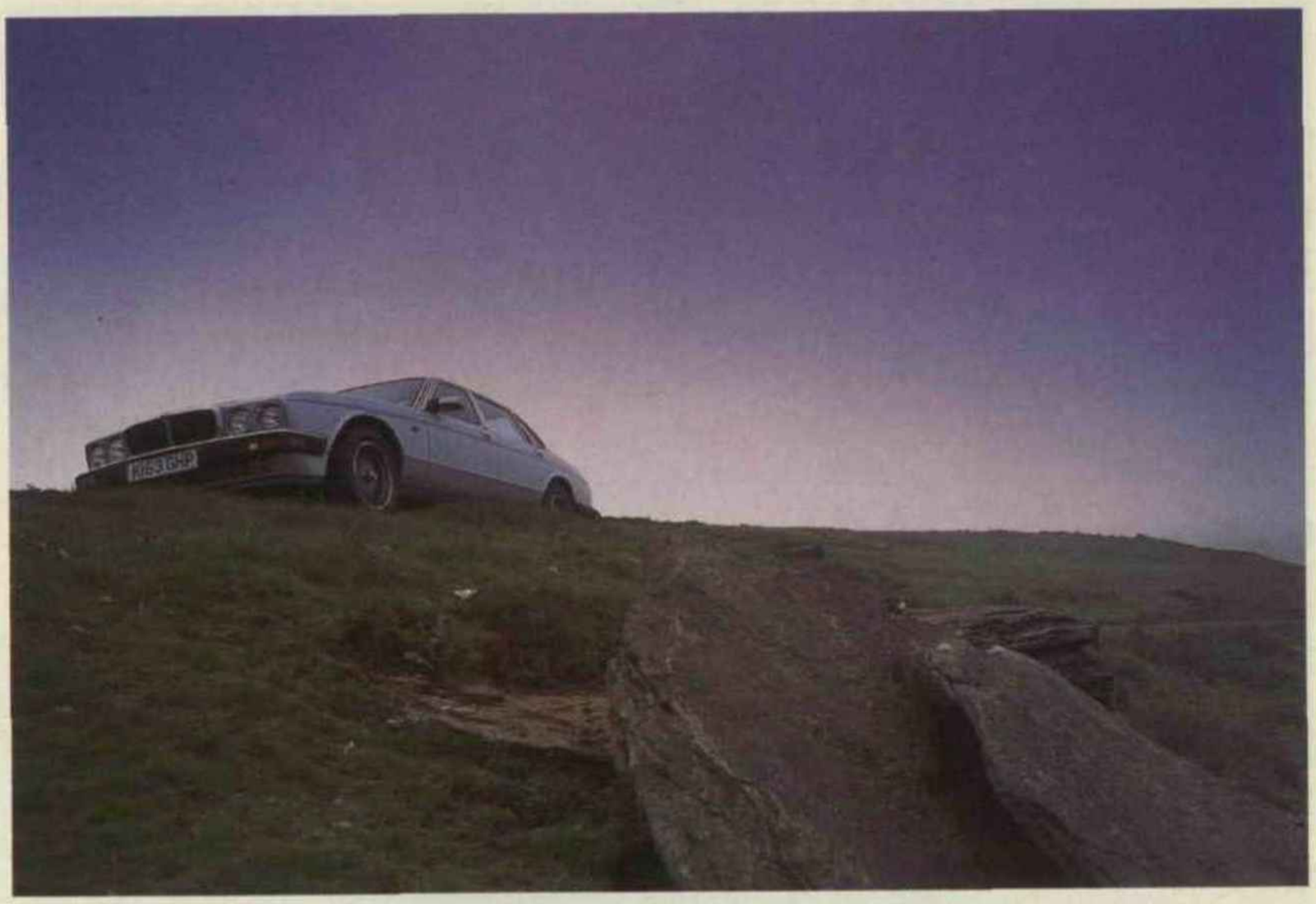
DIMENSIONS	
Wheelbase	113 in
Front/Rear track	59.1/59.0 in
Overall length	196.4 in
Overall width	79.3 in
Overall height	54.3 in
Kerb weight	4376 lb
Fuel tank	19 gallons

PERFORMANCE	
0-60 mph	6.9s
50-70 mph in kickdown gears	3.1s
Maximum speed	155 mph

NB: quoted performance figures were supplied by the manufacturer

FUEL CONSUMPTION	
Average for test	14.45 mpg
Government figures:	
Urban	12.9
56 mph	26.6
75 mph	21.7

LIST PRICE £46,600





in both saloon and XJS applications, I felt sure that some of the 5.3-litre's smoothness has been lost. Between 1500-5000 rpm, the band most customers will explore, the trade-off is welcome extra performance and response, but beyond 5000 revs the engine definitely sounds hoarse in comparison to the original, smaller unit. Today's V12 is not *quite* the suave servant it was, fulfilling a gruffer, more aggressive, role than before. It is not a major criticism, as we think it still compares well with BMW and Mercedes-Benz, but when it comes to demanding absolute standards of civility it could be worth driving the Merc and the Jaguar back-to-back.

The steering, ride and handling traits are totally unlike its predecessors. Jaguar had taken many steps along the way to a more direct feedback from the Adwest power assisted system, including deleting a tooth here and there from the rack. Now it has gone the whole hog and specified a ZF system. Speaking patriotically, that is a blow, but I prefer the German system. You have no doubt what the car is doing and you are connected in way that simply was not in evidence before. Efforts at the rim are increased, but if this is a problem you shouldn't be on the road in the first place . . .

As for the ride and handling, Jaguar may have gone too far for the bulk of its customers. The ride *does* deteriorate below 35 mph on rougher surfaces; one 30 year-old enthusiast said that it was a bit stiff for him. I found the grip and composure extremely impressive, and once you get above town speeds the ride is immediately back in the Citroën class. Despite its inadequacies below 35 mph, it was still as good as many German aspirant saloons and much better than the Bentley Turbo R. Still, it's a long way from the padded luxury traditional Jaguar customers may expect.

It will be interesting to see what percentage opt for the Daimler's 'touring' settings, although even that will not be an entirely fair guide; most people tend to take what they are offered in the showroom.

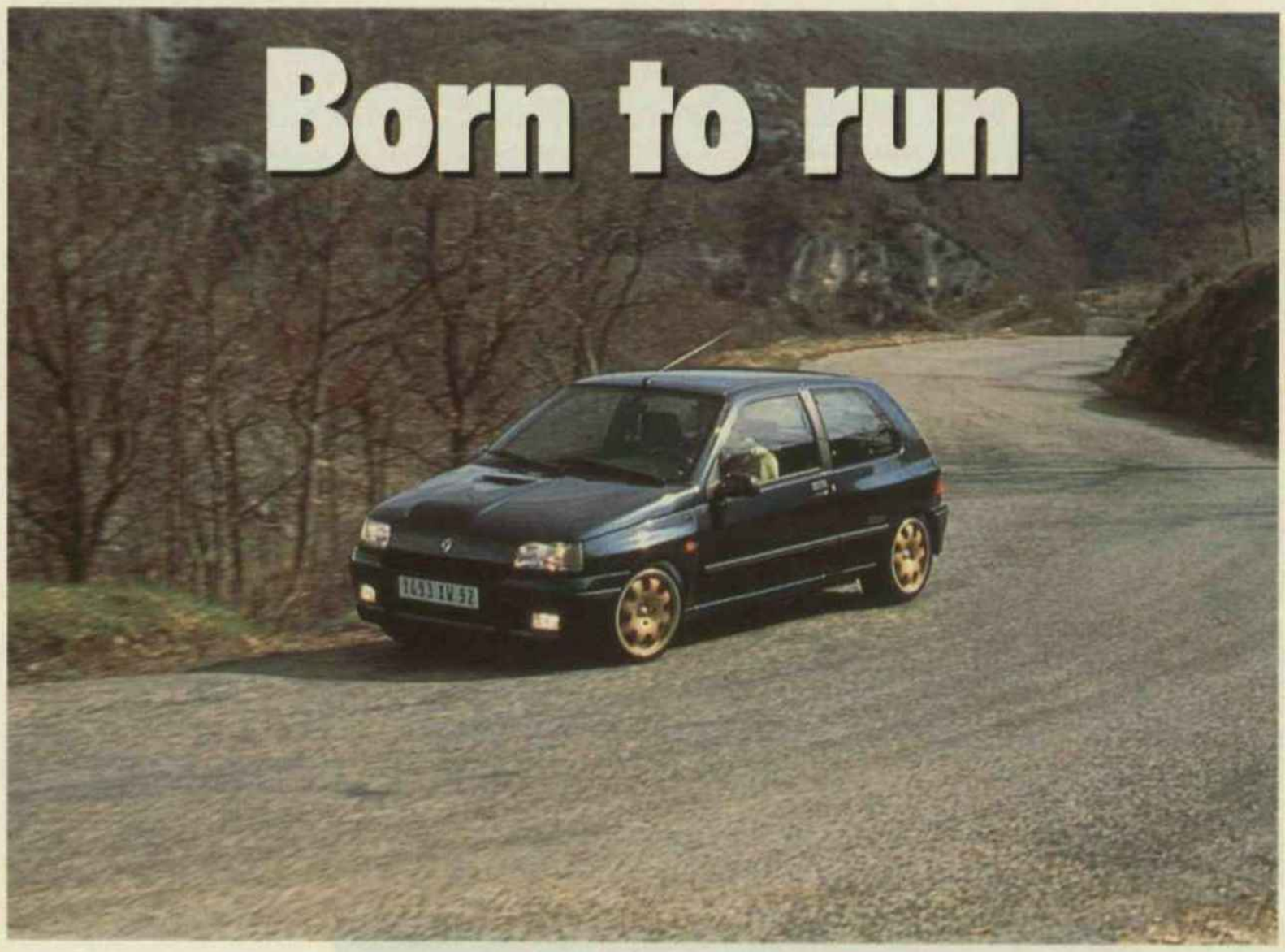
Verdict

After recent stints in Bentley and AMG Mercedes-Benz, plus personal experience of the new Mercedes S-class on road (for a week) and track, not to mention assorted mileage in both Mercedes and BMW V12s (the latter only in 300 bhp trim, not the latest, enlarged 850CSi guise), I still find that Jaguar's blend of value-for-money, luxury and charisma retains a strong appeal.

The XJ saloon has some annoying detail cabin faults and the lines are not as elegant as many of its forebears, but it is much better built than before. The Jaguar XJ12 provides a unique cocktail of comfort and power. The six-litre represents major mechanical progress whilst a replacement, more graceful Jaguar body is readied for the mid-1990s.

J W

Born to run





If the Williams-badged version of the 16-valve Renault Clio was not such an enjoyable drive, we could simply dismiss the whole thing as a cynical marketing ploy. The only common strand between the 750-plus bhp Renault RS5 racing V10 and this 150 bhp front drive hatchback is the understandable desire to build a showroom future for the Renault and Williams alliance.

However, the Clio Williams was built with competition in mind, overseen by Patrick Landon's Renault Sport department which brought us the extraordinary mid-engined Renault 5 Turbo. It has already built the foundation for a sporting pedigree with eighth and ninth places, plus a category win, on the recent Tour of Corsica. This two-litre Clio is also a fearsome contender in French Championship events, despite the lack of the 4x4 turbo format that outright winners depend upon today.

In Corsican competition trim the Clio Williams weighed 930 kg and had 220 bhp by 8500 rpm, according to Landon. The derivative we drove in Corsica a few days after that championship event offered customers 150 bhp at 6100 rpm in a kerb weight of approximately 990 kg. That drops the power to weight ratio, but the claimed performance figures are still close to the hot hatch benchmark: Renault claims 0-62mph in a believable 7.8 sec, and a maximum of 134 mph.

Corsican terrain, including two of the World Championship special stages and a bumpy, often off-camber, bend approximately every 75 metres, does not allow much insight into maximum velocities. Yet this mostly second and third gear playground demonstrated the supreme agility of this reworked Clio perfectly.

The maximum torque of 129 lb ft at 4500 rpm is not remarkable for a two-litre, dohc, 16-valve unit, but it is the amiable spread of power and outstanding handling that makes it so memorable. The power steering may wheeze a bit, as may the driver, confronted with myriad Corsican corners and complete co-operation from the car.

You have world-class ride and handling balance at your command. The sheer grip is immense, yet the on-the-limit safety is preserved, with none of the vicious oversteer traits that can haunt ambitious drivers if they should suddenly release the throttle mid-corner in certain other performance hatchbacks.

What has been done to make the competent Clio 16v so outstanding?

Renault Sport manager Patrick Landon reported that the biggest changes were to provide replacement lower front wishbones, larger capacity shock absorbers and thicker torsion bars. The most reassuring aspect, the completely fuss-free way in which it applies its considerable clout to the tarmac, whether that road surface is corrugated by bumps, bespattered with gravel, or clinging to an uphill hairpin, is also due to fundamental engineering principles.

Renault extended driveshaft lengths some 1.3 in and had Michelin precisely match its 185/55R Pilot HX rubber to 7Jx16 Speedline alloy wheels. This meant not just the characteristics of the rubber compound, but also the shape of the cover itself, avoiding the overhanging ledges that you often see with oversize tyres hitched to the nearest proprietary rim. The effect on steering precision is immediate, and worthwhile.

Cosmetic changes which identify the fastest production Clio include any colour you like, so long as it's French metallic blue, gold finish to the wheels and assorted Williams/2.0 badges. Corporate colours are also applied to the production plaque within.

Originally the Clio Williams started off as a simple 300-off homologation run for Groups A and N, but Landon imparted that Renault was already planning production of more than 3500 examples alongside regular Clio and Twingo output at the Flins factory, a commuter trip and a half from Paris. Engine noise levels varied from car to car, though there was an explanation: some wore damaged exhaust systems as a result of the distinctly rugged press launch. I'll reserve judgment, but try before you buy as the reverberations come at exactly the 3-4000 rpm levels you need on British motorways.

If engine noise does prove obtrusive, it would not be a huge surprise, for the larger torque capacity gearbox has close ratios to keep the longer stroke (93, rather than 83.5 mm) F2R development of the Clio 16v motor busy.

Other motor changes include slightly increased bore and resin coating of the alloy cylinder head, a technique, developed in F1, that is designed to ensure optimum sealing. Some of the 13 bhp bonus and accessible torque (85bper cent of the maximum is available from 2500 rpm) is credited to reprofiled camshafts that feature a modest lift increase. In traditional tuning fashion, inlet valve diameter has also increased quite sharply, and the wet sump has revised baffles to defeat oil surge. It is all commanded by a new Renix 3A ignition system and tri-electrode spark plugs with a reported 12,500-mile life expectancy.

Interior specification is restrained, an attractive blend of cinder grey and blue taking one's mind off some of the cheaper plastic fittings and the mundane, though effective, three-spoke wheel. The superbly retentive seats are a boon, too, though none of the lhd demonstrators was equipped with footrests.

At the time of writing, no firm price has been quoted for the 300 rhd examples that will reach the UK in time for August registration. The target was to compensate for the loss of certain standard 16v features (ABS is only an option on the Williams, for instance) by pricing it only a little higher than the standard model.

My guess is that it will be around £12,700 . . . and there is no more enjoyable way to spend that much money. **J W**

Captain Sensible



Renault is by no means alone in what Eurocrats nowadays term the MPV (that's Multi-Purpose Vehicle) market, but there is no question that the Espace sparked the MPV revolution. So much so that 'Espace' has almost become a generic term for the appealing hybrid of a luxury saloon in utility clothing. (It accounts for almost half the MPVs sold in Britain.) Forget the dimensions. The Espace looks stylish; a van in a Paul Smith suit.

Previously, it was available only with four- or six-cylinder petrol engines, but in line with contemporary marketing practice it was inevitable a diesel would follow sooner or later. Espace sales are expected to rise about 33 per cent in the UK this year, to around 5000 units. One fifth of these will probably be 2.1 dT turbodiesels.

In the UK generally, diesel sales are on the up. Jump into something like the Citroën ZX Volcane TD, tested in MOTOR SPORT last month, and you can see why. The perceived desirability gap between petrol and diesel power has narrowed, and maybe vanished altogether if you know where to shop.

As far as the Espace is concerned, I should perhaps nail my flag to the mast: I'm an out and out fan of the thing, hooked on its astonishing blend of versatility and comfort.

The turbodiesel adds a new dimension. It will cruise comfortably all day long at 85-90 mph (Renault claims a modest top speed of 101, though I fancy you'd need to take the quick route down from Beachy Head, with a following wind, to reach three figures).

Consider those statistics for a moment. You can keep pace with mainstream motorway traffic, while carting most of your relatives and their assorted possessions, yet you'll need to make fuel stops far less frequently (even with relatively hard use and a full load, over 500 miles between filling stations was easily attainable, as well it should have been with a 17-gallon tank). Ergo, your overall journey time should be shorter. The same argument could, of course, be applied to any large capacity diesel. The Espace scores bonus points for overall refinement and inherent panache. On the move, the 2.1 dT is every bit as civilised as its petrol cousins.

It's surprisingly capable off the beaten track, too. As with most French turbodiesels, it's relaxing to drive. Peak torque (134 lb ft) is at just 2000 rpm, and while that clearly isn't enough to provide ear-popping acceleration, it does mean that the Espace dT is extremely responsive. So long as you remember that there *are* limitations, caravan-sized B-road obstructions can be overcome with calm efficiency.

What is something like this doing in a magazine of this nature?

Simple.

As Britain's roads become less and less bearable (more traffic, more sleeping policeman and Gatso cameras that can't differentiate between 80 mph at 3 am, which is quite safe on an empty dual carriageway, and 80 mph in the rush-hour, which patently isn't), the day may come when anyone who wants to enjoy their Caterham, or whatever, may have to take radical steps if they wish to continue doing so in peace. Short of buying Cadwell Park, we don't know what to suggest.

In the meantime, the Espace dT is the perfect solution to stress-free motoring in the fledgling '90s. At £17,595 (and Renault promises low depreciation), it makes a lot of sense.

S A

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Harmless Fun



"A day of simple pleasure"; contestants gather at Brooklands for the Norwich Union Classic Run.

Dear Reader,

The heading for this letter was sparked off when I unexpectedly came across a group of sporting cars gathering in a lay-by near my home. They were on their way to the West Country to take part in the recent Norwich Union Classic Car Run, and had used my part of the world to assemble from various directions, just "to make sure we were all together and under control". Team leader was my old friend Duncan Rabagliatti and he was in his sports Kieft, while the rest were in a variety of cars such as sports Connaught, a small de Tomaso coupé, Allard, MGA, Triumph TR2, Lea Francis, Swallow Doretti, and probably something else which I have forgotten.

When they were "all present and correct" they set off towards Castle Combe, from where they were starting the rally, and as I watched them go I thought "What a happy bunch of motoring enthusiasts, thoroughly enjoying themselves, causing nobody any anguish (except jealousy, perhaps) and having a lot of harmless fun".

Thinking around this matter I wondered if any of them had aspirations of getting deeper into the game of rallying, and if so, would the point come when it changed from "harmless fun" into a "serious matter", then into a "serious business" and ultimately into "a profession". At the beginning the activity was a "nice day out", while the end of the logical path upwards becomes "a matter of life and death" with a World Championship and fame and fortune at the pinnacle. At some point along the path the "harmless" part would disappear and then the question would be "when did the fun disappear?". Probably those points depend on the individual, but sadly they seem to come no matter what branch of the sport you are involved in.

You can view the whole gamut of motor sport as being built on a vast pyramid, a structure with sloping sides meeting at a point. What we call the grass-roots of the sport form the base and the pinnacle is whatever form of competition you happen to like. For me the pinnacle is Grand Prix (or Formula 1) racing and if you are a racing driver then your aim should be to eventually win Grand Prix races. If your activity is car designing, or engine development and building then your pinnacle is for your designs to win those races. Anyone joining the pyramid of the sport, from the base, or even part way up one of the sides, must surely be looking up. I cannot really believe that anyone joins our sport looking down. On the way up some may look back, not in anger (like John Osborne), but in sadness when they realise that great changes are taking place on the way up, that were not readily visible when ambition made them start the climb to the top.

In Great Britain I think we have one of the best motor sporting pyramids in the world, built on one of the widest bases imaginable, which means that the slope up to the top on any side is not as steep as in other countries. This does not mean that it is easier to get to the top, for on any pyramid there is precious little room on the point, but there are lots more starting points and getting a foot on the pyramid base-line has never been so easy. On our particular pyramid the immediate way up is very crowded, almost over-crowded I would say, and if you are not prepared to become "professional" at a very early stage in your climb upwards you will soon become swamped by the opposition, unless you possess vast reserves of hidden talent.

Not everyone has the burning desire to climb upwards and many are very happy to "just mess about with motors" around the base of the British pyramid and not get in anybody's way. It is a vast sea of "harmless fun" and long may it stay that way. But because of this strength in the base of our pyramid, the pyramid itself is much more secure than in some less fortunate countries.

What worries me is that now and then I meet someone who is not content with our solid pyramid, and wants to alter things "to make it better". When I look deeply into these people I usually find that all their efforts are directed at making it better for them, not for the pyramid itself. If I suggest that they have got it all wrong, and that the pyramid they are building is upside down, they go away muttering "He just doesn't understand". Maybe I don't understand them, but I do know that building a pyramid with the point on the ground instead of up in the air is a misguided activity. Nearly as bad are those who want to build their pyramid on a base line of infinity. All our pyramids are of the same height and all the points are very small, so the shallower the slope the easier it will be for *everyone* to reach the pinnacle and that is a geometric impossibility. Similarly a pyramid with a base-line that is too small will mean the slopes are too steep and no-one will get to the pinnacle.

As with everything in life a compromise has to be found and as far as the sport is concerned in Great Britain we seem to have a well-structured pyramid build on good compromise, and long may it stay that way. The sight of my friends setting off on a day of simple pleasure with their old cars, as were hundreds of others all converging on Silverstone for the final big gathering at the end of the day, made me very appreciative of the work being done behind the scenes to organise a gathering like the Norwich Union Run, and to keep the base of our pyramid solid and sound, with no flaws spreading upwards.

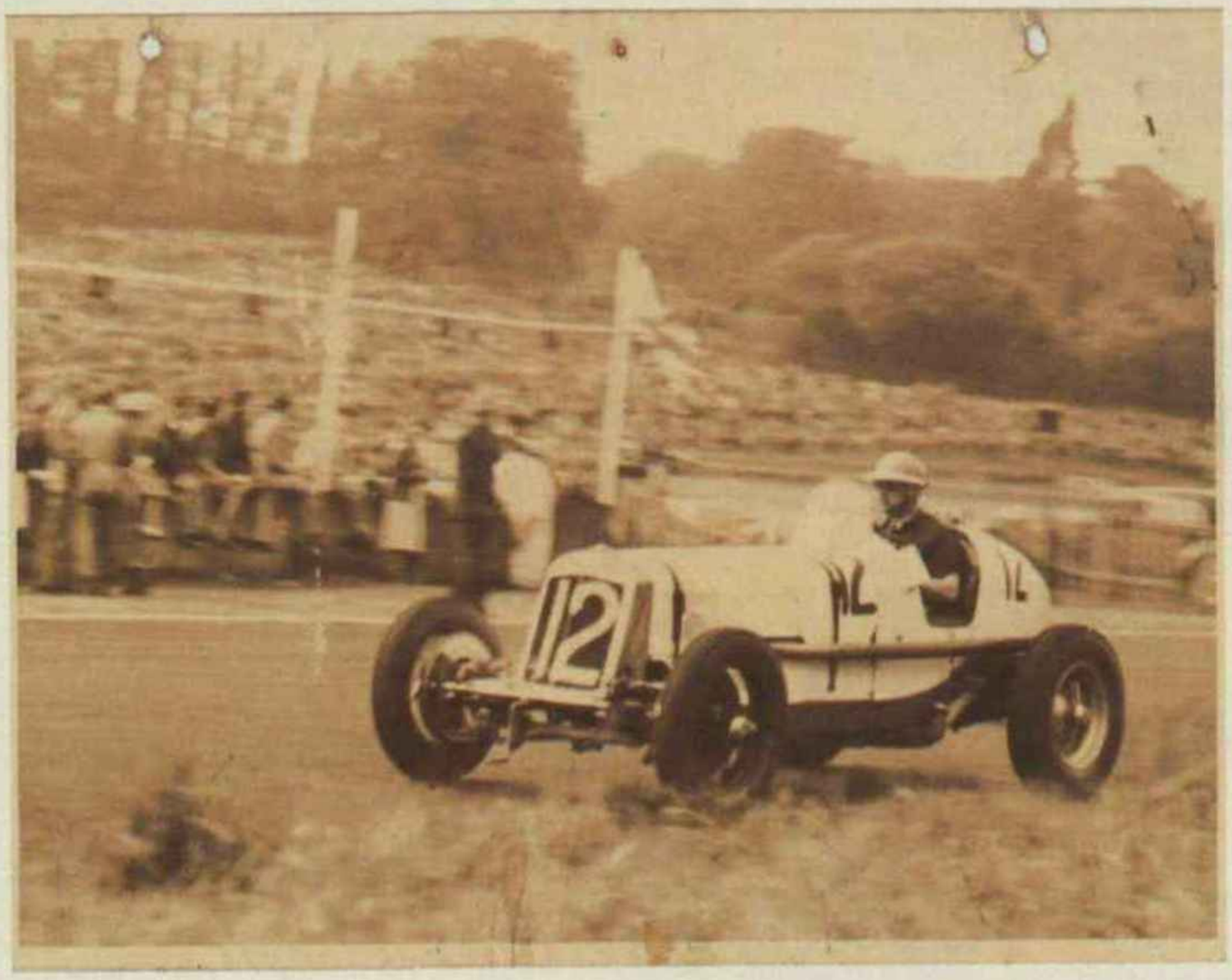
Memorable Moments: The flow of Three Memorable Moments from readers seems unlimited and this month I have picked three from Group Captain John Altham, of Little Shelford in Cambridgeshire, whose memory and enthusiasm for racing goes back a long way.

1. In 1932 I saw a race on the Brooklands banked outer circuit between John Cobb in the V12 10½-litre Delage and Sir Henry Birkin in the "blower" single-seater Bentley, entered by the Hon Dorothy Paget. They finished one-fifth of a second apart at a race average of nearly 120 mph.
2. In 1935 I went to a race in Southern Ireland, as it then was, at Cork and the sound of an 8-cylinder supercharged Bugatti is something that stayed with me forever.
3. With thousands of other spectators I went to the 1937 Donington Park Grand Prix, when the Mercedes-Benz and Auto Union teams made their first appearance in England. The start, with von Brauchitsch (Mercedes-Benz), Rosemeyer (Auto Union), Lang (Mercedes-Benz) and Seaman (Mercedes-Benz) on the front row of the grid, was a truly Memorable Moment.

Such has been the support from readers for this feature of three Memorable Moments, suggested by reader John Patterson of Grantham two years ago, that we may have to devote a whole issue of MOTOR SPORT to the replies, to catch up on the back-log!

Yours, DSJ

The Crystal Palace



At the Crystal Palace Cup Meeting on 1st July 1939 one of the regular stars was Arthur Dobson, driving his white ERA (chassis R7B) with chrome radiator cowl. Like most ERAs it has raced almost continuously to the present day, and it was at the very last Crystal Palace meeting in 1972. Mr T A Wells could justifiably say to his 4-year old son, "I saw that car racing here when I was just twice your age."

To any enthusiast living in London or the Home Counties in 1936 there was news to make them very excited. Motor racing was flourishing at Brooklands track, and had been going for a long time, as had the Shelsley Walsh hillclimb in Worcestershire, while in the Midlands Donington Park was well underway. But all these things were far beyond the compass of a pedal bicycle, and if your parents did not own a car or could not afford to pay for train fares the possibility of seeing some actual motor racing round a circuit was pretty meagre. It did not stop our enthusiasm for motor racing.

In 1936 it was announced that a motor racing "Road Circuit" was to be built in the grounds of the Crystal Palace exhibition grounds at Sydenham, in S E London. Real joy, because it was a short bicycle ride from my home, and even shorter by bus, but if necessary I could walk there, even though it was all uphill!

Needless to say I was one of the first spectators to pass through the new turnstiles on Saturday 24th April 1937, spending all my pocket money, still being at school, and even saved One Shilling (5p today, and today's programme would be £5) for the programme, which I still have. The circuit was exactly 2 miles to the lap, and the average speed was barely 55 mph, for the beautiful tarmac road was very twisty with only two short straights. Today we would call it "Mickey Mouse" and there would be moaning about "nowhere to pass . . ." In 1937 we were enthralled by the spectacle and the noise and the exciting cars, ERAs, Altas, Maseratis, MGs, Rileys, with Raymond Mays and Patrick Fairfield in the ERA factory team, and Billy Cotton the band-leader in an MG.

I was probably among the last of the spectators to leave that Saturday evening, but I knew I would be back and already had the feeling that when I left school I was going to have to be involved in motor racing, somehow. That first year of the Crystal Palace circuit saw me at all four car race meetings that were held, but don't ask me where the money came from, for I cannot remember. It wasn't important that pocket money and "financial gifts" from aunts and uncles was all "wasted" on motor racing; I just had to be there.

By 1939 I was a hardened Crystal Palace motor racing fan and just one of many thousands of regular spectators. In 1938 there had been five meetings and in 1939 four major events were planned, with some additional minor club meetings. At the first meeting, on 20th May 1939, among the spectators was a Mr Wells, with his 8-year old son Tom, clutching his father's hand and no doubt trembling with excitement.

Mr Wells was a nearby Ford Dealer, and went to the Crystal Palace in a Model 68, with 30hp V8 engine, a car that was re-writing the motoring standards of the day on the matter of instant acceleration, winning all the "traffic lights Grands Prix races" with an impressive 0-60 mph performance.

Tom Wells recalls drivers such as Prince Bira, Arthur Dobson, Percy Maclure and Peter Walker, and ERA cars, Maseratis and Alfa Romeos. The Sydenham Trophy was won by Bira in his ERA, with Arthur Dobson second and Hans Ruesch, the Swiss driver third. Mr Wells probably had little idea about what he had started, for they went to the next meeting in July, and then to a vast Gymkana-cum-Race meeting at Brooklands put on by the Ford Motor Company for its customers, naturally going in their Ford V8 saloon.

By September 1939 motor racing was finished all over Europe while people fought each other for six long years, and young Wells probably wondered what it was all about. Enthusiasm was re-kindled after the war and the first British GP at Silverstone was attended, and by 1950 young Mr Wells was a keen reader of MOTOR SPORT, and still is to this day. In 1972 Tom Wells took his eldest son, then aged 4 years, to the Crystal Palace for the "Farewell to Crystal Palace" meeting on Saturday September 23rd. The meeting was sponsored by the Daily Mail and there were 186 names in the entry list, most of the cars being "Historic" and many having been at the first Crystal Palace meeting in 1937. Certainly the ERAs were at that 1939 meeting that Mr Wells was taken to by his father in their Ford V8, when he was 8 years old. Like father, like son, the 4 year old member of the Wells family was as fascinated as his father was. It was just a sad fact that it was the last meeting to be run on the Crystal Palace circuit.

In 1937 it was the London County Council, owners of the Crystal Palace Exhibition grounds, who made it possible for the newly-formed Road Racing Club to organise that first meeting. By 1972 the LCC had become the Greater London Council and they permitted the Aston Martin Owners Club to organise this last meeting. The ever increasing noise factor (twenty years ago!) and the safety factor of the spectators, plus the cost of upkeep all went against the retention of the circuit and persuaded the GLC to call it a day. It was a sad day for Mr Tom Wells, now living in Winchmore Hill in North London, and for many more enthusiasts and competitors.

It had never been one of the "great" circuits, but that doesn't matter, it provided some very good racing for a long time and many thousands of motor racing enthusiasts welcomed it right on their own doorstep. Not many capital cities in the world can claim to have had a permanent road-racing circuit within their boundaries and almost in sight of the Houses of Parliament. Perhaps it was really too good to be true, but those who were able to enjoy it have many happy memories.

A number of other readers have written in with memories of their first sight and sound being at "the Palace" so I picked out Mr T A Wells' letter at random. **D S J**

Jungle

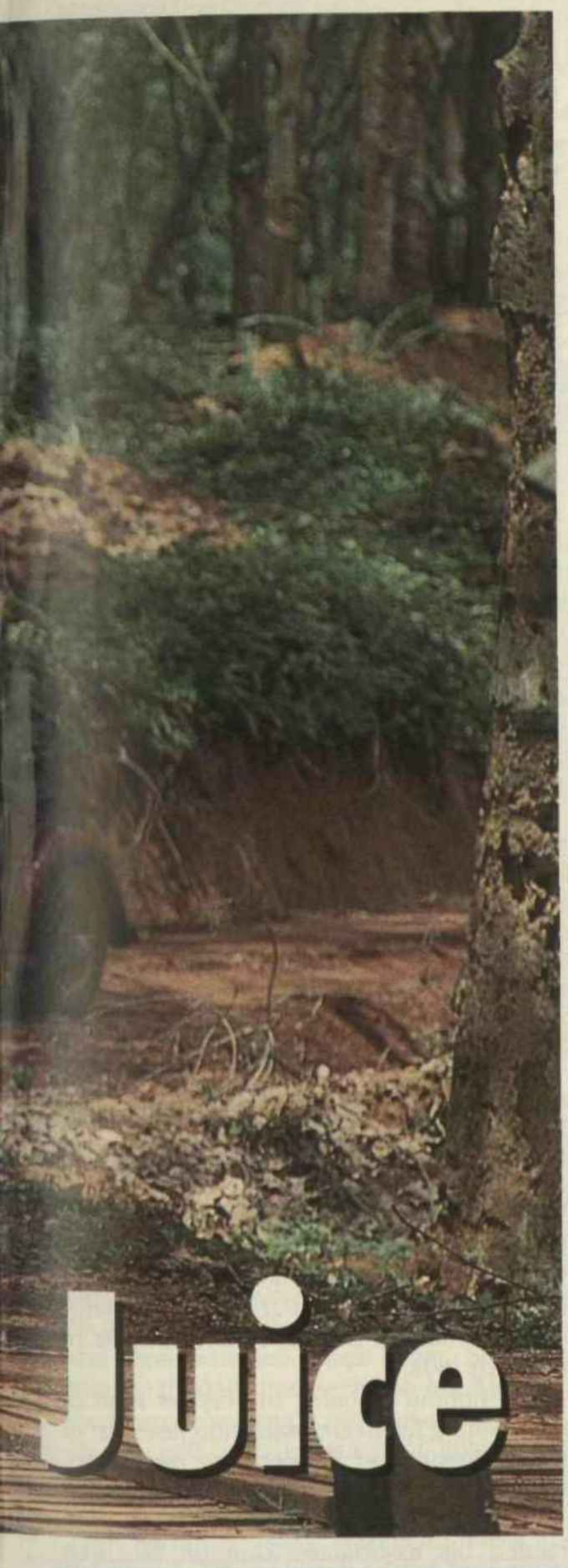
Alain de Cadenet took his Alfa way out East for some tropical motoring

You may well be wondering what this event was all about. Why would over 70 entrants send both cars and themselves from all over the world to Singapore? Surely it wasn't just for a reliability rally and driving test?

Adventure, of course, is the answer. The greatest privilege of owning old cars is the maintaining and the driving of them, particularly in the conditions that they were constructed for in the first place. The idea of driving around Singapore city, up to the Straits of Johore, across into Malaysia and thence via not so very well-kept metalled roads to Kuala Lumpur may not appeal to everyone. However, add in some off-road excursions into 4x4 country littered with overhanging palm and rubber trees and precarious mud alleyways up hill and across ditches and this event became a definite no-no for the all-too-common poseur who has infiltrated the vintage movement.

Jim Profit, from Long Beach, California, entered the oldest bolide. This was a 1914 Mercer Roadster on correct artillery wheels. Amongst the Australian entry was a 1924 Alvis from Ian Diffen, a Buick Marquette Tourer from Lloyd Hart and Peter Briggs' gorgeous Franay-bodied 1936 Bentley. There were several Jaguar XK120s, 140s and 150s from Japan and the 'locals' — i e from Singapore or Malaysia. There was a Model T Ford, a Stutz Speedster from 1927, a great looking 1929 Le Mans-bodied Bentley that was entered from Belgium. There was a Phantom I and a Phantom II and several MGs from TA to MGA. Richard Leeson sent his Bugatti T 40 from the UK and Antoine Prunet sent his smashing little Bugatti T 37 from France. At least he had lights and cycle wings on it; his friend Maurice Sauzay sent his 1926 T 35 out in full GP spec — no lights or wings whatsoever. I sent out my trusty old Alfa Romeo 8C MM to keep David Baylis company in his 1928 6C 1500 MM.

Cars started at one minute intervals, off a



very slippery ramp on the cricket pitch. The road book gave very explicit instructions on where to go, via 'tulips' in both kilometers and miles. If you had an accurate odometer, then it wasn't too bad following the directions. The object was to recognise Route Checks as you came to them and not to arrive at the controls either early or late which gave you penalties — a bit like the Mille Miglia but with a lot more to do, on roads that were a lot worse, and with no signs to help. Haldas and the like were banned, but we soon learned to correct our wonky odometer as we drove along. Actually it was hardly 'drove along' as a torrential downpour continued all afternoon and aquaplaning was more the rule.

The next day produced very warm and humid weather. The route took us up into the hills, through jungle plantations and some very serious scenery including equatorial rain forest. My old 8C was suffering a bit on the off-road sections and needed some remedial attention at the stops. I kept thinking of Maurice in his T 35 and told myself that I had nothing to worry about. However, I did have a piston pick-up just before lunch. It was caused by running too lean a mixture and then driving too fast for the setting. At least I still had 7 pots to complete the course with.

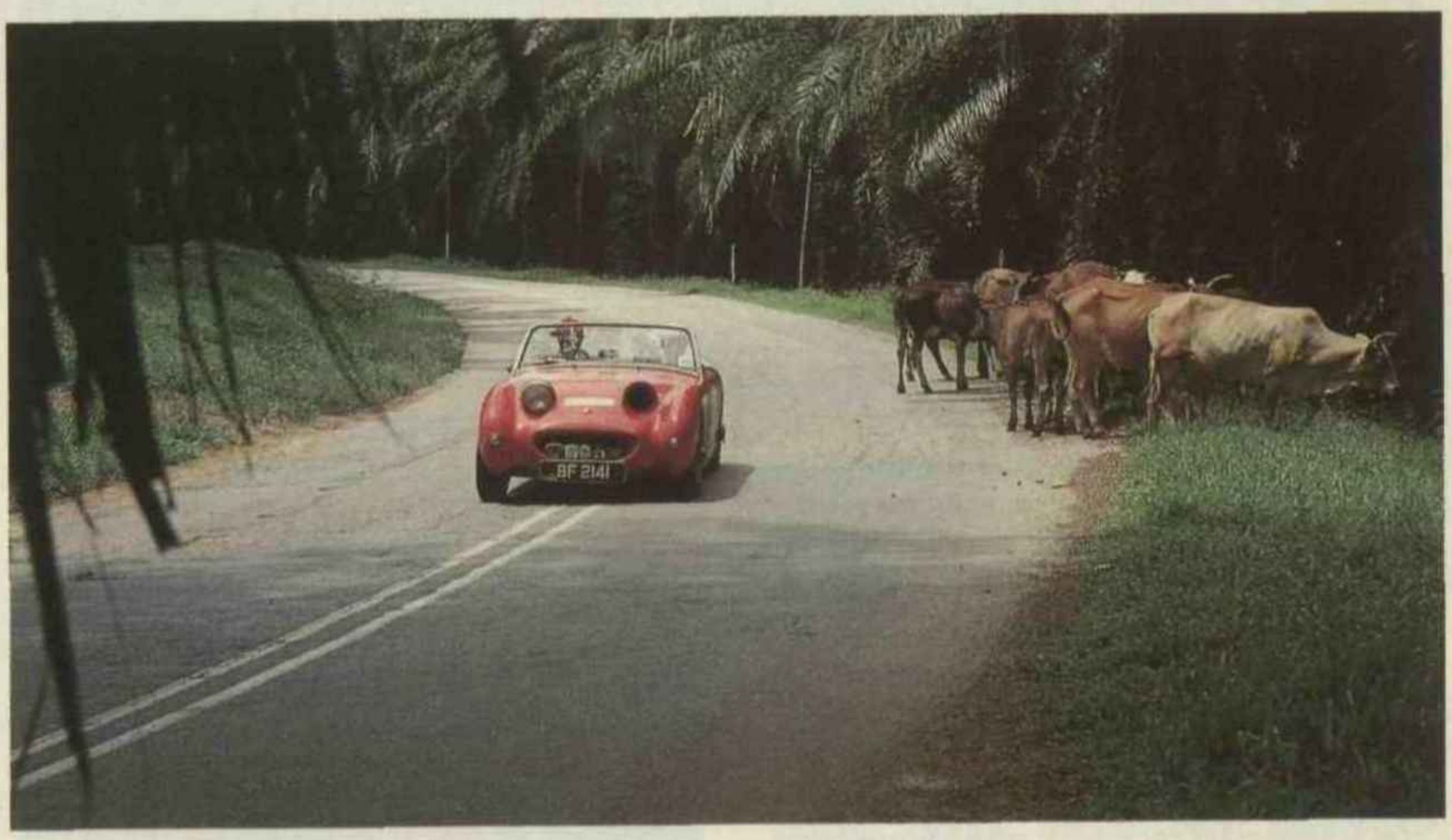
The final police-escorted thrash into Kuala Lumpur was as good as in the Carrera Pan-Americana. I love following policeman on bikes at 80 mph down Main Street! (Not to be recommended the other way around.)

Several things amazed me about this escapade. The number of finishers was remarkably high with very few drop-outs or mechanical horrors, apart from the usual bumps and scrapes and the odd excursions into ditches.

Great credit must go to the organising club, the Malaysia and Singapore Vintage Car Register. All their members and officials worked extremely hard to put this show on. Getting all the cars there in the first place was a miracle and getting them back from Malaya was also not easy.

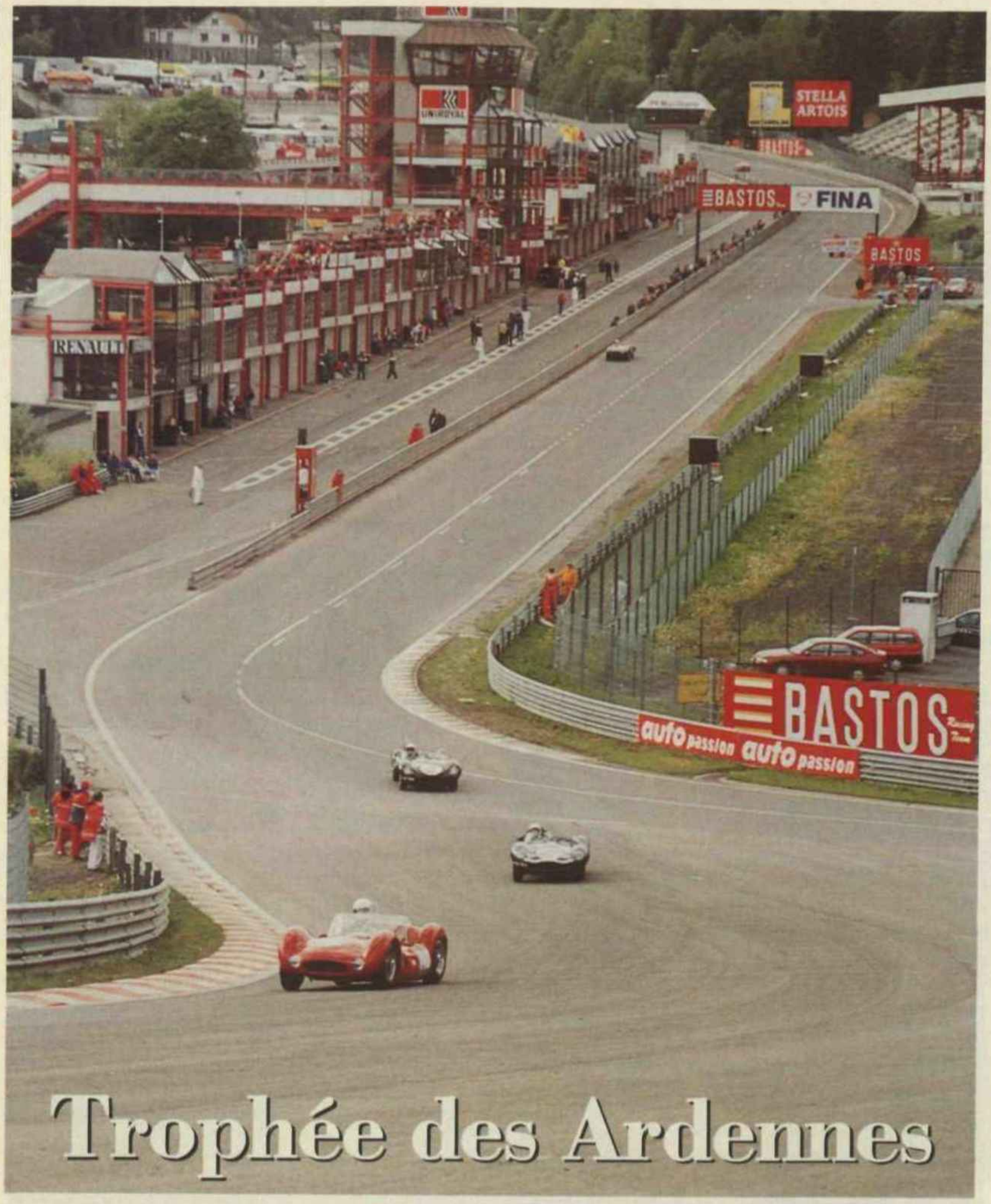
My final words must lie with the Louis Vuitton people who seriously know how to sponsor events. From directors to PR ladies, they all got stuck in and helped out in a very 5-star way. They can all feel very proud of themselves, promoting international concord and for me, most importantly, bringing joy to thousands of children watching *en route*.

A de C





Abingdon ruggedness is a plus when you take your MG TF onto unsurfaced roads (main picture). Alain de Cadenet's 8C Alfa, far left, finished despite lapsing onto seven cylinders. Roads varied from city-centre to rough tracks (left, MG Magnette to the fore); P K Yong (above) negotiates local life in his Frogeye Sprite.



Trophée des Ardennes

The feature event of the 9th Trophée Des Ardennes Historic meeting over the classic Spa-Francorchamps circuit in May was the annual HGPCA 100-mile race for pre-1959 Grand Prix and F2 cars.

For the first time the event was scheduled to be a one-part race with one compulsory pit-stop and the option of a driver-change. Sadly, it did not run the full distance following delays as a result of an accident in the Steigenberger Supersports race, but still ran to a respectable 81 miles. Comfortably fastest in practice was Nigel Corner in the Corner family 250F Maserati from expatriate Welshman Lindsay Owen-Jones' ex-Bamford Piccolo 250F closely followed by Nick Mason's 250F, shared with Gary Pearson. From the start (the traditional downhill starting-grid being used for this meeting) Corner was first through Eau Rouge from Owen-Jones and a fast-starting Martin Stretton in Beasley's 2-litre Cooper-Bristol to take a lead he was to hold to the finish, although the Maserati was trailing an ominous cloud of oil smoke over the closing laps as Owen-Jones closed to within 1/5th second at the flag. Stretton's race lasted a scant five laps before engine trouble halted a promising drive, with the Mason/Pearson 250F taking third followed home a few



At top, Lindsay Owen-Jones heads for victory over the D-types of Frank Sytner and Gary Pearson. 100 miles in the lead — almost. Corner, above, was in charge for all of the shortened race.

seconds adrift by Robin Lodge/Tony Merrick in the former's ex-Gilby 250F. Jeffrey Pattinson nursed his ex-Moss example to fifth with no oil pressure, and Richard Pilkington was first non-Maserati finisher in sixth with the Totnes Motor Museum Talbot Lago. First pre-war finisher was Ludovic Lindsay sharing ERA 'Remus' with Alain de Cadenet, who was lucky to extricate himself from the gravel trap soon after taking over, on his first experience in the car.

A superb entry for the European Historic F2 Championship was bolstered with pre-'77 F1, F3 and F5000 cars, and after a damp practice dominated by Alain Filhol's Lotus 69 it was current champion, Swiss Freddy Kumschick, who anihilated the opposition with his similar car, with John Harper emerging as best of the rest after a fierce battle with Lotus team-mates Filhol and Steve Hitchins.

The 1950's Sports Car Race encompassed some 1960 cars not regularly seen, but it was regular protagonists Frank Sytner, Gary Pearson and Lindsay Owen-Jones who produced a splendidly close-fought battle for the lead which went the full race distance and which became a little fraught on occasions, Sytner in the Bamford 'D' Type Jaguar taking the lead from the short-nosed Andrew Baber version driven by Gary Pearson and Owen-Jones' 3-litre Birdcage Maserati. Sytner was displaced by the Birdcage with a few laps to go while Pearson held third, well clear of the rumbling Lister Chevrolet of Steve Griswold, and John Harper with the Dutch Motor Museum's 'D' Type, while Nick Mason completed the top six in his 2-litre Birdcage Maserati.

The race for pre-'65 Rear-Engined Single Seaters produced the hardest-fought contest of the weekend, between Alan Baillie (Braham BT14 Twin-Cam) and Simon Hadfield (Lotus 22). The pair frequently arrived side-by-side at La Source hairpin, eventually resulting in contact, which saw both cars come to a halt on the exit, Baillie accelerating away downhill with nosecone pointing skywards. Next lap the Brabham was entirely devoid of its nose and top body section and on the final lap a do-or-die effort resulted in another dose of contact, but on this occasion Hadfield kept going as Baillie came to a halt once more, to take victory. Third place went to Thomas Bscher's glorious BRM P261, reviving memories of Hill and Ginther in Belgian GPs of the early '60s.

The honour of being the fastest man of the meeting fell to German Wido Roessler in the Steigenberger Supersports race, who, after recovering from a spin which cost him second place, and possibly even a win, hauled his ex-Soames Langton McLaren M6B up to fifth. After being red-flagged on the second lap when Dutchman Dick Waaijenberg planted his McLaren M8C over the barriers at Les Combes, after colliding with Kent Abrahamsson's Chevron, Charlie Agg led the curtailed re-run in his M8F McLaren from start to finish, with 2-litre cars filling the next three places headed by John Sheldon (Chevron B19) from Ed Swart (B19) and Sean Walker (Toj 205). Probably the most outstanding drive of the race came from Helen Bashford (B19) who, although finishing sixth, set second fastest lap, only .43 seconds slower than Roessler.

Other British successes went to Tony Thompson (Lotus Elan 26R) who beat Denis Welch (Healey 3000) in the pre-'65 GT race, while Steve Williams (MGBGT V8) won the MG/Triumph/Morgan/Healey Challenge from the MGB V8 of Paul Canfield. Trevor Needham (Ginetta G4) was runner-up to Swiss Marcel Hayoz (Lotus 23) in the pre-'65 Sports Car race. **A S D C**

Burning Brands

John Surtees at the wheel of David Piper's Ferrari.

Lincoln Small (below), is a brave man to race his Abarth 2000 SP with no available spares.

Welcome newcomer at bottom: Simon Hadfield and Michael Schryver's promising Lotus 72.



Blazing sunshine basted a healthy crowd who gathered at Brands Hatch to celebrate the career of John Surtees, the only man to win World Championships on bikes and cars. 30 years ago he won his first GP, with the world title coming in only his second season, though he first raced at Brands 43 years ago. Two and three-wheeled races began Sunday's tribute, though there were no MV Agustas, the marque Surtees is best associated with, on the grid, but the guest of honour did demonstrate Cedric Selzer's Lotus 18 Climax, before leaping into David Piper's 250P Ferrari to make Maranello music for the crowd. Piper himself added to the display later in the AT&T Istel Historic GT race, loaning the beautiful Ford F3L to Laurence Jacobsen and then challenging him with the Ford-engined Matra MS650 he shares with Mike Knight. Greg Hart (March 75S) was the decisive victor, despite a start penalty, with Steve Arnold's Osella and Ian Giles impressive Sauber C4 behind to show how varied these grids have become lately.

Amongst the Historic F1 cars, the novelty was the appearance of the Lotus 72, driven to a promising debut fourth by Simon Hadfield, following Paul Smith's Ensign, Willie Green appropriately Surtees-mounted, and the victorious Arrows A3 of a confident Patrick Blakeney.

Several races offered more drama over second place than first; the HARA Trans-Am Challenge brought out huge rumbling Galaxies and Falcons, and while John Young (Mustang) went off on his own, the ever-improving Ralph Avis (Mustang) fended off Ellis Bergman's Camaro with gusto. Similarly, the European F2 event saw Fredy Kumschick (Lotus 69) score his customary win, but Peter Hannen is getting the measure of his March 712 in its first season and this time was close behind team-mate John Harper. Running matching cars, they need only one set of spares; and as Hannen runs a long-stroke and Harper a short-stroke engine, they can even share one gear set. However, they were split by Irishman Arnie Black, a surprise top-runner in his Crossle 19F, who threatened but failed to displace Harper in the exciting closing stages.

FJ, F3 and FF single-seaters mingled with sports-cars in the German Open Championship race, won by Alistair Morrison's March 733 amongst a field including Tecnos, Mallocks and Ginettas, while the final race commemorated Donald Healey, pitting 3000s, 100s and Silverstones together. Gerry Marshall looked set to challenge top Healey man Denis Welch, but had to be content with second after losing his overdrive. A bumper weekend for the fourth Visage Superprix.

G C



Léon-Bollée



A derelict 16/20 hp Léon-Bollée.

The birth of the Léon-Bollée goes back to days which are now almost impossible to visualise, so far distant are they. You have to go back to the 1870s, when Amedée Bollée started making his steam vehicles at Le Mans, long before the name of that town became immortalised in motor-racing history, starting with the French Grand Prix of 1906 and a Renault victory.

From the dim recesses of history one has to recall Amedée Bollée, son of a Le Mans bell-founder, building his first steam vehicle in 1873, using independent front suspension and Akermann steering on this light road locomotive, which he called *l'Obeisante*. From those advanced and historically significant beginnings Bollée *père* went on to build steam coaches of many sizes, from the series-produced *La Mancell* to the 4WD six-wheeled 20-ton *Anne-Marie*. Pa Bollée was at heart wedded to steam propulsion and in 1885 one of his three sons, Léon, built himself, for his private use, a light steam car. His father had for his personal transport a ten-seater brake built in 1880 and referred to as *La Nouvelle*. Bollée's later steam carriages, run over the scarcely developed French roads of this now dusty antiquity, were satisfactory. They were also raced, *La Nouvelle* being entered for the 1895 Paris-Bordeaux-Paris thrash when it was 15 years old — there was a kind of vintage participation even at the dawn of automobilism! This seemed a promising ploy, because Bollée could get 28 mph out of his steamer, whereas Emile Levassor was flat-out at 18 mph in his 3½ hp Panhard petrol car. In the event, one of the steamer's big-ends overheated and while its crew of seven replenished the coke and the water, its driver applied wet rags to the offending bearing, in true steam-tactics style. Alas, he forgot to remove them and on resuming the race they were drawn into the machinery, cracking an eccentric casting and bending a con-rod. This was rectified but the jury-rigged repair did not permit of full speed and Bollée, with all his sons on board, finished ninth, after 90 hr 3 mins, the first steam vehicle to complete the 732-mile course. Here, a pause in the main story to recall that Levassor drove this race without a co-driver, being at the tiller for 48hr 48mins — and how much would today's F1 aces ask if each of their appearances lasted as long as that?

It is to father Bollée's credit that he was sufficiently unbiased to see that it was the petrol car which had a future, and when Léon turned in that direction, building his first internal-combustion-engined vehicle in 1895, he received parental help and advice.

And the use of the Le Mans factory in which to conduct his experiments, although because casting church bells did not lie well with the horrid new-fangled horseless-carriages, production was done in Paris, at 163 Avenue Victor Hugo, and Le Harve. His first venture was a motor-tricycle and a very exciting proposition it was. Critics have described it as rough and noisy. But at the time of their conception most motor vehicles were empirical and used for fun or experiment, so this could not have mattered all that much. What Léon Bollée had done was to make a three-wheeler with a single back wheel and a very abbreviated wheelbase. He called this a *voiturette*, a name which was to pass into the language for all the smaller motors.

Power was provided by a horizontal single-cylinder engine hung beside the back wheel on the near-side. It was air-cooled, with square fins, and had a bore and stroke of 85 × 145 mm. Suction-opened inlet valves and mechanical exhaust valves were used. Bronze bearings served, the big-end splash lubricated, the mains greased by hand. The con-rod was tubular and ignition by hot-tube. A single-jet carburettor sufficed and it has been said that so close to the float chamber was the burner that fires were not uncommon. The engine had a big flywheel. Transmission was by three virtually unlubricated gears on the crankshaft extension, which could be meshed with three gears on a layshaft, from which a flat belt, as seen in workshops driving batteries of lathes, drove the back wheel. There was no clutch, movement of the back wheel tightening or loosening the driving belt, as on the later Zenith Gradua motorcycles, so that drive was achieved or neutral obtained. Full forward movement of the back wheel applied the belt rim to a stationary brake block. There was another brake on the flywheel, of band type, but to stop the engine when the hot tube had enough heat left to still ignite the mixture after the burner had been doused, not to retard the Bollée.

Because it was powerful for its size and light, the original Léon Bollée had a good performance for its time, and its low build ensured good stability, until slippery roads were encountered, when a full-circle spin was all too often experienced. But this 3 hp trike must have endeared itself to many dashing young Frenchmen, who from the seat over the back wheel and their *madamoiselle* in the coal-scuttle perch ahead of them, no doubt showed off as most young men in sports cars have done to their girls ever since . . . The early cars had a 2hp engine of 75 mm bore, but these could be exchanged for the 3hp version, for a fee. Driving a Bollée was a many-handed task, however. Steering, although the ratio was reduced, by a rack-and-pinion, was done with a tiny wheel possessing a handle familiar to traction-engine drivers, turned with the right hand. The left hand was occupied with easing the gear stick back and forth, to engage the drive or free it and, by turning the spade grip at its top extremity, to engage a gear. To stop, this lever had to be hastily pulled backwards. That apart, starting the engine involved cranking it anti-clockwise, and a wrist-breaking back-fire was a strong possibility, as there was no "retard" with a hot-tube. Once started, any free hand had to be used for adjusting the air control, throttle and governor. By 1900 most owners had converted to battery and trembler-coil ignition, which made for a safer crank-up.

But fast these Bollées were, although they were devoid of road springs, relying on pneumatic tyres and a C-sprung seat to provide a modicum of comfort. In the early motor races they dominated their class. Thus, in the race from Paris to Mantes and back, in 1896, in the class outside the car and motor cycle categories, Bollées occupied the first four places, one driven by Amedée's brother, and the following year the Vicomte de Soulier's Bollée was third in the motorcycle class behind two De Dions, only 0.7 mph slower over the 149 miles from Marseilles to La Turbie than the winner, whose machine weighed 75 kg to the Bollée's 120 kg. And when a *voiturette* class divided Léon's tricycles from the lighter ones made by De Dion, they dominated this class of the 1897 Paris-Dieppe race, Jamin winning at a pace 0.6 mph quicker than the best car could manage. Jamin then won the Cycles division of Paris-Trouville, beating the average speed of the quickest 6 hp Panhard by 3 mph, he and Pean beating 13 1¼ hp De Dion tricycles and a steam trike of that make. In fact Léon dealt only with racing and development. Diligent et Cie had manufacturing rights, and made perhaps 750 Bollées from 1896 but went into liquidation by 1906.

"Starting the engine involved cranking it anti-clockwise, and a wrist-breaking back-fire was a strong possibility"

By 1899 four-wheeled Bollées of gradually increasing power took over in racing and the trikes faded out from the town-to-town racing scene. But they had proved their worth. Production Bollées soon became cars with four wheels but the three-wheeler patents had caused the Coventry-Motette version to be made in England, recognisable by its round instead of square cylinder fins, which were longitudinal, and tiller in place of wheel steering. Darracq also made a copy, but it was a failure. But by 1903 the Bollée car had emerged as a satisfactory production; the late St John Nixon, who was there at the time, says that it was "silent" compared to the tricycle. British and American finance had poured into the Bollées' hands, enabling them to embark on full scale production of rather good automobiles.

These took the form of 4.6-litre 28 hp and 6-litre 45 hp four-cylinder cars with chain drive, followed in 1907 by a big 11.9-litre six-cylinder chassis. Later small Bollées appeared, such as the 10/14 hp model, but a wide selection went up to the 10-litre cars of 1910 onwards. In England a depot was established in Long Acre, in London, made fashionable by Mercedes, and its proximity to the newspaper world may have activated the sale in 1912 of the twelve Léon Bollées which were purchased by the Daily News Ltd. They proved very reliable on newspaper delivery rounds, although they had to be hand-cranked. As late as 1929, a 1913 Léon-Bollée was giving good service on a tour of England and Scotland, returning 30 mpg and giving no trouble in 2200 miles. After the war the make was represented at the London Motor Show from 1919 until 1924, at first as 17.9 hp 2.9-litre and 22 hp 3.5-litre cars, both with a stroke of 130 mm for their four-cylinder side-valve engines, but with bores of 85 and 95 mm, respectively. These were pre-war confections revised by giving them chain instead of gear drive for the camshaft and engine auxiliaries, but retaining the leather cone clutch and separate four-speed gearboxes. With wire wheels and the traditional radiator with its slightly scalloped form these were quite smart cars and they had CAV electrics, this kind of lighting having been adopted from 1913. A period touch was the brass finish on one of the 1920 models, although nickel plating was also used.

After the war a move to erect at Le Mans a memorial to Léon Bollée took impetus again; I believe it has survived. From 1920 the Motor Show appearances here of the now long-established make were handled by The Connaught Motor & Carriage Company Ltd, also of Long Acre, but in the Coachwork Section at Olympia they showed their work on Armstrong-Siddeley, Daimler and Minerva chassis, so the arrangement was presumably to have an outlet for advertising and hopefully selling Léon Bollée cars shipped here, and bodied when necessary by Connaught. Certainly English bodies (with sliding front seats, not so universal then) were supplied to the now ageing 17.9 hp chassis and hire-car folk could pick up pre-war and war-made earlier models with very suitable bodywork and demeanour, very cheaply. In 1921 the Daily News Ltd ordered a fleet of six delivery vans for the *News Chronicle* and *Star*, of which they were able to get quick delivery, after the Transport Manager L G Sewell, had placed the order. The van bodies were built on the passenger-car chassis (price £900) by Elliotts of Vauxhall, London. The van drivers now had the luxury of electric starters and their front mudguards were protected by Firmax tubular spring-bumpers . . . The



Léon-Bollée luxury: Tony Smallbone's 1905 40 hp 8-litre model being driven recently by Malcolm Jeal, chairman of the VCC Dating Committee.

fleet was registered XL-9481/6.

At least one of these Léon Bollée vans was used by *The Star* until 1933, after which it was sold to the Daily News Sports Club for £2. The company carpenter cut the body down to form a pick–up truck and the mechanics designed rollers to replace the back wheels for towing a garden roller and spiked rims for use when trailing the gang-mower. The front wheels were replaced with disc wheels possibly from a current Ford shod with 6.00 x 15 tyres. In this form the 1921 Bollée stayed at the sports ground until 1960. The two newspapers then closed down and the Léon Bollée went to perform its same duties at a girls' school. When a tractor replaced it no-one wanted to remove it and, the head-mistress regarding it as an eye-sore, it was put behind a shed. Fortunately, a small boy, who had gone to his sister's sportsday and become bored, wandered off and encounteted the derelict vehicle. Being an intelligent lad he wrote a postcard to MOTOR SPORT about it. Permission was obtained for its removal, the school groundsman accepting fifty Player's in payment. Thus was one of these chassis saved from the scrapman . . .

For 1922 there was an attempt to modernise the make, the 16/20 hp car being given *en bloc* cylinders (of 80 x 85 mm) whereas previously this engine had paired pots, the petrol tank was now at the back, with vacuum feed, the cone clutch had given place to a leather-lined disc clutch and the prop-shaft universal joints and the steering gear had been redesigned. I think that by now a rather odd feature, of the pedals pushing straight downwards instead of bring angled, had been lost, to the detriment, perhaps, of shoe-repairers employed by Bollée owners . . . The chassis cost £550, which must have restricted sales, but there was a further advance for 1923, with a new push-rod overhead-valve 72 x 120 mm (1954 cc) model having a three-bearing crankshaft, pump cooling, a central gear lever and Perrot FWB. With SEV electrics it too cost £550 in chassis form. This car had a neat square-outline cylinder block.

Although the two smaller models were shown at Olympia for the next three years, I doubt whether many Englishmen were using new Léon Bollées in the 1920s. For Olympia in 1923 a lhd 12/35 hp chassis was brought over from the Paris Salon and in 1923 a wide range of body styles adorned the Stand, including a quite modern-looking 2/3-seater 12/35 hp car, its chassis price reduced to £385. After which Connaught had had enough apparently; on their own stand they resolutely ignored the make, showing their wares on a Fiat and the top British chassis, as they were to do for many more years.

It is now, with the French factory in trouble, that the ever-resourceful Sir William Morris (Lord Nuffield) comes into the story. He took over the Le Mans factory to avoid tariff duties on imported Morris cars. From then on, the Morris Leon-Bollées were nothing more than offshoots of Cowley designs, with more dashing bodywork. The first of these newcomers to the Gallic motoring scene looked little different from its forebears, the radiator unchanged and a 12cv Hotchkiss power unit under its bonnet. But soon the Oxfordshire theme penetrated, even to a 3-litre straight-eight in 1928 which had the Wolseley-based overhead-camshaft engine with the cylinder blocks in pairs with the camshaft-drive rising between them. There followed a 15cv Six, that aped the Morris Six, although chassis and body production were carried out in France, where four-speed gearboxes were fitted.

For a time it looked a winner and friendly help was extended willingly by this British-financed factory to those in trouble with British cars before the 24-hour Le Mans race. But the depression of 1929/30 killed off the prospects and Sir William sagely closed his link with Léon Bollée.

From 1931 to 1933 the Stè Lèon Bollée tried to revive these once-proud cars, in vain. So ended a make which had been at its prime at the turn of the century, with pioneer transverse-spring ifs, and quiet-running engines long before the appearance of the Rolls-Royce Silver Ghost and the Noiseless Napier or the advent of the Knight double-sleeve-valve power-unit intended to chase the clattering poppet valves away. It was all a long way from the pioneer era when the Michelin Tyre Co had ordered 200 Bollée *voiturettes* in 1896 and the Hon Charles Rolls ran one in 1897. But the name was not entirely forgotten. Sammy Davis, Sports Editor of *The Autocar*, having tasted the fascination of the Veteran Car Run to Brighton with a borrowed 3½ hp Benz, bought in 1929 for 300 francs in France an 1897 Bollée tri-car with which he was to have great annual adventures on the Run, earning a rebuff one year when he and his racing mechanic Head pushed "Beelzebub" 12 miles to the finish, which might have ruined forever the leg Davis had injured in the Invicta crash at Brooklands. Davis was doing this into the 1960s, with the intrepid front-seat passenger his racing-driver son Colin, his wife Susy, aviator Jean Batten and others of similar brave demeanour. Davis also got 19 mph on the car in various car races at Brooklands. Capt Benbough also drove one in the Run, until he disagreed with the VCC Dating Committee's view of its age by a year, and withdrew . . .

Ah, the Léon Bollée! The name lives on, even if the cars have gone. **W B**

King of the hill

Prescott's annual BOC Classic gathering in May had the added temptation of a Type 59 not seen before in this country. Once owned by Leopold, King of the Belgians, the black 59 has been bought by Bob Rubin and was visiting Prescott on its way to the States. Jean-Pierre Wimille raced it during 1937, before *le Patron* gave it to his friend the King. Its sports bodywork with low-set faired-in headlamps is remarkably original, even to the discoloured laminated screen and pre-war headlamp bulbs.

Rubin plans merely to tidy the car before running it in selected competitions. Sadly, it was not running this day, and was unable to join the lunchtime Bugatti cavalcade, which, as well as a spread of 35 and 37 variants, included Hugh Conway Jr's 43, Howell's H16 45, and Rodney Felton's 55. Supporting the static Leopold car were two 59 replicas: Martin Dean's, using parts from the factory clear-out and an engine from the Bugatti aeroplane, and the uncompleted machine which Richard I-Anson is building for John Marks around a pair of factory side-rails.

Patrick Wood, who started favourite, took overall honours in his 5-litre Pilbeam, Mark Walker's Caesar Special headed the pre-war cars, and Peter Thurston was declared overall victor in his Mallock U2. **G C**











The perfect view — Barry Parkinson's T37 gt altitude, top. Above, John McCartney trims the grass in his B48 Chevron.

Richard Drewett's Lotus 30 (right) sounded lovely; Rubin's T59 still much as raced by Wimille.



A 60-year partnership — Tom Delaney (inset) and his Hyper LeaF.

Photos: Alan Cox

Jubilee Park



Bisher raced his ex-Howe 8CM Maserati similar to Straight's 1934 winner in the Donington Park Trophy; Llewellyn's 3/8-litre Bentley steals the inside line.

No-one seems to be celebrating the Queen's 40th anniversary this year, but this is Donington Park's Diamond Jubilee and while the European GP was the major event, the VSCC's May meeting was a rather better reflection of those first races around the wooded park in 1933. The pre-war atmosphere began with the Brooklands Society Trophy, where Seber's rapid Wolseley retired, letting Ian Bentall (Bentley) through to win. A computer snag over practice times meant that Gary Pearson had to start the 1950s Sportscar event from the back of the grid, but it only took him four laps to get his Lister to the front ahead of Steve O'Rourke's similar machine.

After last month's promising performance at Silverstone, Tim Llewellyn surprised no-one in the John Holland Trophy when he arrived first at Redgate in Julian Majzub's Pacey-Hassan Bentley, and for several laps opened up a small gap over Morley's Napier-Bentley. But when the single-seater's dry-sump system dumped its contents, Morley inherited a lead which only Stanley Mann could threaten. Revelling in new Alfin brake drums on the 3/8ltr Bentley, Mann was on terms with Morley's leviathan, but a misfire kept him behind to the flag — though he claimed he could hear the Napier engine misfiring too and that another two laps would have done it.

Wheel-to-wheel action in the Ron Flockhart Memorial Trophy brought excited cheering from the stands as Nigel Corner strove to wrest victory from Rick Hall in Cedric Brierley's C-type Connaught. Second by inches at Redgate, the Corner Maserati 250F was all over the Connaught for two nail-biting laps, passing it on lap three, only to be jumped on three laps later when Hall hurled himself through at Redgate. Corner gathered himself for a last-lap do-or-die moment at the chicane when they touched wheels, but Hall kept it to the flag in a car he also prepares.

Riding mechanics added drama to the Morgan three-wheeler handicap, won by Hughes and Finch in their 1100cc JAP Super Sports, before the Donington Trophy, where despite the handicappers' best efforts, one of the fast boys scored — Martin Stretton in Bull's Invicta. Remarkably, the race featured a car and driver pairing who also raced in Donington's first season in 1933 — the evergreen Tom Delaney, who has been racing his Lea-Francis Hyper continuously through the intervening 60 years.

1½-litre cars dominated the Shuttleworth and Nuffield Trophies, Martin Stretton scooping both pots after what he called one of his hardest races ever. He was Maserati-mounted this time, not in Sean Danaher's 4CM as at Silverstone, but in the 4CL which Dan Margulies has owned for 21 years. It was Duncan Ricketts (ERA R1B) who took the early lead, but Stretton was eventually to pass. His Maserati had an edge in speed, but the ERA's pre-selector box gave Ricketts a fractional advantage on two shifts out of the chicane, so it was only by grim determination that Stretton held an inside line over the kerbs to hit the pit straight just in front. From then he opened a gap to complete his double, Spollon (ERA) coming a lonely third. Further back, Rod Jolley and John Ure entertained, squabbling over fourth; Ure finally headed the always immaculate Giron Alvis by a nose.

Phil Walker's MG lifted the John Goddard Trophy, in which Crowther's attractive Rally began to trail smoke, in contrast to its unexpected win in an earlier handicap; it must be many years since one of these French light cars took a chequered flag. **G C**

Ecurie Awash

Photos: Robert J Morton

Demanding roads, dramatic scenery, rare sports-racing cars and a friendly atmosphere make the Talacrest Ecurie Ecosse Tour unique among British events. £10,000 was raised for charity during the rain-soaked three-day Highland excursion. Here Mike Wheatley scares the sheep with five litres of Weslake-powered GT 40.



BMW brought over the stremlined Mille Miglia 328 from the museum.



Ivan Scotti's Porsche 906 has Targa Florio history — ideal for Scotland's twisty hill roads.



The only A6G bodied by Zagato, Paul Guttman's two-litre Maserati was rebodied after an accident in an Austrian hill-climb.



Combining his Ecurie Ecosse and Ferrari careers, Innes Ireland drove a 330 Ferrari Spyder, hurriedly fixing a broken gearbox mounting overnight.



Given the dreadful weather, Rolf Richter might have been better off with the Lancefield coupé body first fitted to his Speed Six.



"A challenge!" said Malcolm Ricketts stepping from the water-filled Lotus Eleven he shared with Cliff Allison.

V-to-C Miscellany

The Gwynne 8 Register recently had a meeting in Cornwall to meet 86-year-young Cyril Peacock and inspect his partially-restored Brooklands Gwynne, one of those enjoyable occasions which the smaller organisations sometimes enjoy. Dr Hayek had been able to buy back a Gwynne 8 he owned 30 years ago; he brought it on a trailer but within an hour or so had it running again, with the help of those present. The quietest-running of these rebuilds was Dr Dyke's very original hipbath-bodied Gwynne, from Devon. Two more cars only recently back on the road were David Woodburn's orange Brooklands-sports model and a post-war-bodied two-seater, which made it all the way from Caterham, some 260 miles.

Ian Walker's well-known hipbath G8 did even better, coming some 290 miles to the rally, and Ken Good's similar model clocked up some 280 miles. Ian Smith, whose G8 wasn't ready, came in his TT Replica Frazer Nash, had a burnt-out starter, but it was quickly and cheerfully repaired, and all returned home with no difficulty. **W B**



L to R, Walker's 1923 hip-bath; Dr Hayek's 1925 4-seater; Good's 1923 hip-bath; Dr Dyke's 1924 hip-bath; Bill Peacock's 1925 Brooklands; Woodburn's 1923 2-seater; Woodburn's 1925 Brooklands.

The Newsletter of the Crossley Register is most impressive in the historical clout it encourages, the rare photographs and data it includes, and the general air of marque loyalty it conveys. And where else would you find detailed information about repairing a Hobson Telegauge and the fluids to use? Last May the Register co-operated with Manchester's Museum of Transport with a great display of Crossley vehicles, including 'buses and trolley-buses, cars and Crossley gas-engines. Crossley 'buses were used to take visitors to relevant sites in Manchester and Stockport and Crossley-bodied Leyland, AEC and Guy buses were invited. How's that for showing a one-make banner? The Register's annual rally takes place in Leicestershire on July 10/11. The membership secretary is Malcolm Jenner, Willow Cottage, Lexham Road, Great Dunham, Kings Lynn, Norfolk (0328 701240), who will be glad to hear of any vehicles, old employees, archives, etc pertaining to the Crossley cause.

It is encouraging that old cars continue to reappear and are being restored. The latest of these include a 1914 sleeve-valve Daimler landaulette which was supplied new to the last Emperor of Korea. It seems to be a four-cylinder 20 hp car. Dry-stored in S Korea for some 70 years, this Daimler is in good order, its engine free (surprising for a sleeve-valve power unit, after so long), the gold brocade interior trimming intact, and the only missing parts apparently just the radiator cap and the petrol-pump primer. So keen are the Hyundai Motor Company of S Korea to care for this Royal car that their research engineer and six others came on a three-day visit to this country, where the Daimler & Lanchester OC was able to organise for them visits to the Jaguar/Daimler factory in Coventry, the Coventry Museum of British Road Transport, the National Motor Museum and its Library, and to a private collection of sleeve-valve Daimlers, with a ride in a 1913 Daimler shooting-brake. The Korean Ministry of Culture and Hyundai intend to put the car back into running order but still require a TR20/TS20 Daimler spares-list for 1915.

Another Coventry Victor water-cooled flat-twin three-wheeler, a 1927 model with sound engine, has come to light in Tamworth and Vauxhall Motors is restoring to running order its 1905 9 hp Vauxhall.

The Veteran Car Club of Great Britain has accepted Johnnie Thomas' Gordon Bennett Napier (*see* MOTOR SPORT, December, 1992) as a 1902 car.

Vauxhall Motors is not included in the Gaydon Heritage Centre because it has its own collection of historic Vauxhall cars. MOTOR SPORT described this a long time ago and drove various cars from the collection in 1965, including the 1911 "Prince Henry" tourer. Recently a new Vauxhall Heritage Centre has been opened at the Luton headquarters as part of a £50-million investment in the site. All the former historic Vauxhalls are now housed there, from the 1904 6 hp tiller-steered Vauxhall which is well-known to Brighton Run spectators, to the Company's own 1926 OE 30/98 Vauxhall. To these older cars have been added 1950s and 1960s Vauxhalls, including a 1964 HA Viva and embracing F-type Victor, PA Velox, etc. Bedford commercial vehicles are also represented. The collection is valued at around £750,000 and most of the vehicles are in running order.

Bernard Ridgley and Ray Cooper, who have worked for Vauxhall's for 35 and 29 years respectively, look after the cars and the 1931 Bedfords. This Heritage Centre is not open to the public but the vehicles it covers are frequently lent to Vauxhall dealers. You can buy for £3.95 a boxed set of 24 cards depicting Vauxhall history, from Vauxhall dealers. **W B**



Vauxhalls of all eras outside the new Heritage Centre at Luton, with the 1911 Prince Henry tourer, left, and 30/98, right.



The formidable new British Motor Heritage Centre on a 115-acre site at Gaydon was opened to the public on May 1. The project cost £8 million and apart from its comprehensive collection of British cars, previously housed at Studley and Syon Park, the new building housing them is of architectural interest and the site covers not only a test-track but all manner of leisure-park facilities. The emphasis is on showing cars of all ages but mainly with Austin, Morris, Wolseley, MG, Riley, and Rover backgrounds, supplemented by exhibits of Albion, Triumph, Standard and Leyland vehicles. It would be impossible to list all 300 of them, but they range from two Herbert Austin 1896 prototype tricars to the latest Rovers, etc. The archives comprise some 500,000 photographic negatives, of which there are 15 tonnes of glass plates, and several million engineering drawings, under the care of Anders Clausager. For a £20 fee an identification certificate can be supplied applying to a great many cars, those for Wolseleys going back to 1901.

So at last Britain has a Centre where its motoring heritage is properly housed. It could hardly be under better or more impressive conditions and I congratulate Peter Mitchell, its managing director, whom I have known since the small beginning of this commendable venture at Studley and who in the past has lent me historic cars to drive for MOTOR SPORT. The location of the Heritage Motor Centre is close to the M40, from junctions 12, 13 or 15, the distance from the first-named a three-minute drive, or from the B4100 road. It is open daily from 10am to 6pm (closing at 4.30pm after November 1.) Admission charges are £5 per adult, OAPs £3, children £3, but free if under five. The Centre will be closed on Christmas Day and Boxing Day only; its address is Banbury Road, Gaydon, Warwickshire CV35 0JB. (0926 641188). **W B**

Wiscombe Vintage

The speed hill-climb meeting of the VSCC in the country-house atmosphere of Wiscombe Park in Devon is justifiably popular, as an informal day at a demanding course well suited to vintage machinery. On May 9 FTD was made there by Past-President Bruce Spollon, whose 1936 ERA R8C has been going well this season. At Wiscombe he clocked 48.50s. Martin Morris driving ERA R11B was second fastest (49.88s) and quickest vintage car was Dave Caroline's Morgan 3-wheeler (51.97s). It was not a day for fresh records, the only one to fall being in the Edwardian class, Mark Walker in his effective Curtiss-aero-engined Monarch recording 57.49s which bettered the former Th Schneider time by as much as 2.94s. Rides' Riley 9 took the 1100cc sports-car class (57.60s) from Irwin's vintage Riley 9 (61.49s). Here Wynn Owen's son in his Morris-Jap vee-twin was second fastest vintage performer (62.45s), which gave him the handicap award. Of the up-to-1500cc sports cars Mowatt's odd-looking but very effective Riley Morgan 4/4 Special led a large field to first place (52.94s), so all credit to Roberts' 1927 Frazer Nash for taking second place, in 56.71s. He beat Tony Jones' older Nash by as much as 4.64s. Vintage cars showed up less well in the 1500cc—3000cc sports-car category, in which G Spollon's 2½ litre Riley Special was best (52.94s), winning from Merriott's 2.8-litre Alvis Special (54.69s) and Stops' 2443cc Riley Special (54.92s). Not only close stuff, but with notably consistent runs... In fact, the Vintage class was won by Bullett's Frazer Nash (60.53s).

The big sports-car class saw Mrs Pilkington's s/c 2.6 Alfa Romeo beat David Roscoe's big Alvis Hybrid (51.96s to 53.84s), the lady only .01s slower on her first run, and you can hardly be more consistent than that! Third best here was by the Bentley-Royce, the non-s/c one, (53.90s), and best vintage car Stacey-Marks' 1930 4½-litre Bentley (55.65s on its only ascent), beating Pollack's 4½-litre Invicta (58.63s).

Lake's Amilcar-Riley, going great guns these days, took both the vintage and general 1100cc racing car class (53.47s), from Gunn's Q-type MG (56.28s), third place going to Way's blown A7 (56.70s) and second vintage placing to Robin Richmond's Morgan-GN (57.08s). The 1½-litre racing cars were headed by Walker's 1934 MG (51.47s), with Caroline fastest in the vintage Moggy. The next three classes were combined, because Threlfall's McDowell-Ford was the only runner in the 1½–3-litre vintage section, the Vauxhall-Villiers yet again being chalked up a non-starter, and only a lone Cooper-Bristol represented the post-war cars (54.16s). So Spollon and Martin scored and Threlfall couldn't help winning the vintage class (62.03s). If you missed it, the next VSCC hill-climbs are at Shelsley Walsh on July 3 and Prescott on August 8 **W B**

R-R in GP

Has a Rolls-Royce ever won a Grand Prix race? The answer appears to be yes, because I know and you know that Carlos de Salamanca won the 1913 Spanish GP in a 40/50 Royce. It was a four-seater, so this could have been a touring-car Grand Prix. But not necessarily, remembering that John Duff drove his 3-litre Bentley with tourer body in the 1923 GP of Guipuscon and Sir Henry Birkin was second in the 1930 French GP with a blower-4½ Bentley, again with four-seater bodywork, though admittedly the former event was called a *Touring* GP. And the 1928 German Grand Prix was dominated by similarily-bodied Mercedes-Benz, from a large number of GP Bugattis, etc.

So was the 1913 Spanish GP a pukka GP or a touring-car affair? I have long wondered. Now some research has shown me that, in essence, it was neither. It was billed as a road race for fully-equipped touring cars but speeds were timed on the level and uphill sections of it and petrol consumption was also taken into account in deciding on how the cash awards were to be allocated. The distance was just under 192 miles, starting at La Granja village (where the King of Spain had a palace), to Navacarrada, Guadarrana, Alto del Leon, San Rafael, Revenga and Segovia, to complete the lap at La Granja, which was some 60 miles from Madrid. Perhaps the King's interest in motor racing had determined the starting place. . .

That the road surface had been specially prepared endorses this view, but the course was mountainous and twisty. It had to be covered three times. Twenty entries came in, but there were no Hispano Suizas. Eric Platford from England, the well-known R-R exponent, put in a second 40/50, there were three Panhards, John Hedges' Talbot 25, three De Dions, the Marquis de Aulenoia's 40hp De Dietrich, two Schneiders, and one each of Minerva, Excelsior, Mercedes, SCAR, Opel, Delaunay-Belleville, Humber and Sunbeam, the last in Victor Rigal's hands. Spanish aristocracy predominated, as drivers.

In the event, on June 15, three non-started and 11 survived; retirements included the Talbot and Humber. Handicapping was on an odd formula of a class minimum-weight allied to engine rpm at maximum power. This was thought to penalise high-speed engines, which was apparently what kept the Hispanos away. On a day when 90-deg in the shade made the going tough, and with two high ascents, one to 2460 feet in 10½ miles, lamps, hoods and two spare wheels were required. Bonnets were sealed at the start and fuel and water could not be replenished. One car finished with only half a gallon in its cooling system! So this resembled a high-speed trial rather than a Grand Prix. What is interesting is that Rolls-Royce, reticent about the power of its engines, had to state at what speed maximum hp was achieved. It was declared as at 1,850 rpm; which may or may not enable you to calculate the power of the 114 × 121mm Silver Ghost. The 80-bore Sunbeam was declared to need 2400 rpm.

All the foregoing is of no discredit to Rolls-Royce, whose cars were first and third, the De Dietrich second. Salamanca's time was 3h 34m 12s (54 mph), exclusive of neutral controls. Oh, and the King *did* spectate, saying the race must be run annually; but something was to intrude. . .

W B

The Ex-Fontes' Squire

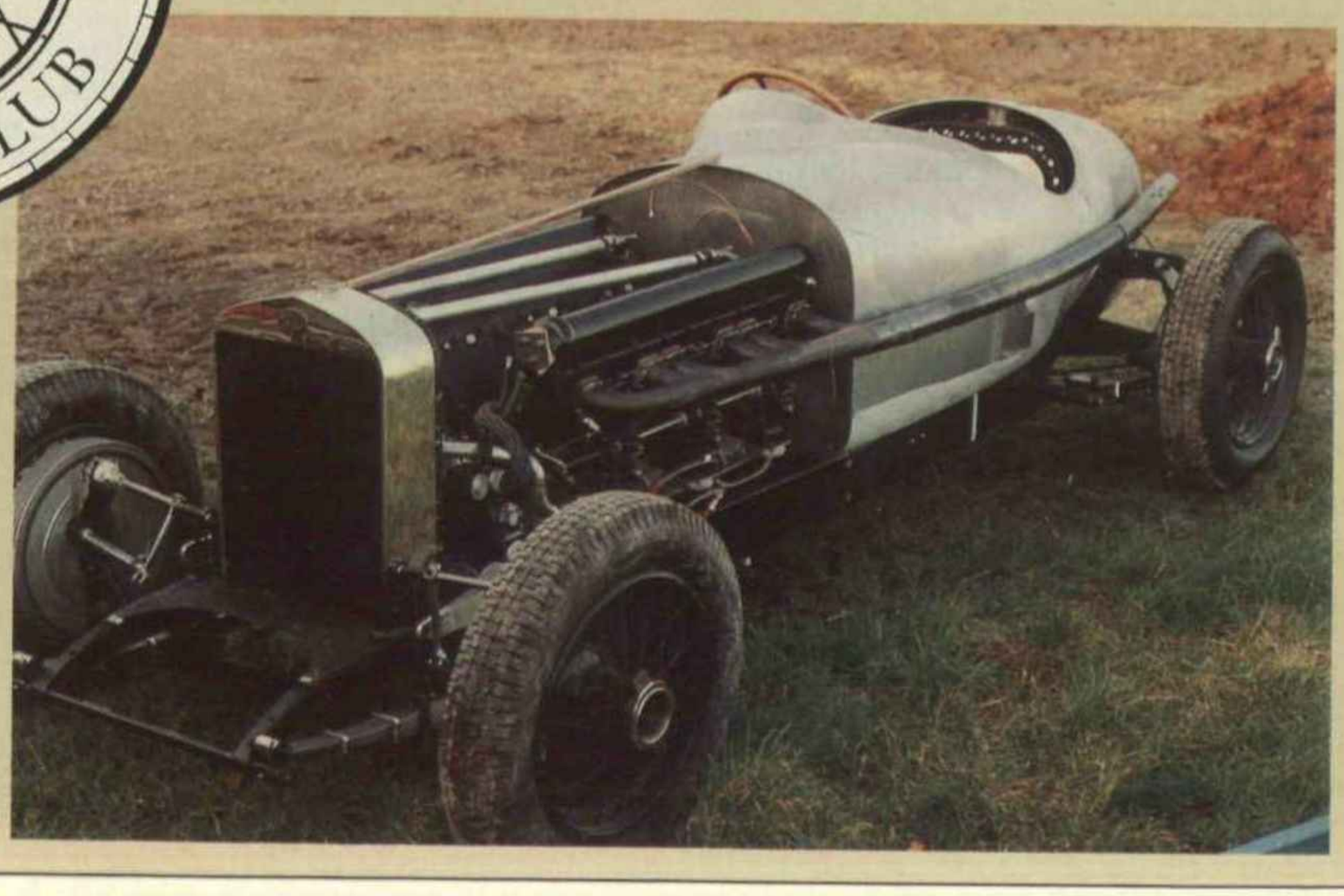
The only track racing version of the twin-cam Squire sports car was that ordered by Luis Fontes (winner of the 1935 JCC International Trophy race in a Monza Alfa Romeo and Le Mans with Hindmarsh in a Lagonda in 1935 etc), the body for which was made by Markham's of Reading. Fontes first drove his car in the BRDC British Empire Trophy race at Brooklands in 1935 but after nine laps the crankshaft broke. He raced again that year in the BRDC 500-mile race, leading the 1½-litre class until the underslung chassis broke up, fracturing the fuel tank, at 54 laps.

However, a third place was obtained in a BARC Mountain Handicap at the October Brooklands Meeting. After that parts of this one-off Squire were used for the sports cars and finally the Vanden Plas body from the Hon Sherman Stonor's Squire was put on the Fontes chassis, which was later dismantled, in about 1948. Now if sufficient original parts can be traced, which most apparently have been, the car is to be rebuilt by the Squire SCC, and a body made for it by the Renaissance Classic Car Co of Hednesford.

W B

V-to-C Miscellany

The 27-litre Hispano aero-engine is a neat fit in the Delage chassis.





A suggestion for the badge of the proposed club.

Another aero-engined hybrid to add to the burgeoning interest in such cars is this fine Type CO2 40/50hp Delage chassis with a rare V12 130 x170mm (27-litre) Hispano Suiza S7 12MB engine, which should be ready for testing towards the end of the year. We hear that there is a move afoot to form an Aero-Engined Car Club, as a quite informal affair with an annual gathering and a bi-annual newssheet. Contact Mark Walker, 1 Chapel St, Swinford, Lutterworth, Leics LE17 6AZ, who campaigns so successfully the Curtiss vee-eight-engined Monarch.

W B

The International Rally for Morris cars, that most British of makes, organised by the Morris Register, will be held at the pleasant setting of Stanford Hall near Rugby, on August 21/22. The Register publishes an excellent magazine, edited by historian Harry Edwards, and the membership secretary is Arthur Peeling, 171 Levita House, Chalton Street, London NW1 1HR.

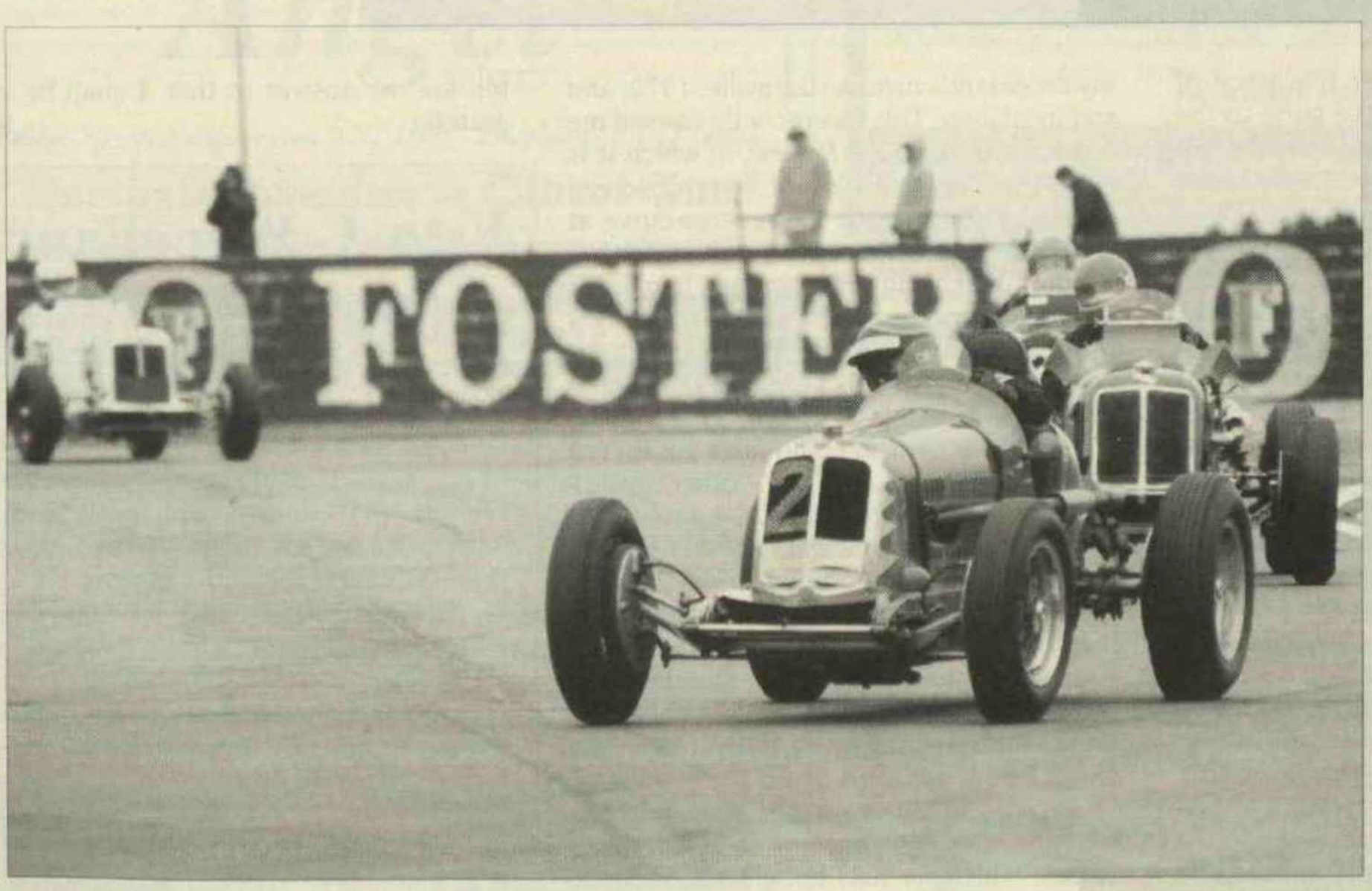
Sotheby's 10th July sale features a 1932 Maserati 4CM Monoposto Racing Car. The Maserati was delivered new to G. Furmanik in August 1932, it has a proven and recorded history culminating in a convincing win recently at Silverstone.

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

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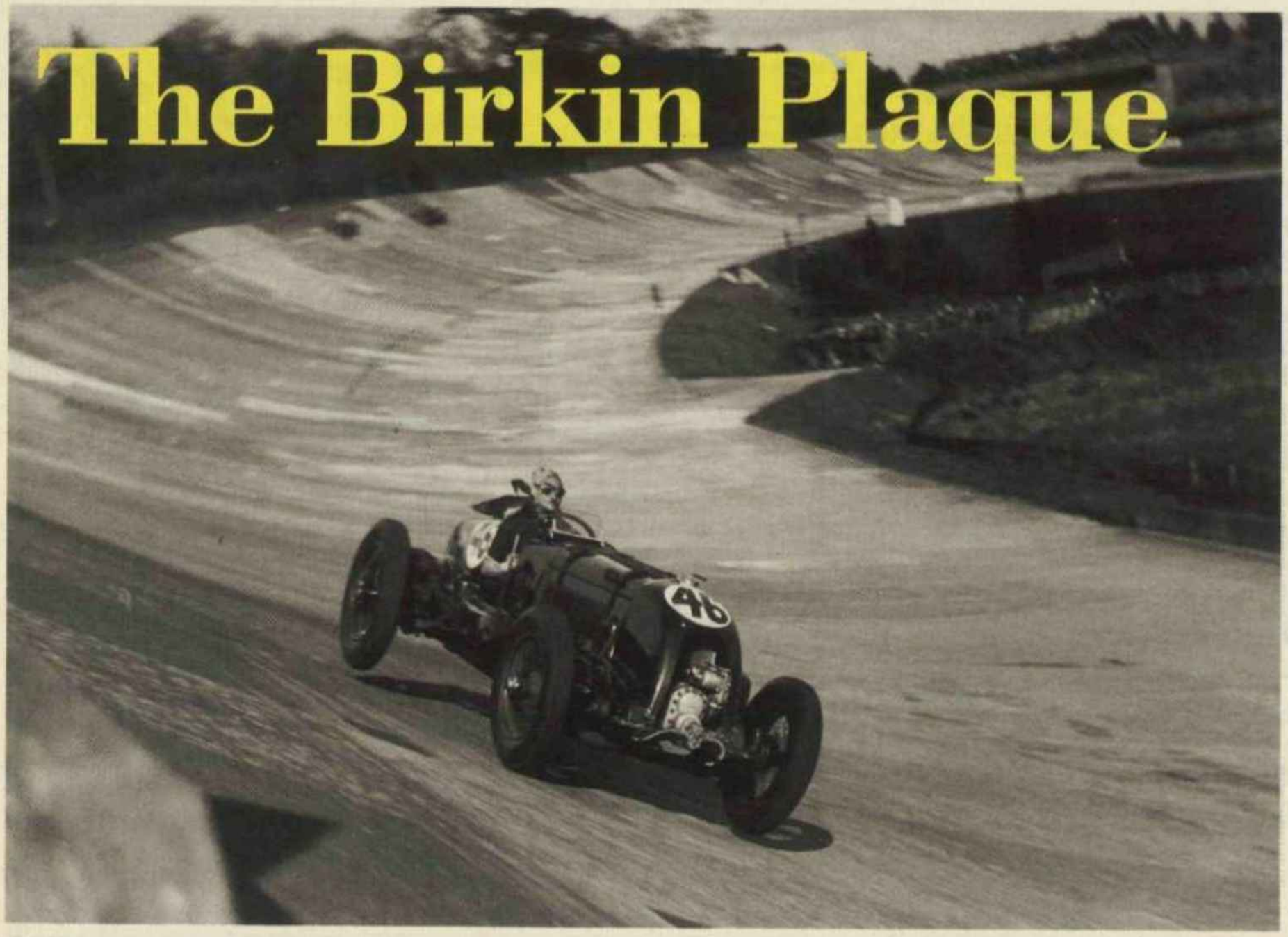
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The Birkin Plaque



Probably the single most powerful image of Brooklands — Sir Henry Birkin high on the Members' banking in the single-seater Bentley.

On June 19, just after this issue of MOTOR SPORT will have gone to the printers, Innes Ireland, President of the BRDC, and HRH Prince Michael of Kent are due to re-instate the Sir Henry Birkin plaque on the wall of the Brooklands Paddock Clubhouse. No one could be better suited to the task, because Innes, like Birkin, was a hard charger on the circuits, while the Prince is not only a splendid ambassador for motor racing, but he has proved himself a skillful racing motorist by driving the Bentley-Jackson at Millbrook on its high-speed record-breaking runs. Thus does His Royal Highness continue the tradition of the Royal Family, members of which were frequent visitors to Booklands before the war, with races named after the Yorks. HM King Edward VIII and HM King George VI were both Patrons of the BARC. In fact, in 1922 the Duke of York entered his chauffeur Wood on Douglas, Harley-Davidson and 988cc Trump-Anzani motorcycles, the last winning a race at 86.12mph.

The plaque in question was unveiled by Earl Howe in memory of Sir Henry Birkin, Bt, on June 23rd 1934, the day of the BRDC British Empire Trophy Race, in the presence of Sir Malcolm Campbell and other celebrities, Howe then being President of the BRDC. Birkin had been a prominent Brooklands' competitor, racing a DFP in the early post-war years and later breaking the lap record on several occasions, when driving the blower-4½ Bentley single-seater, leaving it at 137.98 mph in 1932. His Track prowess was recognised after the 1930 season when, in company with his rival for lap record honours, Kaye Don, and S C H Davis, he was awarded a Track Gold Star.

I described how the famous, rather tricky, Bentley handled on a lap record attempt in my Brooklands history (Grenville, 1979, and still available). This has recently caused me a rebuke in the *BDC Review*, in which it is suggested that I could not have observed Sir Henry taking both the reverse-curve at the Fork and coping with the notorious "bump" on leaving the Member's banking. I can but defend myself from the implication that I may have employed "poetic justice" (which I dislike greatly in relation to factual accounts) by saying that in 1932 I was young and active, so could have got myself from one point to the other pretty quickly. . . Apart from which, I saw Birkin and my favourite Bentley in action on many occasions, so had no need to use imagination when writing my description.

In fact, so keen was I on this great Brooklands' car and driver combination that, having been taken by friends of the family on a holiday to try to overcome the shock of my mother's death when I was 17 — we did the journey to the New Forest in another friend's ancient 9/15 Renault saloon which he had bought secondhand and of which he was very proud, as you are of your first car — I was very distressed when I found that, in the remote village where we were staying, I couldn't obtain an evening paper on that Bank Holiday Monday, to see whether or not Birkin's lap record had been beaten (it had, by Kaye Don's V12 Sunbeam)!

After the war it was discovered that the Birkin plaque had gone from the Clubhouse wall. Where it went, and where it has now been found, represent two of motor-racing's minor mysteries. Another one is why Birkin was never listed by the BARC as holding a 130mph badge, although he had exceeded that lap speed in the Bentley frequently from 1930 onwards, both in races and on a clear Track. If anyone can tell me the answer to that, I shall be very grateful . . . **W B**

V-to-C Miscellany

Twenty-six of the more competitive VSCC members took themselves to Scotland on May 23 to attempt 14 sections in this trial. The **Sammy Davis Cup** was won by Stewart Gordon's Austin. **First Class Awards** went to H Stringer (A7), J Hindle (A7) and R Thwaites (Chrysler), **Second Class Awards** to B Gray (Austin-JAP), G Toms (Fiat) and A Goding (Morris), **Third Class Awards** to R Newman (Riley), P Longhurst (Riley) and M Holt (Ford). Henry Stringer took the **Campbell Trophy**, scoring five points more than the next best performer, Julian Hindle. The non-starters were N Plevin, B Sudjic and M Letham, and J Thring retired. **W B**

The DoT is very rightly concerned about child deaths in road accidents. It loves to bang on about speed causing crashes but no-one would condone rushing along crowded city streets. What I cannot accept is that TV picture of what the DoT calls a "safe street". Safe my foot! It has cars parked along both sides of it, so that any vehicle driven along it will have to straddle the centre white line. Just the formula for trouble, with drivers getting the minimum warning if pedestrians step out from behind parked obstructions, while having to scan ahead to see if they need to give way to an approaching car. At any speed, a death trap. In such places parking should be banned, which means the provision of close-at-hand off-road facilities. But will the DoT ever respond? **W B**

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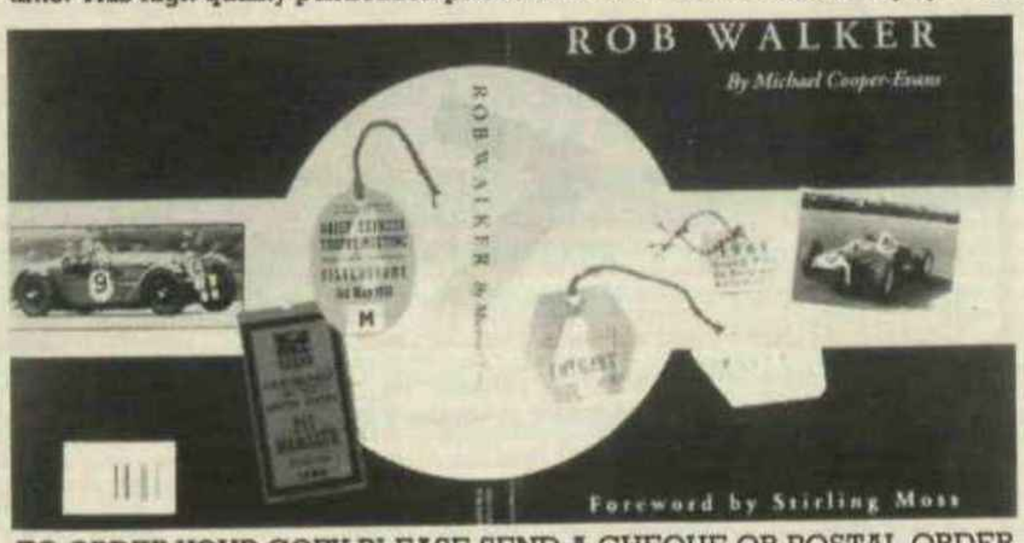
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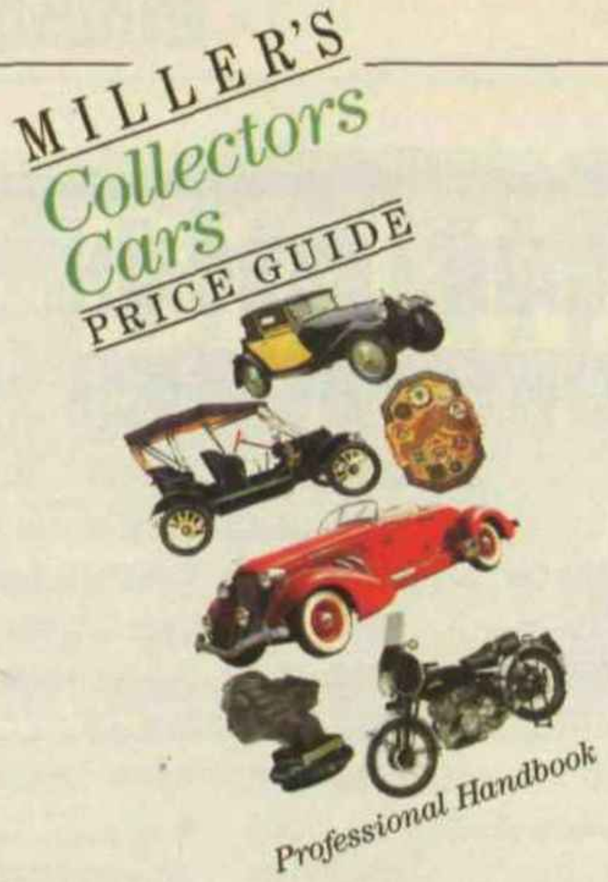


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Miller's Collectors Cars 1993/1994. Miller's Publications, £16.99.

By the time something like this has completed its trip from final proofs to hardback book, market values can fluctuate. All the same, it can be useful, when used sagely.

The publisher stresses throughout that it should only be used as a rough guideline, rather than a definitive list. Some would argue that not all the contents are exactly what you would call collectable, though there is presumably someone who finds the Ford Corsair irresistible . . . The subject matter is certainly varied, from £150 Cortina Mk1s and £250 2CVs to telephone number Bugattis and Bentleys.

Such diversity actually makes it an appealing reference work, as the comprehensive use of illustrations means that is a valuable means of model identification.

Not what it was designed for, of course, but useful to know. **S A**

Bentley Factory Cars 1919-1931, by Michael Hay. Osprey, £40.00.

Michael Hay (or perhaps Osprey) chooses to title this as if it were only about the cars, but in truth it is the whole story of one of the least commercially sound outfits to have tottered into motoring history. No one has ever claimed that WO's firm was a money-spinner, but as Hay's fantastically detailed tale reveals, the company should have collapsed several times even before the combination of underfunding, slow market responses, unrealistic goals, and the 1929 slump brought the inevitable.

In 20 chapters, Hay quotes from internal memoranda, personal letters, family and staff recollections, and financial agreements to give the most intimate portrait yet of the hand-to-mouth existence concealed behind the glamour of racing success. He outlines the commercial events, including Barnato's crucial support and the policy and personal disputes which accompanied it, but also goes into minute detail on the technical story, listing all cars run by the factory for development or racing purposes, the race history, and the Blower saga.

Using plans of the Cricklewood premises as a key, and a wonderful run of pictures, he leads us on a tour of the works on February 18 1930, naming most of the staff depicted and even identifying the engines on the bench – an eerie experience 63 years on.

Hay has the grace to assume some Bentley knowledge on the reader's part, but also the sense to insert tactful reminders here and there. He pinpoints factual conflicts in the written accounts, including WO's own, makes a convincing bid to offer the best-balanced view of the WO years so far, and certainly the most thorough. Compelling for Bentley people – and I blame Hay's earlier Bentley book entirely for numbering myself as one. **G C**

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Entertain or Die

Sir,
With his rather scathing remarks about those in Formula 1 who wish to limit technology, is DSJ not missing the point slightly? I don't dispute that Renault, ELF *et al* do spend large amounts of money as a means of increasing their technical knowledge, but what do Camel, Marlboro, Labatts etc, etc, get out of the huge sums they also put in? In a word, publicity.

As the cost of all this technology escalates, so the publicity demanded by sponsors in return for their investment will also increase. But if as a result of the technology the racing becomes dull for the vast majority not able or rich enough to go to a Grand Prix and who only see the TV coverage, both they and the TV companies will look elsewhere — Indycars perhaps — for their entertainment. Sponsors will then be deprived of their publicity and will also go elsewhere and F1 will have to cut back whether it likes it or not. A balance must be struck between technology and entertainment, if the interest is to be maintained, as F1 is basically entertainment, however it likes to think of itself. It must entertain or else.

John Litten,
Welford, Northants.

Going Down

Sir
Having been a subscriber and reader of MOTOR SPORT for over 23 years I feel qualified to voice my opinion of F1 racing as it appears to the supposed millions of spectators in 1993. My criteria for women, at the risk of being chauvinistic, is that they should be attractive, appealing and stylish. I can think of no more appropriate adjectives to describe my requirements for F1 racing.

My present view of F1 racing shows a slow deterioration of the qualities required to keep this class of motor racing as a pinnacle of world motorsport. A class purporting to be such a pinnacle should not allow itself to become controversial through the machinations and politics which have manifested themselves of late.

I consider the proposed demise of F3000 and the increased interest in Indycar racing to be the writing on the wall. How tragic it would be to watch F1 racing wither as a result of suicide. Never before has a defection, such as Nigel Mansell's to USA, taken on such appeal. British tradition should not allow this appeal to grow at the expense of the established class of F1 racing when we have our Hill, Herbert, Warwick, Brundle and Blundell to fly the flag.

In the world of sport there is nothing more international (a misused word) than F1 racing. Let it remain attractive, appealing and stylish for another 43 years.

F M Woods,
Harare, Zimbabwe.

There, There

Sir,
One of ESPN's commentators was heard to remark as the cars drove past a somewhat empty grandstand during the Spanish Grand Prix that this sight was upsetting to some of the drivers, who had noticed the lack of fans at some races.

Well, well, what next? A drivers' lobby to reduce ticket prices to make them affordable by mere mortals? Not until we see pink porkers at twelve o'clock high, I suspect.

Incidentally, American TV coverage makes dear old Murray seem positively restrained!

Eleanor M Coker,
Owings Mills, USA.



Empty seats — depressing for drivers?

Pipe Down

Sir,
If DSJ regards F1 as a technical exercise for major manufacturers then he should be quietly thrilled to listen while those manufacturers tackle the important technical problems of the power-conserving silencer.

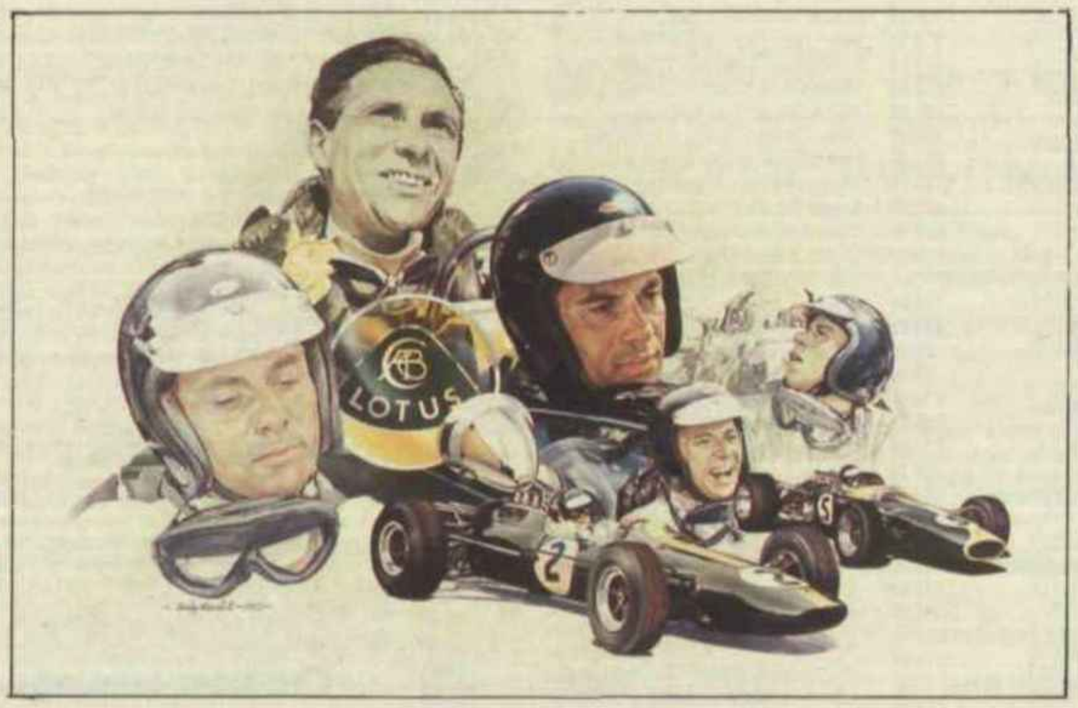
C J Beeston,
Halstead, Essex.

1978 Revisited?

Sir,
The Spanish Grand Prix on May 9 provided an entertaining battle between Alain Prost, a master tactician both on and off the race track, and Damon Hill, who is starting to prove himself worthy of the seat in the Williams. However, the race may have provided the initial warnings of how the season will evolve.

Firstly, it could be seen that Hill was faster than Prost in the middle of the race. Hill certainly could have done better than the half-hearted overtaking attempts which we watched. Indeed it would seem that team orders may well have been enforced once Prost

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was leading. When Hill had retired he said, in response to a question from Johnathan Palmer, that he "thought" he was racing, but he didn't seem totally convinced. Will we see a season like 1978 where Peterson drove in "support" of Andretti, but demonstrated time and again that he was the faster driver?

The second warning could have been failure of the Renault engine in Hill's car. These engines have been extremely reliable since their introduction. Mechanical failures in the Williams have usually been due to the gearbox or active suspension. However, it is commonly accepted that once Prost joined Mansell at Ferrari in 1990, amongst other things, the reliability seemed to evaporate from Mansell's car. It would be sad if the same happened to Hill just because Renault and Prost want "The Professor" to become the undisputed World Champion, without being shown up as Andretti was by Peterson.

I do hope that these warning signs were nothing but mirages in the Spanish heat-haze.

Jeremy Walsh,
Loughborough, Leics.

Clark Memorial

Sir,
Many of your readers will have recalled cherished memories after reading the various articles published to mark the 25th anniversity of the death of Jim Clark. Although everybody knows that Jim was a Scotsman, it is not common knowledge that Jim was born a Fifer in the village of Kilmany.

Fife motorsport enthusiasts have long thought that a memorial to Jim Clark should be located in his birth place. Plans are now far advanced to erect a life-size bronze statue in the park at Kilmany where he played as a young boy. The park is approximately 200 metres from the farm where he was born.

The sculpture is being created by the eminent Scottish artist David Annand, who coincidently lives and has his studio in Kilmany. The statue is based on Mrs Clark's favourite photograph of her son, and shows him walking about the pits in racing overalls. The maquette of the statue was enthusiastically approved by Mr and Mrs Clark.

Sculpting, casting and erecting the bronze will cost approximately £25,000. While a proportion of this money is being raised locally, many of your readers may wish to make a financial contribution towards the cost of this worthy endeavour. Contributions should be sent to The Treasurer, Jim Clark Memorial Appeal, St Margarets, Monimail Rd, Letham, by Cupar, Fife KY7 7RR.

Dakers Fleming,
Appeal Chairman,
Dunblane, Perthshire.

Sounds of the Sixties

Sir,
I have just finished reading the Jim Clark memorial edition of MOTOR SPORT which includes your excellent piece on the sounds of Grand Prix Racing.

I have a couple of comments to make. Being one of those people born and bred in the far-flung corners of the then Empire, I had to follow Grand Prix racing from a distance. As a teenager I joined the ORMA (Owen Racing Motors Association) for the princely sum of ten shillings. I was sent a lapel badge and some pamphlets which were read and re-read by a small group of enthusiasts as we waited for news of the BRM's fortunes. We had only photographs and our imaginations to dream with.

In 1961 or '62 a BRM Mark II was sent out to South Africa to do a demonstration run at the South African Grand Prix at Kyalami. I remember the great anticipation and excitement with

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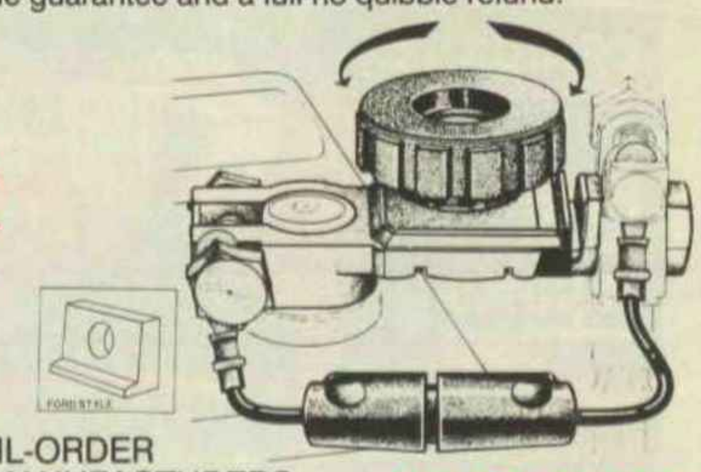
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which we waited to see the magnificent car. Around midday, Graham Hill appeared in his familiar helmet and the car was push started down the main straight bursting into what was probably the most wonderful noise I had ever heard from a racing car. I don't think Hill ran more than a couple of laps, but the sound of that V16 rising and falling around the Kyalami circuit remains with me to this day. It was a culmination of many, many years of anticipation. To imagine a car like this running on a silencer is to try and explain Rembrandt to a blind man.

Another recollection I have of the early '60s also takes place at Kyalami. It was practice and I was trudging through the late afternoon sunlight towards the "Esses" clutching a book by Louis T Stanley which I had hoped to have autographed by a number of the drivers. I suddenly saw a slight figure in light blue overalls running towards me and eventually the man drew up to stand next to me, his gaze fixed intently on other cars going through the turns. It was Jim Clark. He had just set fastest lap, and had run down from the pits, I presume to watch the lines taken by the others through that difficult section. I asked him if he would sign my book, and he graciously acceded. It was then I realised that Grand Prix drivers experience the same intense excitement and adrenalin as do we poor mortals. As he signed the photograph, Jimmy's hand was shaking, and I still have it endorsed "With best wishes, Jim Clark" in a very shaky style. Clearly the adrenalin arising from that fast lap was still coursing through his veins! What a great gentleman. He paused for a few minutes to chat, and then turned and jogged back to the pits.

Great memories of a great sport.

Andrew Embleton,
Pretoria, R S A.

Circle line

Sir,
Very many years ago, I recall seeing illustrated in your columns a hillclimb or sprint 'special' called the 'Frei-kaiserwagen'.

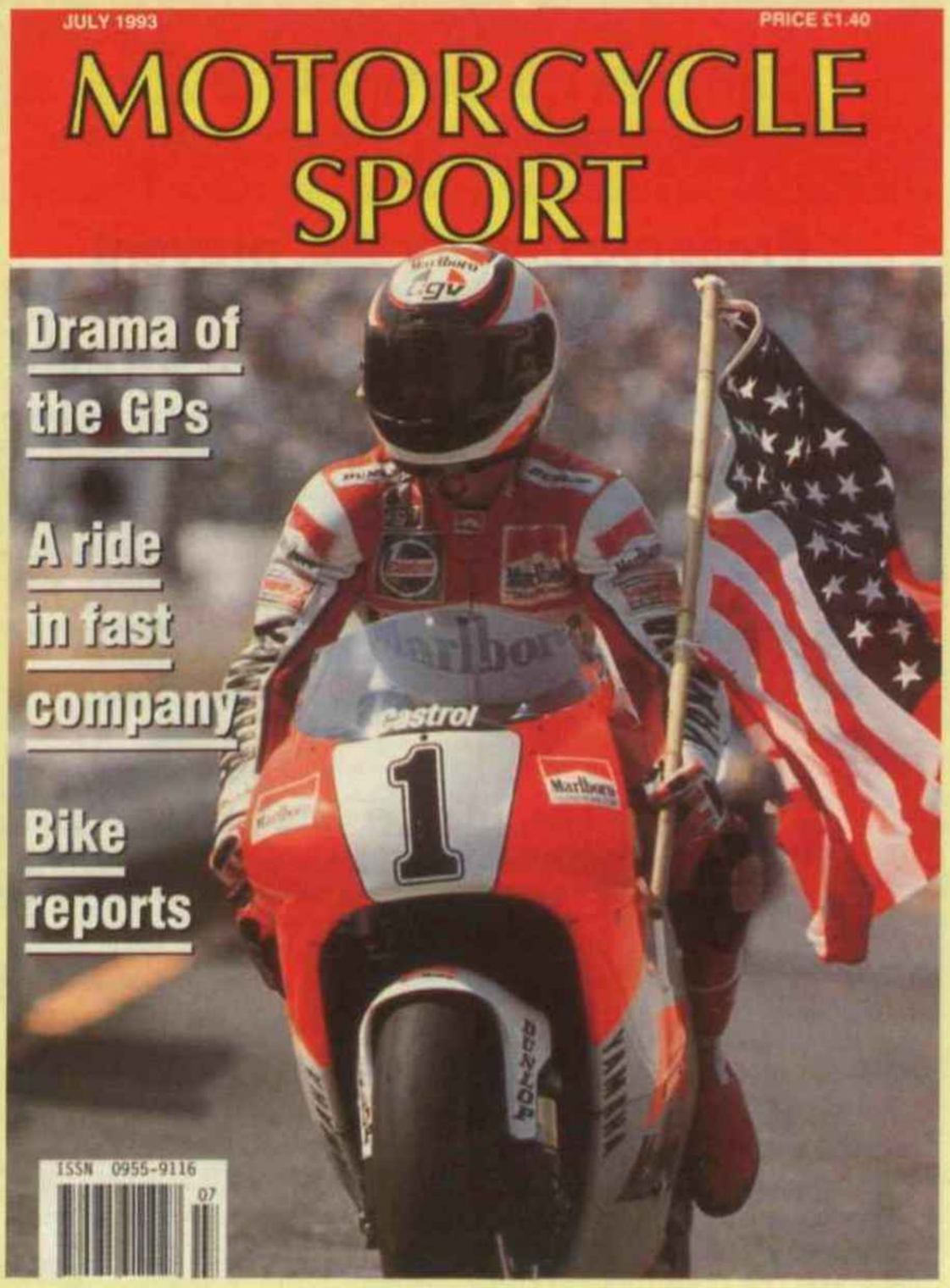
This vehicle was apparently powered by a rear mounted vee-twin engine and the feature that remains clearly in my memory was the exhaust pipe of the rear cylinder, which was curled round in a complete circle! It appears that this was done to enable the correct length of pipe to be accommodated.

Could anyone tell me if this car survived and, if so, is it still being used competitively?

Alan Hargrave,
Cheam,
Surrey.



The Freikaiserwagen story is a complex one, but the short answer is that the car has not been seen for 40 years. Built around 1937 by Joe and David Fry and Dick Caesar, it was a GN-Frazer Nash special with a V-twin Blackburne engine behind the driver (Auto-Union style, hence the punning German name). After the war, the Frys and Robin Jackson radically rebuilt it on an Iota F3 chassis, using in-line transmission, rubber suspension and two-stage supercharging, making it one of the quickest hillclimbers of the time. We show it above at Shelsley Walsh in 1937. Sadly, around 1952 Joe Fry was killed in it at Blandford; the wreckage was removed by the family and never re-built. G C)



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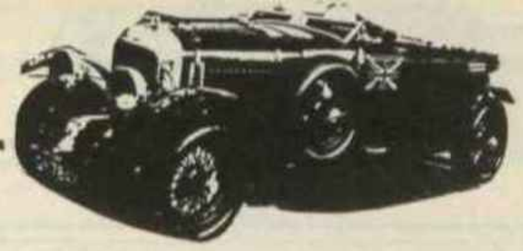
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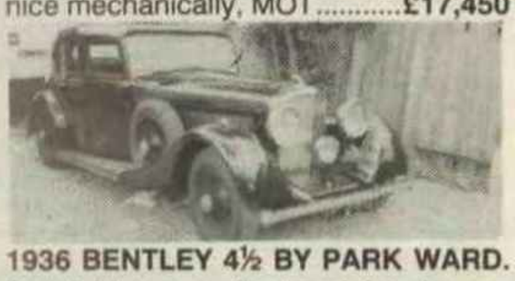
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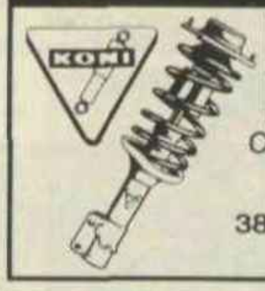
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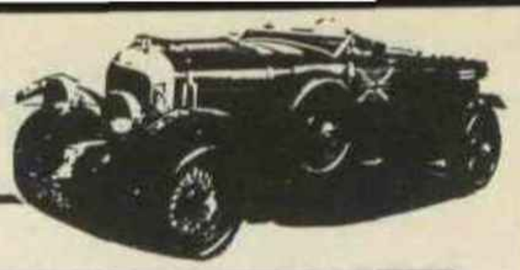
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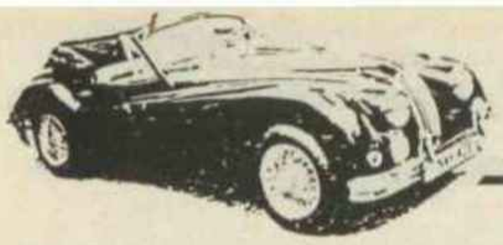
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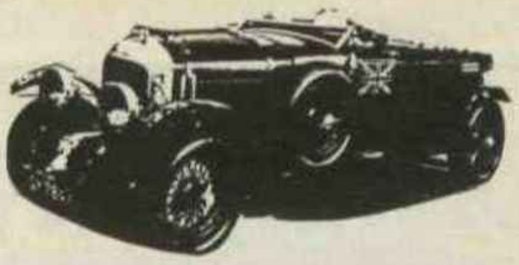
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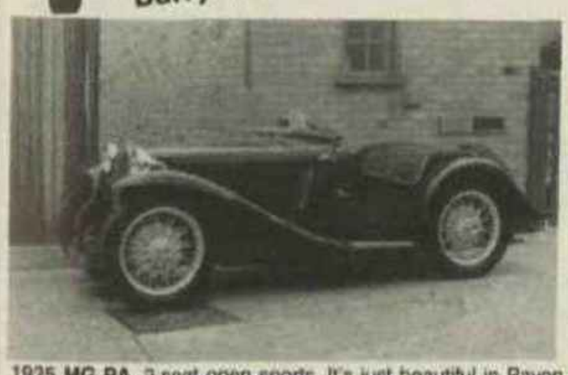
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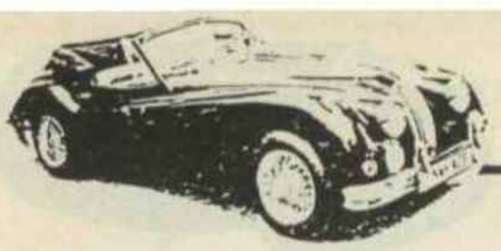
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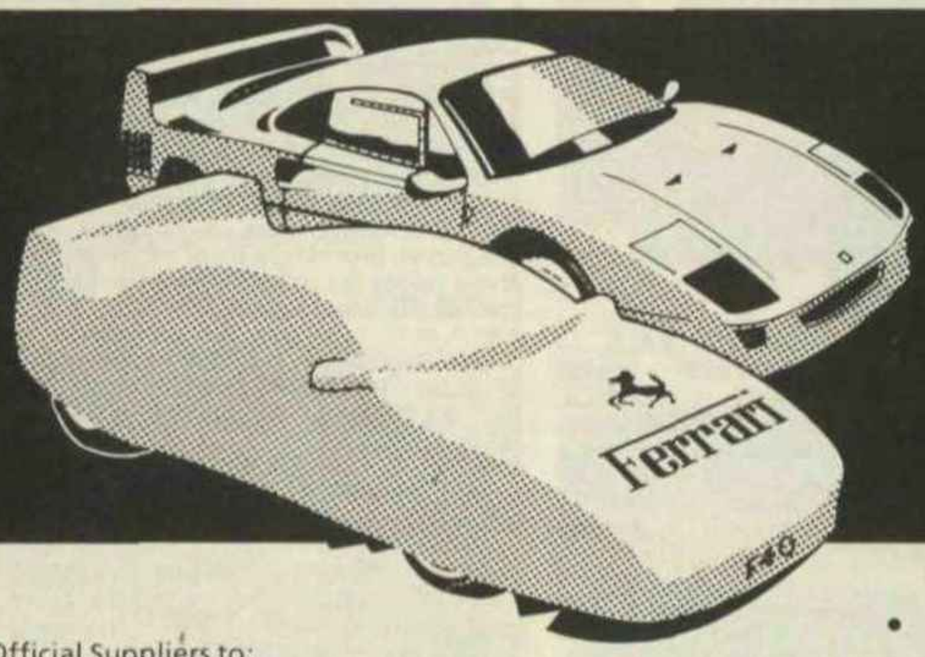
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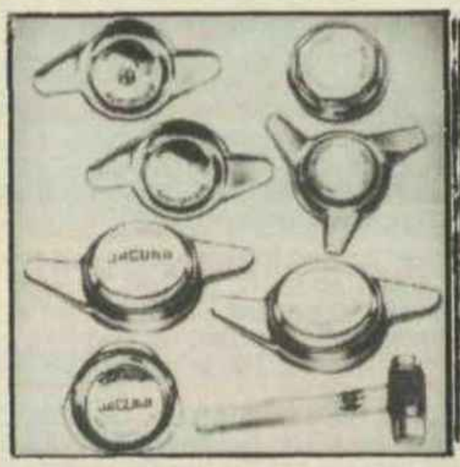
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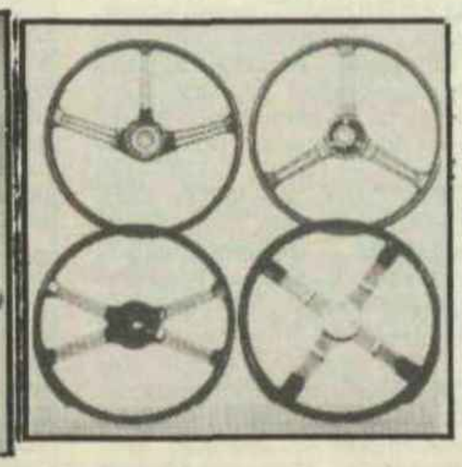
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This magnificent car finished in Dubonnet Rosso with tan hide interior. Concours winner is one of the finest available today, having had around £70,000 spent on restoration.
Featured on page 663 of this issue.

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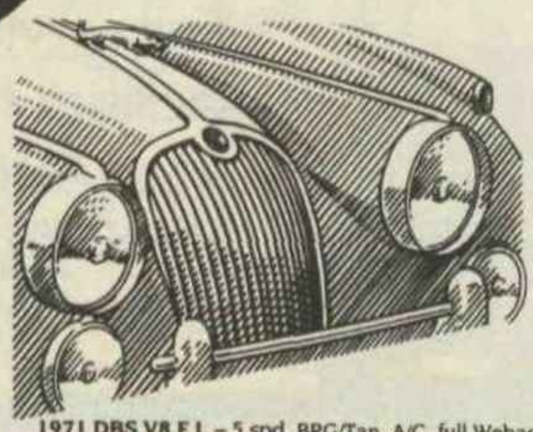
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1971 DBS V8 F.I. – 5 spd. BRG/Tan, A/C, full Webasto s/roof. 'As it left the factory' (rarely found these days). New sills, paintwork etc., but obviously not perfection at this price **£15,000**

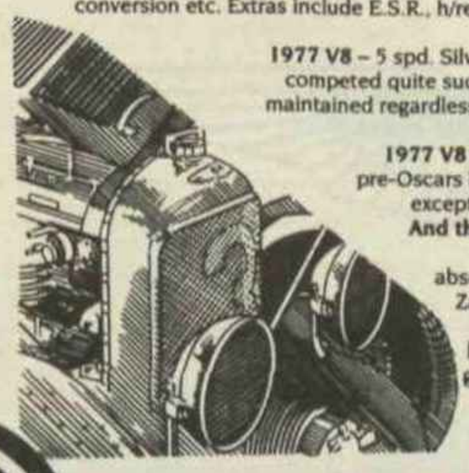
1971 DBS V8 – 5 spd. BRG/Beige, a fully documented service history, 2 owner example (1st – AML Ltd. 2nd – since 1974). Famous A.M.O.C. car (competition & Concours successes). Modified in 1979 to full V8 Vantage mechanical spec. A once only opportunity **£25,000**



1973 V8 F.I. – 5 spd. Silver/Blue. V. fast & v. rare (289 built) single headlamps model. A fully detailed service record supporting genuine 60,000 miles. Two owners (1st – M.D. of A.M.L. Ltd. until '84). A pedigree example in perfectly preserved condition. The purist's way to buy. Astute too at only **£24,000**

1974 V8 – 5 spd. Imperial Blue/Beige. An immaculate, impeccably maintained example. History so complete as to include every bill incurred since Day One. Zero expenditure required in any direction. A unique opportunity **£25,000**

1975 V8 Automatic – Dk. Met. Blue/Cream. A sound, entrance level example that shouldn't bite anyone. Recent sills, carpets, head-lining, rear Koni conversion etc. Extras include E.S.R., h/rests, centre armrest box. No nightmares except for just how cheap these handbuilt thoroughbreds are now! **£16,750**



1977 V8 – 5 spd. Silver/Red. 33,000 miles!!! Fabulous car, so straight that it has competed quite successfully in recent A.M.O.C. concours events. Meticulously maintained regardless of cost. Should be worth £50,000 based on condition and miles. Absolutely stupid at only **£28,750**

1977 V8 Vantage – 5 spd. Red/Magnolia. 66,000 miles. 1 of only 45 pre-Oscars built (the most raucous model). Special diff. ratio therefore exceptionally & frighteningly rapid. Modern day DB4 GT **£26,000**

And this V8 takes no prisoners! – Completely rebuilt at absolute horrendous cost, this Zagato spec. engined 5 spd. Vantage in Silver with Red leather piped Silver is both gorgeous and phenomenal. Effectively new, this car would cost three times our asking price to produce again. A genuine gift at **£36,000**



1968 DB6 Volante – 5 spd. Red/Black/Black hood. A one time A.M.O.C. elite concours competitor. Member owned. Mechanically excellent (100% reliable). Structurally perfect. You need to know your Astons to fully appreciate this car's superior status and excellent value. Highly desirable **£56,000**

1987 V8 Automatic – Blue/Parchment piped Blue. 23,000 miles (FSH with A.M.L. Ltd.), 2 owners. A very important car with excellent pedigree, beautifully maintained. Recent factory conversion to unleaded petrol. First class **£42,500**

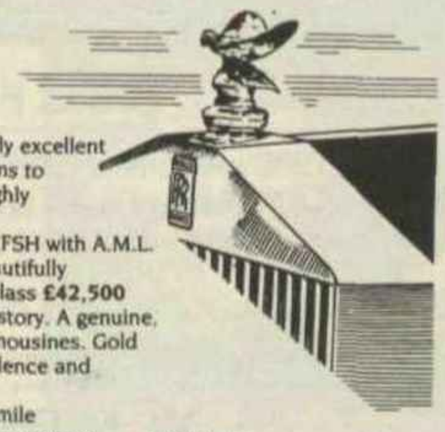
1982 (Dec) Lagonda – 58,000 miles with documented service history. A genuine, one owner, mint condition example of these glorious futuristic limousines. Gold with Magnolia piped Dark Brown. Can you believe this much opulence and exclusivity for this little? **£24,750**

1985 Lagonda – A metallic Black/Magnolia piped Black, 24,000 mile example. Exquisite. Last of the carb. engined cars and one of the very rare V.D.U. dashboard models. Telephone, blinds, rear A/C. Forget your 'ten to a penny' Bentley Turbos. Take exclusivity by the horns at **£35,000**

1986 V8 Vantage Zagato FHC – RHD, 5 spd., Red/Beige, 8,000 miles. Attention V8 Vantages owners:- From boxing glove to Italian pig skin driving glove. They are simply the best. Envy the man who can afford to have one for every day use!!! One of only 34 built and the cheapest available at **£130,000**

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1989 MDL Bentley Turbo R – Vermillion Red/Mag. piped Red. Picnic tables, cocktail requisites, twin headlamps. A 79,000 miles distributor maintained example that drives and looks more like 7,900 miles. What can you buy today that represents so much car for such little money? **£36,000**

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1979 Aston Martin AMV8 Oscar India. Automatic. Tor, malin Blue with tan. 80,000 miles, much history. Just serviced and in excellent condition for everyday use..... **23,500**



1966 Aston Martin DB6 Vantage Coupe. Fiesta Red with black interior. Same ownership since 1978. Masses of service history (AML factory). Superb condition and the best one I have ever driven..... **£28,950**



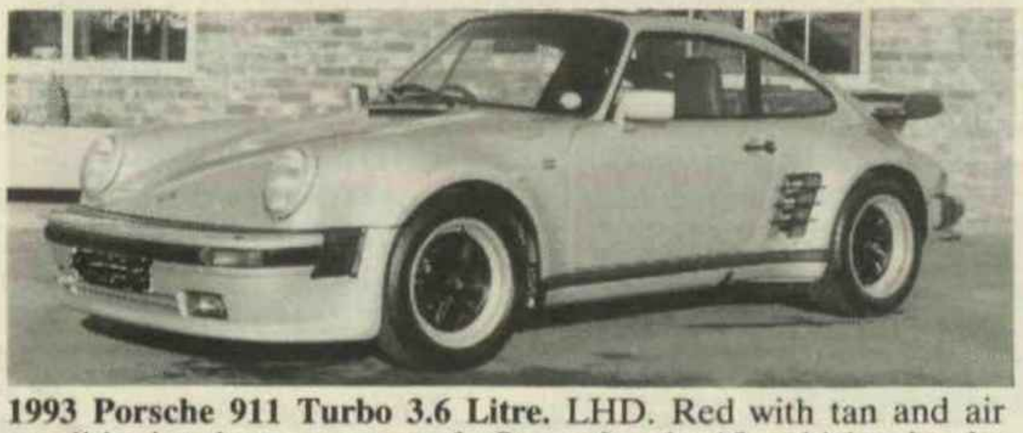
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1993 Porsche 911 Turbo 3.6 Litre. LHD. Red with tan and air conditioning but no sunroof. One of only 15 vehicles in the UK.7000 kms, as new..... **£68,950**



1974 Jaguar E Type V12 Coupe. Automatic. White with blue leather. 34,000 documented miles. Engine rebuild. Absolutely the best..... **£14,950**

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1965 Aston Martin DB5 Coupe. Metallic Blue with black interior. Engine rebuild and documented history. Extremely pleasant..... **£34,950**
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1990 Testarossa	Red	8,000m
1981 348 TS	Red	3,000m
1989 328 GTS (LHD)	Red	7,000m
1989 328 GTS	Red	23,000m
1972 Daytona	Giallo Fly	32,000m
1971 365 GTC 4	Red	39,000m
1967 275 GTB/4 Cam	Silver	19,000m
1983 Boxer 512 BBi	Black	81,000m
1979 Boxer 512 BB	Red	41,000m
1979 308 GT4	Red	29,000m
1979 308 GT4	**Red**	**52,000,**
1984 Mondial QV	**Black**	**53,000,**
1983 308 GTS QV	**Red**	**25,000**
1985 GTS QV	Blue	36,000m
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1973 Dino 246 GTS	Blue	41,006m
1973 Dino 246 GTS	Sable	23,000m
1973 Dino 246 GTS	Blue	28,000
1973 Dino 246 GT	Red	34,000m
1972 Dino 246 GT	Blue	48,000m
1966 330 GT 2+2 MkII. One of only 29 manufactured.	RHD, blue	37,000m
LAMBORGHINI		
1978 MUIRA S V Spec	White	12,000m
JAGUAR		
1973 E-Type V12 Roadster	Red	38,000m
1961 E-Type 3.8 Roadster	Silver, flat floor	del m
1962 E-Type 3.8 Roadster	White	52,000m
1960 XK150 3.4S DHC	BRG	52,000m
1965 E-TYPE 4.2 Series	Old English white	54,000m
1969 E-TYPE 4.2 Series	Burgundy	65,000m
1969 E-TYPE 4.2 Series	Red	64,000
1958 XK150 3.4 SE FHC	Blue	63,000m
1960 XK150 3.4S DHC	B.R.G.	52,000m
1951 XK120 3.4 Roadster	Red	70,000m
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1989 911 Turbo Coupe	**Graphite**	**12,000m**
1987 911 Turbo Coupe	**Red**	**20,000m**
1985 911 Turbo Coupe	**Graphite**	**28,000m**
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1989 911 Carrera SE Targa	**Red**	**32,000m**
1985 911 Carrera SE Targa	**White**	**35,000m**
1988 911 Carrera Sport Coupe	**Red**	**25,000m**
1990 911 Carrera 2 Targa	White	39,000m
1990 911 Carrera 3 Targa	Baltic	30,000m
1990 911 Carrera 2 Targa	Baltic	29,006m
1989 911 Sport Cabriolet	White	30,000m
1989 911 Carrera SE Coupe	Blue	49,000m
1986 911 Carrera SE		52,000m
1986 911 Carrera SE Coupé	Red	42,000m
1973 911 Carrera RS Touring	Black, LHD	
1973 911 Carrera RS Touring	White, LHD	
1967 911 S. Concours	Red	
1990 928 S4 Auto	Linen	49,000m
1989 928 S4 GT	Red	22,000m
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1936 Bentley 4¼ Pillarless Coupe Gurney Nutting, navy, sunroof, very original, full history.

1969 Mercedes 280SL	Metallic blue	
1977 Aston Martin V8	Graphite	33,000m
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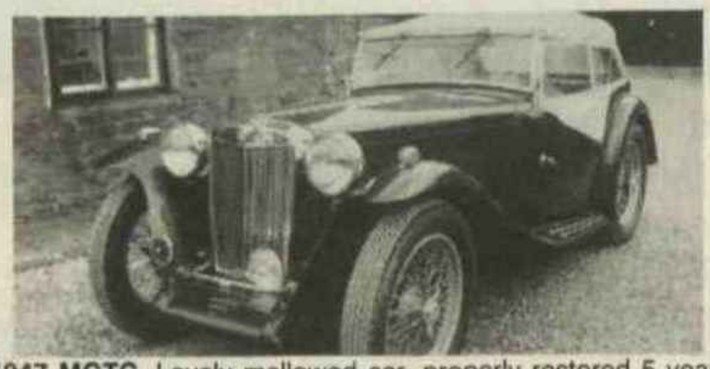
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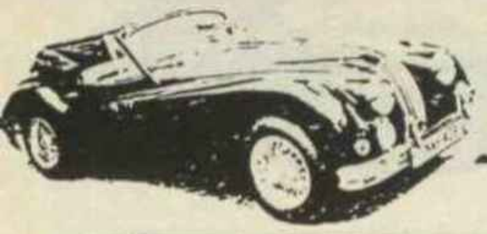


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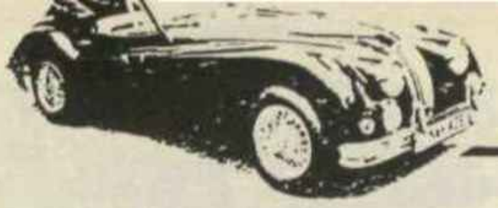
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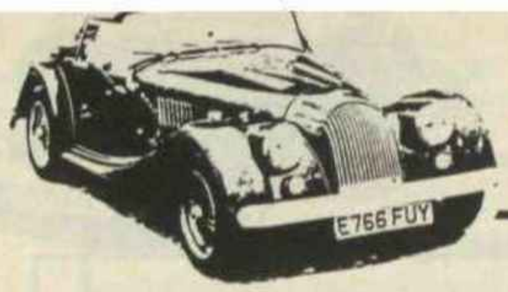
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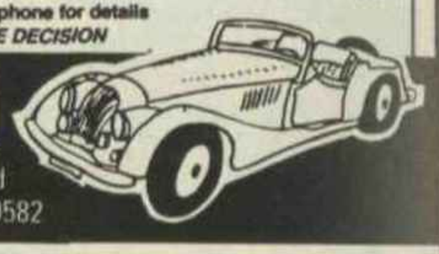
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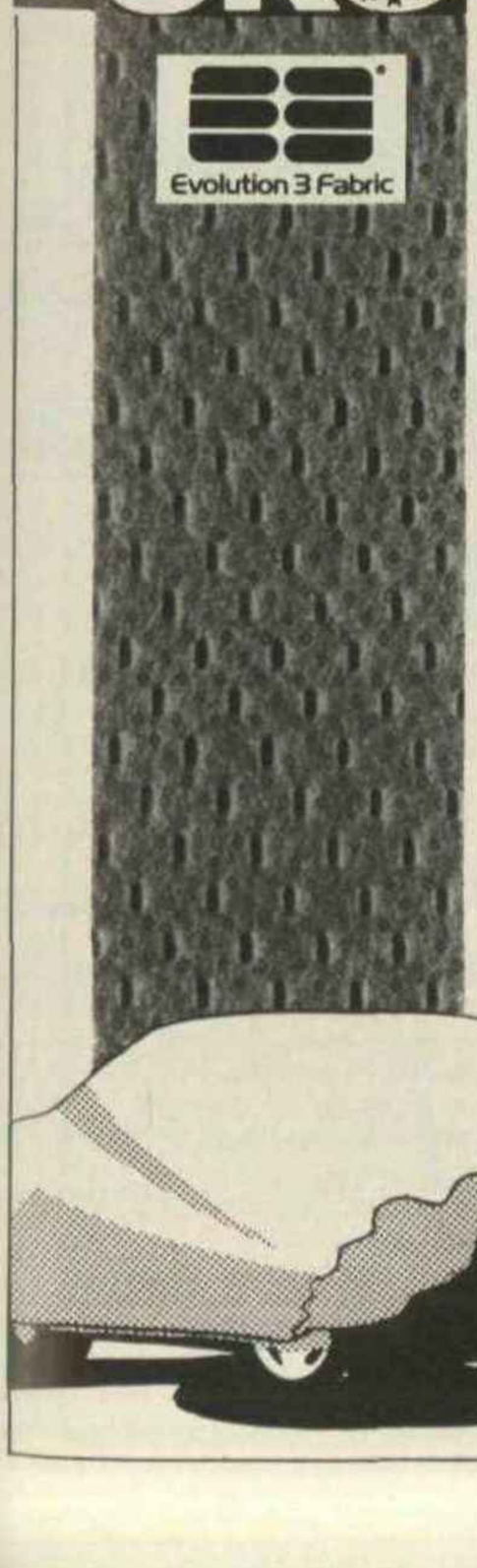
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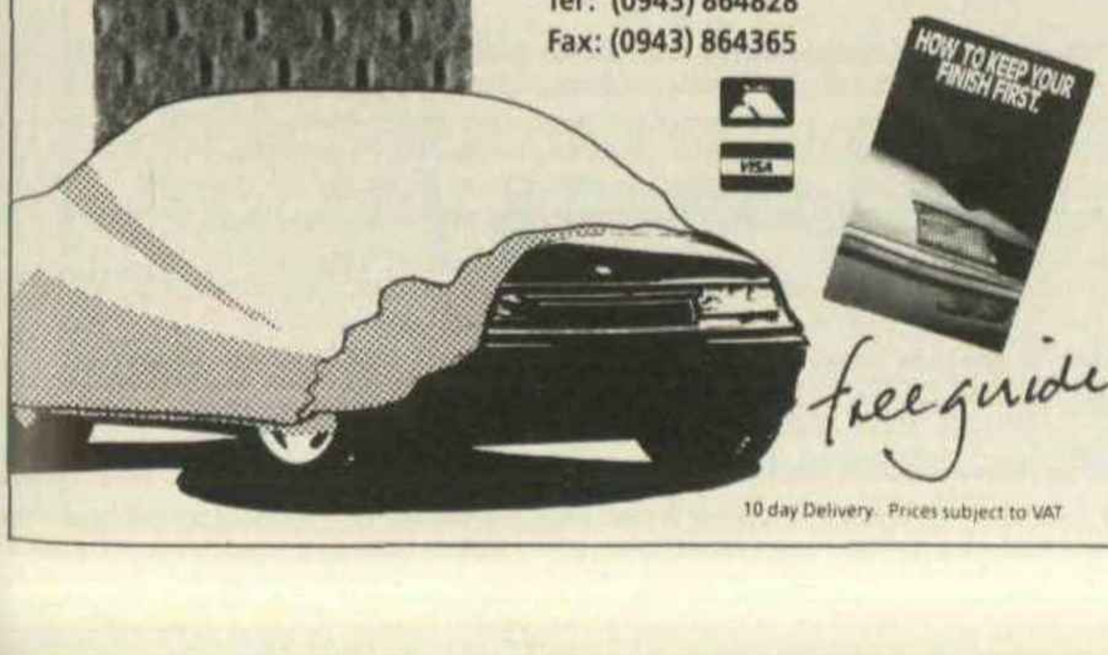
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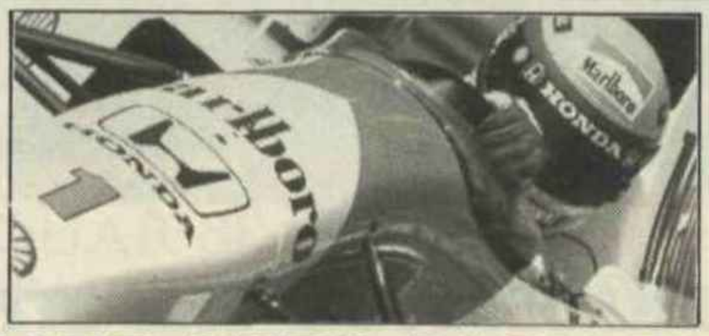


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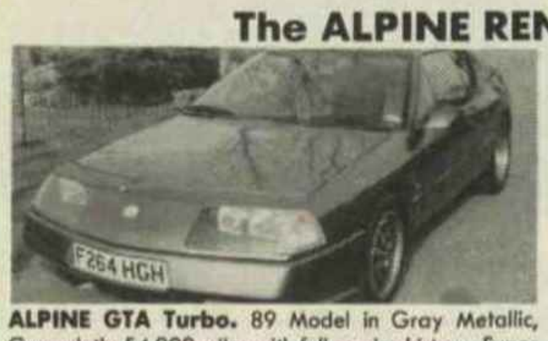
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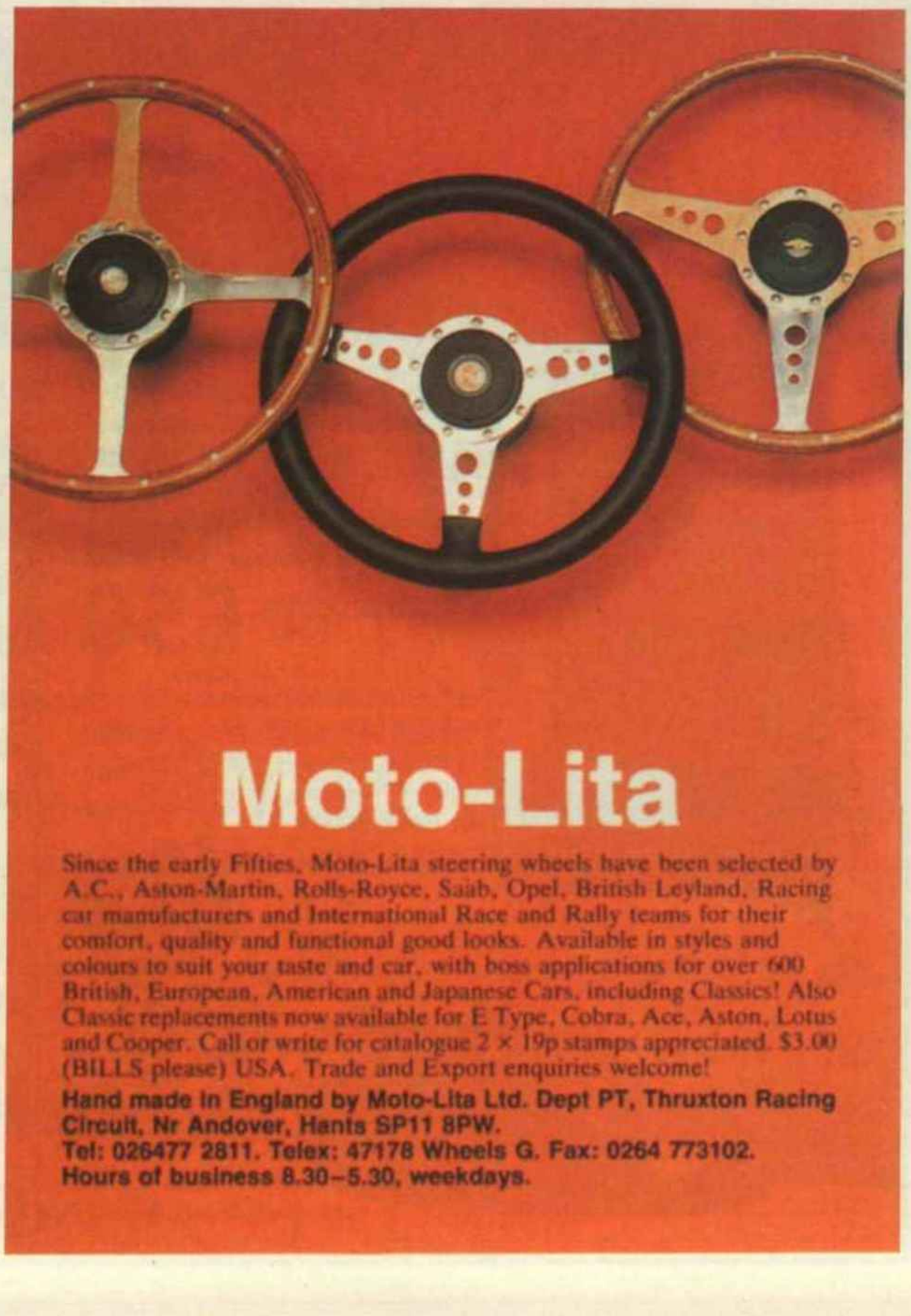
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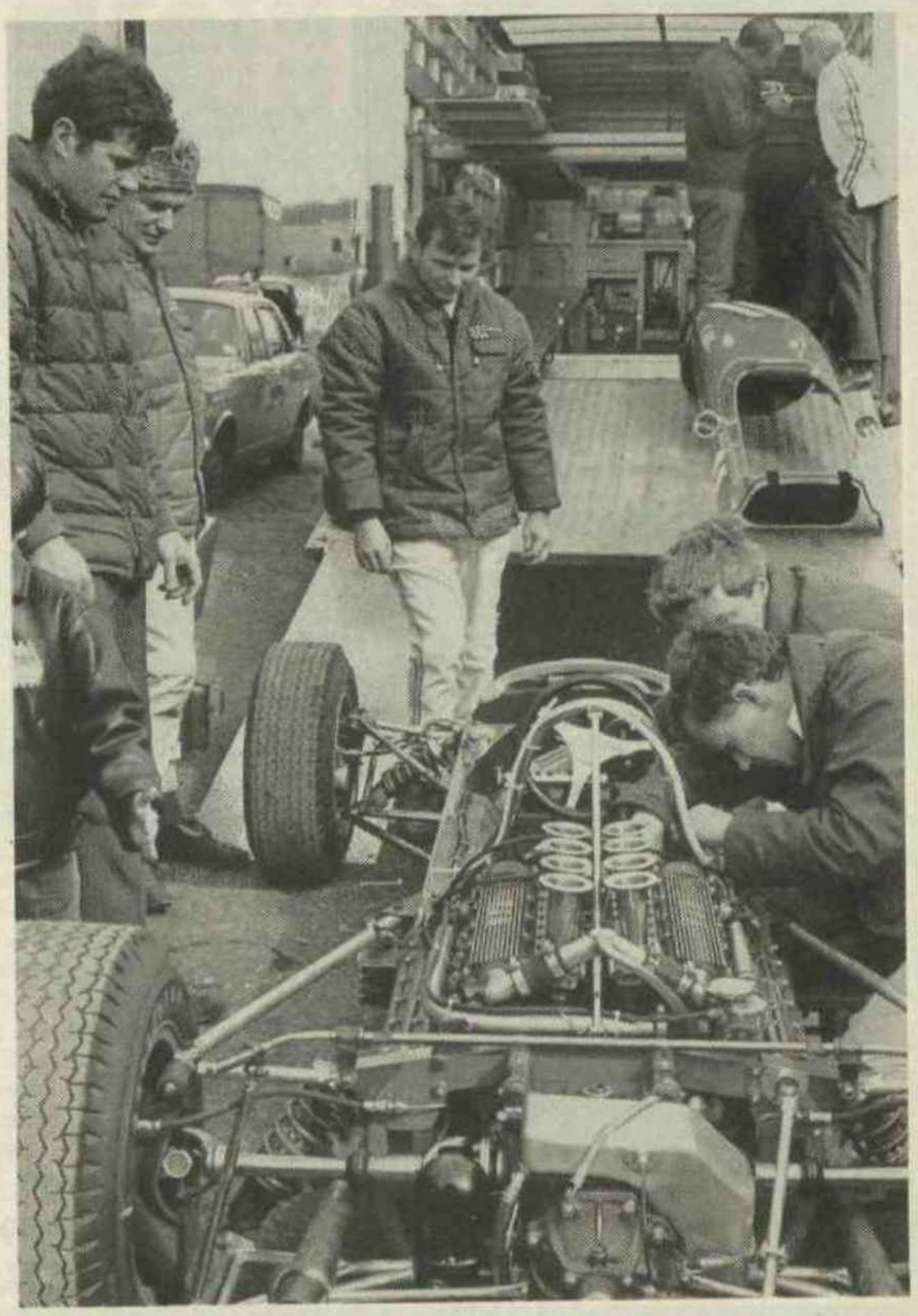
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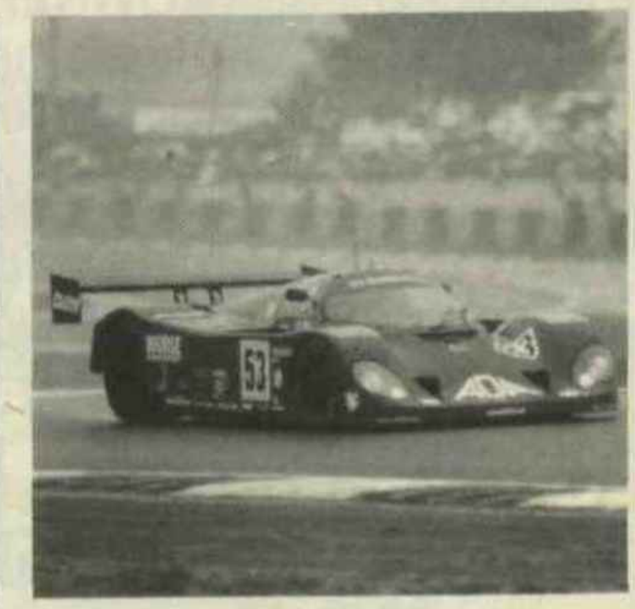
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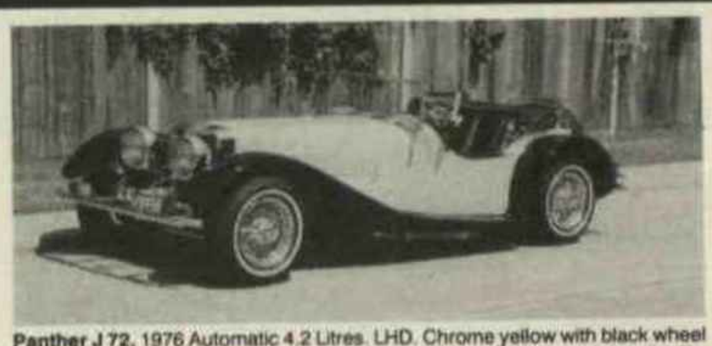
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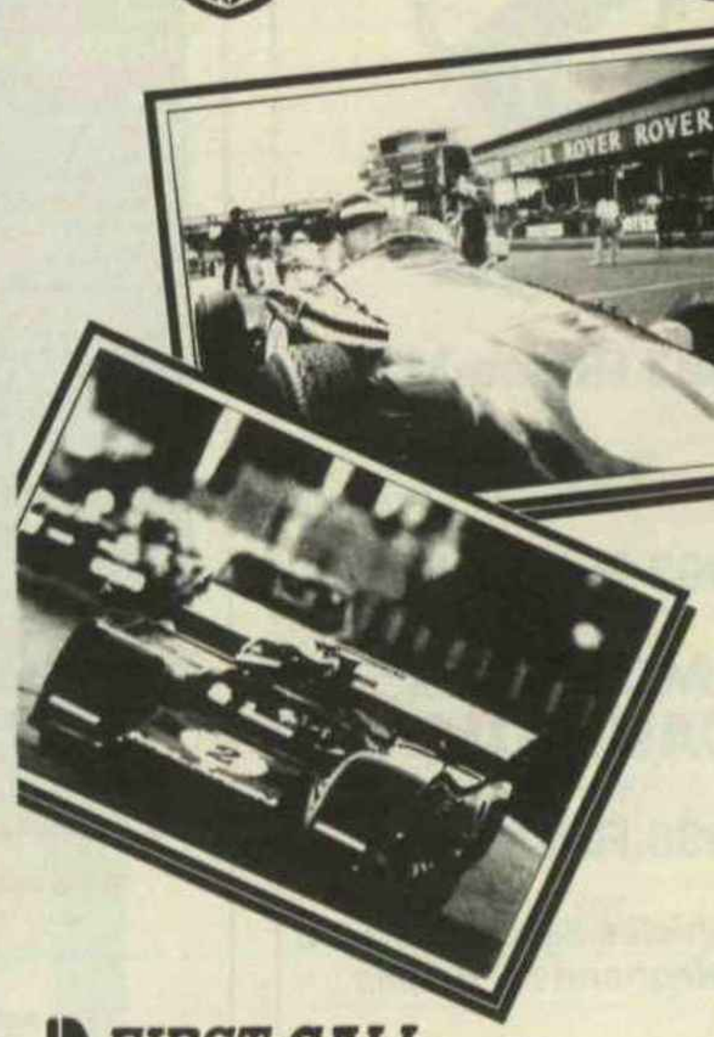
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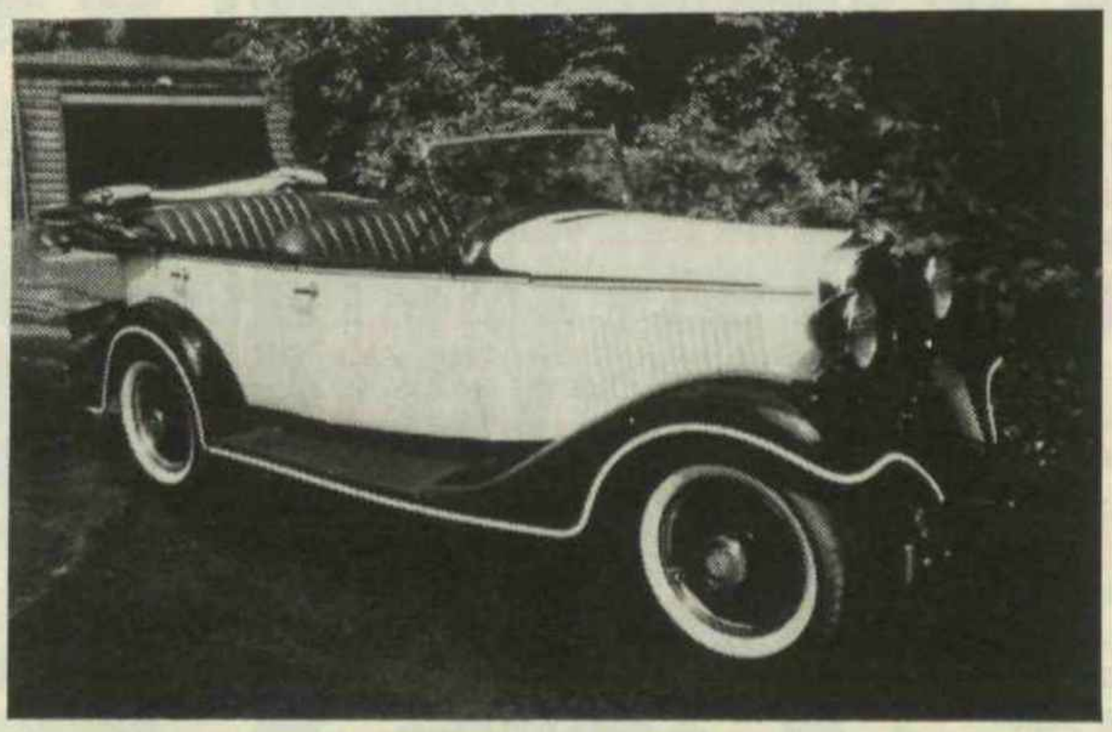
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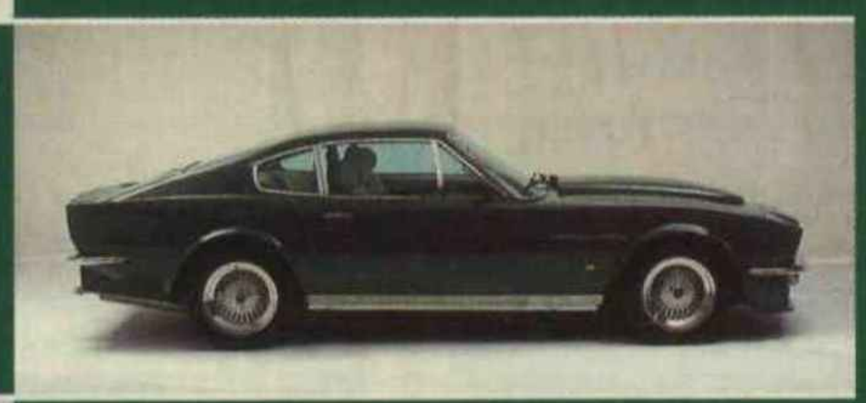


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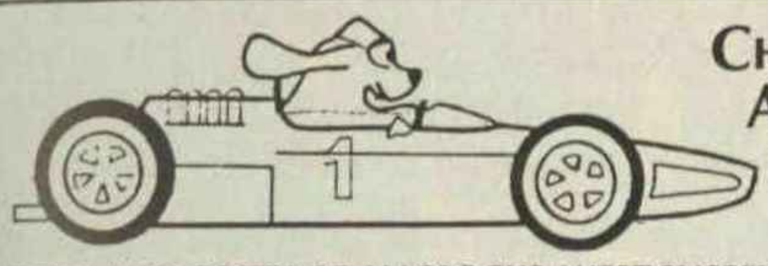
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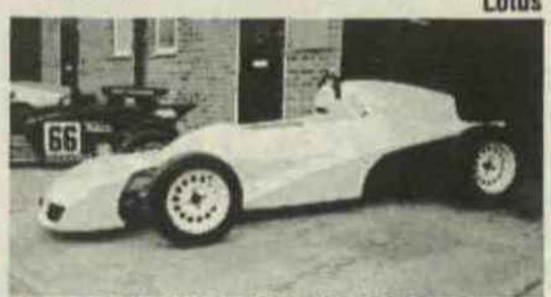
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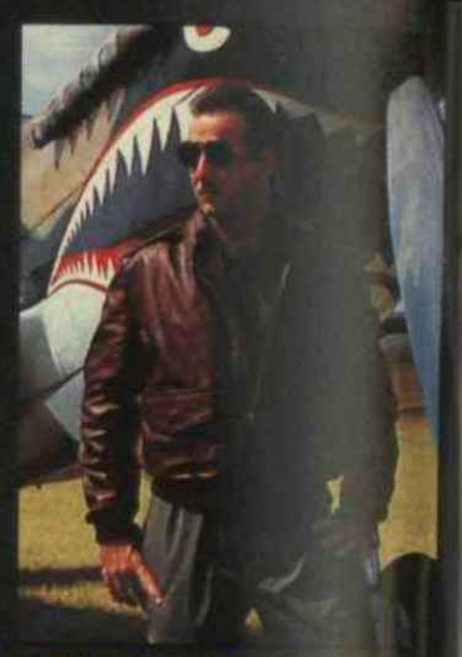
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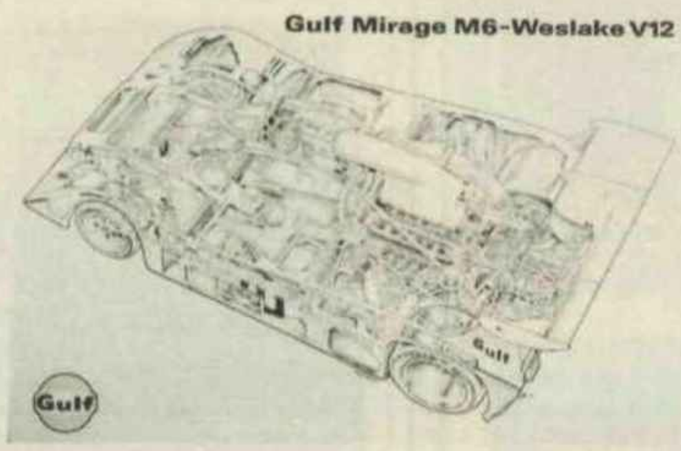
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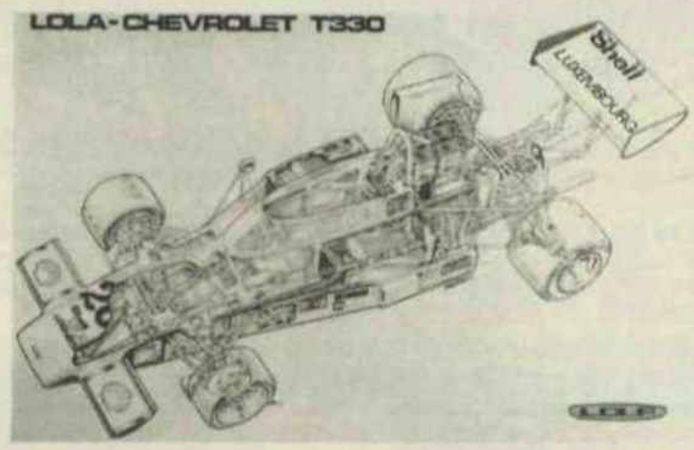
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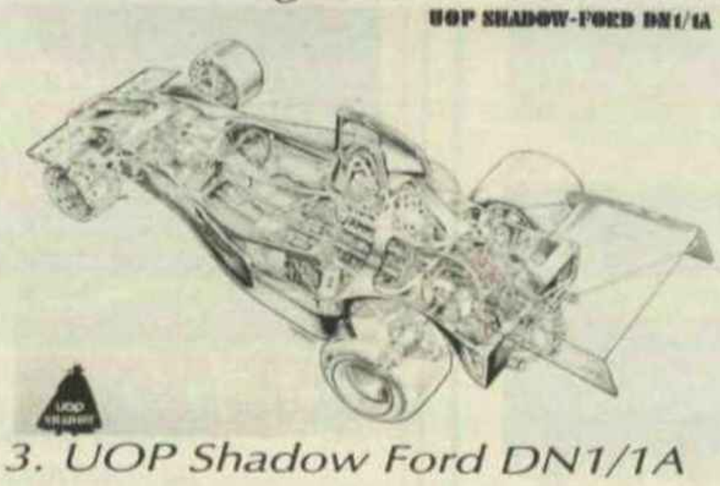
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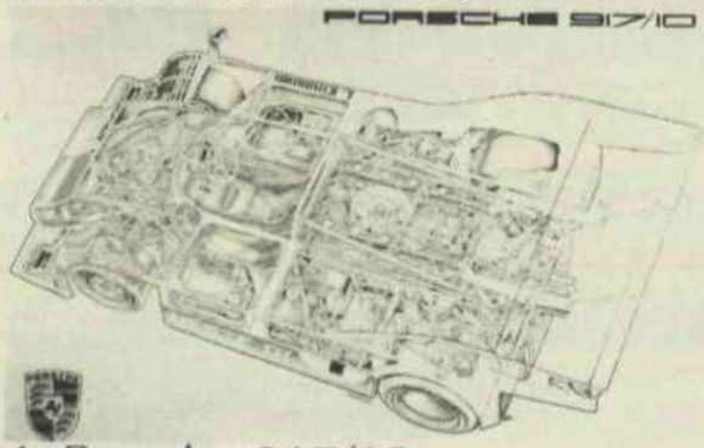
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With a large price increase in petrol in the last Budget, motorists are looking for ways to drive more economically. Manufacturers will be touting the benefits of multi-valve engines that give a better consumption, rather than boasting of 0–60 mph times and top speeds. That may bring about a surge in sales of new economy cars but does not help the 24 million cars already on the road. Most cars can get better fuel consumption if they are maintained and serviced regularly. Higher annual fuel bills should see drivers taking their cars in for servicing more often, and there will be a bonanza for fuel-economy devices which can be fitted to existing cars.

Now a Cornish company has come up with a simple device that gives better fuel consumption immediately, and a cleaner exhaust. It has been tested successfully by the Department of Trade and Industry at its Warren Spring Laboratory. The Ecoflow is a device which straps on the incoming fuel pipe in petrol or diesel engines, and works on the principle of magnetic ionisation of fuel Ecoflow's great advantage is that the fuel line does not have to be cut, any other modification made to the engine which would invalidate a manufacturers warranty. The laboratory found that its Vauxhall Cavalier 1.6 test vehicle used 11.05 per cent less fuel, and power was increased by 9.52 per cent. Exhaust emissions showed a decrease of 14.99 per cent carbon monoxide, 10.67 per cent carbon dioxide, 2.42 per cent hydrocarbons, 12.88 per cent oxides of nitrogen and 15.49 per cent nitric acid.

An Ecoflow spokesman said: 'It costs less than £45 and takes seconds to fit. Results suggest that the average motorist using an Ecoflow would save over £120 a year on fuel costs and significantly reduce traffic pollutions'

DAVID BENSON — DAILY EXPRESS 1993

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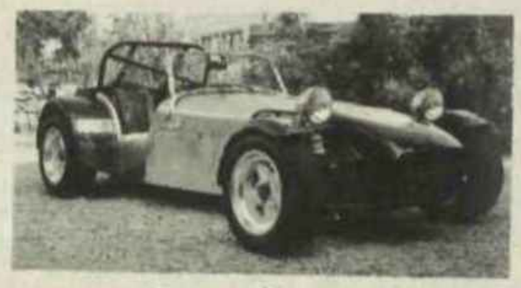


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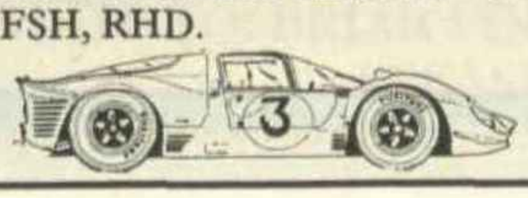
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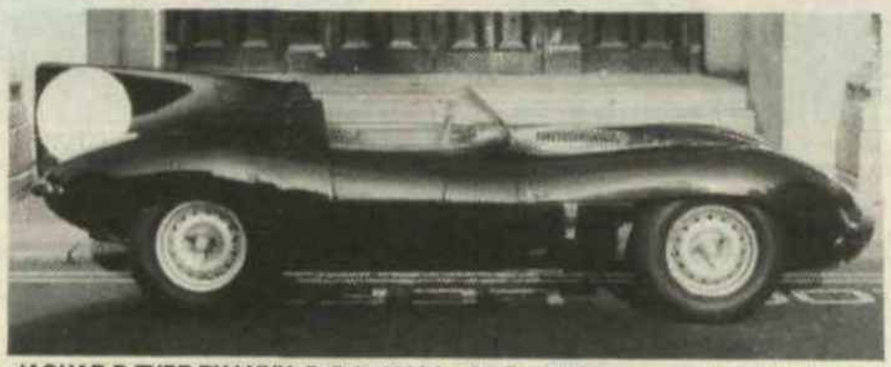
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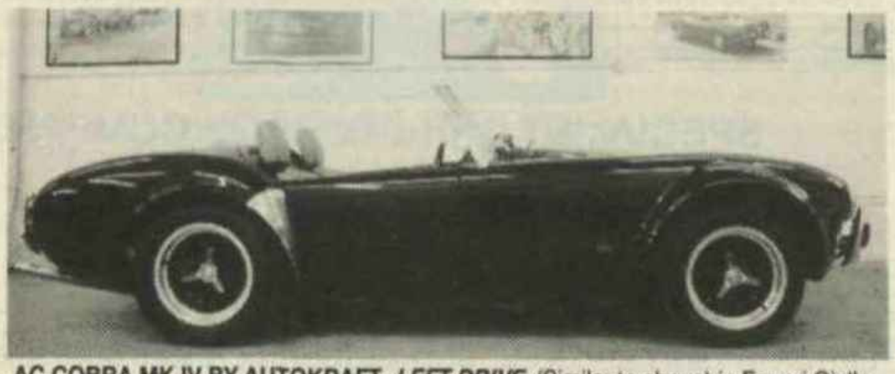
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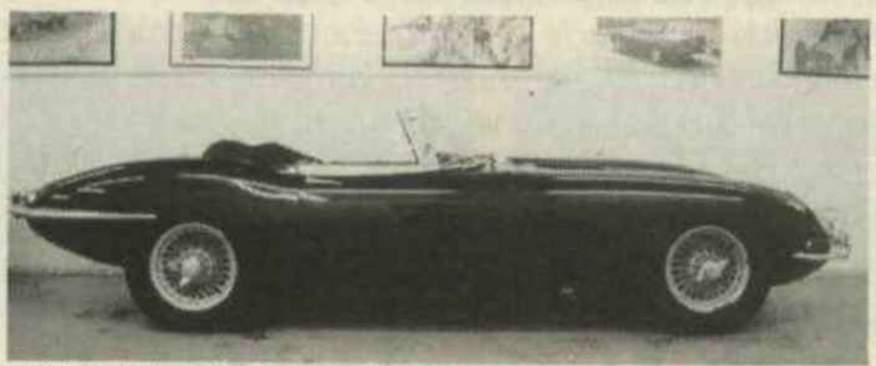


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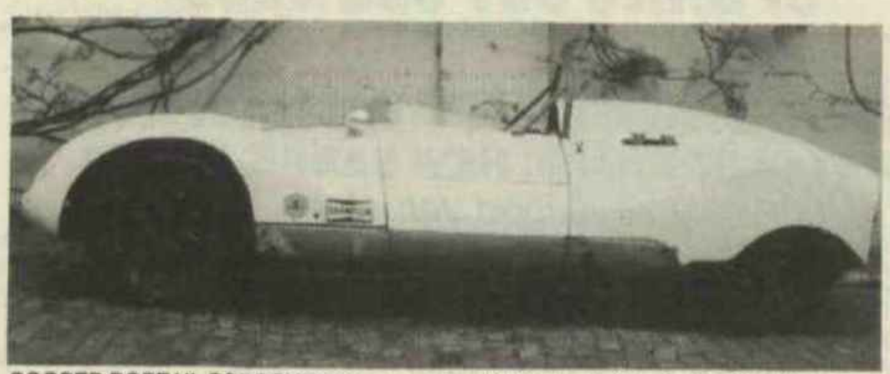


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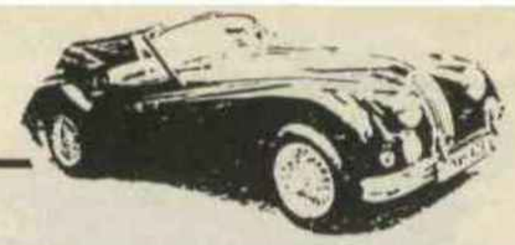


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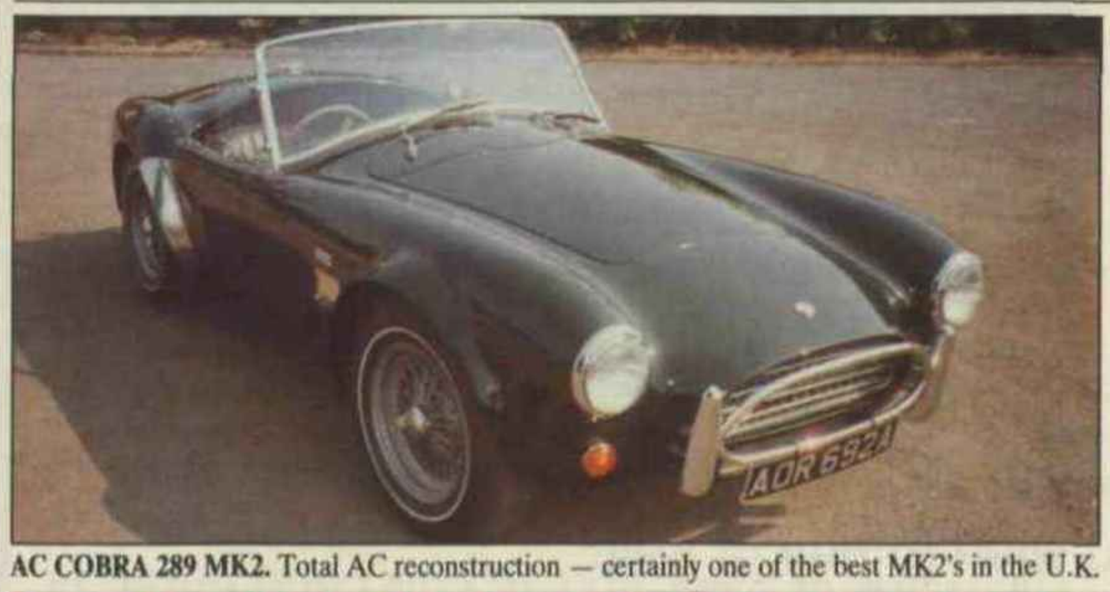
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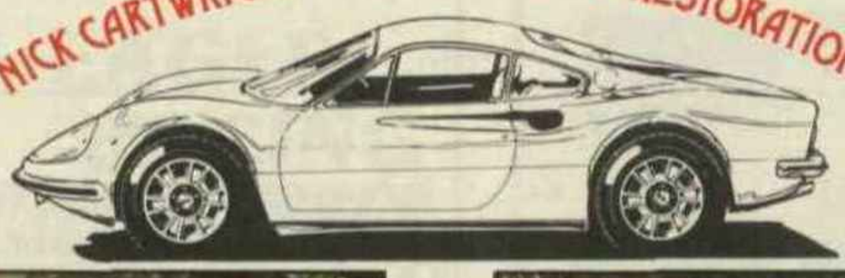


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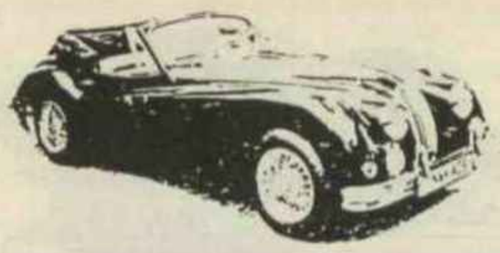
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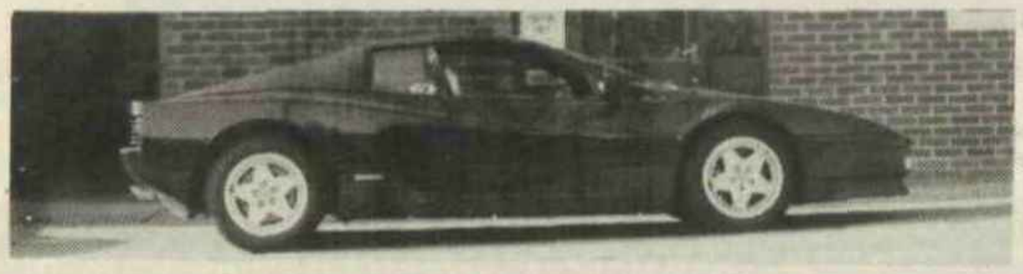
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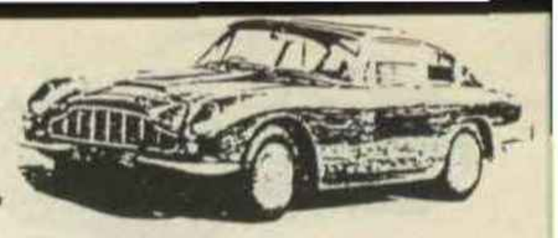


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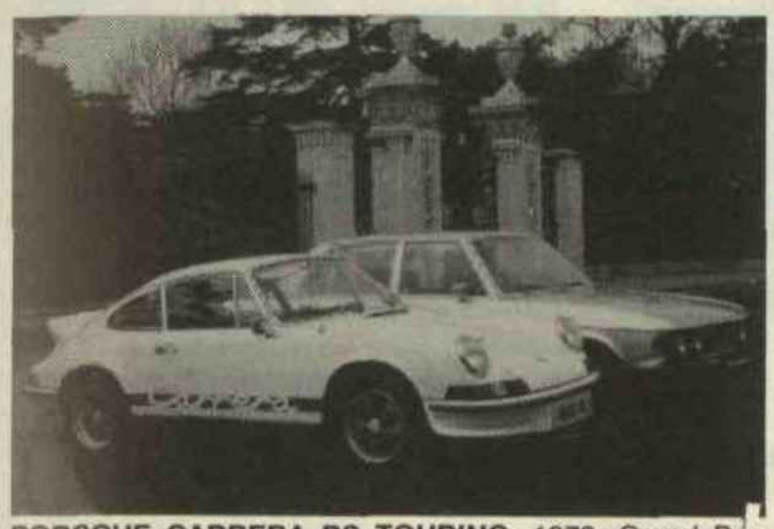


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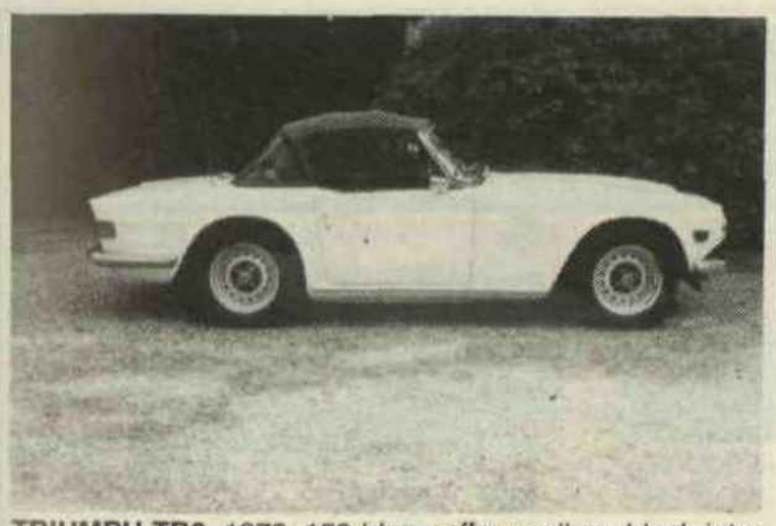
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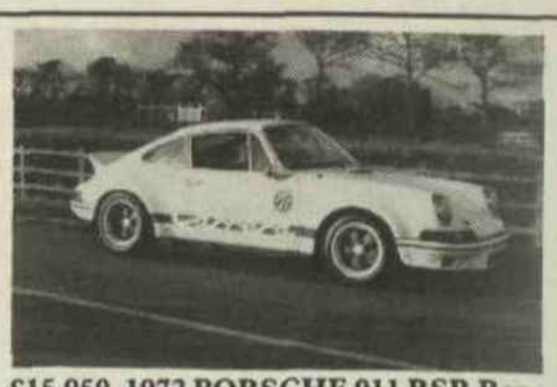
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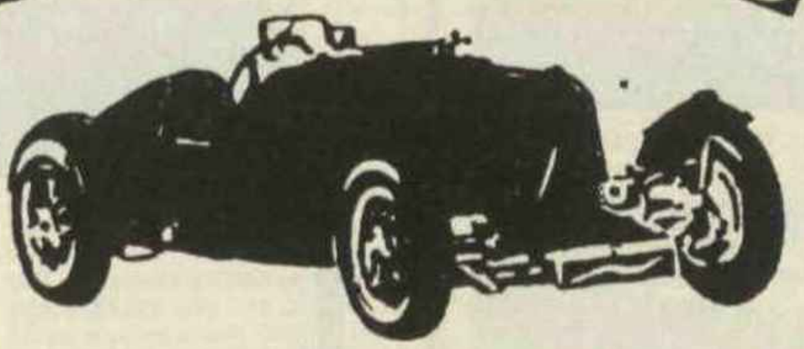
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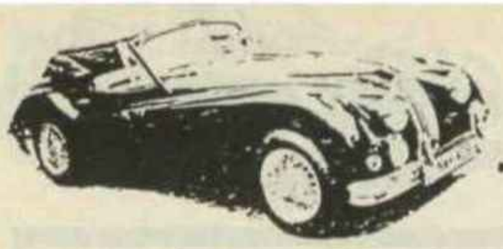
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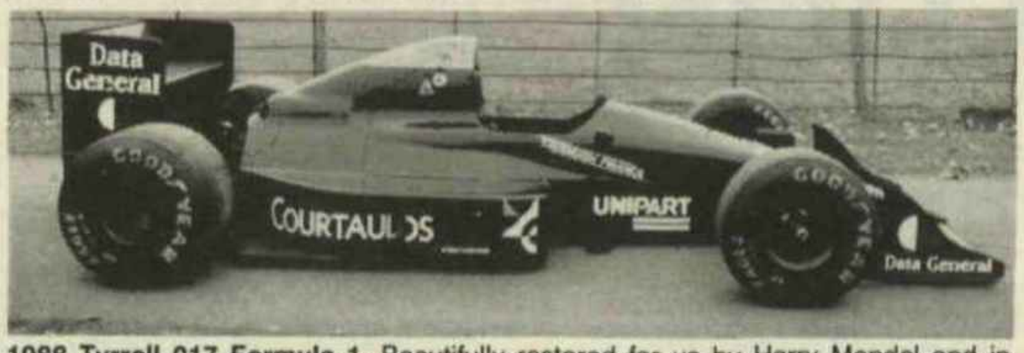
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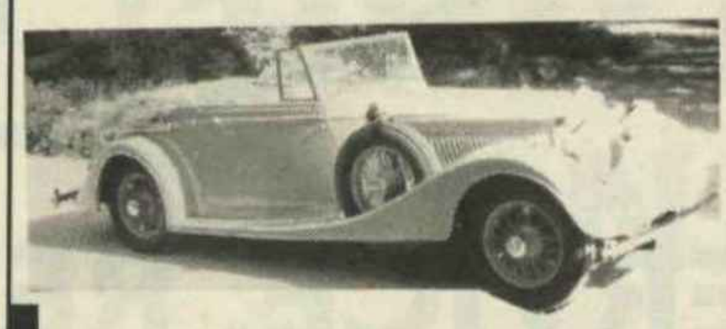
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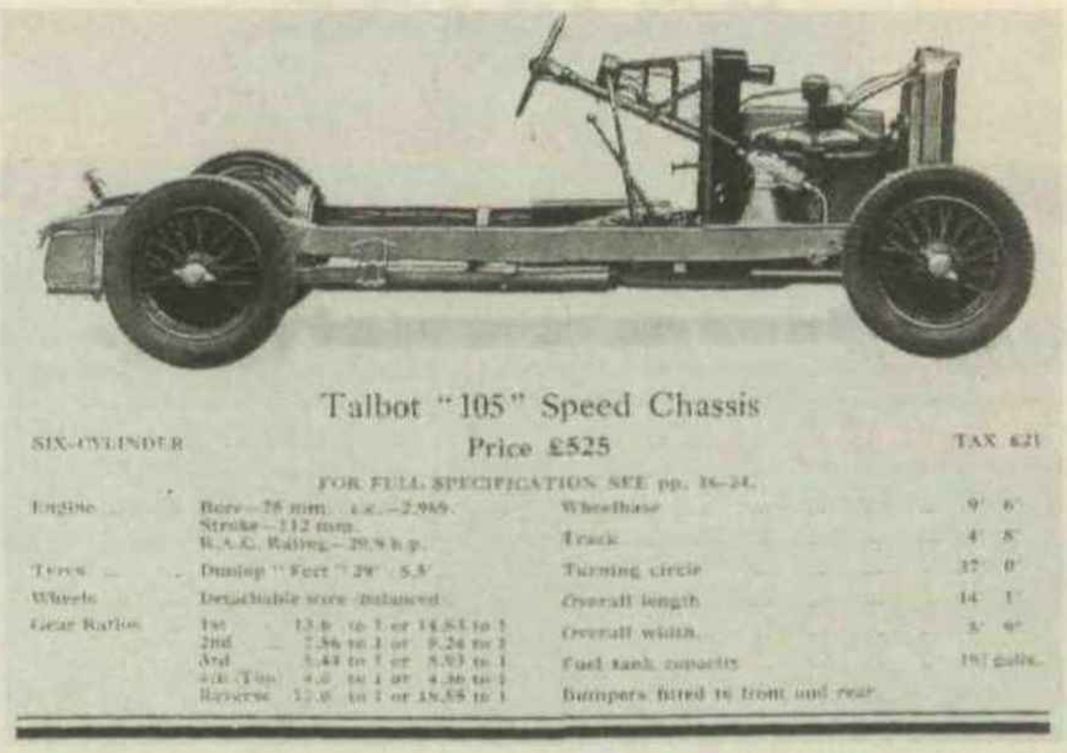
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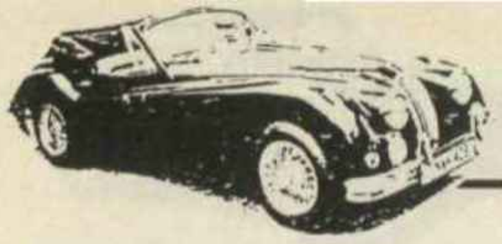
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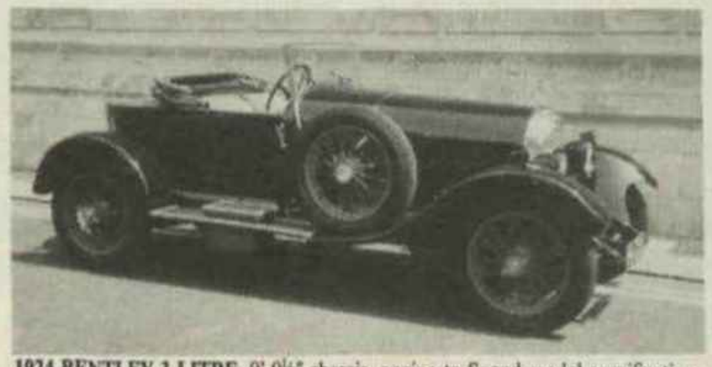
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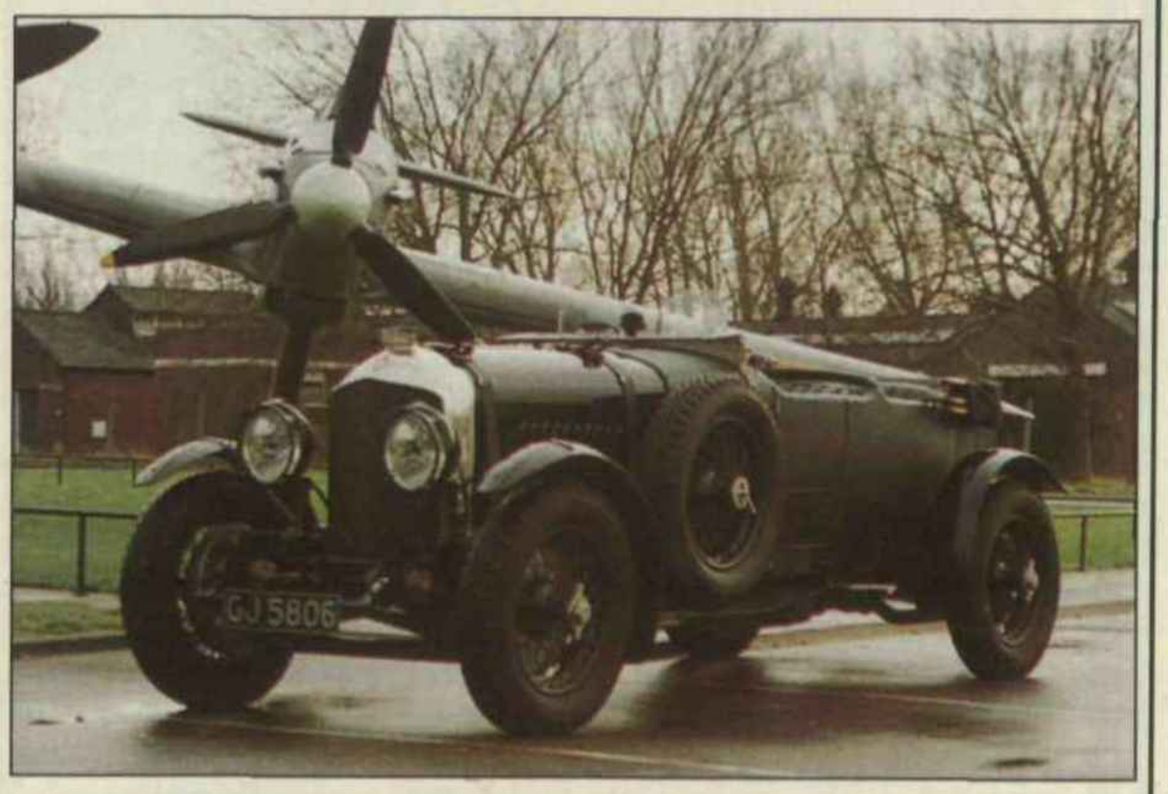


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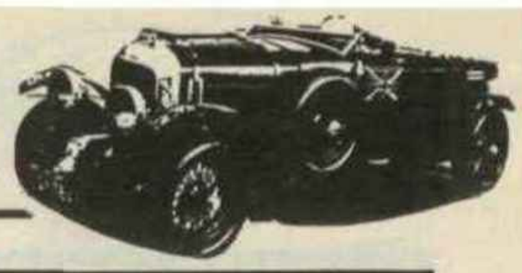
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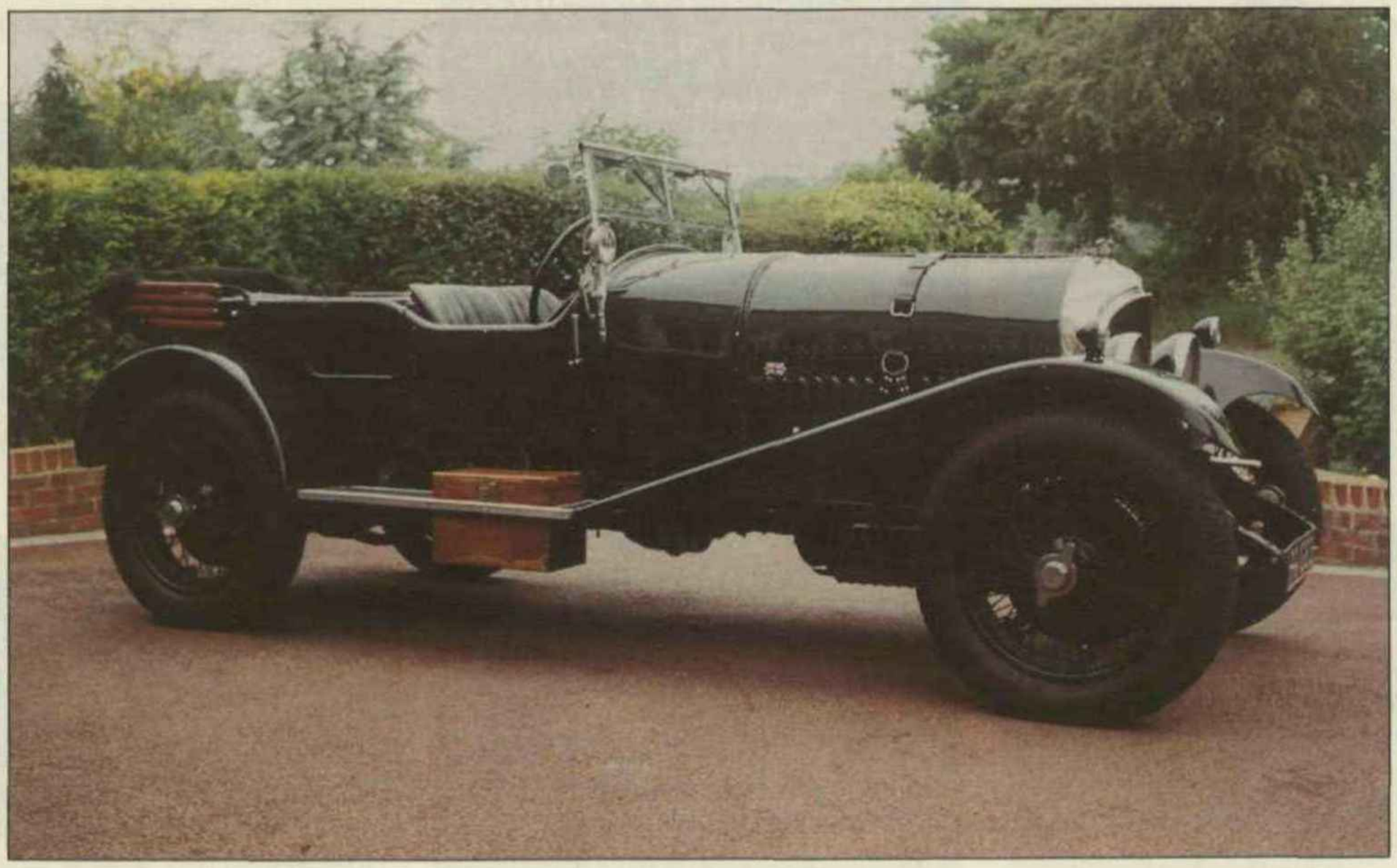
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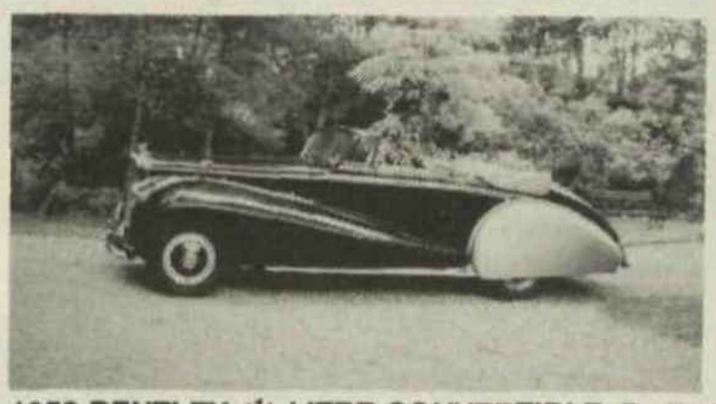
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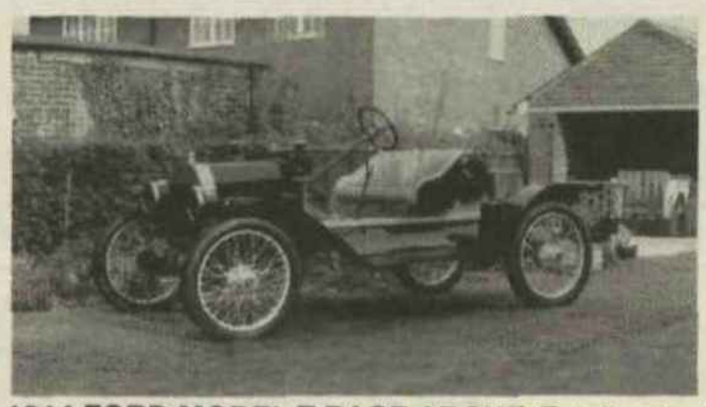
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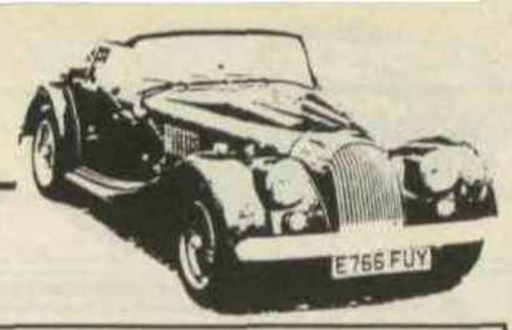
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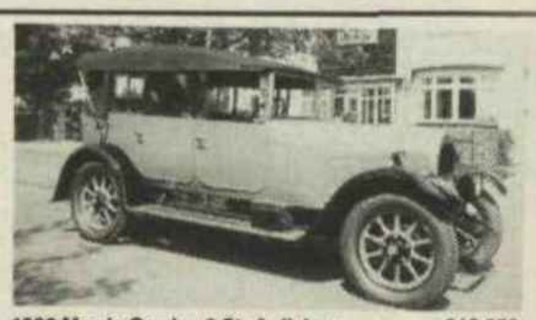
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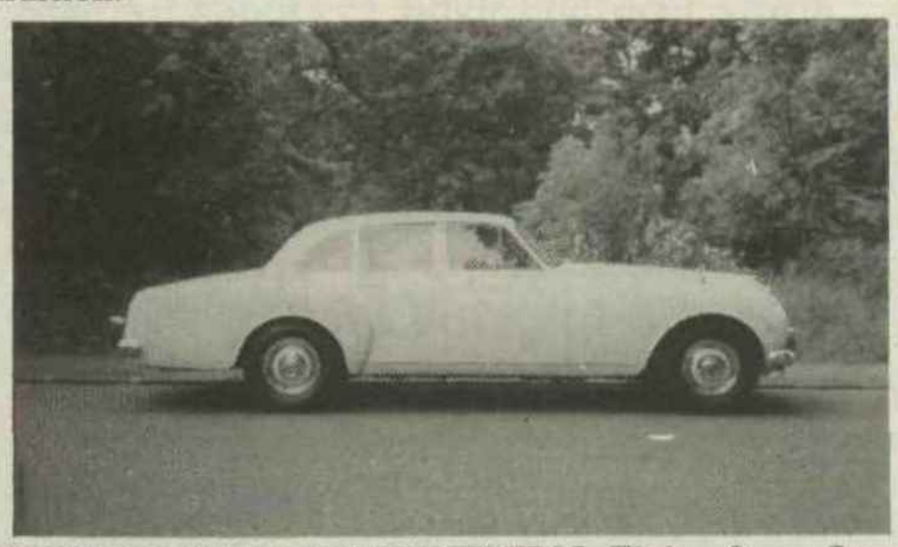
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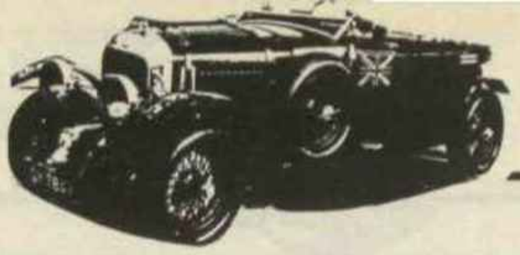
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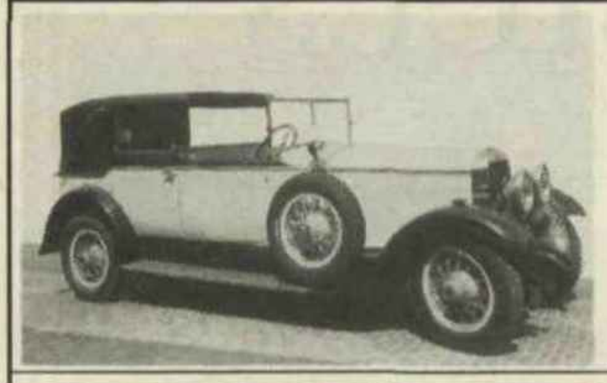
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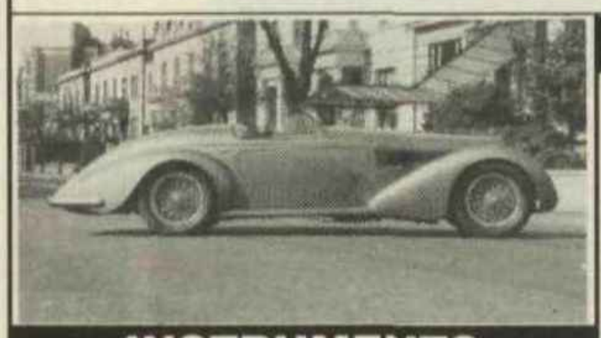
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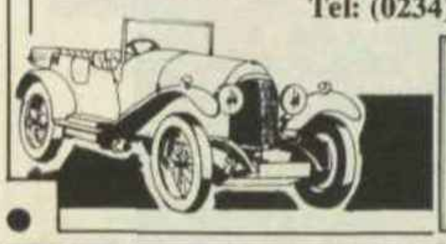
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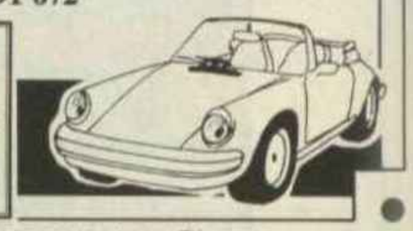
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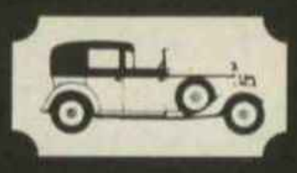
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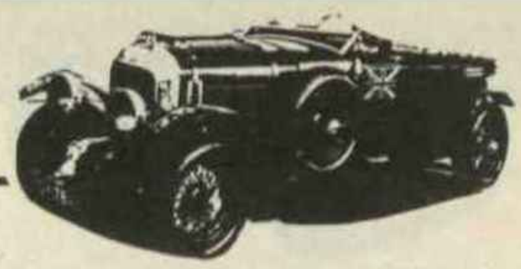
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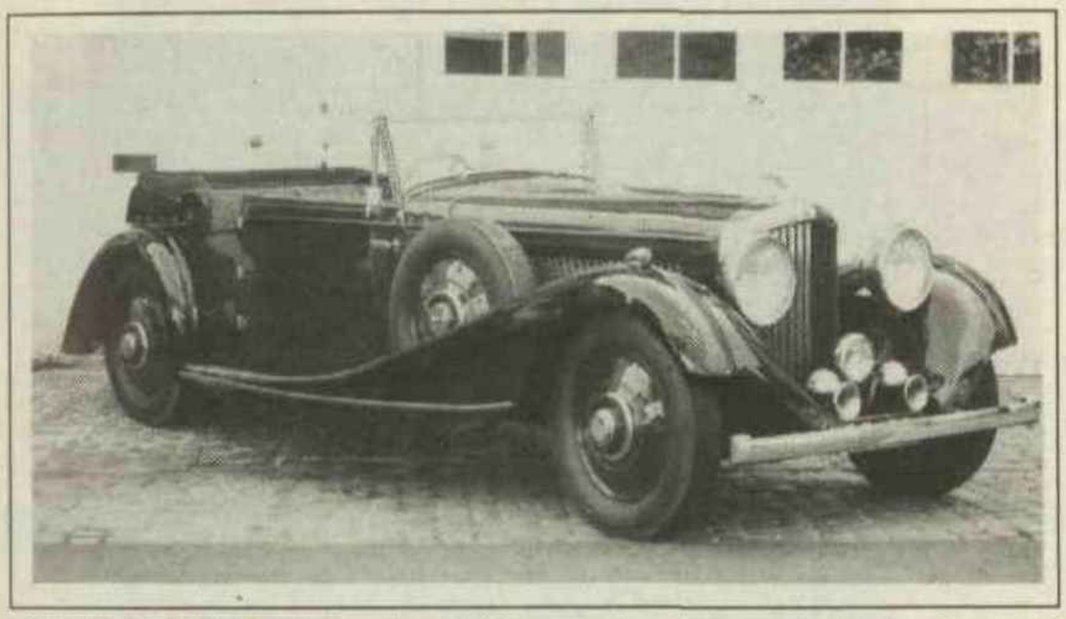
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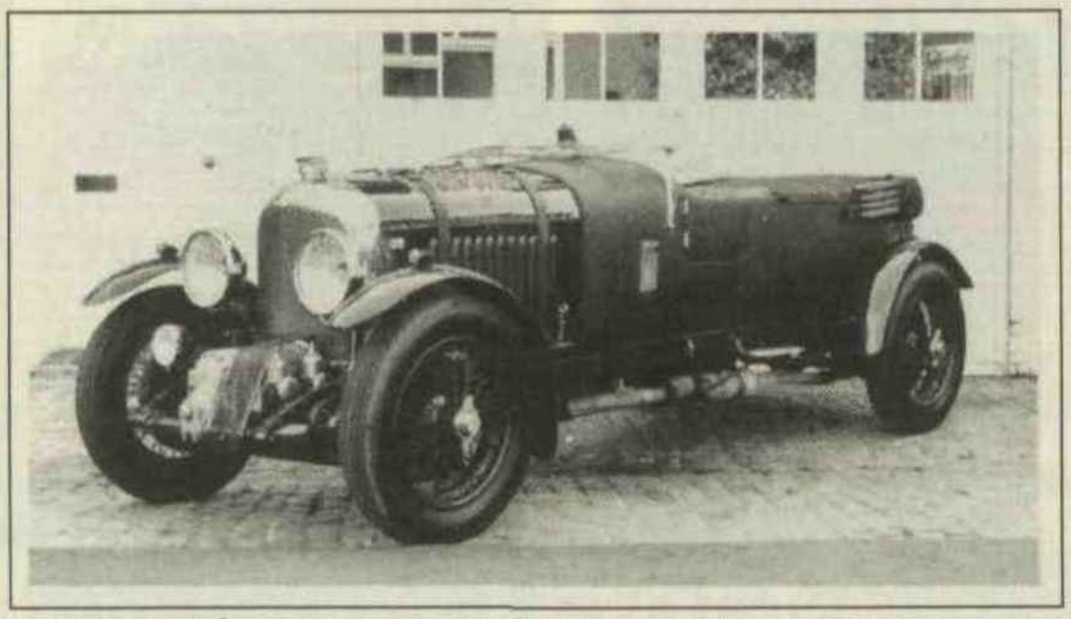


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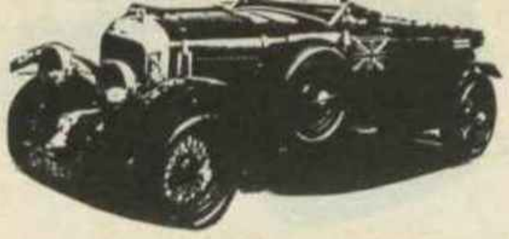
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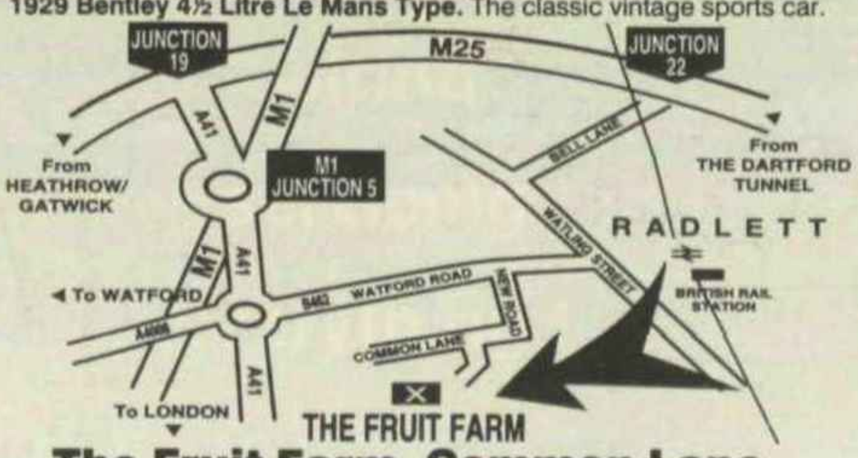
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