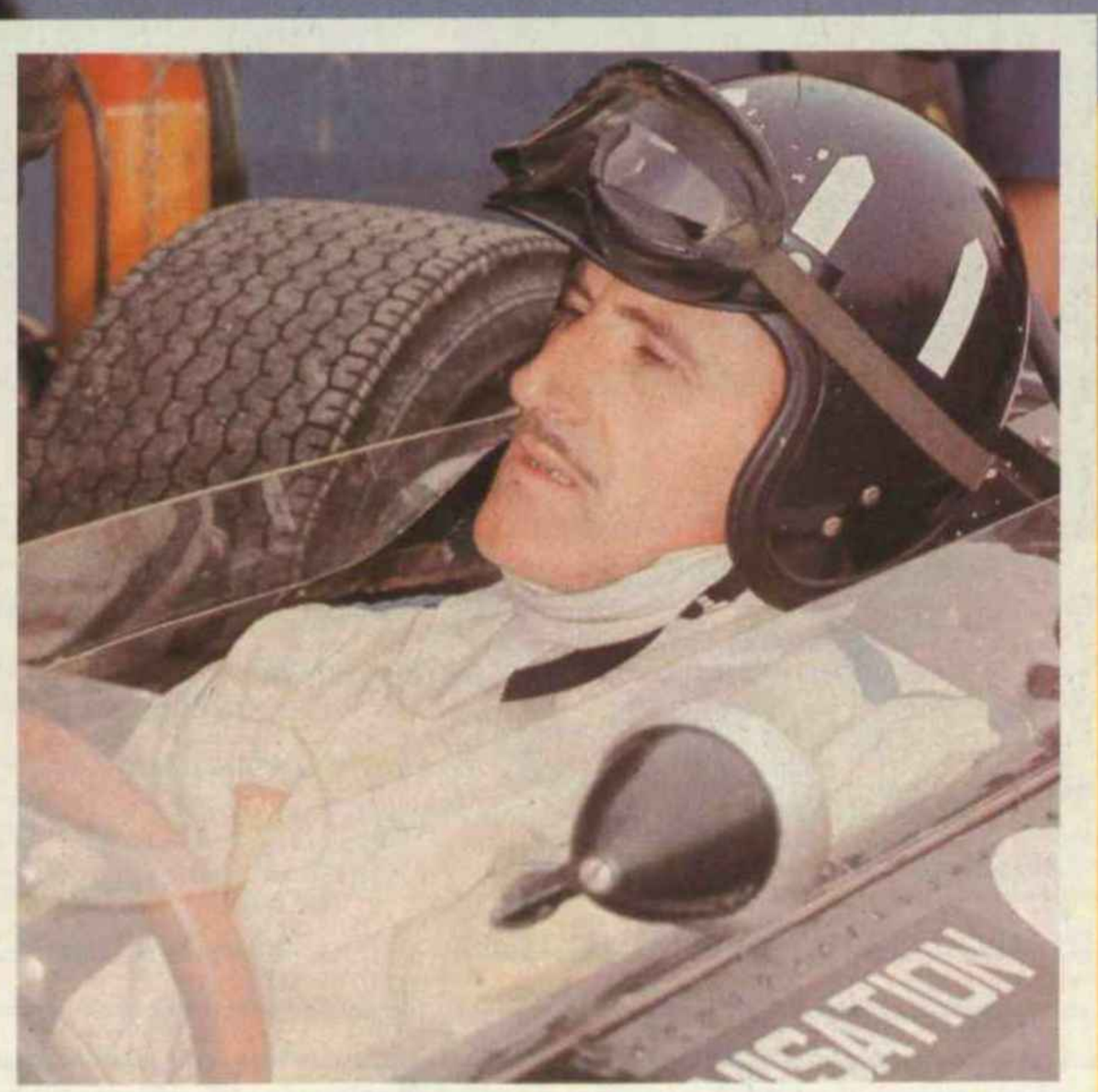
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MOTOR SPORT

Damon Hill

Following in his father's footsteps



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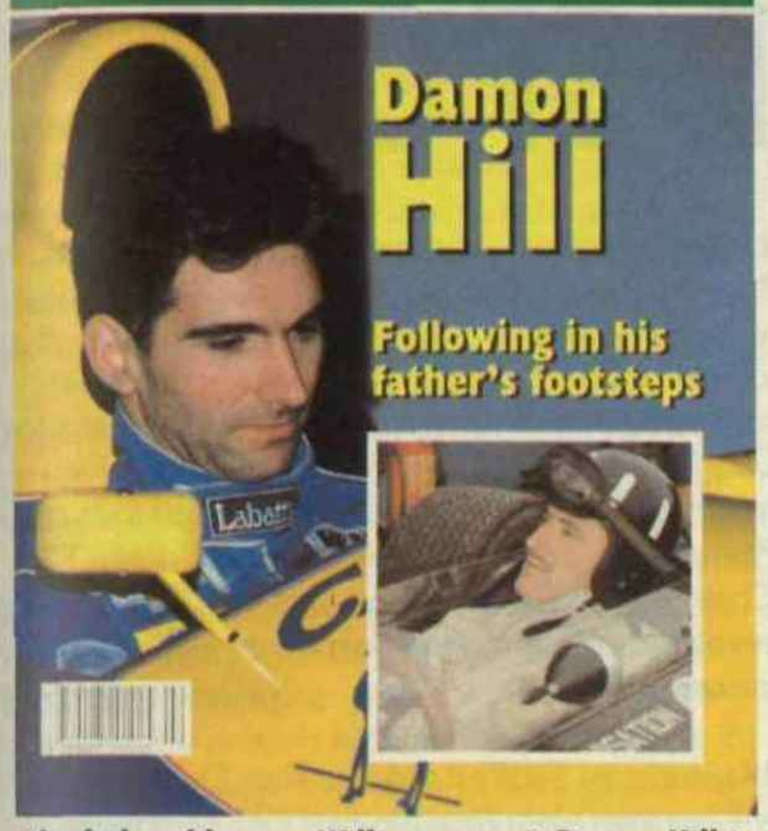
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The Daily Express
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MOTOR SPORT



Like father, like son. Williams recruit Damon Hill is equipped to become a key player in Formula One, as his father Graham (inset) was in the 1960s.

MOTOR SPORT

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CONTENTS

98 DIARY
The motoring world at large.

104 COVER STORY
When Damon Hill climbed into an Argo Formula Ford 2000 car at Brands Hatch in 1983, few people appreciated that he had much more to offer than a famous name . . .

112 DELIRIUM TREMENS
An appreciation of Rick Mears, the great IndyCar champion who recently announced his retirement.

118 LETTER TO READERS

120 RALLY REVIEW
Marathons, headlight bulbs and unusual places to relax in aeroplanes.

126 COMPETITION
See the XJ220 being built! An exclusive opportunity to win a day out with Jaguar.

127 INSIGHT
Maserati: present and future.

130 ARRONT NONSENSE
Formula 3000 RIP? How do things look for the F3 graduates of tomorrow?

132 PREVIEW
London's motor racing show.

133 COTTON ON
Will GT cars provide the salvation for sports car racing?

134 SEASONAL SURVEY
Gil de Ferran dominated the British F3 series, but there were several promising newcomers. Amongst them was class B champion Paul Evans, profiled here.

138 TRACK TEST
The 1992 Triumph TR Register Championship was dominated by an unusual TR7.

140 ROAD TEST
The Subaru Legacy is as versatile as its technical specification is unusual in this day and age.

144 1993 FIXTURES
The most important events of the sporting year, at a glance.

146 NEW CARS
Newcomers from BMW, Renault, Jaguar and Vauxhall.

150 BODDY LANGUAGE

152 VETERAN TO CLASSIC
On the ground, in the air . . . and the Exeter Trial, which is a bit of both.

164 REVIEWS
From books to binoculars . . .

167 READERS' LETTERS
How to make F1 interesting again, and other topics.

170 CLASSIFIEDS





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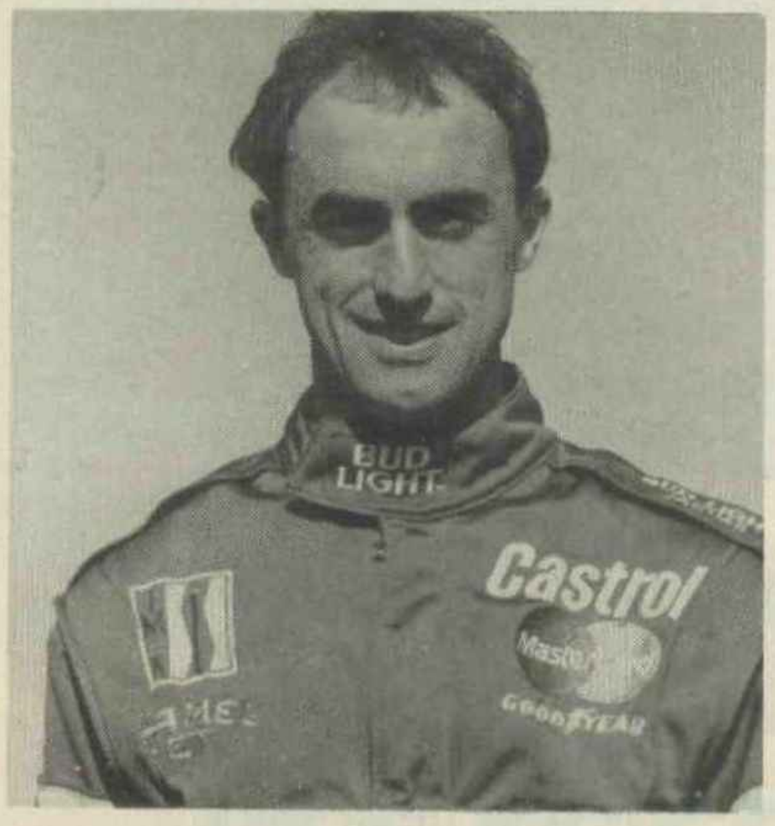
Next issue out February 26

The month in MOTOR SPORT

DECEMBER

8: Johnny Herbert takes his first F1 victory . . . in the Kenwood Grand Prix, which takes place in a car park adjacent to the Bologna Motor Show. Britain also triumphs in the Attilio Bettega Memorial Rallysprint on the same programme, Colin McRae's Subaru humbling the Jolly Club Lancias.

9: David Brabham (below) escapes with concussion after a huge testing accident at Suzuka. The Australian was running an F3000 Lola for Nova Engineering at the time.



10: FISA announces, in a terse, two-line statement, that it plans to axe Formula 3000 at the end of 1993. It cites spiralling costs for the decision, and says that a replacement formula will be drawn up "as a matter of urgency".

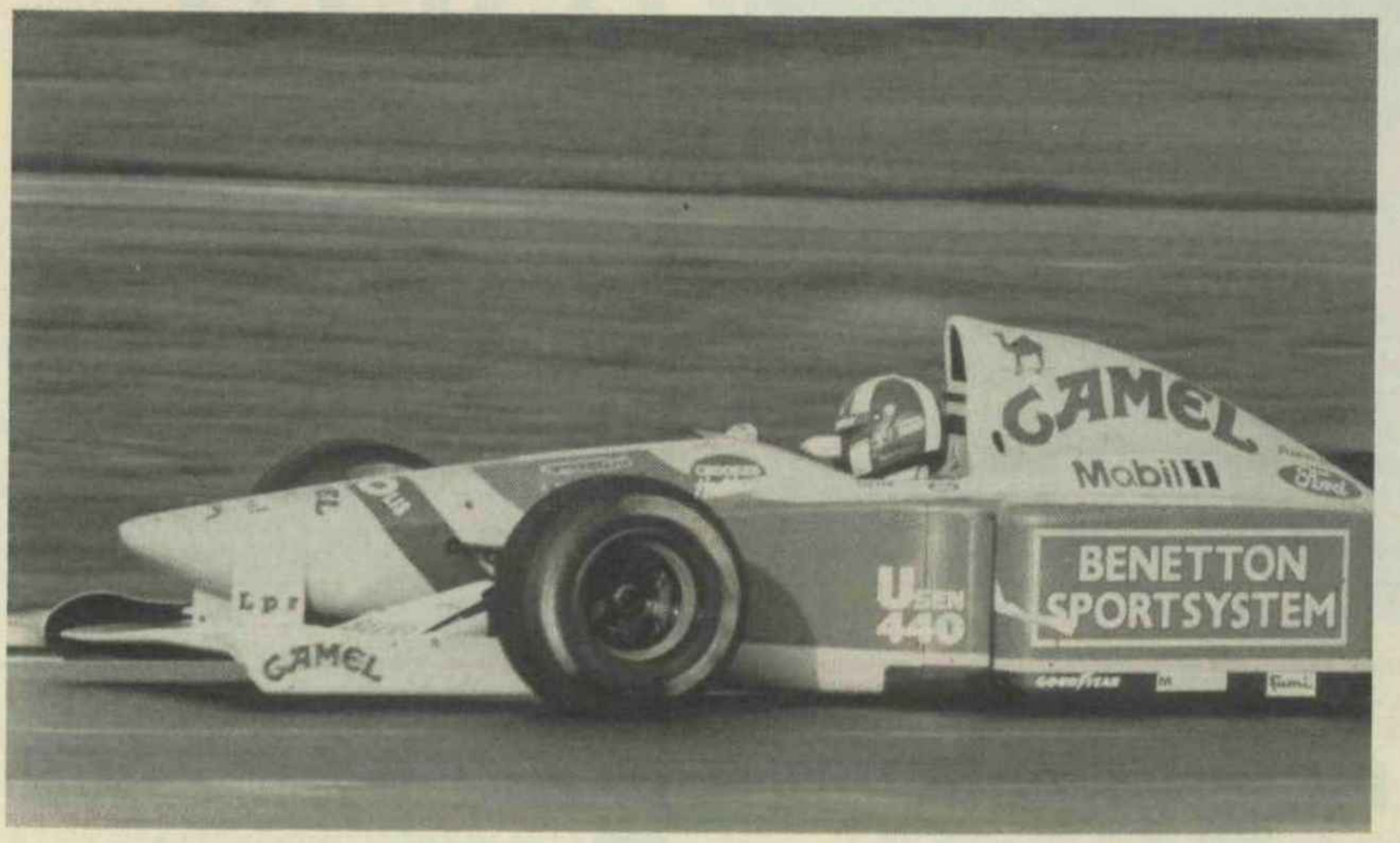
10: IndyCar legend Rick Mears announces his retirement as a race driver. He had been a loyal servant to Penske for 15 seasons. News that a top IndyCar drive is suddenly available heightens speculation that Ayrton Senna may be on the verge of following Nigel Mansell over to the States for a crack at the CART/PPG title.

10: Scuderia Italia is given a warning following disclosures that the fuel sample taken from JJ Lehto's Dallara after the Australian GP was found to be illegal. The team is given a $1M fine and a three-race ban, albeit suspended as FISA is satisfied that the Italian team had not cheated intentionally.

10: A Jordan F1 car is seen at Silverstone . . . bedecked in Unipart and Rover logos. Speculation mounts that Hart's new V10 might be badged as a Rover. The deal subsequently fails to reach fruition.

10: FISA drops the Ivory Coast Rally from the World Championship.

11: Schnitzer confirms that it will run a brace of BMWs in the 1993 BTCC, for Steve Soper and Joachim Winkelhock.



10: His scheduled test with the team the previous day having been aborted, after Giovanni Bonanno crashed the only available car, David Coulthard finally gets to drive a Benetton B192 (above). In tricky conditions, the young Scot impresses the team with both his common-sense approach and his lap times.

10: FISA confirms that the 1993 French GP has been struck off the official World Championship schedule because of the country's stringent new laws against tobacco advertising.

11: Renault confirms that Alain Menu will partner Tim Harvey in its 1993 British Touring Car Championship line-up.

11: Tobacco advertising restrictions take their toll on the Paris-Dakar. Only 142 entries are received, rather than the usual 300-plus.

13: Nigel Mansell collects the BBC's Sports Personality of The Year award for the second time, beating Olympians Linford Christie and Sally Gunnell.

13: International motor racing returns to Buenos Aires. Andrea Montermini wins the non-championship F3000 race, at the helm of Junior Team's Reynard 91D. Fellow European series regulars Emmanuel Collard (Apomatox Lola T92/50) and Olivier Beretta (Forti Reynard 92D) join him on the podium. José Luis di Palma is best of the locals, the British F2 Championship competitor finishing fifth. The event is rated a success, despite erratic organisation.

14: Williams finally confirms that Damon Hill will partner Alain Prost in its 1993 F1 line-up.

14: Fledgling F1 team Escuderia Bravo announces that it has agreed terms with Spanish F3000 star Jordi Gene for 1993. Following the death of prime instigator Jean-François Mosnier from cancer, however, the team's future remains uncertain.

15: Ukyo Katayama signs for Tyrrell.

17: Oliver Gavin (testing a Ralt RT36, below), runner-up in the British Formula Vauxhall-Lotus Championship, joins Edenbridge Racing to contest the 1993 British F3 series. The 20 year-old will run with Spiess-Vauxhall power, but no chassis is nominated.



17: British rallying mourns the loss of Dave Metcalfe, one of the sport's leading lights, who perishes in a road accident close to his native Kendal.

18: Thanks to action by the RAC MSA, a schedule is drawn up for a projected pilot series of GT races in 1993. Although FISA had announced that such a programme would replace the defunct SWC, it was looking less and less likely until the UK's governing body stepped in.

20: Travelling with compatriot, and full-time Penske team member, Emerson Fittipaldi, Ayrton Senna is a surprise visitor to Firebird Raceway in Phoenix, where he tries a Penske IndyCar. This does little to dampen rumours that the Brazilian is considering a Stateside programme of some description.

20: Senna is not the only noteworthy Brazilian making a surprise appearance behind the wheel. Nelson Piquet, a visitor to the SudAm F3 final at Cascavel, completes a handful of slow laps in the F3 Ralt-Mugen of Pedro Muffato. It is Piquet's first trip in a single seater since his fearful accident during practice for the last Indianapolis 500.

20: Constantino Jnr, second in the Sud Am F3 series, signs to contest the European F3000 series with Peter Thompson Motorsport.

21: Galmer Engineering, initially co-opted to work on a chassis for the latest genesis of the Brabham team, announces that it is withdrawing from the project for financial reasons (ie it hasn't seen any money). It also becomes apparent that Alan Randall is still involved with the team, his recent offer to resign having been refused by his co-directors.

21: A year after it had publicly denounced F1 for ecological reasons, Mercedes-Benz agrees to confirmation of its alliance with the fledgling Sauber F1 team, the new cars of which will carry 'Concept by Mercedes-Benz' logos on their flanks.

21: It is confirmed that Paul Stewart, son of thrice world champion Jackie, will contest a third season of European F3000 with the team bearing his own name.

21: Andrea Aghini, the rising star of Italian rallying, is granted an enlarged programme of World Championship events for 1993.

22: Mark Blundell (below) returns to F1. The McLaren test driver signs for Ligier. Since losing his Brabham drive at the end of 1991, through lack of sponsorship, Blundell has raced only once . . . sharing the Le Mans 24 Hours-winning Peugeot of Yannick Dalmas and Derek Warwick.



23: Brabham gets an early Christmas present in the form of a sponsorship deal with a Mexican bank, linked to its earlier recruitment of driver Carlos Guerrero. There is no news, however, on whether Brabham will have any cars built in time, or whether Guerrero will be issued with the required superlicence . . .

MATTERS OF MOMENT

Asset gripping

The entire future of the French motor racing is uncertain, in the wake of the enforced withdrawal of tobacco companies' support. Even with the government's promise of a compensation fund valued at over £50M, it's an uneasy time for the industry. In Spain, what has been a flourishing sport for the past two to three years is reeling from the loss of Marlboro support for the Racing for Spain scheme which was actively promoting the cause of young Spanish drivers. With considerable success, it must be said. Germany's pride and joy, the national touring car series, is in tatters. Even if, as expected, a couple of factory-supported BMWs eventually compete, that still leaves only Mercedes-Benz and Alfa Romeo fully committed. In Italy, the national F3 championship, which annually promotes a handful of talented youngsters into F3000, is racked by arguments, following the decision by the country's governing body to exclude drivers over a certain age. With the collapse of the proposed national F2/F3000 series, many of the country's lesser sponsored twentysomethings have nowhere to go.

Happily, the position in Britain is rather healthier. What you are about to read is not an outbreak of patronising jingoism. Rather, it's a plea to everyone within the sport in this country to appreciate what we've got, and to make the most of it.

In the light of the opening paragraph, consider the following facts: at a time when there are fewer and fewer F1 seats to be distributed between an ever-increasing number of aspirants, British drivers occupy five of them; the Mansell factor has promoted a hitherto unknown fascination in the excellent IndyCar series, particularly in the tabloid media; there is increasing interest in the UK in the European F3000 series, despite the present uncertainty over its future format; there are moves afoot to introduce a decent prize fund and promotional package to the national F2 series; F3 looks buoyant, with three extra chassis manufacturers already committed, and discussions taking place to evaluate how best to enhance the formula's image; the British Touring Car Championship was a huge success in 1992, and there is no sign of its appeal waning, with Ford and Renault having joined existing supporters Vauxhall, Toyota, Nissan, BMW, Mazda and Peugeot; Colin McRae has the best chance of success of any British driver ever to have been recruited for a serious World Rally Championship programme; after a lacklustre 1992, national rallying looks set to pick up, with works interest from Ford, Subaru and Vauxhall, and a healthy crop of young drivers eager to follow the trail blazed by McRae; by mid-January, the British Open Formula Ford Championship had a stack of guaranteed entries, including a quartet of national champions from abroad . . .

The recent economic depression has by and large left Britain's motor racing infrastructure intact, and the sport looks set for a bumper year at all levels. Now is the time for everyone to lend it their support, to ensure that the present momentum isn't lost. **S A**

23: The Lola T93/00 IndyCar is launched in Huntingdon. Most of the national papers turn up, expecting to find one N Mansell in attendance. They don't.

26: Popular Clubmans racing stalwart Phil Wilkinson succumbs to a heart attack, aged just 35.

JANUARY

1: The Paris-Dakar rally kicks off. Eventually, 154 cars, 'bikes and trucks take the start.

3: The opening rounds of the New Zealand International Formula Atlantic series at Timaru fall to Stuart Crow's Ralt and Jos Verstappen's Swift.

4: Omegaland, 1992 British F2 championship winner, announces that it has ordered Reynards for its graduation to European F3000.

4: Belgian Mikke van Hool signs for a third season of British F3. He'll drive a P1 Reynard. Van Hool's compatriot Kurt Mollekens, meanwhile, lands one of the prized works Van Diemen drives in the British Open Formula Ford Championship.

4: Marlboro confirms its withdrawal from Racing for Spain. This has a shattering effect on Iberian motorsport, and also means a possible loss of entries in the British F3, Formula Renault and Formula Ford series. Equally, Bravo F1 aspirant Jordi Gene finds himself bereft of funds. Rally champion Carlos Sainz's red and white chevrons are replaced by the logos of Repsol and Ducados.

4: Veteran Finn Markku Alén is retained by Toyota Team Europe, but only for the Safari Rally.

4: Ford's intention to enter the BTCC with a brace of Mondeos is confirmed. Andy Rouse will prepare two cars, and drive one of them; New Zealander Paul Radisich is the hot tip to race the other.

4: Nigel Mansell has his first run in his Indy Lola, lapping faster than team-mate Mario Andretti at the Firebird road course, in Phoenix.

6: Honda announces its intention to run an IndyCar project from 1994 . . . and threatens to withdraw if CART continues to insist that the engine must be supplied to a minimum number of teams.

DIARY



Nigel Mansell's first few laps in the Lola T93/00 were both instructive and impressive.

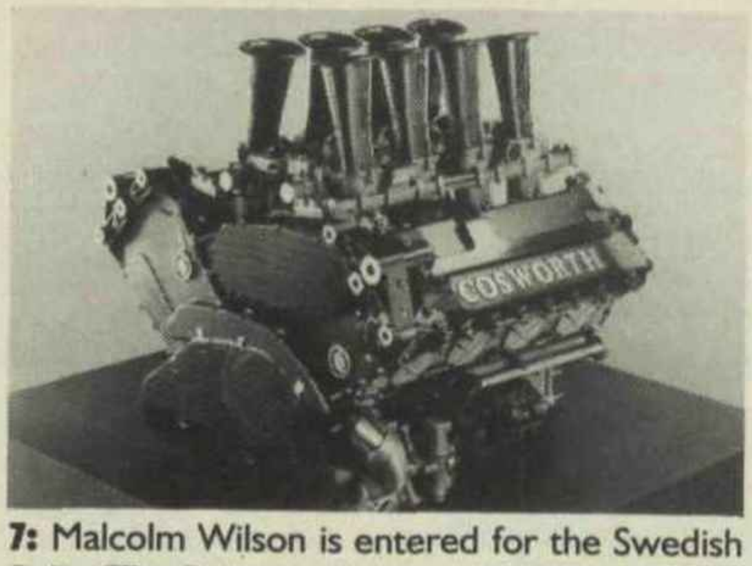
7: Delayed by rain, Nigel Mansell has his first run on an oval circuit. After feeling his way in gently, he laps within 0.5s of Michael Andretti's track record.

7: TWR announces that it will run a pair of Lola-Cosworths in the Indy 500, and that it will run a singleton entry in a limited programme of CART/PPG events.

7: TWR also unveils the XJ220C GT racer. Allen Lloyd is tipped as probable first customer; Lloyd intends to enter a cars for the Bells *père et fils*, Derek and Justin.

7: Andrea de Cesaris signs up for a second season with Tyrrell.

7: Cosworth launches its new F3000 engine, the AC (below). The all-new V8 replaces the trusty, 25 year-old DFV, though the latter is still expected to play a major part in the formula in '93.



7: Malcolm Wilson is entered for the Swedish Rally. The Briton will drive a Michelin-backed Ford Escort Cosworth. Rumours persist that Markku Alén may return to Lancia on the same event.



Michael Bartels (in car), designer Paul Brown (centre) and Keith Wiggins show off Pacific's new F1tub.

9: One month after he was expected to ink his deal with Pacific Grand Prix, Michael Bartels finally signs up. The team also releases first pictures of its monocoque, built up at Reynard Composites.

9: John Price wins the Mewla Rally, opening round of the Demon Tweeks/*Motoring News* National Tarmac Rally Series.

10: Dutchman Jos Verstappen takes the lead in the New Zealand International Formula Atlantic series. At Teretonga, Verstappen inherits victory in the first race when leader Craig Baird is black-flagged for infringing noise regulations. Suitably muffled, Baird bounces back to win part two, with Verstappen second.

11: Brazilian Pedro Diniz graduates from British F3 to European F3000. He signs for Forti Corse.

11: Van Diemen ceases involvement with its own F3 project. The RF92 chassis will be further developed, however, by designer Andy Thorby, working in partnership with Mike Rowe under the Amzel Cars banner.

11: Mercedes-Benz's name continues to be linked with a BTCC project. The latest suggestion is that Prodrive will run a BMW 318is to begin with, and replace it with a Merc 190 in mid-season . . .

11: Jaki Scheckter, son of Ian and nephew of 1979 world champion Jody, signs up for a season of British Formula Ford. The highly-rated Scheckter will drive an Aintree International Reynard.

11: Doug Watts, the well-respected foreman of the BMC rally team in the 1950s and '60s, passes away at his Oxfordshire home, aged 74.

12: Lombard announces its support for the London-Sydney Marathon, which starts on April 17.

13: Ligier takes up its option on Martin Brundle. Having surprised a few people by signing its first ever British driver just before Christmas, in the shape of Mark Blundell, new owner Cyril de Rouvre's team now has two.

13: Formula 3000's interested parties and various national ASNs meet with FISA in Paris. The outcome of the discussions is unanimous: all parties want to adopt cost-cutting measures drawn up by the chassis and engine builders, and to let the formula continue as before (see *Arront Nonsense*, page 130).

14: The RAC MSA meets with F3000 and F3 teams to discuss the future of both formulae. The previous day's happenings in Paris are approved; it is agreed that F3 needs to be made cheaper, and more entertaining.

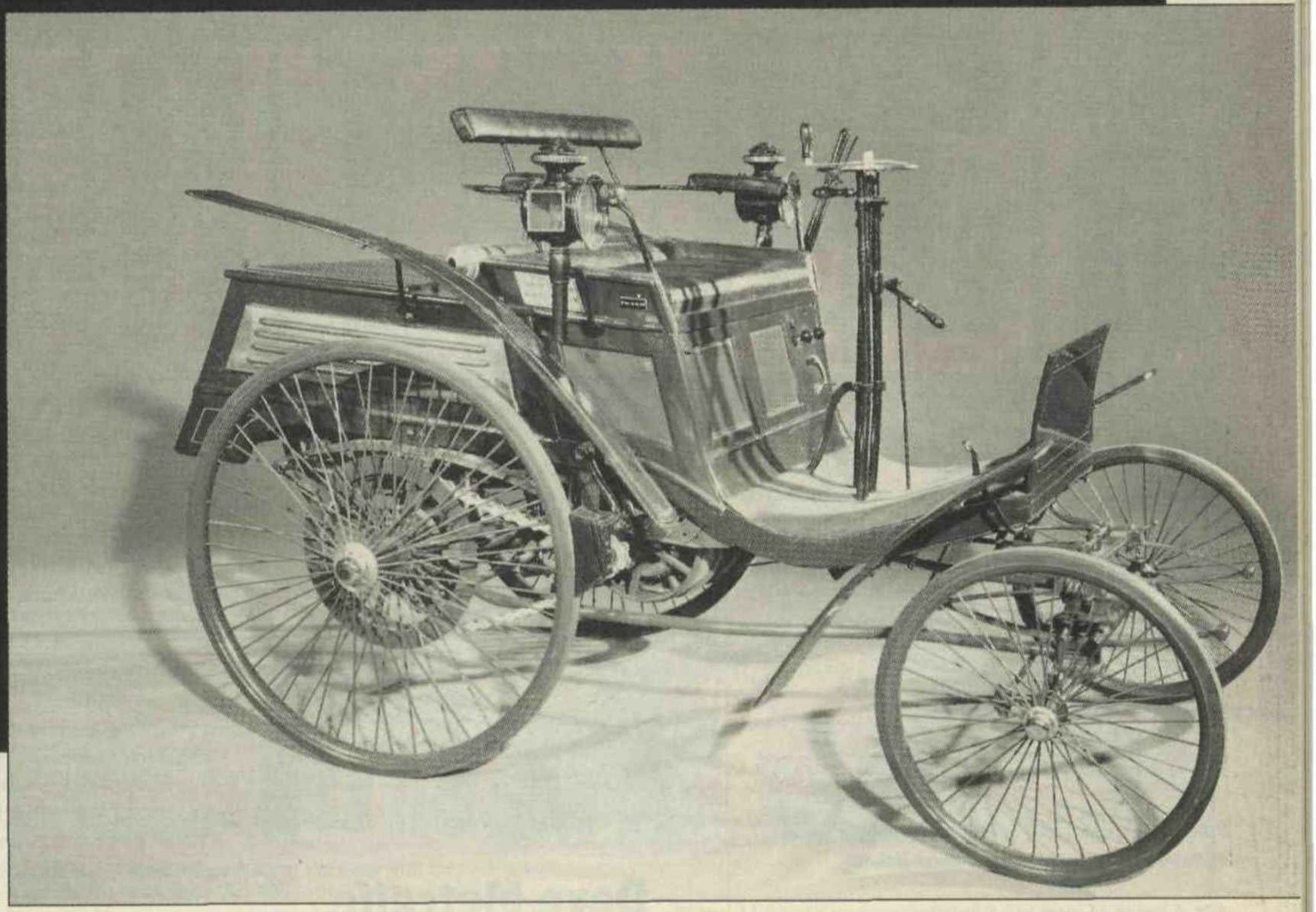
14: Benetton runs two versions of its new F1 car, the B193A, at Silverstone. Michael Schumacher concentrates on the actively-suspended model; Alessandro Zanardi drives the semi-automatic version in tricky conditions, but crashes it.

14: At the Shell Awards in London, McLaren's Ron Dennis says: "If Ayrton Senna ends up racing in IndyCars this year, I'll eat my hat," adding that, were he a betting man, he'd stack a few pounds on Nigel Mansell racing an F1 car in 1993.

15: Jordan launches its 193 F1 contender at Silverstone. Rubens Barrichello christens the Hart-engined car.



The Jordan 193 and friends. From the left, designer Gary Anderson, engine-builder Brian Hart, Rubens Barrichello (helmeted) and Eddie Jordan.



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1 Olympia February 9th

2 Munich March 27

3 Monaco May 17th

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15: F3000 team owner Mike Earle announces that his fledgling American racing team, which ran in Formula Atlantic last year, will spread its wings to encompass Indy Lights. Earle's eventual target is a crack at the full IndyCar series.

15: TWR tests its XJR-12D prototype – Jaguar's potential Le Mans contender – at Silverstone. David Brabham and John Nielsen do the driving.

16: Bruno Saby wins the Paris-Dakar for Mitsubishi.



Bruno Saby (right) and co-driver Dominique Serieys *celebrate their success on the Paris-Dakar.*

17: A brace of wins at Lady Wigram gives Craig Baird the points lead in the NZ Formula Atlantic series.

18: Paul Radisich's place in the Ford BTCC team is finally confirmed.

18: March's F1 team is on the brink of sale.

18: Stig Blomqvist is recruited to drive an Opel Calibra Turbo on the Swedish Rally, the first man to use the car at World Championship level. Markku Alén's hopes of driving a Lancia on the same event are shelved, as the Finn's commitments to Toyota won't allow it.

18: The HSCC announces that its Visage Historic Superprix, at Brands Hatch on June 5/6, will be dedicated to John Surtees. The meeting will feature races for classic and historic cars and 'bikes.

19: French sports minister Frédérique Bredin gives guarantees that Formula 1 cars will be able to make their way uninterrupted to Magny-Cours for the French GP, should the race be re-instated by FISA. Although this news arrived too late for the event to be added to our international fixtures guide (see pages 144/145), the event is expected to be staged on July 4. There had been fears that equipment would be seized if teams had raced with tobacco advertising in other countries. The French law on this matter has now been amended . . .

19: Minardi announces a surprise F1 line-up. While Christian Fittipaldi's retention was entirely expected, the recruitment of Fabrizio Barbazza was not. Barbazza last drove for the AGS team, in 1991.

OBITUARY



Dave Metcalfe

There are times when our sport can be an insular business, many participants rarely focusing beyond the boundaries of their own particular discipline.

Dave Metcalfe was different.

His was a versatile talent. He proved it many times over in rallying, where he specialised in achieving improbable results with (relatively) underpowered, two-wheel drive cars. After a guest run in Vauxhall's rallycross Nova, he enjoyed himself so much that he built up a Formula C Nova of his own. Inevitably, he was competitive. Last year, he tried circuit racing for the first time, and he proved to be no less capable at that, taking third place first time out in a Caterham Vauxhall.

A works Vauxhall driver since 1988, he was to have driven an Astra in this year's Mobil 1/Top Gear British Rally Championship. Sadly, we'll never know what further giant-killing exploits he might have achieved. Just before Christmas, Metcalfe lost his life in a road accident close to his native Kendal. An affable and courteous man, Dave, aged 35, was one of his sport's true ambassadors.

He learned the ropes in grasstrack racing, before moving on to road rallies and subsequently stage events. His reputation flourished as he chalked up a succession of class wins in the 1983 BTRDA series, at the wheel of an Escort 1600, and continued to blossom as he progressed to an Opel Manta. GM offered him factory support if he switched to an Astra in 1985. He did, and on occasion he proved capable of beating the full works cars.

His unfailing spirit with factory Novas brought him many laudable results, and he never once complained that he didn't have a machine capable of challenging for outright victory.

A couple of weeks before the accident in which he perished, he took part in a charity kart meeting, competing with his usual vim and a smile on his face. The previous day, he'd been at Brands Hatch, spectating at the British Rallycross Grand Prix.

Truly, he loved the sport. More to the point, the sport treasured him.

We mourn the loss of a gifted and unassuming sportsman, and pass on our deepest condolences to his family and countless friends and associates within the industry. **S A**



Dave Metcalfe as he will most often be remembered: pressing on in a works Nova. In Ypres last year he was ninth overall, winning his *class at a canter.*

FEBRUARY FIXTURES

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

Date	*Venue*	*Event*	*Type*
Jan 30	Bournemouth	Mazda Car-Line Winter Rally	N
Feb 5/7	Spa, Belgium	Boucles de Spa Rally	INT
Feb 5/7	Galway, Ireland	Galway International Rally	N
Feb 11/14	**Karlstad**	**Swedish Rally**	**INT**
Feb 13/20	Various	Monte Carlo Challenge	INT
Feb 21	York	De Lacy International Rally	INT
FEB 25/27	San Remo, Italy	San Remo Historic	INT

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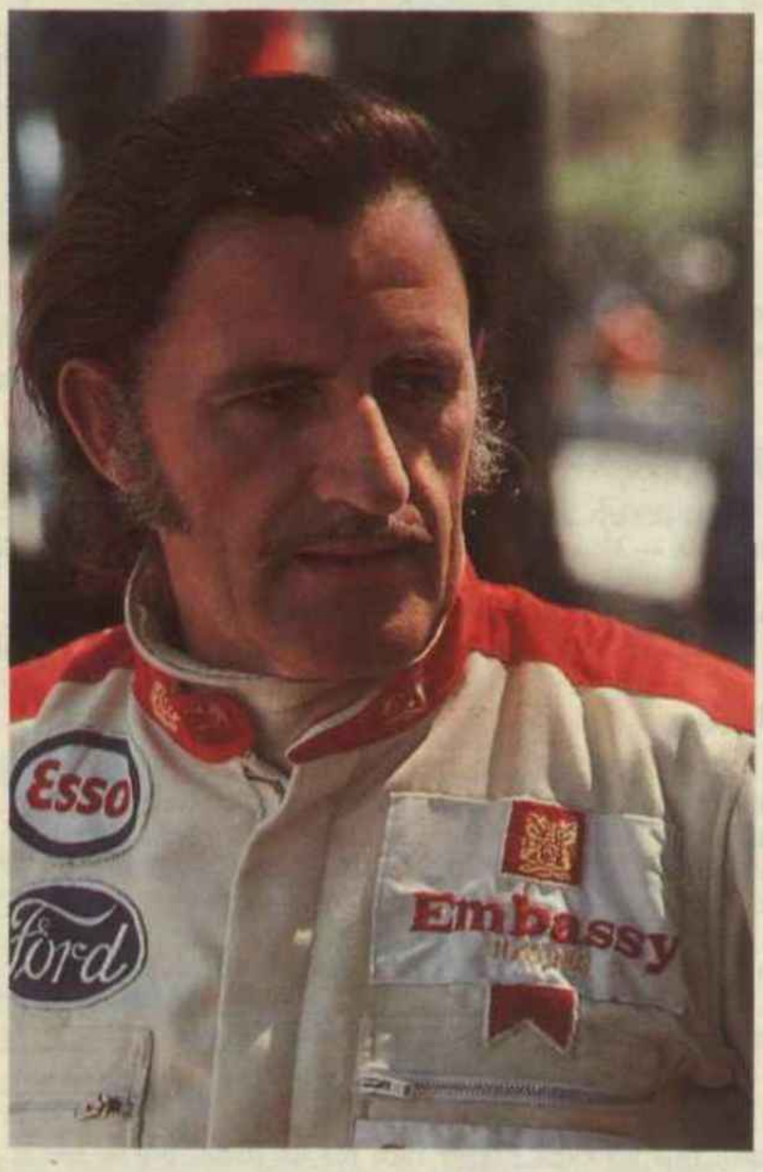
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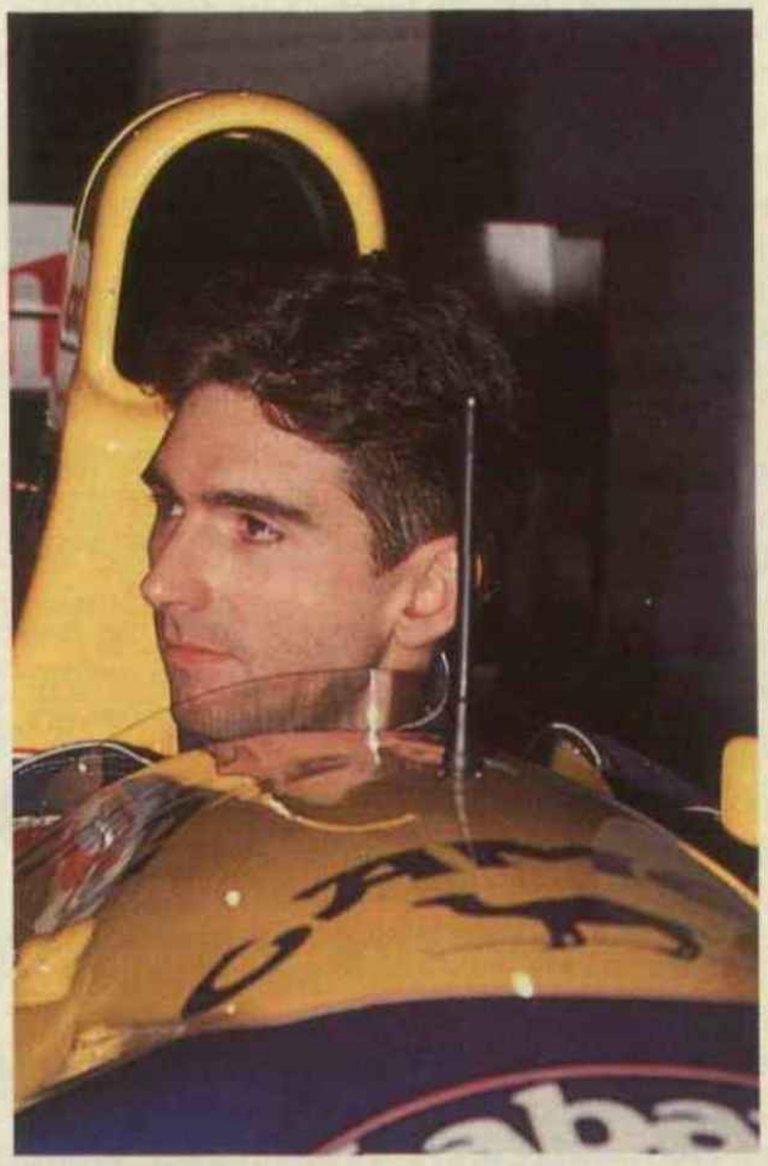


GRAHAM HILL: Mr Motor Racing, double World Champion, Indianapolis 500 and Le Mans 24 Hour winner. A hard act to follow.



Motor racing glory runs in the Hill family, but Damon is determined not to bask in his father's shadow





DAMON HILL: Two Grands Prix for Brabham, and now the perfect opportunity to re-establish the family name in F1.

his own right

Not since Jackie Stewart stepped into a BRM back in 1965 has a British driver graduated to F1 with such good equipment, so early in his career. And nobody is more aware of the magnitude of the opportunity presented to him than Damon Hill. For weeks the prospect of getting the second Williams-Renault seat alongside Alain Prost was so tantalisingly close that it hardly bore thinking about. Every young racer dreams of the main chance, but there it was in reality, poised almost within the 32 year-old Londoner's grasp.

Now, of course, the agony is over, and Hill has settled down to the role of testing in preparation for his first full season of F1. But the memory of that limbo period is too recent to have faded. "The worst part," he admits, "was the thought that I might end up with nothing. I was warm about the Ligier chance, but on the one hand, with no disrespect to Ligier, you've got the *best* drive in Formula One and then the chance of a *good* drive in Formula One. I thought, 'If I hang on for the best drive and the Ligier drive, Ligier can't wait much longer', and I stood a chance of losing both. And I thought, 'Well, what do you do?' If I'd plumped for second best, how would I feel if Frank turned round and said, 'Why didn't you wait? I would have given you a try with Williams if you'd just waited.' I daren't try and put any pressure on him at the time.

"The worst thing was just waiting, not being able to do anything. I was absolutely fine when I was testing at Estoril, because I knew at least I was in command of my own destiny, to some degree. But the limbo period was awful."

Williams' faith in signing Hill, who has only two Grands Prix behind him with the uncompetitive Brabham, surprised some observers, particularly since it meant turning down established F1 racer Martin Brundle. It was not something done lightly, either, which perhaps made comprehension all the harder for the latter. What did not influence Frank at all, and it is telling, is the fact that Damon is the son of former double World Champion Graham Hill. Yet write of the son, and inevitably the influence of the father must be taken into account.

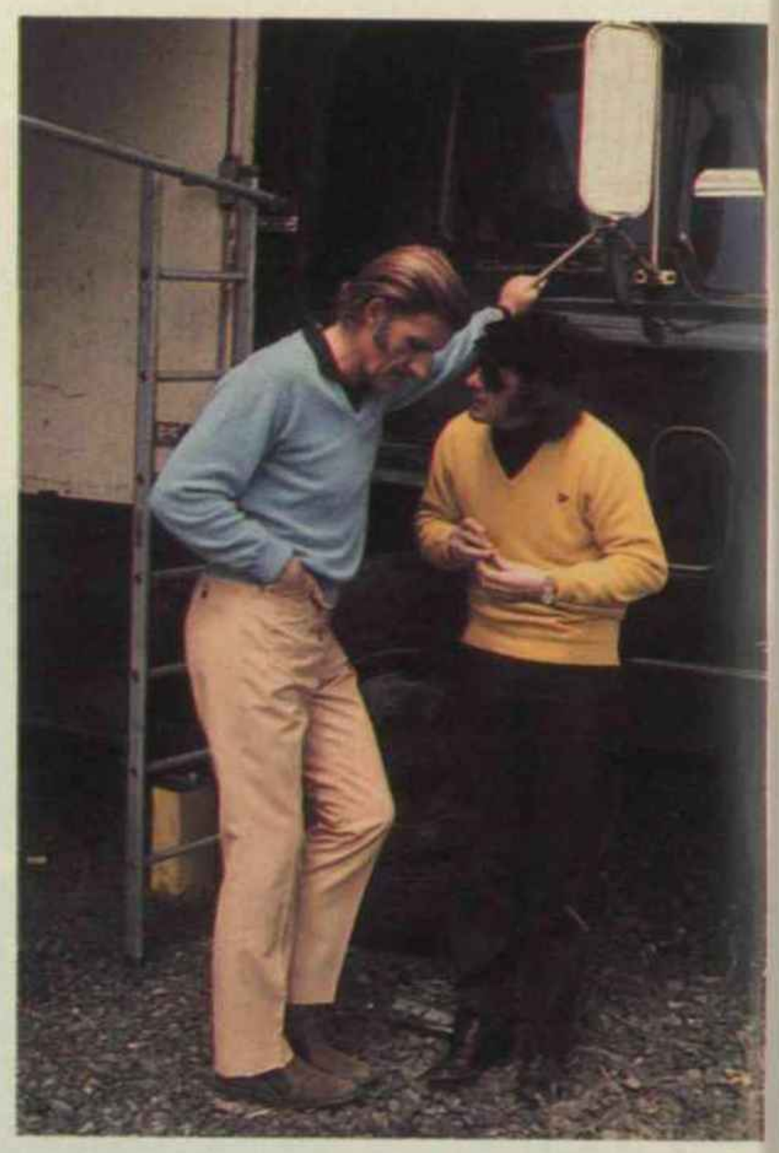
Norman Graham Hill: To enthusiasts in their hundred thousands the world over, he was Mr Motor Racing. He was the perfect ambassador for British motorsport, with his erect bearing, the clipped speech and that bristling military moustache. Today we are used to Nigel Mansell's popularity with mass audiences, but Hill was every bit as lauded. Throughout the sport there was genuine affection for him and his wry sense of humour. He loved his motor racing wholeheartedly, and motor racing in turn loved him. Even the man in the street recognised just how much he had put back into the sport.

Now, 17 years after his father and the small team he had built perished in that flying accident at Elstree on November 29 1975, Damon Hill prepares to take the same Oxford blue helmet and its famous eight vertical white flashes representing the oar blades of the London Rowing Club, into battle again at the head of an F1 field. Graham used to say that he liked a sport that let him sit down but Damon carries the colours simply because they were his father's. It's a nice emotional touch, but he is careful to keep his antecedents in perspec-

In the wake of Jim Clark's death, Graham Hill and Jackie Stewart epitomised British motorsport in the late Sixties and early Seventies (right).

Master and pupil: Hill is confident enough to work closely with 1993 team-mate Alain Prost (far right), and shrewd enough to appreciate just how much he can learn from the man who has won more Grands Prix than any other.

Graham Hill's last F1 victory came in the lobster-claw Brabham BT34 at the International Trophy Race at Silverstone in 1971 (below).



Having qualified for the British GP, Damon then finished 14th in Hungary (bottom), the race where Mansell clinched his World Championship and Senna initiated the ensuing controversy with his offer to drive for Williams in 1993 for nothing...







tive and to have others do the same. Being the scion of a famous family can be a double-edged sword, witness Donald and Gina Campbell, the Brabhams. The English in particular have always been uptight about nepotism, real or imagined. The Americans take a more relaxed view. Sons attempting to emulate deeds of famous fathers are actively *en*couraged, rather than *dis*couraged, as Al Unser Jnr and Michael Andretti would testify. In Europe you have to go back to Alberto Ascari before you find a son whose own performances earned him what some perceive as the right to be compared with an illustrious parent. It's as if some devoted observers are offended by unsuccessful attempts to live up to great reputations.

After Graham Hill's death his family had some desperate readjustments to make, financial as well as emotional. Even now Damon chooses his words carefully when he talks about it.

"It's wrong to say having a famous dad was difficult. Of course there were the advantages of fame and wealth – a trials bike, good education, nice holidays. But from the first moment at primary school you'd be singled out; people would smile at you and make references. I was six when Dad won Indy, eight when he took his second World Championship. I didn't give a jot then, but people around you respond. It could be embarrassing in front of friends, when you wanted to be the same as them, not different. But it wasn't difficult; I didn't know anything different.

"The loss of my father was much worse than anything else. You can always replace things, but you can't reverse the death of your father.

"I didn't feel anything about what happened for years, although some of the aftermath made me very angry at times. Sometimes now I keep feeling it would be nice to have had a father around, so we could share things together. I didn't see much of Dad, but he had an enormous influence on me, on my attitude and sense of humour."

Graham bought him the trials bike and described him as a natural rider, and Damon admits he was initially bored by cars. He first thought of bike racing in '76 when watching the Transatlantic races at Brands with Barry Sheene and Kenny Roberts. "I was starting to get interested in motor racing in 1975, and wanted to understand what was going on, but I never got any indication of whether Dad might approve. At the start I had only patchy success, so at the end of 1983 I tried cars. John Webb organised me an Argo JM16 for the BBC Grandstand series." One leading F3 team manager witnessed his early races, and later said of them: 'I felt sorry for the kid. He just didn't seem to have a clue what he was doing.'

"Cars were a total culture shock," he admits. "All of a sudden I had to fiddle with the vehicle rather than simply trying harder to go faster. It was no longer a matter of getting good tyres and checking that the chain wasn't loose, and the cornering was so much faster." He went back to bikes in '84, preferring once again to be the guy to beat.

Of his days in the junior formulae he once said: "The way I saw things I just had to be racing. I'd been reading one of Niki Lauda's books and I figured if I was really convinced I could do it I'd take a gamble and let things sort themselves out. I borrowed a huge sum on the understanding that it would be paid back." He has never revealed the source, although there has never been a shortage of suggestions. "Money still has a fixed value as far as I'm concerned. To get into F3 I did a deal with Dick Bennetts, which bought us time to find the money to repay the loan." Subsequently he transferred to Murray Taylor Racing when Bennetts switched late to F3000 following the death of his intended team leader Bertrand Fabi during testing at Goodwood.

The incident inevitably made him briefly question his enthusiasm for the sport, but he had already seen such moments. "The darker side of it is thankfully rare, but I remember Dad coming home one day very, very quiet and saw the news film of Jim Clark's death, but I wasn't too sure what it all meant. I was only eight.

"When Bert was killed I took the conscious decision that I wasn't going to stop doing that sort of thing. It's just not competing, it's doing something exciting. I'm at my fullest skiing, racing or whatever. And I'm more frightened of letting it all slip and reaching 60 and finding I've done nothing. I was in for a penny, and I'd be in for £100,000. I decided I'd still go for it, but the most crucial of all, I'd do it to the fullest, not half-heartedly." His father's sentiments precisely.

Graham made it to the top on his own efforts. In his early days nobody gave him anything. It all came through sheer persistence, hard work and blatant opportunism. As Damon later would, he began his career on motorbikes, taking part in scrambles and rallies, and it is strewn with examples of that ability to turn nothing into something. He talked his way into another driving school job on the strength of his four-lap experience at the first. He signed on the dole and travelled to Westerfield in Kent from north London every day while his father thought he was off at a 'proper' job. He haunted the Steering Wheel Club so frequently that nobody ever thought to question whether he had actually paid a membership fee.

He was second in his first heat and fourth in the final of his first race, in a Cooper 500 in April 1954, and after that he never looked back. Tirelessly he parlayed his services as a mechanic into regular drives in other people's cars.

"The worst thing was just waiting, not being able to do anything. The limbo period was awful"

That first year he met Colin Chapman at Brands at the August Bank Holiday event and became an unshakeable attachment to the emergent Team Lotus. He was beached, completely out of money, unable even to afford the fare back to London. Without a second thought he hitched a ride back in the team van, and to his benefit Chapman immediately assumed he was a friend of partner Mike Costin's, just as Mike was assuming he must be a friend of Colin's. Neither discovered their mistake at the time, and by the time he arrived back home Hill had enjoyed a free meal and talked himself into a mechanic's role with the team.

"If you can't drive anything else, you've got to drive something, haven't you? If you stand still you're not going anywhere"

Graham was approaching 40 when Clark was killed, and this was a time when motor racing was spawning fresh championship contenders such as Jackie Stewart and Jochen Rindt. As Denny Hulme would two years later, Hill quelled his own emotions in the aftermath of Hockenheim, and somehow found the reserves to lead Lotus back. He won the Spanish GP at Jarama, and went on to take his second title.

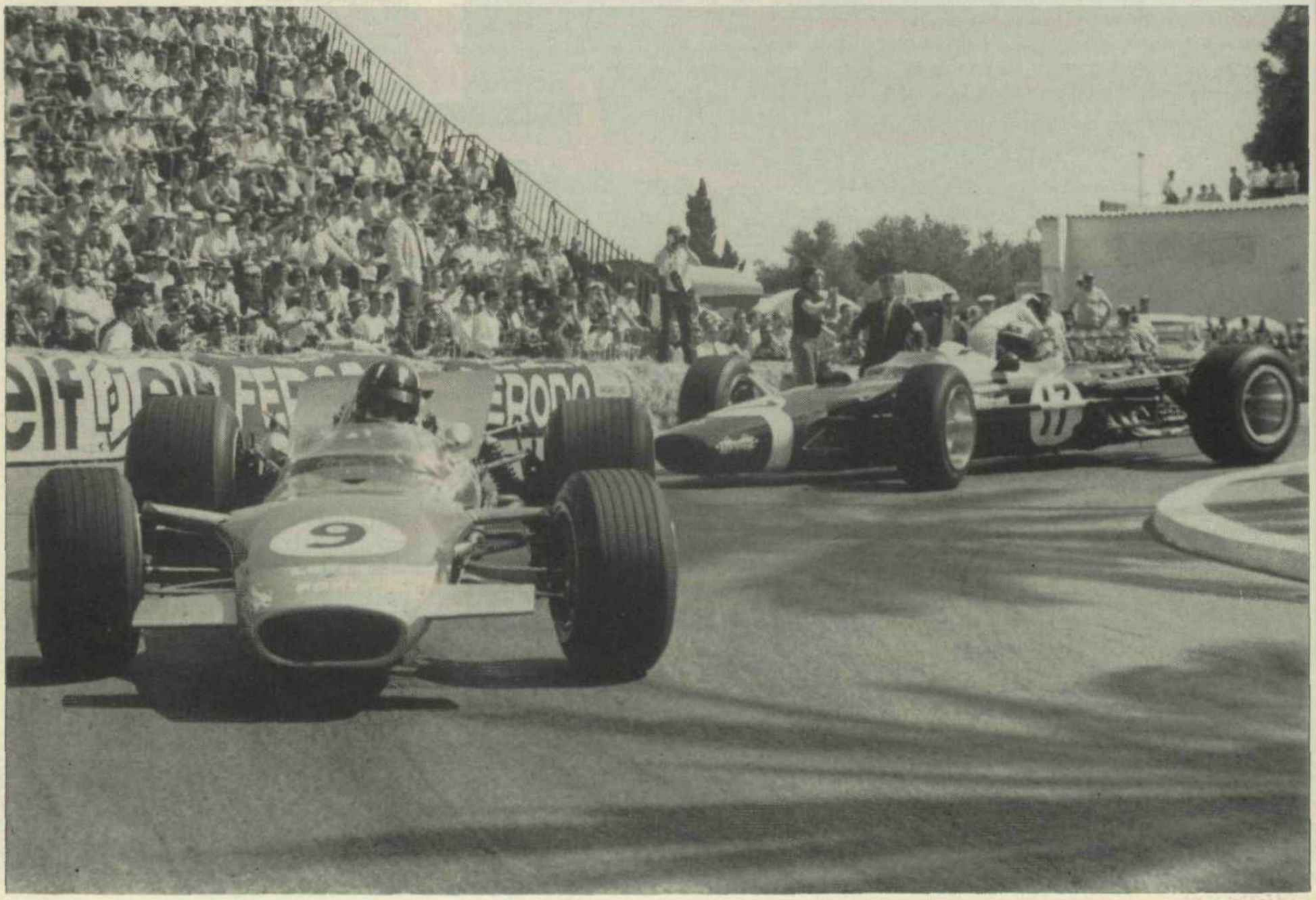
It was said of him that he lacked Jim Clark's natural flair, that he really had to work at everything he did. The same has been said of Mansell in comparison with Senna. Yet both Hill and Mansell enjoyed sterling successes. Now, by happy irony, one of racing's wheels has come full circle. If Hill had much in common with Mansell, and Mansell was the last man successfully to parlay test driving duties into a regular drive with the same team, there is something wholly apposite that the man replacing *him* at Williams should be Damon, the latest to achieve that trick.

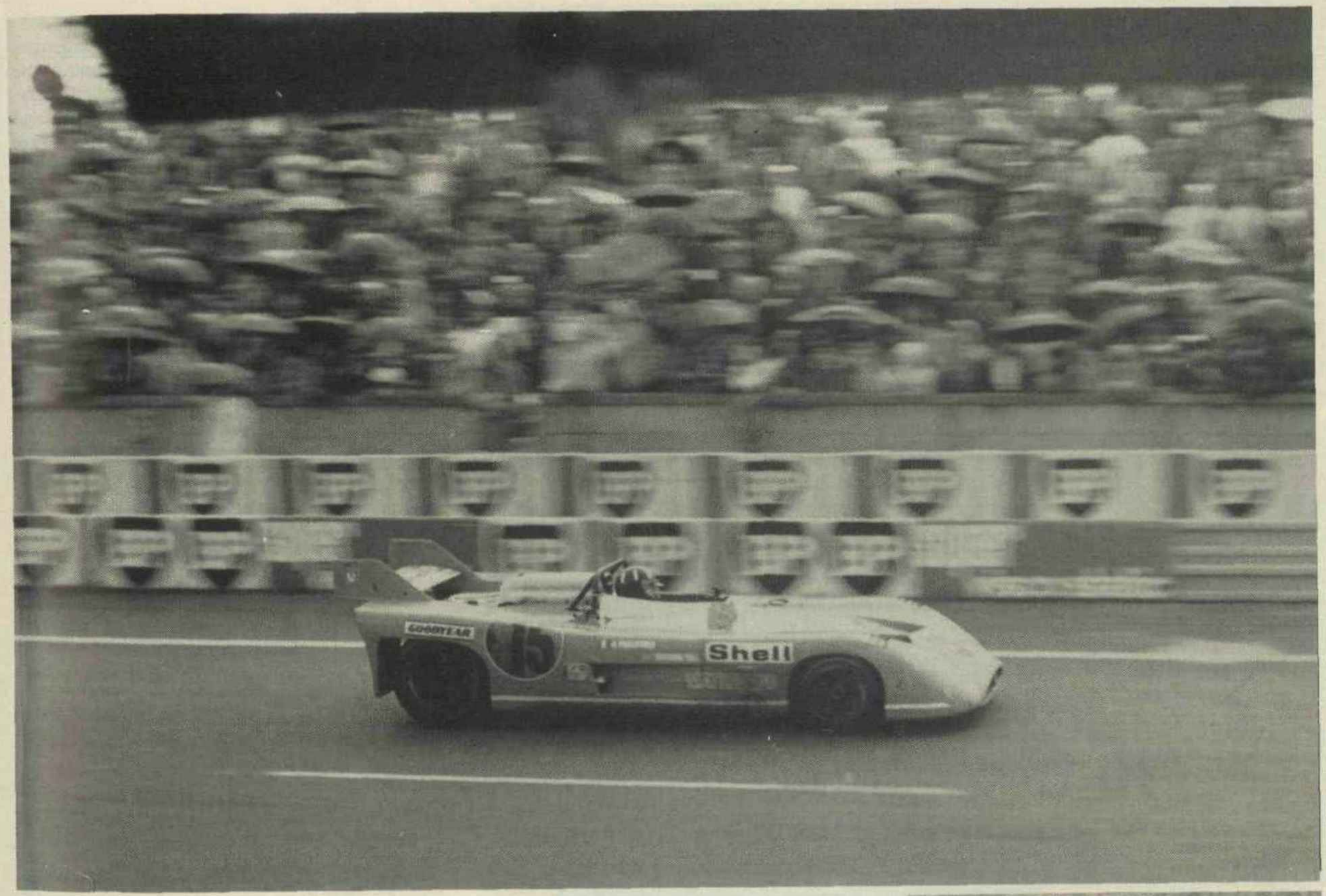
"The parallel is very similar to Nigel getting the drive at Lotus," he agrees. "I mean, Colin Chapman thought the bloke was worth giving a chance and signed the bottom of the contract and all the rest of it. So I think that's quite a close comparison."

From an early stage he established a solid relationship with Patrick Head, and he readily acknowledges the help he had to settle in. "He's been very good with me, because whilst he's made it clear that I need to do the job in the car, in the early days he was always very encouraging and gave me room, if you like, to make the odd mistake and to learn the ropes. When I first started in the test he said, 'Just build up very gently. We're not expecting you to go and break the lap record. We just want to get the work done.' So he made it easy for me to start with."

It took Mansell some time before he had the chance to go for times when he first began testing the Lotus. It was the same with Damon. "The first couple of tests I did were with the TG3, I think, the semi-automatic gearbox, bolted on the back of FW13B. I did a day's running – well I didn't do much running at all, actually, because it kept breaking! But the moment we started running with FW14, I think it was Imola where I took over from Riccardo, where I first was able to really push it. That was the early part of '91. Because he'd done times, and I was within a second or so of what he'd done, I felt that that was the first time I'd been allowed to push the car. I'd never been to Imola before, so I was quite pleased with that. The car was in a condition that required me to drive quickly, otherwise they wouldn't have found anything out."

He believes that the test drive route is now the one realistic way for drivers, especially British drivers, with little or no sponsorship, to get into Formula One. "The test route or by trying to get yourself into a car, whatever it is.





People have asked me why would I want to have driven a Footwork – the old F3000 car, I hasten to add. Why did I want to drive such a heap of junk? And why did I want to drive the Brabham? But if you can't drive anything else, you've got to drive something, haven't you? If you stand still you're not going anywhere.

"At the end of 1989 the Cellnet thing had finished the year before. I had no sponsorship – not for want of trying, but it's just very difficult to get people in England interested for the sums of money you're talking about. It's very, very difficult here to get people to put money up for motor racing. So I decided whatever opportunity I get of driving a car, I'm going to have to make bloody good use of it because it might be the last chance. When I went to the first round of the European F3000 Championship at the beginning of 1989, having wanted to do it but been unable to find the money, I saw old Colin Bennett from Cobra and he said: 'Ere, do you wanna drive my car?' because he'd just started the European championship. And of course I said yes, because I hadn't got anything else to do. He gave me the opportunity of a few races in the British rounds for not very much money, and I think because of that I got the chance to drive with Richard Lloyd at Le Mans, and so I was kind of picking drives, not through bringing any money but because people thought I was capable and they needed somebody to put in the car. Then I got the chance to test the Footwork 3000 and I knew I wasn't going to turn that down if they offered me the chance of a drive. And it sort of went like that. So if I hadn't done all those things, just driven whatever I had the chance to drive and tried to make the best of it, I wouldn't have got the Middlebridge 3000 drive. And then when I got that fortunately it was a good car and I was able to run at the front, even if it did break down."

That was crucial. It convinced Frank Williams that he could lead motor races. When he signed him last December, Frank did so because he was quick, and he fitted into the team. Effectively, Damon Hill had made his own luck. Had made something happen instead of sitting about waiting for other things.

"That was how I got the Williams test, which also came about because Mark Blundell left when he got the Brabham drive. I mean, if you look at my cv it's pretty miserable, really. By comparison to a lot of these guys, who win Vauxhall Lotus, who win Formula Three, Formula 3000. But if I'd had the backing earlier on I think I might have had one of those titles, but then I'm not complaining about anything."

He rarely has, to be fair. There was a celebrated incident back in 1984 when Fleet Street used a comment he denies having made to illustrate the suggestion that he was a spoiled kid, and it was picked up in the letters page of our weekly sister *Motoring News*. He admits he hated the paper for a while, but the whole thing was out of context. In the intervening years he has never once come across as arrogant, bitter or jaded, even in the darkest times. In fact, Britain's best-placed F1 pilot of 1993 has an engaging charm that will undoubtedly stand him in good stead as his stature grows.

And grow it certainly will, even though he is the first to acknowledge that he still has much to learn. "I've learned an awful lot so far about F1," he stresses. "But there are far more variables, a



Partnered by Henri Pescarolo in the Matra MS670 (top), Graham Hill completed his unique Triple Crown by adding the 1972 Le Mans 24 Hour classic to his World Championship and Indianapolis victories.

Above, mastery of two wheels also presented little problem...

Emotion will be high for Damon in Monaco (far left), where his father made a habit of winning that has since only been equalled by Ayrton Senna. Here in 1968 he heads his works Lotus 49B for his fourth of five victories, challenged by Jo Siffert in Rob Walker's 49.

lot more things to take on board. You just don't do any development in 3000 to speak of. You don't have to look after the tyres necessarily; they never blister. Within reason you run what you brung in 3000. In Formula One, especially testing with Williams, you've got the brake people turning up with new kit to try, you've got an engine manufacturer constantly making changes to its power unit, mapping, different camshafts, different this, that and the other. You never go out with the car in the same condition, so you have to have your wits about you. The workload is much higher and the whole thing's a constant learning curve.

"When I first went there I was surprised at the sheer amount of work Williams had to get through, and the speed at which it works. The people there don't hang around. What they'll do is do a test, they'll get an impression from it, they'll get data and then they'll go on to the next thing. And then maybe the thing you've just tested might come back a month later and they'll test again, but by doing that, instead of just faffing around and sort of umming and erring, they get work done. It's a product of Patrick's methods, his modus operandi. He likes to make a decision and get on with the next thing." If one half of the Williams partnership seems indecisive at times, the other certainly doesn't...

Since Williams' decision to sign him his answerphone has clocked up the mileage, and become a valuable buffer so that he and his family – wife Georgie and sons Oliver and Joshua – can enjoy some semblance of peace. "The bugger is watching what you say," he laughs of the machine. "At the moment I've got to be very careful that I don't appear to come across as an upstart. Although I'm very confident of my own abilities I'm also aware that I've done absolutely nothing in a Formula One context and people are asking all these questions about how I'm going to get on with Prost."

Already he has asked Fleet Street not to expect too much of him too soon. "I don't want to make any wild claims at all, it's unrealistic. To expect me to sort of leap in and take on the guy who's won more races than anyone else, and make him look silly – it's just not going to happen. It's far more difficult, Formula One, than that. And I've got no illusions."

Now that he has emerged from the uncertainty, the weeks building up to Kyalami are filled with testing and further physical preparation. "When I first drove the Williams I must admit that I was completely stuffed," he confesses. "It's difficult to train for it. You can prepare as much as you like, but only *doing* it really helps." A pause. "To be fair, that's a bit of an exaggeration; I wasn't as bad as I thought I would be first time out. There was a lot more steering load and g load than I was used to, but I think I coped quite well and that was partly because in '91 when I raced with EJR 3000, we did more miles before the start of the season than we did the whole year before! And then I did quite a bit of testing throughout the year for Eddie, so I'd done quite a few miles before I got the drive with Williams. I think that 3000 is a very good preparatory formula in that sense. I think the performance level now is high. Hakkinen has done brilliantly to come straight from Formula Three to Formula One. Not many people can do that.

"Having said all that, there isn't a lot of difference between a slow Formula One car and an F3000 car. The real difference lies between a slow Formula One car and a fast Formula One car like the Williams, which is almost as big as from 3000 to Formula One. Six seconds a lap..."

Prior to races Graham Hill could be withdrawn, a formidable figure, wound up tight with concentration. Then, the national hero became Mr Hyde, dangerously unapproachable. Damon is easier-going, but admits he's a very self-analytical character. "When I was biking I was a complete bastard in pressure situations, screaming and shouting at people. Now I bottle a lot of it up – at the end of the day it doesn't do a lot of good getting angry, does it?" He once said: "I don't really mind being seen as Graham Hill's son, but it does get tedious when people keep wanting to do the old story 'What does your mother think about you wanting to follow your father's footsteps?'"

He acknowledges in himself his father's habits of fiddling with settings, and checking up on everything, although he's trying to ease up on them. "Yes, I recognise his traits! In my F3 days I was always checking up on the mechanics, even asking if they'd put enough fuel in the car. I didn't mean anything nasty by it, but I found myself asking questions like that, even when I was sitting in the car ready to go. I can't always just leave it at driving; I want to do as much as I'm capable of doing."

Georgie provides a telling story. "When Frank finally signed Damon I was so relieved and happy. It was brilliant, fantastic! It had been such a long wait. I wanted to run around, buy people flowers, have parties. I got annoyed with him. He was happy, of course, but then he just said matter-of-factly, 'Okay, that's dealt with that. Let's get on to the next thing...'"

Damon Hill is regarded now purely as a racer in his own right throughout the motorsport world, albeit one now facing a make or break challenge. Of course he's Graham Hill's son, but it is an indication of the degree of his motor racing standing that already he has emerged from the shadow of his father's two World Championships even before he has led his first Grand Prix. **DJT**

"I don't mind being seen as Graham Hill's son, but it's tedious people saying 'What does your mother think of you racing?'"



Middlebridge's 3000 Lola might have been unreliable, but it was quick enough to let Hill prove his ability to lead races. That would play a crucial role when Frank Williams made his final selection of Prost's 1993 partner.

What might have been: With the glittering Tony Brise at the wheel, Graham Hill's Embassy team was rapidly honing its competitive edge, until the fateful return from testing at Paul Ricard...



In France Brise had tried the Hill GH2 for only the second time. In recent years it provided Damon with his very first experience of F1 power, albeit historic.



The helmet and the surname are the same, but the world of Formula One has moved on light years in the past 17 seasons. Hill nonetheless bears a proud heritage.



The remarkable Mr



IndyCar racing may have gained Nigel Mansell and entranced Ayrton Senna, but its true King has just abdicated

Mears



Same team, different eras. At Indy in '91 with wife Chris and the Penske crew (above); success in Britain, 1978 (right).

Amidst all the euphoria of Mansell and Senna and their transatlantic crossings, Rick Ravon Mears stepped from the spotlight last December. As ever, when he announced his intention to retire it was done quietly. Like his driving, there was minimal fuss. There was no hoopla, no public fanfare nor gnashing of teeth, but the departure of Mr Mears from the cockpit of his Penske aroused in American circles far more genuine regret than, say, Mansell's departure from Formula One.

Behind him he leaves a stunning legacy. He stayed loyal to the same team for 15 full years, something virtually unheard of in today's motorsport arena but nicely reminiscent of Jim Clark. As Penske managing director Nick Goozée recently remarked, not once did he say anything against his team or his team-mate, not even during the days when the team failed to give him competitive equipment. "He struggled to overcome all problems on behalf of the team, and his frustrations were always kept private and among those who sought to help each other," said Nick, a man with 30 years' experience of the sport.

It was not all struggle, of course. Along the way came 29 IndyCar wins, the world IndyCar closed course speed record at 233.934mph, an unprecedented six Indy poles (in a career encompassing 40 IndyCar poles), a record-equalling four victories in the Indianapolis 500 and three USAC/CART national championships in 1979, '81 and '82.

But it is in adversity that a man's true character emerges. In 1986, for example, he was just getting back to racing again on road courses following his dreadful shunt at Sanair two years earlier. That year's Penske, the PC15, was not competitive. Many drivers would have ranted; Mears merely accepted the problem philosophically. "That car didn't work on either ovals or road courses, so I still couldn't really drive on road courses!" On his favourite ovals he ran the team's back-up March, while continuing to develop the 15 on the road circuits. "I'd be quick on the ovals and slow – qualify anywhere from third to 10th – on the road courses. That thing wouldn't handle on anything. Period."

He didn't mention, because it's not in his nature to, that late in 1985 he had stepped down from the final oval race, the Jimmy Bryan 150 at Phoenix, so that team-mate Al Unser Snr could continue his quest for the national championship. Unser won that race and went on to beat son Al Jnr by a point for the title. Today the man who shares with Rick and A.J. Foyt the distinction of winning four Indy 500s, speaks openly of Mears' sporting gesture. In recognition of it he had handed over the symbolic No 1 to him for 1986.

Last year Mears injured his wrist at Indy, through no fault of his own. It was the injury that would ultimately persuade him into retirement. In his place Penske brought in the quick but green Paul Tracy. Most drivers in Mears' position would have kept their secrets to themselves, aware that the more they passed on the more likely the rookie would be to impress and to pose a threat to their own position within the team. Instead, Mears held nothing back as he counselled Tracy.

A nasty pit fire when leading at Indy in 1981 took the tip of his nose, but what happened at Sanair, the 0.876 mile tri-oval just outside Montreal, in September 1984 was altogether a more serious career low. It was the one major mistake he made. Typically, when he talks about it now he is analytical and ruthlessly honest with himself. Others might have blamed the machinery, the conditions or the circumstances, but Mears shouldered everything himself.

"It was a combination of things. First off, me. It was my fault. I put myself in a position I shouldn't have, at a time I shouldn't have. It was just one of those things where you get over-anxious. At the beginning of the year we'd had a slow start and I figured we needed to start catching up. We'd won the Speedway and that put us up into the hunt in the points series.

"We'd done a test at Sanair and nobody else had run there, so we had a little bit of an advantage going into the weekend, and I wanted to keep it. Sanair's a bullring, it's hard to get a clear lap, and I wanted to get a good clean run to see where we were at. I was behind Bobby Rahal and Scott Brayton, I believe it was, and as I came out of Turn Three I could see it was a clear track ahead of the others. So once I got by them I'd have a clear lap.

"It's a three-cornered track and as I came off of Three I had a run at Rahal and was committed. As I pulled out round him he pulled out to go around Brayton, so I had to watch him and I saw a guy, Corrado Fabi, warming up down on the apron. I stayed as close to Rahal as I could because I was already committed, going through there like that as this car was coming out of the pits. As we went through I'm watching Rahal's corner because I gotta stay right on him to make sure I miss Corrado. As you go by you watch him out of your peripheral vision, watch him go by, you know how fast you're going by, how long it takes before you're gonna clear him. So I was watching Fabi going by and watching Rahal and I thought okay, it's clear, we're gonna make it. But Fabi was warming up and just as I went by him he stood on the throttle and picked up speed. So instead of me going by, he started staying with us. I thought we were clear but we hit as I pulled on to my line, and I went under the guardrail. So it was a combination of me being over-anxious and putting myself in a bad position. In a race, obviously you don't have guys warming up, but in practice you do."

The Penske March dug its nose under the inside guardrail, tearing off the front bulkhead and smashing both of his feet. It would be five months before he drove again.

"I was in the hospital, basically, for three months, two months in Indianapolis, another month in California, then in a wheelchair another month or so after that. I'd still use the wheelchair or crutches to kinda hobble around at the end of five months, and we went to Phoenix to test and they basically had to pick me up and sit me in the car.



Mears won at Brands Hatch in 1978, the last IndyCar event to be held in the UK.

"At that time I had everything just padded up. My ankles were bad and I just couldn't use them very hard. They were tender. Fortunately you don't have to brake much on an oval, and I left foot brake everywhere. Matter of fact, I didn't use the clutch before the accident either, so that was a plus. It was one less thing I had to worry about.

"Anyhow, we did the test and I ended up running quicker than Sullivan, so that was worth six months' therapy, to get back in the car and run that good. First time out I went out and warmed the car up, came in and stopped, then I went out and started leaning on it a little. When I came in the guys leaned over and said, 'How is it?' and I said, 'It's pushing a little bit in Three and Four but it's neutral in One and Two', and they just cracked up and started rolling on the ground. I'd forgotten about my feet already and was thinking about the car, and they were wanting to know what my feet were like. It felt good to be back in it, to take my mind off everything else.

"I didn't have a problem getting back in the car after the accident, because I knew what caused it. If I had done something that I didn't know, something had happened where I'd made a mistake and didn't realise it or whatever, yeah it would make me think about it. But if something happens and I know what caused it, okay. Every time I've ever spun a car, I've known exactly what caused it. Either I ran it in too deep, jerked it or got on it too soon. You know, I screwed up. It'd drive me nuts if I didn't know what caused it. I couldn't get back in the car. But by knowing, either what I did or what broke, it's one hell of an incentive not to do the same again!"

The same sentiments were evident at Indy in 1991 when, after crashing in qualifying when a wheel worked loose (and breaking another bone in those damaged feet), he quietly stepped into the spare Penske and stood it on its ear to take the pole. It had been the first time in his 13 years at Indy that he'd ever spun, but within only six laps he had recorded 226mph. Afterwards, predictably, he was more concerned that the mechanics on the spare Penske got their due share of credit.

"It took a long time. A long time," he said of his recuperation after Sanair. "I've still got pain, every day. I broke every bone in my right foot, half of them more than once, and half the bones in the left foot." In 1985 he missed all of the road events, not because he couldn't shift gear because in any case he wasn't using the clutch anyway, but because he just couldn't push the brake pedal hard enough. When Johnny Herbert had a similar problem with Benetton in 1989 he was sacked; Penske valued its star rather more highly and spent a lot of time experimenting on his behalf with different brakes, master cylinders and power assistance to help him out. Gradually he built up his strength, and though he had to use a different size master cylinder to his team-mates, one with greater pedal travel which he confesses he didn't like, he finally got back to the point where he could use a standard configuration. You sense he took great pride in that, although he'd never put it into words. Sadly, though, street circuits in particular would ever after take a toll on him.

As he recovered he concentrated on developing the new Ilmor Chevrolet engine, and to prove that the fire still burned he took the pole at Indy and again, at a record 223.401mph, at Pocono. He led more laps than anyone at the Brickyard, and finished only two seconds behind Rahal and Kevin Cogan. He stuck with Penske throughout the drought of '86 and '87, and his loyalty was rewarded with his third Indianapolis victory in 1988. Immediately after that he won again at Milwaukee, and he took the poles at Pocono and Michigan too. Well and truly, he was back. In 1989 he was second only to team-mate Emerson Fittipaldi in the national title, winning again at Phoenix and Milwaukee, and finishing tops at Laguna Seca. It was the year that took him right back to the frontline, and the Californian success was his first road course victory for eight years. He backed it with another, the Marlboro Challenge, at Nazareth in 1990, which supplemented another Phoenix success despite a tangle with clumsy backmarker Randy Lewis. In 1991 it was one of my career highlights to watch him win at Indy. There, in the closing stages, Michael Andretti went round the outside of him to lead after a restart under the yellow. A lap later, at full racing speed, Mears pulled the same trick on Michael and sped away for his fourth triumph. Sitting in the bleachers between Turns One and Two, with his father Bill and mother Squib, and sons Clint and Cole right in front of us, keeping us informed by radio of his tactics and progress, I was conscious of watching history being made. But somehow I always thought he'd be the first man to win five Indys...

Now, of course, the F1 exodus to IndyCars has aroused great interest, but back in 1980 things were still happening the other way round, and Mears came close to a deal to run with Brabham as Nelson Piquet's team-mate. He tested a BT49 at Paul Ricard and Riverside, and he was fast.

"I felt good about it, and I satisfied my own ego," he told me at Milwaukee in 1990. "I knew

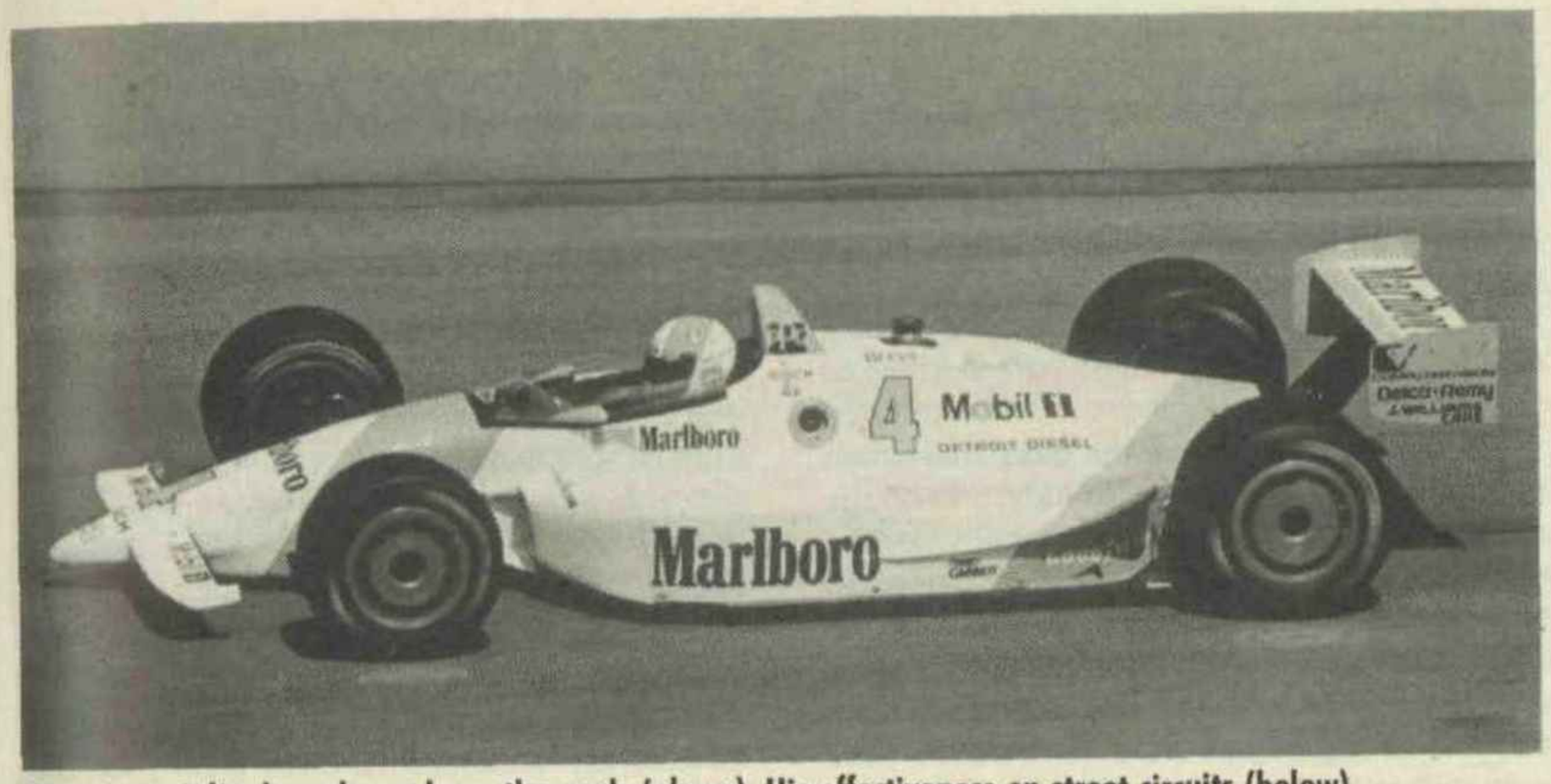
"I didn't have a problem getting back in the car after the accident, because I knew what caused it"

I could make up time and I was taking it easy, I didn't want to make any mistakes and look like an idiot. It took a little time to get used to it, it's just like anything you jump into.

"We did the two tests at Ricard and then we went to Riverside which was a track I knew, although it wasn't really the same because we had chicanes put up in about three different places so we could test the Weissmann gearbox. We ended up about three seconds a lap quicker than Nelson. I know where the time was made up. After the run Gordon Murray said, 'I can see where you're working out most of the time, around Turn Nine'. It was my favourite corner on the whole race track. Nelson didn't like that one. It's slightly banked and right up against a wall. The chicanes really changed the track from what I knew, though, so when we ran quicker than him there, that really satisfied my ego that I could do it if I wanted to. That we could be competitive without a problem."

Long Beach organiser Chris Pook wanted to field Rick in the third BT49 but FISA firmly quashed the idea by citing the regulation that a fresh driver can only be added to the entry list, *force majeure* aside, if a formal application is made within a specific time period. Pook's approach was made to Bernie Ecclestone and FOCA, and this was the time when FISA and FOCA were at war. Bernie felt that Pook had complied by informing himself as race organiser, but FISA disagreed. It was Formula One's loss. Mears' raw speed and smooth style would certainly have made him a contender.

Born in Wichita on December 3 1951, he inherited his love of machinery from his father Bill, who had raced himself. He always adapted



Mears' speciality has always been the ovals (above). His effectiveness on street circuits (below) has been affected by the consequences of his horrific accident at Sanair in 1984.

easily, no matter what the category or the environment, and attributed his success partly to that. "One thing that kinda helped me, and I'm not bragging at myself or whatever, is being able to adapt quick. I feel that's probably what helped me make the switch to Champcars. I've never had to really teach myself, do something over and over. It's just come fairly quick. To a certain point. Then you have to start and work at it."

Comparing drivers in their own specific environments, in terms of performance, behaviour and character, Rick Mears, high up in the groove on the north American oval tracks, was quite simply the best racing driver in the world. The most complete, the most relaxed. He was recognised as the master of sustained speed in that claustrophobic speedway twilight zone of the groove and the wall. Indianapolis, he explained, is a one-groove track when you're going really quickly. The groove is the strip of track on which a car works best. The driver works his car a little either side of its centreline, and the art comes in being able to *move* the groove to suit your car, of finding a way of getting on the power earlier or staying on it longer, and carrying greater speed to the end of the straights. On the speedways Mears was a peerless exponent of that art.

I asked him once just how hard it was to switch from the mentality of the road course to that of the oval. On the one catching slides is instinctive; at the other, where the speed is so much higher and much more prolonged, and where outer run-off areas are non-existent, applying corrective lock is usually the prelude to a lengthy visit to Dr Terry Trammell at the Methodist Hospital. He'd just qualified for the pole at Milwaukee.

"You don't want to catch slides if you can help it," he said, "but I caught one today. On my quick lap. You can see it on the steering graph. I do it from time to time, but I don't want to do it very much!"

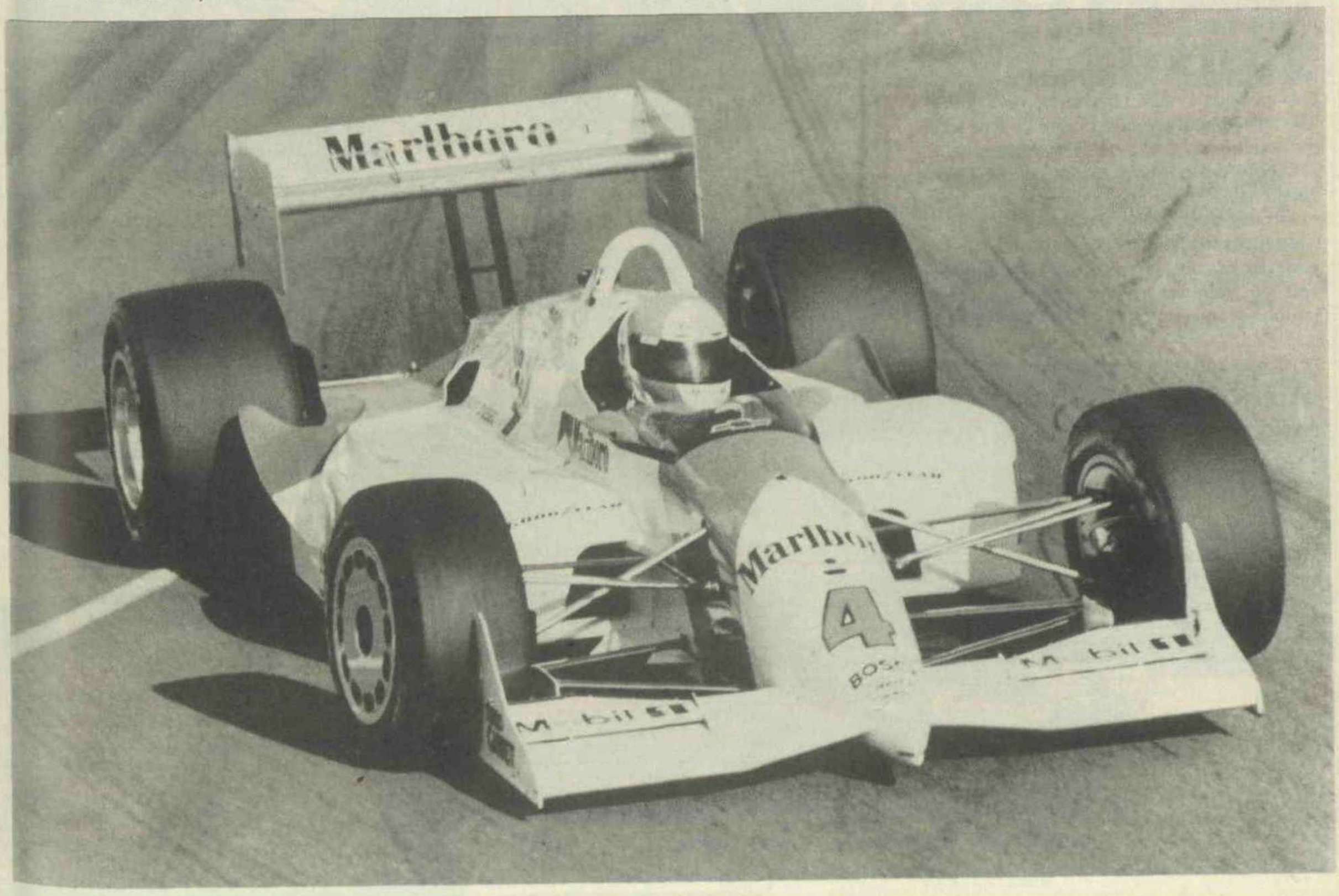
They'll tell you in IndyCar circles that if you get into oversteer at a track like Indianapolis, you don't ever apply opposite lock, you steer against the slide, to try and spin the car away from the outer wall. Anyone who's seen footage of Swede Savage's accident in Turn Four can understand why.

"I've corrected slides at Indy," Mears continued quietly, without bragging, 'but I don't ever want it to get to that. I might get it to where I release pressure on the wheel. The trouble is it kinda goes against all your instincts not to try and correct a slide.

"The reason I say I don't want to get to that is that normally if it's gone into a slide and you have to correct it, it's already on its way. It's too late. There's times when you can catch it quick enough, but the big one is what you're talking about, and that whips back in the other direction. And that's what hurts you."

So how can you correct them? His response was a fascinating insight into the technique of a great driver.

"I'll get it to the point where it's still sliding and it's one of those slides where you say I'm



not going to go any more. When you take that second bite is usually when it gets too much. What you have to do is wait. And the instant you feel that tyre starting to come back, starting to catch, turn the wheel back in the other direction *before* it comes back. If you wait until it hooks and then starts back, and try to stay with it, it's too late, it's already gone in the other direction. You can't unwind it quick enough. It's why, as soon as you feel it slowing down and starting to catch the bite again, you'd better be back this way." His hands gripped an imaginary wheel. "That's the

"There are no supermen. Everyone puts his pants on one leg at a time"

hard part, not to go too much. You can go a little."

'And all this on a circuit where all you have to do is drive at 230mph and turn left four times a lap,' I ventured, thinking of the unbelievers back in F1. He laughed. "Yep, that's it. It's easy!"

Today, oval racing is all about set-up, and realising the futility of pushing too hard on a given day if you don't have it right. At a time when, according to Mo Nunn at Indy in 1991 the only variation in Arie Luyendyk's revs during a 220mph lap was the 500 caused by tyre scrub, the condition of the car is everything.

"There are so many stages of that," continued Rick. "You can be wide open all the way round the track and you're dead slow, if you haven't got the car set right. There's neutral, push, loose, and all these stages in between. You go from where the tyres are actually scrubbing, and you can go from here to here," he indicated further parameters. "You can go through all these stages and never slip a tyre, and there'll be a tremendous difference in speed. Just because of the way the car's loaded up, the angle, the wind-up in the wheel versus the tyre. Different things. Right about here, say, is fast, anything other than that it starts binding up a bit maybe. That's the hard part, learning to feel all of this.

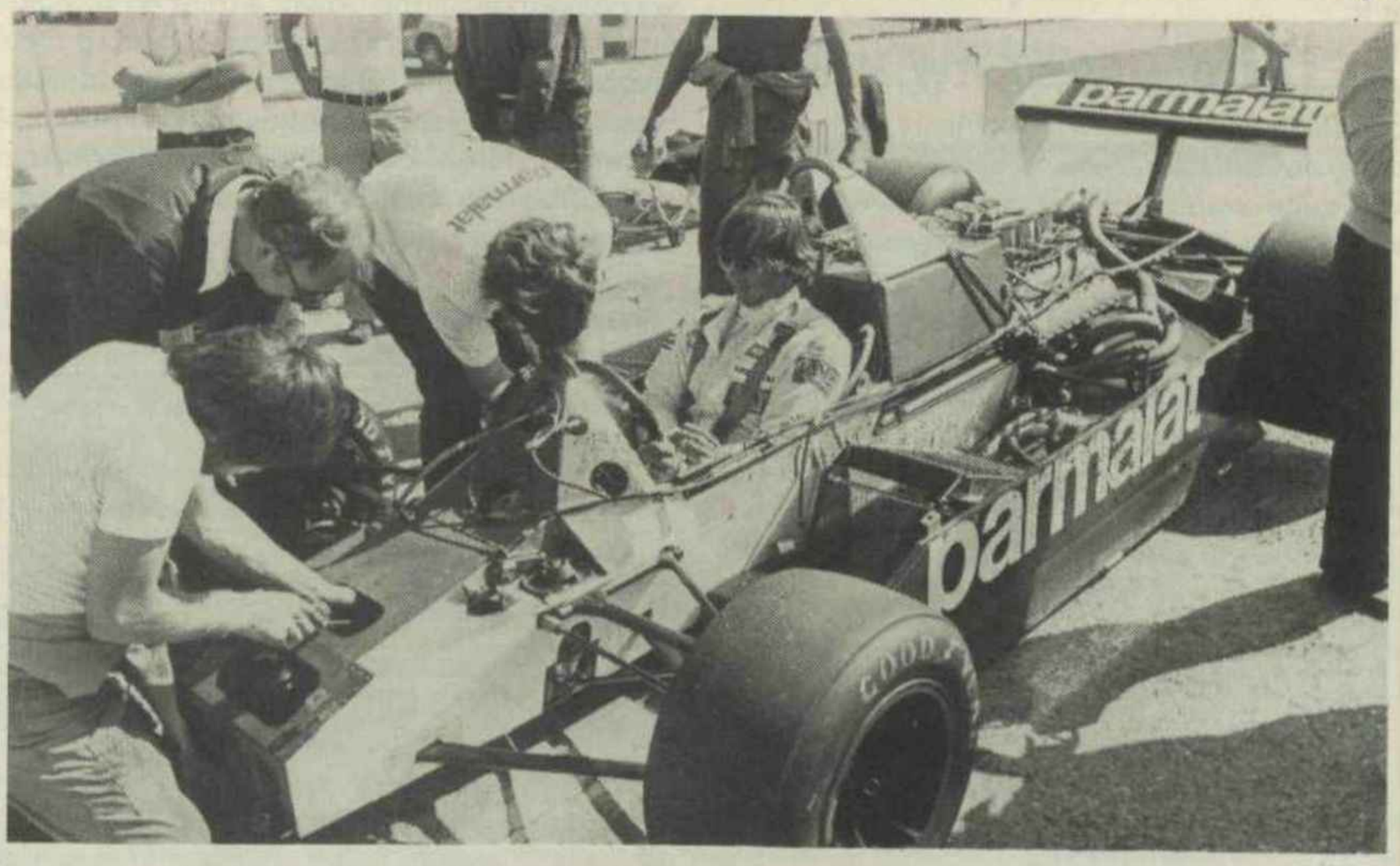
"Most drivers drive off the basis that when the car slides, they catch it. At Indy, and on the speedways, you have to learn to feel what the car's telling you before it does it. You need to be super-sensitive. You gotta learn to work off all those *readings* not those *feelings*, learn to *read* all of that without the car doing anything. So you can go from here to here in your parameters and go 10 to 20mph difference within these ranges without ever slipping a tyre. It's all just in load and feel, and it's very fine, fine, fine adjustments, be it ride height, attitude, wheel rates." You can almost hear him counselling Tracy...

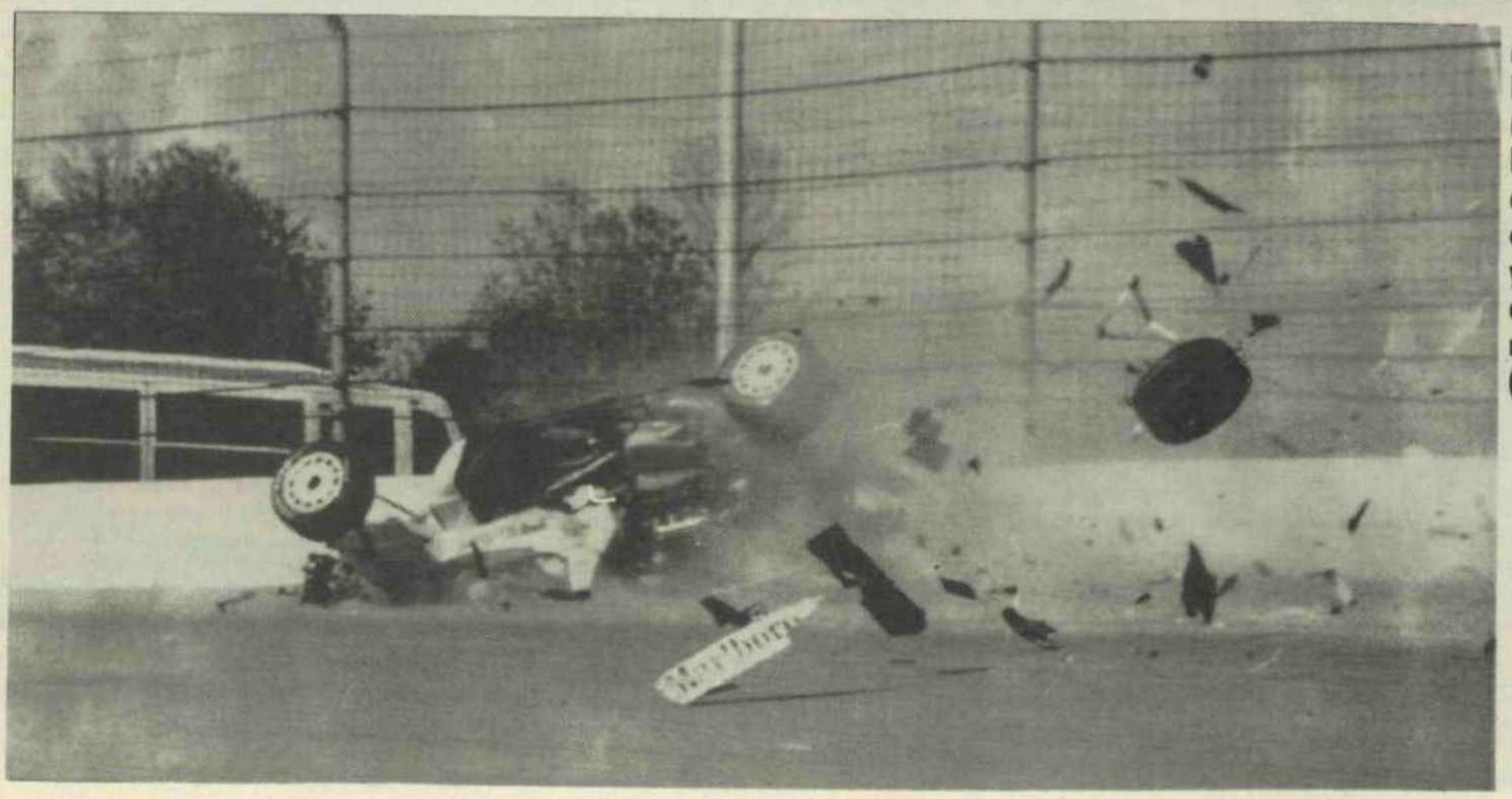
That ability to read cars made him the ovals yardstick in a national championship that has habitually been much more competitive than Formula One in terms of the number of potential winners each season. Yet nothing ever changed his personality. Prior to the Sanair shunt many observers rated him the best oval driver of all time, no mean accolade when you consider the likes of Foyt, the Unsers, the Andrettis, Parnelli Jones. After it, he remained top gun. Success or failure changed him not at all. Throughout his career he was the supreme team player, able to subjugate his personal feelings for the good of the whole.

In today's cut and thrust racing world you don't often find a man totally at peace with both himself and his profession, but Rick Mears had the inner calm of the true racer who knows how good he is and doesn't have to boast about it at every opportunity. Once, in our conversation, he broke off to sign an autograph, handing the book back and saying, 'Thank you very much.' He was entirely oblivious to the fact that the hunter clearly felt the gratitude should have been the other way around.

"If you were in Formula One you probably wouldn't have done that," I ventured. "That's another reason I didn't do it," he responded immediately, with a smile that robbed the words of any rebuke. "That attitude; I swore I'd never be like that. I wasn't raised that way, and I'm just not like that anyway. That's not my make-up. I don't agree with it."

Indeed, Rick Mears was F1's loss back in 1980. Thirteen years on, in retirement, he's IndyCar's loss, too. **DJT**





Mears tested for Brabham at Paul Ricard and Riverside (above) in 1980, but ultimately he never raced in F1. His recent decision to retire was sparked off by injury sustained in last year's accident during Indy qualifying and during the chilly race itself. Neither was his fault (left, photo: Popperfoto/Reuter).

What they say

Ken Anderson – damper specialist:
"The two best drivers I've ever worked with are Rick and JJ Lehto. Even after the Sanair shunt, on a road course Rick would always be on the Friday pole. Then Danny would get the set-up for Saturday and would be able to brake that little bit harder and therefore go that little bit faster."

Eddie Cheever – 1990 IndyCar rookie and former Formula One driver:
"He's a diesel engine. 'Thump, thump, thump, just so utterly reliable."

Jeff Hutchinson – journalist:
"I missed the 1984 Indy but arrived the following day, when the traditional victory photographs are taken. It was raining so not much was happening, but even so, Rick must have told his story a thousand times since the previous day. But when I asked him if he'd mind telling me about his victory, he just sat down and ran right the way through it all over again."

Danny Sullivan – IndyCar champion:
"Rick is the best guy I've ever seen on an oval. He's so good I don't know where he seems to get that extra speed. In that respect, he's the yardstick for all of us."

James Morton – Chip Ganassi Racing:
"He was a sensational oval racer. At Michigan in 1991 Arie Luyendyk was really on a charge, lapping at 228 in the closing stages when Rick was leading. The way he was going I really thought that he must be pulling up on Rick, but when I checked it the gap was just the same. He'd just set the car up for the last half hour and he really went for it. And he won. It was absolutely brilliant."

Herbie Blash – former Brabham manager:
"I went to watch him out on the circuit when he tested a Brabham at Paul Ricard in 1980. He was very smooth. He was so cool, calm and collected. He didn't show any emotion at all. He was ultra-cool and very quick. Nothing fazed him at all. The guy would have made it. He was a World Champion, I think."

Gordon Murray – former Brabham designer:
"He was very sensible, that certainly came across. And very conscious that he shouldn't bend the car. He was very smooth and quite impressive. And a nice person, too, which always goes a long way to helping. Very, very bright, intelligent. I watched him out the back at Ricard and Riverside, and thought then just how smooth he was."

Bobby Rahal – 1992 IndyCar champion:
"The two cleanest guys out there are Al Junior and Rick. And of everyone, Rick is the cleanest. Absolutely, no question. He's the kind of guy who, no matter what the situation, will never let you down. You always know what he's gonna do, that he's gonna be fair."

Nick Goozée – Managing Director, Penske Cars:
"I first met Rick as a quiet young man sitting by a pool the day before he tested a Penske for the first time. On that day no-one knew him; 24 hours later we knew we would never forget him.

"From that day until his retirement Rick never changed as a person and his commitment to the entire Penske Team never waivered. He became, and remained, a friend with all who worked with him, and no-one could command greater respect from his colleagues.

"He did everything for the team, and as a result the greatest partnership between a driver and a team was forged. Remarkable is insufficient to describe him."

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Continuity

Dear Reader,

As a regular reader you will be aware of one of my favourite "hobby-horses" and I make no excuses for returning to the subject. It is the matter of "continuity" in our all-absorbing activity we call "the sport", whether we are talking about Formula One Grand Prix racing, club racing, rallies, trials, hillclimbs or speed trials. All activity that involves the internal combustion engine and some formation of wheels comes under our umbrella called "motor sport" and an important ingredient is that the vehicle carries a competition number. Somehow vehicles without competition numbers look unfinished as far as I am concerned and do not excite my interest, but put a competition number on a vehicle and I sit up and take notice. It suggests that the vehicle is going to show what it can do, rather than just sitting there looking pretty, attractive, interesting or exciting, depending on your viewpoint. But I have wandered away from my starting point, which was continuity.

When I go to the Italian Grand Prix I am always aware that I am going to an event that was first held in 1922, and has been held annually ever since, with a few exceptions such as the war years. At Le Mans you are conscious of the annual 24-hour race having been held since 1923, always for a period of 24 hours. In America the great track race at Indianapolis had been held continously since 1911 and always over a distance of 500 miles. A Grand Prix is synonymous with France, the first one being held in 1906, though it has had a few hiccoughs along the way. Even the popular and over-rated Monaco Grand Prix was first held in 1929, so all around us are examples of "continuity" and on our home front we have various national events that have a long and continuous history, but none as long and continuous as the speed hillclimb in Worcestershire at the venue known as Shelsley Walsh.

This famous event started in 1905 and has been held continuously ever since, apart from two wars which stopped competition temporarily. The hill was 1000 yards in length when the first event was held, and it has never been changed; it is still 1000 yards in length, making it famous in the annals of the sport on numerous counts. The road climbs up a steep escarpment and started life as a farm track, with a gradient of 1 in 6 in a couple of places. Today speeds of over 130mph are recorded over the finish line, and power is all-important, but the driver needs to know how to used the power for there are only a few inches on each side of the road to allow for errors.

GN and Frazer Nash cars have always been part of Shelsley Walsh, especially up to 1939 when the last chain-driven Frazer Nash was made by AFN Limited, the makers of the Frazer Nash cars since 1927. At the VSCC meetings today Frazer Nash cars as active as ever and members of the Frazer Nash Section within the Vintage Sports Car Club still have enormous enthusiasm for Shelsley Walsh. A great day in Fazer Nash history was in September 1937, when A F P Fane set a new record for the Shelsley Walsh hill in the works twin-supercharged single-seater 'Nash. Raymond Mays was the hill record holder and invariably made fastest time of the day at Shelsley Walsh, regardless of the weather. For a number of meetings Fane was getting closer and closer to Mays' ERA times, even the factory 2-litre ERA, with his 1½-litre Frazer Nash. There was great rejoicing among the Frazer Nash people that day in 1937 when Fane not only made Fastest Time of the Day, but set up a new record as well.

Sadly Fane died during the war, in a crash in a Spitfire in 1942 while flying for Photographic Reconaissance. The RAF lost a skilled and tenacious pilot and the world of motor sport lost a talented driver. His widow had an impressive stone memorial erected in memory of Alfred Fane Peers Face, in the grounds of their home. The house changed hands, but the memorial seat remained in private memory. When Evelyn Fane died a member of the Frazer Nash Section of the VSCC, who owns the last car that Fane raced, took it upon himself to care for the memorial. The present owner of the house, to whom the Fane history had little meaning, was quite agreeable to the idea that it might be the time to find a new and more appropriate home for the memorial seat.

By the kind co-operation of the Midland Automobile Club who started the Shelsley Walsh hill-climb in 1905, and still run it today, it was agreed that the memorial, which is in the form of a semi-circular seat with a commemorative plaque in the centre, should be erected on the banks of the Shelsley Walsh hill-climb road, overlooking The Crossing Bend, which was one of Fane's favourite corners.

By the end of last year the enormous task of dismantling the memorial, brick by brick and stone by stone, marking each one and carefully loading them onto pallets and transporting the whole lot from Berkshire to Worcesterhsire, and then rebuilding it exactly as it was, was completed. The local builder who tackled the job exhibited wonderful sympathy for the whole project, he and his family being Shelsley Walsh enthusiasts, and viewed it as being an honour to tackle the job, not just a job of work.

In December 1992 a small gathering of Frazer Nash and MAC people inaugurated the official dedication of the new setting for the Fane Memorial Seat. In attendance, among numerous Farzer Nash cars, pride of place went to MV 2303, the "Nurburg" model 'Nash owned today by Dick Smith, for it was this very car that Fane owned and drove up the hill on his first appearance at Shelsley Wlash in 1932. The new setting for the memorial is just by the spectator path leading up to the Esses, so any of you who may wish to use that seat to rest weary legs, spare a thought for the "continuity" that is Shelsley Walsh (pictured below).

What could be more continuous than you, the reader, and the flow of Three Memorable Moments that are still arriving. It is planned to start another series of readers' memories of their first sight and sound of a racing car "live", but Memorable Moments will continue as ever. This month they are from Michael Potter in Buckinghamshire:-

1. As a small boy I saw the start, at midnight, of the 1956 Rheims 12-Hour race for sports cars. Absolute madness, but what a sight and sound. When dawn broke the D-Type Jaguars were in full command. Father was driving a Jaguar MkVII on our family holiday! (Those Rheims 12 Hour races starting at midnight were something else, especially as the field appeared down the hill to Thillois on the opening lap, headlights ablaze, and having no idea of the order until the cars appeared in the floodlit pits at 150-160mph. They then went over the blind brow at the end of the pits, into total darkness! Absolute madness indeed, but wonderful – DSJ).

2. Later, seeing a handicap race at Goodwood where a Talbot-Lago was on scratch and caught the limit car as they crossed the start/finish line. Fantastic.

3. Seeing dear old Graham Hill in the V8 BRM catch Jim Clark's Lotus as they came out of the rain and gloom on the last lap of the 1962 International Trophy at Silverstone, to win by mere inches and very nearly spun the car as he did so. **DSJ**



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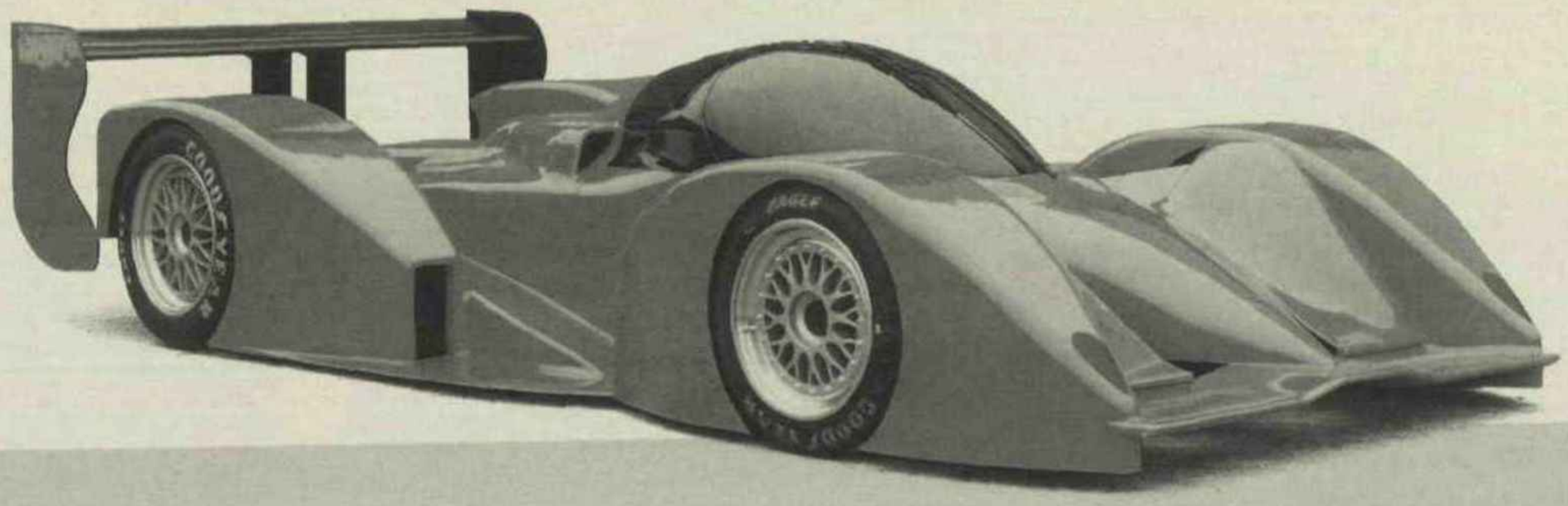
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COYS

The long and winding raid

When the *Daily Express* and the *Sydney Daily Telegraph* got together to back the London-Sydney Marathon in 1968, few people, if any, could have imagined the extent to which this style of long-distance competition would proliferate in the coming years. At the time, some people welcomed the possibility of adventure held by an overland drive to the other side of the world and embarked upon it with boundless enthusiasm, but others thought only of the harm that such an event would do to the regular, annual rallies of the world by diverting the attentions – and bounties – of sponsors and causing the budgets of works teams to be so depleted that little was left for competition elsewhere.

Certainly the RAC Rally of 1968, immediately after which the London-Sydney event began, lost many entries which it would undoubtedly otherwise have had, but perhaps a single marathon would have no permanent harmful effects on the world's established rallies. However, it did not remain a single event, for others followed; so many, in fact, that finding new routes for them has now become a problem. Trail-blazing is one thing, but following the tyre marks of others does not have the same attraction.

Wylton Dickson had the idea of running a long distance rally in conjunction with the World Cup football championship, and what emerged was the World Cup Rally of 1970 which ran from London to Mexico via several thousand miles in Europe, an Atlantic crossing from Lisbon to Rio de Janeiro and a huge loop through South America. This was the event which prompted Ford to put its winning car into production and name it the Ford Escort Mexico, and that was a success story in itself.

In later years, Dickson, an Australian writer and publicist resident in London, organised a second World Cup Rally from London to Munich via North Africa, and another London-Sydney Rally, backed by Singapore Airlines.

By this time, marathon rallies, or 'raids' as the French so quaintly call them, had become fashionable. A French outfit made an unsuccessful attempt to run a rally all the way around the Mediterranean, but soon afterwards a Paris to Dakar event was established, its trans-Sahara route becoming an annual affair catering for cars, trucks and motor cycles. Another long distance competition, Egypt's Pharaohs Rally, even accepted entries from pilots of microlight aircraft as well as drivers of land vehicles.

A little more than a year ago, France's Thierry Sabine Organisation extended its Paris-Dakar Rally all the way to Cape Town, but it was hardly a success. It ran through a few trouble spots on its way southwards and, after it arrived in South Africa, it merely went straight down a tarmac road all the way from the Namibia border to Cape Town. It seemed that the organisers blamed the South Africans for the absence of any competitive sections in



MAIN PHOTO: DPPI



Citroën (above) and Mitsubishi (main picture) were hard at it on the Paris-Dakar as this issue closed for press.

their country, but this could hardly have been the case because South Africa has many highly experienced organisers and competitors and an abundance of ideal roads. Indeed, excellent rallies have been held there for many, many years, and still are.

The organisers also proclaimed beforehand that the event would mark the introduction to South Africa of true international rallying but this, too, was wrong. The major rallies of the country have been attracting professional entries from far afield for many years, from other parts of Africa, Europe, the USA, Canada and elsewhere. There was even that memorable occasion, some 25 years ago, when Eric Jackson and Ken Chambers drove a Ford Corsair from Cape Town to Southampton in a race against the SS Windsor Castle, and won.

There was an attempt to run a marathon rally for historic cars in 1992 from London to Cape Town, but this did not take place and we understand that organiser Philip Young is now embarking on something else. Nick Brittan, organiser of a planned London to Sydney rally for historic cars in 1993, has said that so much support has been received that he is already preparing to repeat the event in 1994, along a different route.

In the '70s, even before Dickson and his team ran the Singapore Airlines Rally to

Sydney, the Australian was already working on a repeat of the 1907 Peking to Paris race, to be held in 1982 to mark the 75th anniversary of Prince Borgese's success. He spent several years on operational and diplomatic negotiations and could well have succeeded were it not for a block put on the venture by those who were then in power at the FISA.

That an event starting at Paris should be organised from London, and by an Australian at that, obviously found no favour in Place de la Concorde. But the idea was taken over, and in 1992 a French organisation, after several attempts, ran such an event, starting in Paris and finishing in Beijing.

So what began 25 years ago as a one-off venture, a rally longer than any other and to which the normal rules of vehicle ratification did not apply, has resulted in a whole string of repeats of one kind or another. I suppose it is a natural progression that things have to become bigger, longer and better than their fore-runners, but there comes a time when saturation point is reached and no more superlatives are available. A long distance marathon rally now and again is no bad thing, but too many will result in overstretched budgets, loss of appeal, depleted entry lists and an even greater scarcity of sponsors than there is now.

The year of the bulb



Timo Mäkinen and Paul Easter in the BMC Mini-Cooper with which they won the Monte Carlo Rally in 1966, only to be disqualified soon after the finish because the headlights were fitted with non-standard bulbs.

Regulations for the Monte Carlo Rally of 1966 gave such a distinct scoring advantage to production cars that many teams, after careful consideration, chose to enter their cars in that category rather than face the handicap imposed on modified cars. The drawback was that production cars were allowed only two additional, front-facing lamps, and as much light as possible was important even in those days.

The BMC team was among those which opted for the standard class, for its Mini-Cooper had shown its mettle by winning in 1965 and was potent enough to win again, even in standard form. But something had to be done to provide the maximum amount of illumination from the two headlights and the two anciliary lamps.

They hit on the idea of fitting the headlights with just single, high-powered, main-beam bulbs, and rewiring the circuitry so that the dipswitch simply turned off the headlights, leaving the ancilliary lights on to provide dipped beams.

It was an efficient system which worked very well, but when the scrutineers got to work on Timo Mäkinen's car after he and Paul Easter had won they went through it in minute detail and eventually discovered the change to the dipping system and the use of non-standard headlamp bulbs. Triumphantly, they reported their find to the organisers, after which Mäkinen was disqualified.

When the notice was placed on the board at Rally HQ a huge rumpus began. The organisers' front desk was mobbed and very nearly overturned and the assembled pressmen and other competitors, many of whom were British, demanded justice.

But the disqualification remained and the declared winners were Pauli Toivonen and Ensio Mikander in a works Citroën DS. Toivonen was not particularly happy at taking victory from his compatriot in this way, but Citroën was delighted. Someone produced photographs showing that Citroën had been using white front lights rather than the yellow ones compulsory for French-registered cars,

and suggested that Toivonen should also be disqualified for using non-standard headlamp bulbs, but it was to no avail. Mäkinen was out and Toivonen collected the winner's spoils.

It had been said that Mäkinen's times over the special stages were impossible for a standard Mini-Cooper, that the organisers felt sure some kind of cheating had taken place and that the bulb was just something they latched on to because they couldn't find anything else wrong.

Just to prove the potency of a standard car, the BMC men collected a new Mini-Cooper from the showroom of the Monaco distributor, fitted it with rally wheels and tyres and had Mäkinen drive it up to Moulinet. When various observers were gathered with watches, both there and at La Bollène Vesubie, Mäkinen drove over the Col de Turini. Amazingly, his time was fractionally less than that which he had recorded during the rally itself.

Having demonstrated their point most effectively, the BMC people did nothing more, but later, after the matter had been written about and screened all over the world, they were convinced that they had achieved more publicity for the Mini by being disqualified than they would have by being declared winners. Mention 1966 to anyone who was there and you will probably get the response, "Oh yes; the year of the bulb!"



The scene in Monte Carlo's rally headquarters as BBC TV filmed interviews after Mäkinen's disqualification caused a furore in 1966.

Flights of fancy



Not the inside of a sea container but the interior of the Britannia in which BMC flew its three 1800s to Nairobi for the 1968 East African Safari Rally. The netted items on the right are wheels and tyres, whilst up front can be seen some of the few seats which were fitted.

When watching a film made of a Catalina's journey from Egypt to Mozambique, landing on various lakes and rivers on the way, I was reminded of the time BMC decided to charter an aircraft to fly its three competing cars, spares, tyres, drivers and mechanics from London to Nairobi for what was then the East African Safari Rally.

The year was 1968, the cars were Austin 1800s and the aircraft was a Bristol Brittania, a four-engined turbo-prop of British United Airways (which later merged with Caledonian to become British Caledonian).

I was fortunate enough to be on that flight, occupying one of the few seats which had been fitted here and there, mostly at the front, in spaces not occupied by the cargo, although you may not agree with the word fortunate when I say that each one-way journey took 17 hours' flying time, extended on both outward and return legs by some two hours for refuelling at Benina Airport in Benghazi.

The drivers on board were Timo Mäkinen, Rauno Aaltonen and Tony Fall, and when you consider that we were also accompanied by that master of both rally engineering and fun, Duggie Watts, you can imagine how the boredom of such a long flight was enlivened, especially as it had its normal complement of cabin crew!

Alas, it was a disastrous trip for BMC, for all three 1800s retired, but only two were taken back to the UK. One was left to be refettled by Benbros Motors of Nairobi, then the BMC importer in Kenya, its place in the Britannia being taken by the Triumph 2000 of Kim Mandeville and Stuart Allison which came home third of the seven finishers (from 97 starters). After all, BMC, which by then had absorbed Standard-Triumph, needed to salvage some kind of publicity from the otherwise abortive trip.

The Benghazi fuel stop on the return journey was brightened on two counts. Firstly, Tony Fall took out on to the near-deserted apron a fly-by-wire model aircraft which he'd bought as a gift, gave it a trial night flight and promptly crashed it! Secondly, the driver of the latrine-suction truck sent out to empty the aircraft toilet neglected to ensure that the pipe was properly connected before starting his pump. You can imagine what happened. His sparkling white robe changed colour very quickly indeed when he was treated to an unexpected and highly nauseating shower, all under the gaze of the entire BMC party out there to watch Fall's model flying ability.

Flying Fulvia

On a later trip to the Safari, I had the privilege of flying from Rome to Nairobi in the front right

seat of a Lancia Fulvia, no less. I left London on one of those wonderful, British-built VC10 aircraft (still in RAF service) of what was then East African Airways. Even though part of the passenger cabin had been cleared of seats and bulkheaded as a bay for large cargo, the flight was far from full and I looked forward to some unencumbered sleep as soon as we had left Rome, our *en route* stopping point.

However, many more passengers got on at Rome, but the prospect of losing the vacancy of my two neighbouring seats was tempered by the sight of a works Fulvia being hoisted into the cargo 'compartment'. As I watched the loading operation, I spotted a familiar face coming up the steps. It was that of Gino Gotta, then Lancia's chief mechanic, who was tragically killed some years later when he was a passenger in a car struck broadside by a lorry in the middle of Turin.

When Gino appeared in the cabin, I waved and he joined me in the row of three seats which previously only I had occupied. There were no advance seat allocations in those days and, fortunately, no one else came to take up the empty seat between us.

Gino told me that he was accompanying the works Fulvia so that he could clear it through customs at Nairobi and, as we took off, an idea occurred to me. I suggested to him that perhaps he would like to stretch out to sleep across the three seats. He looked puzzled, noting that there were very few other empty seats in the aircraft, but when I explained that I would trade my seat for the key of the Fulvia he beamed with understanding and readily agreed.

As soon as the seat-belt sign was turned off, I went for'ard, grabbed a blanket and pillow, explained the situation to the discerning purser and went into the cargo compartment. Within a very short time, I was asleep on the reclined seat (remember them?) of the Fulvia, to be awoken half an hour before landing by a coffee-bearing stewardess.. It was one of the most pleasant flights I have ever undertaken. **G P**

Pictures from the past







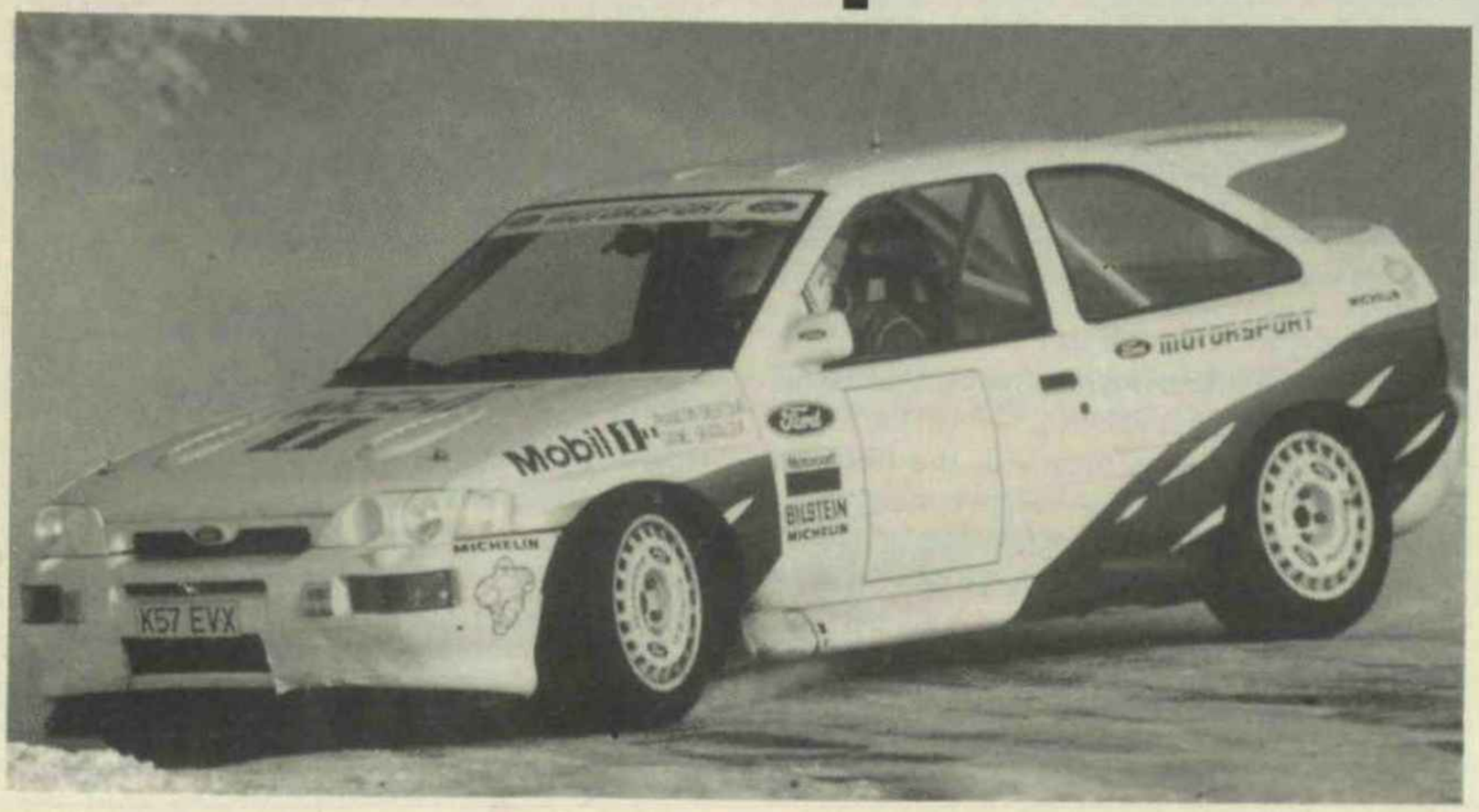
One of the most famous rally cars of all time (left), the Jaguar XK120 in which Ian and Pat Appleyard won three successive Alpine Cups (1950, 1951 and 1952) thereby gaining a Gold Cup. They also won an Alpine Cup in 1953, but in a different XK120.

We have several times read mistaken claims that such-and-such an event was the first international motor sporting competition to be held in Russia. Pictured above is the Volvo 122S of Finnish driver Eino Riali (on left of car) and his crew after winning the Russian Winter Rally in 1966. He also won the previous year. Incidentally, the Russians were running truck races, mostly for military vehicles, many years before that sport began in western Europe.

Pictured in 1960 during the first of his three consecutive RAC Rally victories in two-stroke Saab 96s is Erik Carlsson (top), being navigated by Stuart Turner. Carlsson's partners on the next two occasions were John Brown and David Stone.

When this issue of MOTOR SPORT appears, the Monte Carlo Rally will have finished, but at the time of writing it had not started. Seen during pre-rally testing on the plateau above Burzet in the Ardèche is the car which the Ford team will be using throughout 1993, starting with the Monte Carlo Rally, the 4wd Escort Cosworth (left).

. . . and the present

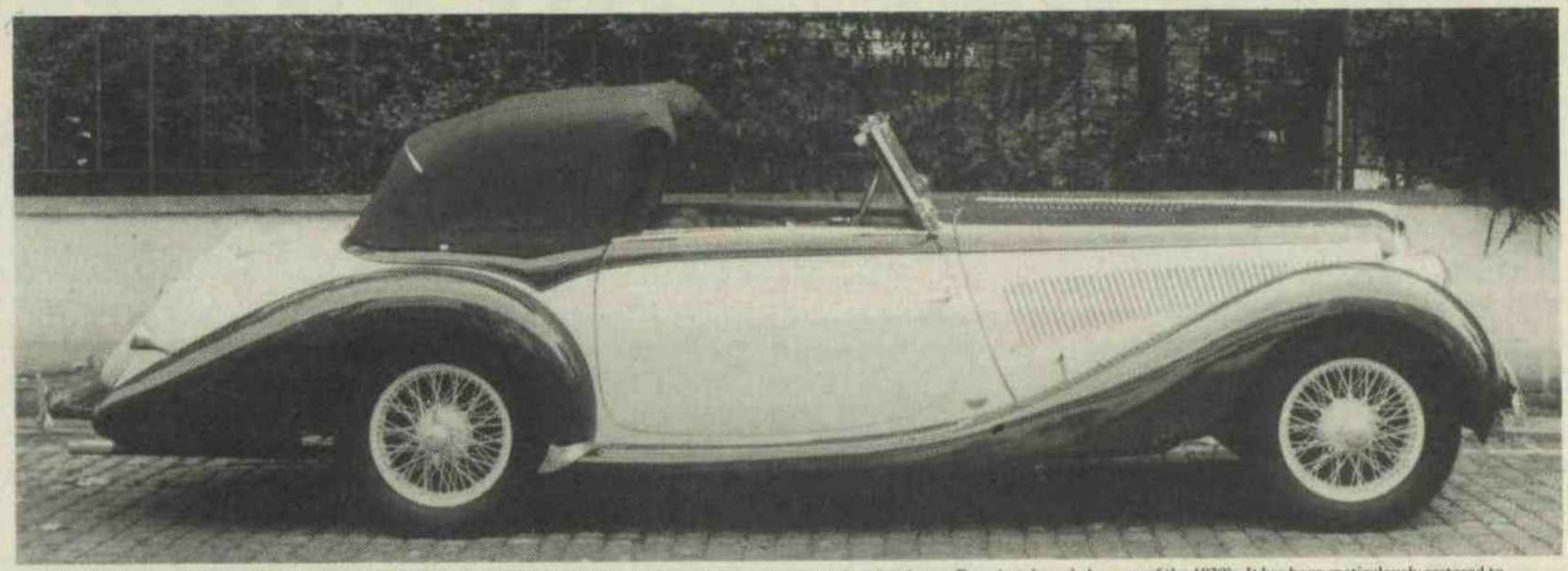


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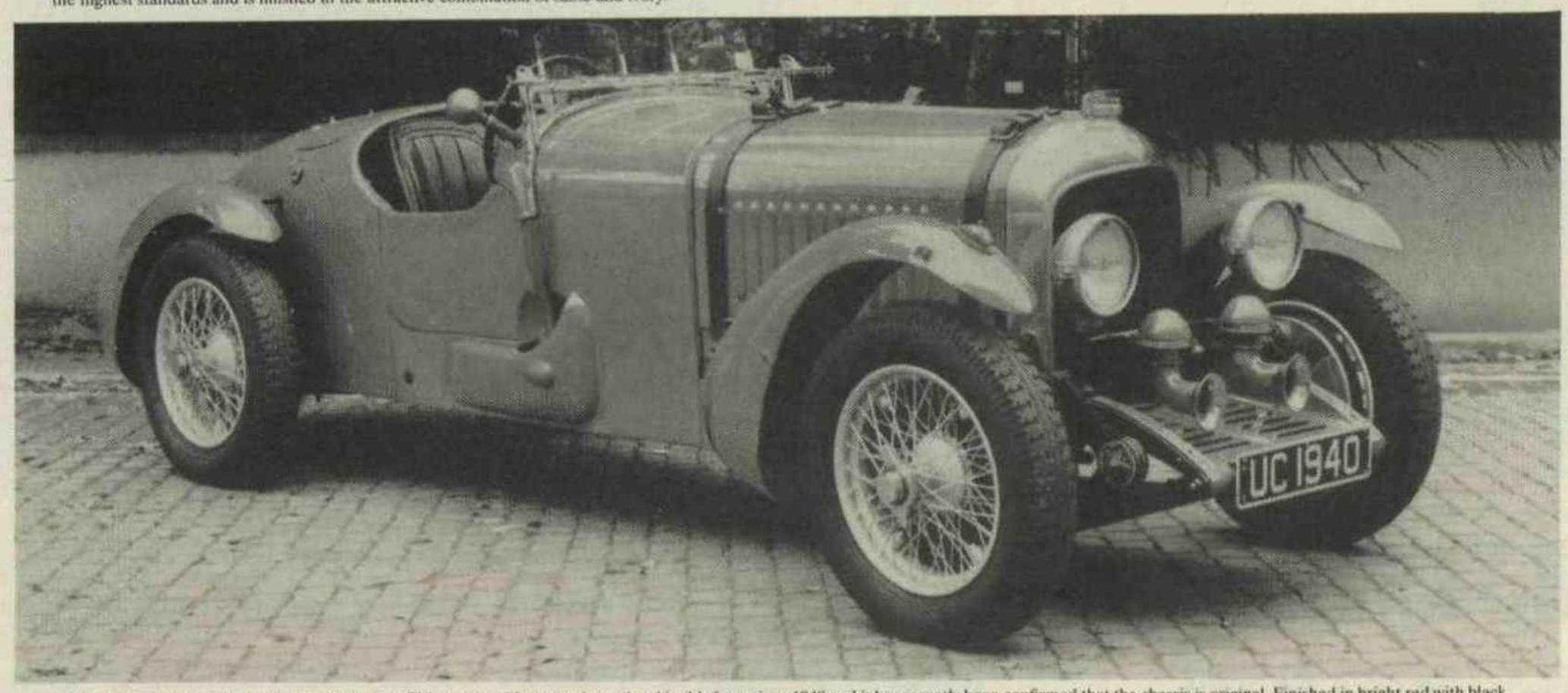
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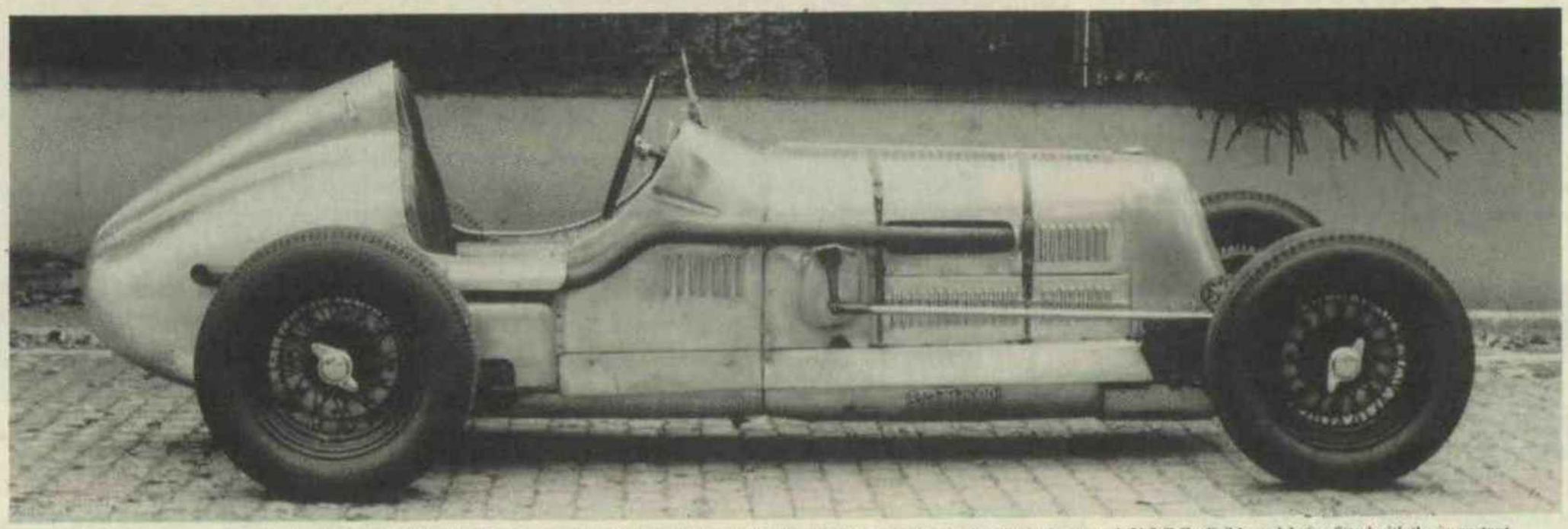
"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1938 Delahaye 135M 3 Position Drophead Coupe by Figoni and Falaschi. This extremely elegant motorcar epitomises luxury French style and elegance of the 1930's. It has been meticulously restored to the highest standards and is finished in the attractive combination of sable and ivory.



1928 Bentley 4½ Litre 2/4 Seater Sports Tourer. This most exciting racer has existed in this form since 1948 and it has recently been confirmed that the chassis is original. Finished in bright red with black leather interior, this car is ready to drive and with the D Type close ratio gearbox is most satisfying to do so.



1937 The Attenborough Special Single Seater. Built in 1937 by the Attenborough Garage in Norfolk this well-known and undoubtedly single-seater is V.S.C.C. eligible and, being fitted with the important 'Atom' engine is reputed to produce some 200 bhp.

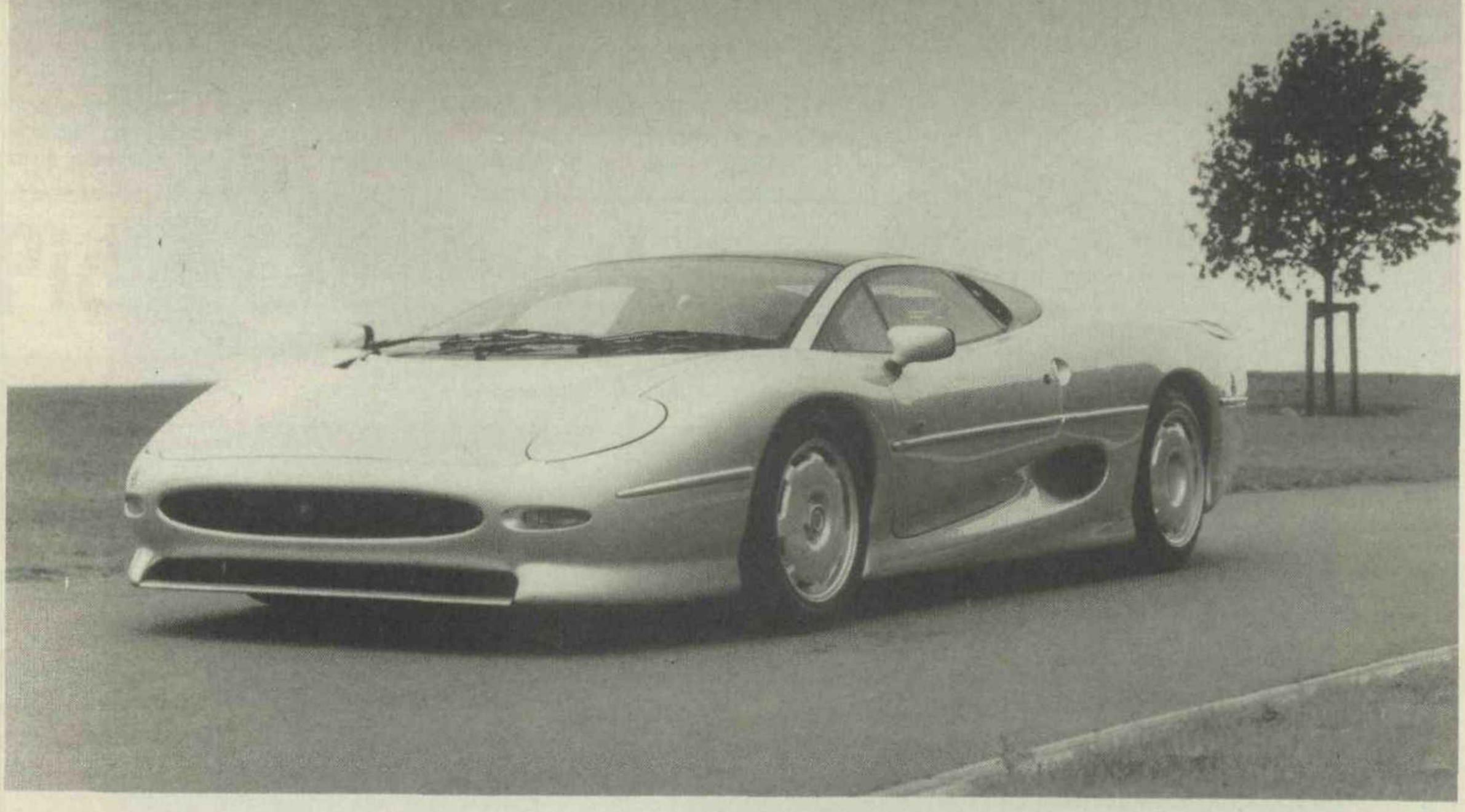
CARS IN STOCK

1930 Alfa Romeo 1750 5th Series Zagato Spyder
1965 AC Cobra Mark II Lefthand drive
1960 Austin Healey 100/4
1965 Austin Healey 3000 Mk I
1965 Aston Martin DB5 Convertible
1963 Aston Martin DB4 IV Convertible
1937 Attenborough Special
1928 Bentley 4½ Litre Sports Tourer
1930 Bentley 4½ Litre Supercharged Le Mans Tourer
1930 Bentley Speed Six Sports Tourer
1935 Bentley 3½ Litre Sports Saloon by Thrøpp & Maberley
1935 Bentley 3½ Litre "The Eddie Hall Team Car"
1936 Bentley 4¼ Litre Streamlined Drophead by H J Mulliner
1954 Bentley R Type Continental Fastback by H J Mulliner
1956 Bentley S1 Continental Fastback by H J Mulliner
1949 Cisitalia 202 Roadster
1948 Connaught L2 Sports Racing Car
1938 Delahaye 135 M Drophead Coupe by Figoni & Falaschi
1947 ERN-BMW 328 Sports Racing Car
1957 Ferrari 250 Tour de France
1960 Ferrari 250 SWB Competizione
1971 Ferrari 365 GTB/4 Daytona (left hand drive)
1964 Ferrari 275 GTB/2
1937 Jaguar SS100, British Racing Green
1963 Jaguar E Type 3.8 Roadster
1955 Jaguar D Type
1958 Lister Jaguar ex Stirling Moss
1933 Lagonda M45 T7 Tourer
1936 Lagonda LG45 Four Seater Tourer
1937 Lagonda LG45 Rapide
1934 Maserati 6 CM
1963 Mercedes-Benz 300SL Roadster
1930 Riley Brooklands
1935 Rolls-Royce 20/25 3 Position Owen Sedanca by Gurney Nutting
1949 Rolls-Royce Silver Wraith Fixed Head Coupe by Gurney Nutting
1954 Rolls-Royce Silver Dawn
1957 Triumph TR3 Works Rally Car

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Win a day with Jaguar



An exclusive opportunity to take a close-up look at how the XJ220 is put together

February marks the final month of relative peace and quiet before the motor racing season swings back into action. British fans have an opportunity to see a selection of the cars that will be competing this year, including the brand new Pacific PR01 Grand Prix contender, at the Daily Express Motor Racing Show, in association with *Motoring News* and MOTOR SPORT, which takes place at Earl's Court from February 12-14.

By special arrangement with the show, Jaguar and JaguarSport, we are pleased to offer a trip for two to the Jaguar factory at Browns Lane, Coventry. After a guided tour, and a spot of lunch, our competition winners will be taken to JaguarSport's production facility in Banbury, where they will be able to watch a team of specialists working on the XJ220 in all stages of its production.

If you'd like to see at first-hand how a modern supercar evolves, just answer these three simple questions and post your entry form to: Jaguar Competition, MOTOR SPORT, PO Box 35, Standard House. Bonhill Street, London EC2A 4DA.

Entries will also be accepted on postcards and sealed envelopes, but please remember to include your name, address and a daytime telephone number. The closing date is Monday March 1.

There will be prizes of an annual subscription to MOTOR SPORT for two runners-up.

1 How many times has Jaguar won the Le Mans 24 Hours?

.....

2 Tom Walkinshaw prepared the most recent Le Mans-winning Jaguars. With which Formula One team is he now associated?

.....

3 Which Dutch driver shared the 1988 Le Mans-winning Jaguar with Andy Wallace and Johnny Dumfries?

.....

Name .....

Address .....

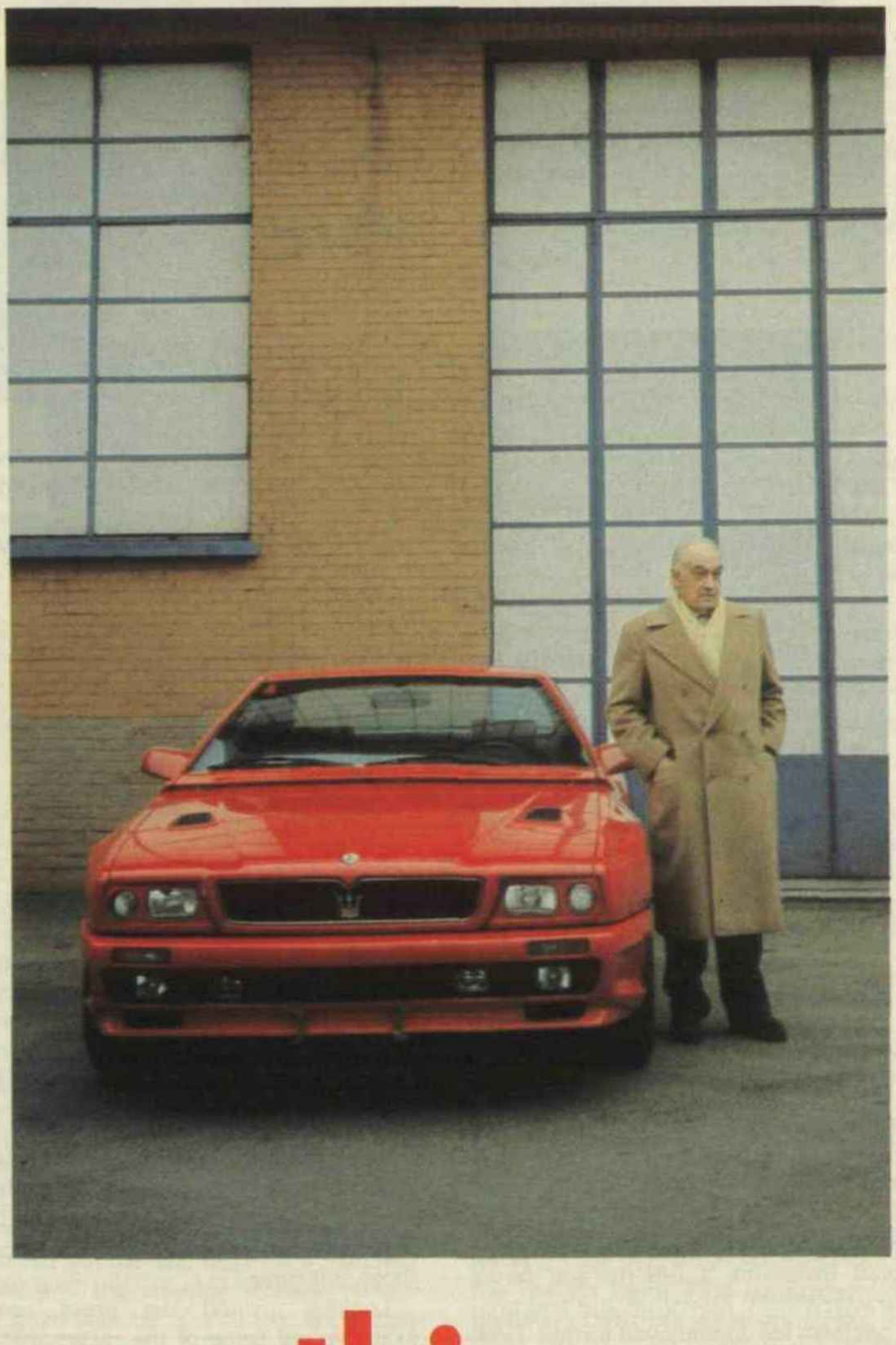
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Daytime telephone .....

Something old, something new



According to John Butt, of Maserati UK concessionaire Meridien, we'd be getting "a weekend you will remember". As I stood, three blocks away from the 1937 factory that made around 1800 Maseratis last year (about 70 of which were sold in Britain), I reflected that he must have been psychic.

Slumped miserably on the kerb of the freezing Modena avenue was the latest bearer of the Ghibli name, a 161 mph rocket whose rear end bore testimony to the inattention of a learner driver in a diesel Golf. Impact speed was around 30 mph. Around me I could hear the wheel spinning antics of the factory reconnaissance team as they sought the wounded demonstrator. My driver, a youthful and skilful Maserati employee, and the crew of the severely damaged Golf (wearing its headlights in the cylinder block) stared morosely at the carnage wrought to the £40,000 rump. An aged quattroporte saloon lurched into view, B-movie style, and I was removed from the debris to contemplate my 'luck' on the 13th day of December, 1992.

Preservation orders

Next stop was a deserted museum, where former British resident and '60s Cooper Maserati mainstay Mario Condivi, who racers may recall for his management of Roy Salvadori and others for his trading activities with de Tomaso, BMW and Alfa Romeo, was our tour guide. The silent exhibits bore mute testimony to the love and care that is devoted to them by one life-long Maserati employee. An array of 15 engines from 1926 (a 1.5-litre eight cylinder, developing 115 bhp) provides lasting tribute to Maserati's creativity.

The best story?

Having received a specification guide from France, Maserati dusted off a compact V6 from its home under a workbench and rushed it, in the boot of a saloon, to Citroën. The result was the SM.

There was barely time to do more than glance at an array of in-line, vee and marine motors, but some of the cars begged longer study. I had not seen oval bowl racer 'Eldorado' before. The ironic Cadillac name belongs to an elongated single-seater from the 420/M/58 series, of the type that raced in the USA and at Monza. In place of Eldorado Italia's garish 1958 colour scheme, seen threading its way around the Monza banking in the hands of Stirling Moss, I saw a stripped silver monster, its multi-tube frame bereft of the short-stroke (93.8x75.8 mm) V8 motor. An offset drivetrain delivered a claimed 450 bhp at 8000 rpm from 4.2 litres, allowing a reported 217.5 mph. The quadruple Weber 46 IDM carburettor unit stood on a workbench alongside, freshly rebuilt. Only the bald Firestones and shabby wire wheels remained as evidence of Condivi's reminder that "We got this back as a bag of bits from America."

A 1965 A6G sports coupé also took my eye. "It was one of four built with Pininfarina bodywork," explained Condivi, eyes atwinkle, "and a man took this car and ran a few kilometres in the Targa Florio of that year. He hit something pretty soon, and pretty hard. We got the car back to repair and have heard nothing from the driver ever since. So it turned to a bucket of rust. After 30 years, or so, we figured

it was ours again and the restoration began."

It is now a truly beautiful sports racer, its twin plug in-line six (1985cc/150 bhp at 6000 rpm) sitting well back in the traditional tubular frame. Enormous drum brakes are nearly as striking as the mandatory coats of red paint and the distinctly period single-seater nose.

A stretched Birdcage Maserati frame (for the Briggs Cunningham équipe) contradicted the Type 61's reputation for supreme ugliness. "Probably the ugliest car seen on the racing circuits of the world," says a delightfully candid official history – one written on such blotched and frequently photocopied sheets that it comes as no surprise to find that its version of events terminates in 1977!

The museum also taught me what a 'proper' Ghibli looked like in 1968, the factory example finished in black. They expected 300 bhp and 174 mph from its 4.7-litre V8.

Thoroughly modern Maserati

The new Ghibli I drove, based on the longer wheelbase (99 in) development of the Biturbo theme had 'only' 1996 cc, as a sop to tax-conscious Italians. Even so, it harvested slightly more power (306 bhp) than the '60s V8 that had more than twice the cubic capacity.

Today, such horsepower is extracted from a further development of the 90-degree alloy V6. It has an exhilarating 153.3 bhp per litre, a figure shared with the road-going Barchetta.

It differs to previous Maserati Biturbos thanks to developments such as enlarged IHI RHB 5.2 turbochargers. These supply healthy boost (1.1 bar) to a redeveloped version of the classic quadruple valve layout, which has belt-driven twin overhead camshafts for each triple cylinder bank and sodium treatment for the exhaust valves.

The short-stroke V6 (82x63 mm) continues to have its 7.6:1 compression cylinder heads cast by Cosworth at Worcester (as does the Shamal V8, incidentally). The limited slip differential is based on Salisbury components.

We hear that the Barchetta was crash tested in Britain for the European authorities, before the bug-eyed wonder is made available for those who want that 'racing car on the road' feeling next spring. In the UK, the Barchetta will be price between £70,000-80,000. It is thought up to half a dozen lhd examples could be imported.

Also expected in Britain next spring, but likely to have a torquier 2.8-litre V6 and a five-speed Getrag gearbox, rather than the two-litre/six-speed layout we enjoyed, is the latest machine to sport a Ghibli badge.

This features the traditional Maserati front-engined/rear-drive format, but the independent strut suspension is a masterpiece of crafted location tubes (the front has a double wishbone below the strut) and a cast alloy lower arm almost worth mantelpiece space. Giant ATE disc braking systems fill up the spokes of 16 in alloy wheels (7 and 8J), but anti-lock braking is at least two years away. "Anyway, our braking system is very good, and I am not terribly interested in ABS," says Alejandro de Tomaso provocatively.

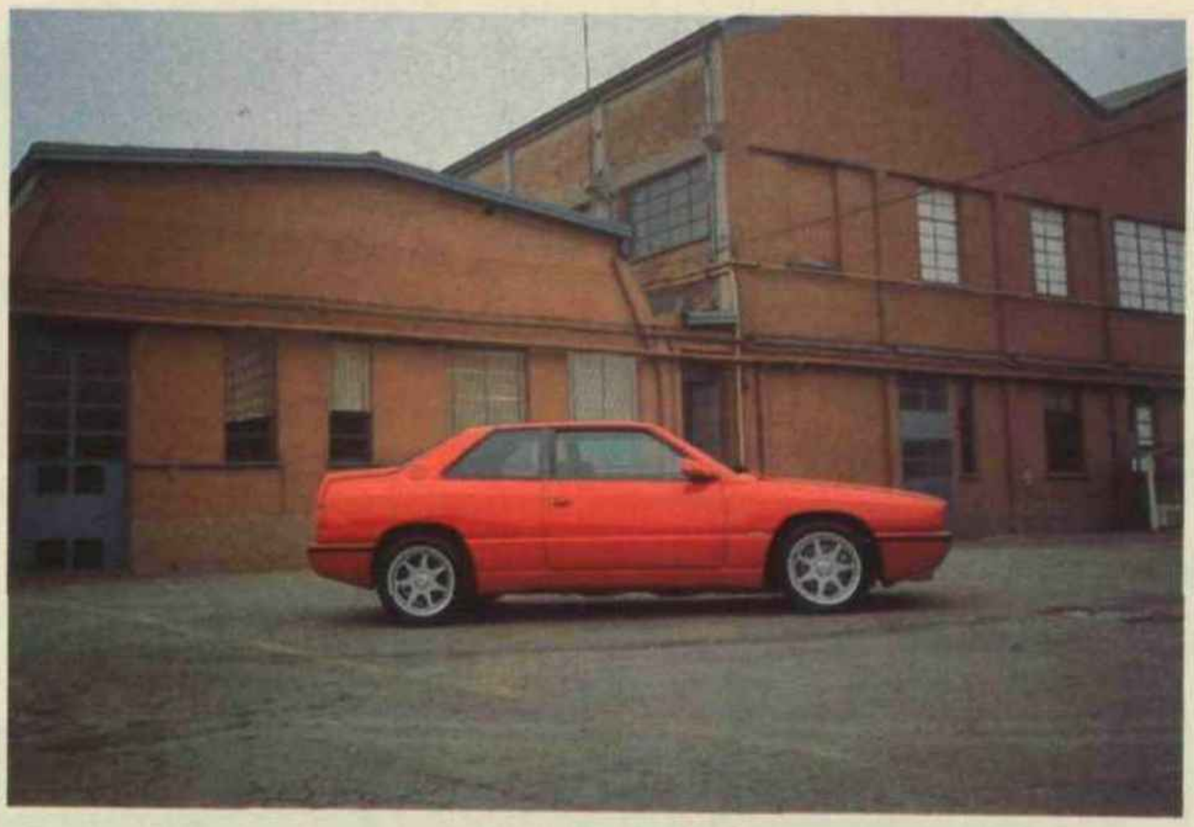
The controversial autocrat has run Maserati since 1975 (it is now 49 per cent Fiat-owned) and also has managerial/financial control of Innocenti, Moto Guzzi and the aged development of the de Tomaso Pantera line (still Ford V8 powered, but a proposed replacement is whispered to have BMW propulsion).

The Barchetta two-seater road car is closely based on those that have competed in the 1992 Grantrofeo Barchetta, a one-marque series that characteristically kicked off late and provided a platform for unemployed former TWR Jaguar driver John Nielsen to win all seven rounds!

The cars are unusual not just for their enticing aluminium honeycomb chassis and composite body (mainly glassfibre in appearance), but also because they run Michelin MXX3 road tyres (245/40 ZR fronts and 285/35 rears on 8 and 10.5Jx18 Machesini rim sections). A six-speed Getrag is deployed (with right-hand gearchange) along with a 3.875 final drive that allegedly allows over 186 mph. Depending on your choice of final drive (there are three available), it is possible to sprint from rest to 62 mph in 4.8s.

The conversion from race car to Barchetta Stradale is simple. Officially, it is described thus: "There are two headlamps and sets of seat belts, but we don't do carpets or any of those soft things!"

Looking around the press conference example and some of the racers that arrived with a magnificent police escort, an absence of silencing and no lights in the fog, it could be seen that Maserati has actually done quite a bit more than that. Most obvious is the absence of the rear wing, and dual exhausts became quadruple chrome affairs for the street. Most of the racers used small Momo steering wheels, whereas the Stradale wore a more sturdy implement and the seats tended to vary as well. Some of the racers had larger boost gauges deployed; we could hardly fail to notice that some were looking for 1.5 bar rather than the usual 1.1.





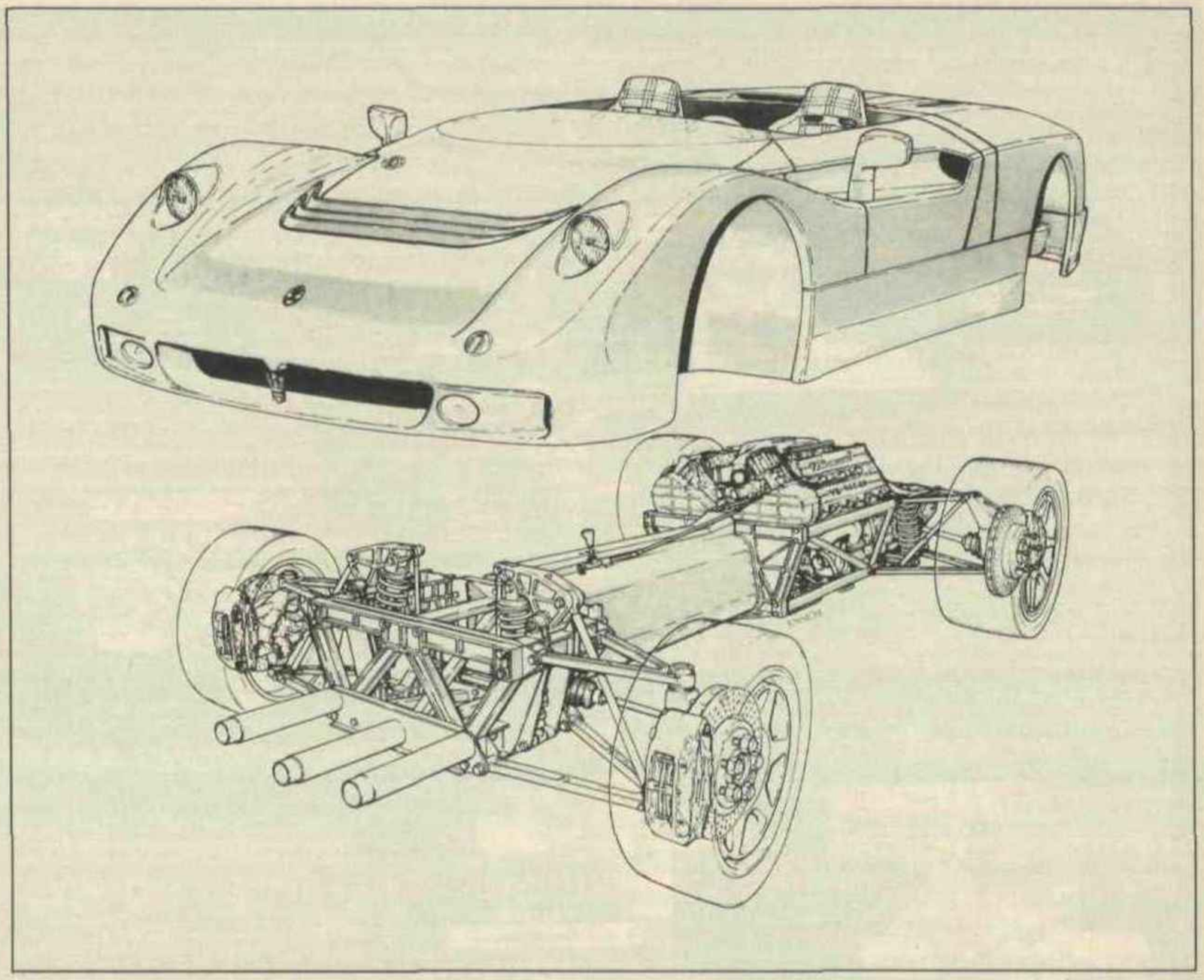
Far left, Alejandro de Tomaso and one of the impressive Shamal V8s. Latest Ghibli (above) is a development on the familiar, if rarely sighted, Biturbo theme.

The Maserati Barchetta Stradale differs slightly to the racing car on which it is based. It's got headlights, for instance. . .



Barchetta road users will get a view like this (above), albeit without the wing-mounted racing decals. Depending on your choice of final drive, engine (below) is good for 186mph. Right, the nuts and bolts of this racer for the road. Price will be at least £70,000 in the UK.





We were passengers in two new Ghiblis and drove one example. As with our recent Shamal V8 experience (see MOTOR SPORT, November 1992), we were genuinely surprised at the unique motoring experience Maserati is offering at prices clearly below that of the benchmark Porsche 911. Expect the Ghibli to cost £45,000 in Britain (it is currently just under £40,000 in Italy), but remember it will not have the engine and gearbox we tried.

As a passenger the docile ride – four-position electronic damper adjustment is standard – and excellent engine management by Weber Marelli were immediately apparent. Without the brace of a steering wheel, the test driver's foggy pace in the 160-180 km/h band (100-112 mph) was only fed to us in the form of the tremendous cornering loads generated by the plump Michelins at work on the pockmarked grime of the moderately twisty *autostrada*.

Driving adds another dimension to our impressions, although we covered no more than the proverbial blast around the block . . . even if that 'block' does incorporate a dual carriageway ring road. In amongst the wood cappings, the wriggle to achieve a decent driving position is aided by electrical assists for the backrest, but the seat distance is manually controlled and the steering wheel's vertical rake is governed by a knurled knob that requires a precautionary extra twist to ensure you really have locked the column in place. One detail has not been overcome; the cowl of leather around the steering column shroud stays in situ as the column is dropped, leaving a crack in the otherwise complete cabin detailing. The luxuriant finish extends to a wood surround for the ashtray and plenty of one-time forestation in the habitable (it's a true two-plus-two) back seats.

Other standard creature comforts comprise push-button air conditioning, internally adjustable Koni dampers and the usual electronic aids. Despite this extensive specification, dry kerb weight is quoted at 1295 kg, which means the power to weight ratio hovers around 241 bhp per ton. Confirmation of that effective power to weight ratio can be found behind the dated, but undeniably elegant, wood-rimmed steering wheel.

The alloy V6 – with the highest specific production output per litre I can recall driving on public roads – holds a regular 1000 rpm idle with a mumble. As soon as the weighty, but user-friendly, clutch is released, the potent two-litre does demonstrate its fierce power, and the unit has an altogether harder edge to its power delivery than its predecessors and the (comparatively) unstressed Shamal V8. This is especially true in that you need 3000 rpm to get really moving and the 5000-7000 rpm spread is swallowed in a snarl of power that is exhilarating without being unduly intrusive.

The effect is that of driving an insulated racer, for the Ghibli takes off with traction-threatening determination; if anything, the 0-62 mph prediction of 5.7s feels pessimistic. The forward thrust is only constrained by prudence on this short acquaintance, so we levelled off at 100-110 mph to find that noise levels are far below the sporting norm, but in this respect there is no comparison with the big luxury cars from Jaguar and BMW. The final drive ratio certainly is short and the engine is flattered into looking rather more flexible than I suspect to be the case. I found little need to overwork the six-speed gearbox, save to establish that change quality remained better than that on any rival six-speed, something we had already experienced with the Shamal.

Other chassis details should not receive too much praise on this quick trip, especially as wet roads are likely to make a mockery of almost any powerful, turbocharged, front-engined, rear-drive car that's in a hurry. There was lots of grip in the drizzly fog we encountered, but I would have given the new BMW M3 (also shod by Michelin, and similarly powerful) maximum cornering points if I had driven it in identical conditions, and experience tells me that such a verdict would have been mistaken. Currently, Michelin is superb at providing staggering road tyre grip, but it often emphasises sheer adhesion at the expense of progressive handling traits when grip is scarce.

On this showing, both brakes and hydraulically power-assisted steering had the pedigree qualities you would expect of Maserati. The steering is notably shock free and yet supplies good feedback. I disagree with de Tomaso and think ABS should be present (if Lotus could do it for a few hundred Esprits annually, why should Maserati customers not be served with equal safety?), but the brakes did all we could have wished . . . and rather more than that errant Golf diesel could cope with!

Today's Shamal and Ghibli offer a slightly chintzier version of the traditional British wood and leather cabin (far more elaborate and more exhaustively detailed, in my view, than anything we make below Rolls-Royce level), packaged compactly with potent but refined performance. The Ghibli has a hint of the old Jaguar 3.8 Mk2's virtues, with the emphasis on interior grace and road pace rather than exterior style.

As for the rest of my Maserati education, the press conference was full of such outrageous statements and ear-blasting translations that I just could not have taken a word seriously . . . unlike the 1047 men at Milan who were sacked when body manufacture was transferred back to Modena after a 15-year absence, or the 500 or so devotees currently employed to build a range comprising the Spyder (convertible), 442, Shamal and Ghibli.

It was an informative weekend, and we wait with curiosity for further experience of the Barchetta and rhd Ghibli next spring, to see if this rekindled fervour for the Trident marque will be maintained over more extended courtship. **J W**



Riding the storm

The future structure of international motor racing was thrown into confusion in December, when FISA announced, rather curtly, that Formula 3000 was to be replaced. A salvage operation has been mounted . . .

Everyone close to motor racing knows that Formula 3000 is one of the best-kept secrets in the business. Ask the man in the street what Formula 3000 is and the chances are that he's more likely to think it's a brand of carpet cleaner than the most popular breeding ground for the Grand Prix stars of tomorrow.

No question, F3000's profile in the overall scheme of everyday life is low. It attracts roughly as much national newspaper coverage as lacrosse.

All the same, it existed quite happily in its own little way, performing mainly in front of near-empty grandstands at remote circuits that no other championship would touch. There were compensations, of course, such as the annual street racing beano in Pau, where a large crowd is always guaranteed, and there have always been a couple of Grand Prix support races, where a large audience is usually guaranteed, even on a Saturday.

So has it been hard selling F3000 to potential sponsors, given the absence of marketing, promotion, TV coverage and crowds? Well it's certainly never been simple, but since 1986, the second year of the formula's existence, grids have been full. On many occasions, there have been half a dozen or more non-qualifiers. In short, the formula has always looked healthy on the surface, though the driver market has always been notable for its fluidity, competitors sometimes driving for four or even five teams per season as they sought the best deals to eke out their meagre finances.

Despite this rather haphazard existence, the terse one-liner with which FISA announced that it was to axe the formula came as something of a shock. On December 10, following a meeting of the international governing body's world council, there was a simple statement announcing that Formula 3000 would be killed off at the end of 1993 because it had become too expensive, and that something else would take its place in 1994 following consultation with the various national governing bodies.

By the time the announcement was made, Reynard and Lola – the formula's principal chassis suppliers – had already spent money developing and constructing their 1993 cars. Cosworth had conceived an all-new, ultra-compact V8, the AC, and Mugen had invested similarly in a fresh engine. There was no prior warning, nor any apology for the copious investment that had apparently been wasted. It was a simple "thank you and good night", except that there wasn't really much of a

"thank you" . . .

The major trade suppliers were flabbergasted. At the behest of FISA president Max Mosley, they had produced a working document designed to cut seasonal running costs by as much as 25 per cent, but in mid-December this appeared not to count for much. Teams were saddened by the news, though many said that they were hardly surprised.

Mike Earle, boss of 3001 International, was one of the prime movers when F3000 was devised to replace the ailing Formula Two in 1984. He described the news from Paris as inevitable. "Costs have escalated and the product simply can't stand it. Avon has been very good, tyre costs have been very stable, and engines have become a little bit cheaper, but I have to say that the formula could do without sequential gearboxes, for instance. It's supposed to be a driver *training* formula. We'll now have to ditch our existing gear stock and buy new, yet there won't be any appreciable difference in performance. I know that it's a proving ground for engineers as well as drivers, but the technical stuff should be put in the background, particularly at the moment.

"We've been slow to realise that you can't keep adding £10-15,000 to the price of a chassis just like that. The situation could have been resolved if we'd had a meeting in the middle of this year and agreed not to permit any further modifications for the next two or three seasons.

"I know that the new gears will be more durable, but it will take four or five years to recoup the cost of the initial investment. What the formula needs is action *now*.

"I don't think an overgrown Vauxhall-Lotus formula is the answer (That was a popular rumour in the wake of the official announcement – SA). We should take a '92 Reynard or Lola and fit a standard Mugen or Cosworth. That would be roughly the same as what we have now. It wouldn't be the answer forever, but it would provide stability in the short term.

"Until an economic boom time returns, we've got to face reality.

"It's commendable that the manufacturers have drawn up their cost-cutting proposals, but right now we're still faced with sequential gearboxes and a price hike. You just can't justify £700,000 per car per annum to a sponsor. It's like walking into a car showroom and being offered a Fiat Panda for the price of a Rolls-Royce."

Earle is spreading his wings for 1993. He has a separate, flourishing racing team in the USA, which this year will contest both the Indy Lights series and Formula Atlantic. The ultimate aim is to run an IndyCar team, maybe as early as 1994.

Formula 3000? Well, 3001 will be doing that too. "We're just talking to people at the moment, but we'll definitely be running. Once all the F1 teams have nominated their drivers, it'll all fall into place, as it usually does. There aren't enough seats to go around in F1, so there are plenty of drivers out there."

Indeed, despite the general uncertainty that prevailed in December and early January, there was every sign that Formula 3000 entries would grow in 1993. A couple of regular 1992 entrants have disappeared, certainly. Pacific is committed to Formula 1, and Nigel Stepney, who ran the fledgling Piquet Racing last season, has moved on to join Ferrari's technical staff. All the other principal teams are continuing, however, and new entries are expected from Mythos, in Italy, European Technique, PTM and Morello in Britain. There is also talk of a new project to help young Argentinean drivers, for which substantial finance is reputedly available.

In virtually every case, teams are pushing ahead with confidence.

The air of optimism grew further after the formula's main suppliers met with FISA, in Paris, on January 13. Although no concrete decisions were made at that meeting, there were assurances that no drastic decisions will be taken without consultation. As MOTOR SPORT closed for press, guidelines for the future were awaiting ratification. It is almost certain that the Formula Two name will be re-adopted (in itself no bad thing, as it at least allows the public at large to work out where the category fits into the sport's overall framework); it is absolutely certain that running costs, whatever formula is chosen, will be reduced as Mosley has requested.

"It's like walking into a car showroom and being offered a Fiat Panda for the price of a Rolls-Royce"

It makes sense to retain the element of competition that exists between rival chassis builders and engine tuners. Motor racing is a competitive business, and while control formulae make perfect sense in a driver's formative years, when he or she is first coming to terms with racecraft, or perhaps slicks and wings, Formula 3000 is the final stepping stone to F1, and the participants should be capable of understanding a greater number of technical parameters.

Capping technological development in the name of economy is a sound basis for the future, but there are other aspects of Formula 3000 which require urgent remedial attention. For years, teams have been shouting and screaming about the absence of marketing; for years, nothing has been done about it.

What's so unpromotable about a field full of closely-matched, 470 bhp single-seaters driven by the cream of the world's young racing drivers? Answers on a postcard, please . . .

Some cynics felt that the timing of FISA's original announcement was deliberately intended to destabilise the formula, with a view to reducing fields in 1993 and thus making its eventual replacement appear more logical. A governing body that kept sportscar racing afloat on a handful of cars was hardly going to score credibility points for killing off a series boasting full grids . . .

If interest continues at its present level, the threat of dwindling support will certainly have receded when the series kicks off at Donington Park on May 3.

However, the calendar, as it stands at the time of writing, is totally illogical.

It's not just a question of unsuitable venues. Teams have been moaning about the inadequate marshalling and poor facilities at Enna for years, but everyone accepts that the Sicilian track is part and parcel of F3000 life, an idiosyncrasy that has to be tolerated. The series' first visit to Albacete brought another storm of protest. At least there are decent pits in Spain; the trouble is that the circuit is barely wide enough to stage a Scalextric contest. Predictably, Albacete is scheduled again in '93.

What makes the inclusion of such facilities even less acceptable is the timetabling. Five days after Enna, teams are expected to practise at Hockenheim. That's a fair old trek, and doesn't leave much time for repairs to be effected, should they be necessary. And they usually are necessary after Enna, where the rate of attrition is traditionally high. If Reynard and Lola are smart, they'll have a stock of new tubs ready and waiting in Germany, just in case.

Albacete is pencilled in as the third race in as many weekends, and requires teams to be ready to run seven days after Spa, which isn't *quite* as daft as the Enna/Hockenheim schedule, but it's not what most people would call practical.

Of the teams contesting the series, two are French and the balance are split around 50/50 between Britain and Italy. It was only recently that Donington was grafted onto the schedule, however, and there are no races in mainland Italy, which is blessed with superb, though sadly underused, facilities such as Mugello and Imola. That, patently, is an absurd situation.

So what's the answer?

Inevitably, there are those who argue that the cost-cutting proposals are a simple case of too little, too late.

We feel that they should at least be given a chance. In the main, they are all simple, common sense ideas, designed to make cars cheaper to build and more durable . . . and thus cheaper to run. The engine tuners, for their part, have agreed to outlaw the use of costly materials such as titanium. Their target is to achieve 2000 miles between rebuilds.

FISA thus has no need to come up with an all-new formula.

Re-introduce Formula Two by all means, but there's no need to get carried away. The perfect basis for the new F2 already exists, and has been a success (in terms of motor racing, pure and simple) since 1985. It has also given countless young drivers invaluable experience on their way to F1.

All that's required now are a little skilful management and, of course, a more practicable calendar.

At a recent meeting convened by the RAC MSA to discuss the formula's future with both entrants and constructors, the assembled group was asked the following question: "Who would like to see Formula 3000 scrapped?"

It was answered by complete silence. **SA**

LONDON'S MOTOR RACING SHOW

The show goes on

Nigel Mansell's Lola T93/00 is due to be one of the star exhibits at Earl's Court.



Last year marked the return of a major motor sports exhibition to London, and the venture proved to be a success. For 1993, the *Daily Express* Motor Racing Show in association with *Motoring News* and MOTOR SPORT, which takes place at Earl's Court from February 11-14, has been expanded. There will be more floor space, more exhibits and more things to try out for yourself.

One of the highlights of the four-day event will be the launch of Pacific Grand Prix's brand new F1 car, the PR01, which is scheduled to make its public debut just one month before the F1 season recommences at Kyalami.

Mansell aficionados will be able to take a look at the Lola T93/00 that the outgoing F1 champion will race in this year's CART/PPG IndyCar World Series. Mansell's all-conquering Williams is, naturally, expected to appear, as part of a display dedicated to past British F1 champions.

There will also be a variety of GT racers, ancient and modern. An ex-Moss Maserati 300S is one of the stars of yore, while many road cars suitable for the new GT regulations (see *Cotton On*, facing page) will also be on view, including the Jaguar XJ220, LotusSport 300 and Venturi.

Daytona Raceway will be providing an indoor karting facility for public use, though recent experience of a Tamiya Ford Escort Cosworth (admittedly within the furniture-ridden confines of Standard House) suggests that test drives of the Japanese giant's latest radio controlled models might actually be more taxing . . . Certified masochists will be welcomed with open arms at Racefit, which specialises in fine-tuning racing drivers' physiques. There will be ample equipment on hand to assess your own particular needs. Oxygen masks are not supplied.

There will be technical seminars on Thursday the 11th and Friday the 12th; attendance costs £25 per head, and the speakers will explain how to make best use of modern motor racing equipment and techniques. The first day is dedicated to touring car racing, the second to professional single-seater racing (ie F3 and F3000).

Throughout the four days, numerous celebrities will be interviewed live on stage, and there will be the usual varied assortment of theme displays and trade stands. Look out too for the launch of the Marie Curie Motor Racing Club, a project instigated by Formula 3000 team Omegaland. Proceeds will be split between the team and Cancer Care.

Both *Motoring News* and MOTOR SPORT will be present throughout. Visitors welcome.

Thursday is reserved for trade and press. The show opens at 10.00 on each of the other three days, closing at 20.30 (Friday), 19.00 (Saturday) and 18.00 (Sunday). Admission costs £6 for adults, £3 for children. Note that tickets will be on sale from all staffed Network SouthEast BR stations. They can also be reserved in advance via the Earl's Court box office, on 071-373 8141. RAC MSA and FISA competition licence holders are entitled to free admission either by booking in advance or by bringing a paying friend. For details, call 081-744 1585.

*** – All information about exhibits correct as MOTOR SPORT closed for press.**



An exhibition of German Touring Car Championship contenders is promised.



The Venturi: one of a new breed of GT racers.



Tom Walkinshaw and the new Jaguar XJ220C, which is scheduled to appear in GT races this season.

Muddy waters

Sports car racing begins the long haul back to respectability in 1993, based on the concept of homologated Grand Touring cars. National championships will take place in Britain, Germany, France, Italy, America and Japan, but nowhere will there be common regulations.

Lacking any sort of lead from FISA, John Quenby (chief executive of the RAC Motor Sports Association) has taken the initiative in putting together and announcing an ad hoc series of European races.

Two will be run in Britain, at Silverstone on May 9 and at Donington on September 12, and the Grand Touring class at Le Mans (June 19/20) will be the premier event. It is expected that the opening round will take place at Mugello in April, and that a round will be held at Jarama in July. Two more 'definites' are at the Nürburgring on August 22 and at Magny-Cours on October 17.

Who will take part in these races, and to what regulations will they run? It's not easy in January to answer either of these questions, but Lotus will supply a new Esprit Sport 300 model to Hugh Chamberlain, Allen Lloyd plans to run the new Jaguar XJ220C (perhaps for Derek and Justin Bell?), and there is always a nucleus of Porsche 911 owners you can trust to turn up.

Although the regulations are different in every country, a common theme will be introduced, and it's more likely to be the Le Mans class than FISA's. At Silverstone, for instance, the BRDC's category will come first, and the race (of perhaps one hour, or two hours with a midway break) will be firmly production based.

"We have to cater for cars that already exist," says Chris Norman, the BRDC's competitions manager. "I have looked at the FISA regulations, but they are aimed so much at the supercars that only five or six types will be eligible; I doubt if we'd have any entries in May.

"People will be preparing cars for Le Mans and will want to try them out. Silverstone has traditionally been the place to prepare for Le Mans. Our own series will be for less exotic production cars, Porsches, Honda NSXs and perhaps Ferraris and Aston Martins in an evolution class.

"We would be much closer to the German GT championship than to FISA, and the response we've had so far has been very encouraging."

The format envisaged is for the national category to form the main class (ADAC in Germany, BRDC in Britain) with Le Mans and FISA classes added. The GT class in the Daytona 24 Hours on January 30/31 will run to amended FISA regulations, which have not been made public. These scrap the power-to-weight formula ratified last June, and introduce a single, 1,100 kg class, with performances limited by restrictors . . . much like the ACO's rules, in fact.

These are, as a reminder, for cars weighing at least 1,000 kg and for any engine size, though with inlet restrictors limiting the power to about 475 bhp. Super- or turbochargers may be installed, if not already specified, and cars from national championships (such as IMSA GTO, or German saloons) are catered for.

FISA, having driven sports car racing to the point of extinction, has a clear responsibility to help the process of rehabilitation, but its executives are rather too laid-back at the present time.

Somewhere between October 20, when president Max Mosley said that he would announce a calendar "within the next three weeks", and November 20 when he responded "er, thanks for reminding me", a good deal of enthusiasm evaporated.

The problems of Formula 1 were too pressing to delay, but FISA has a staff and could have cobbled something together. The announcement of an official calendar would have been a significant step, giving credibility and status to the GT class. Without it, there is vacuum which others, no part of FISA, mind you, are working hard to fill.

Hugh Chamberlain, winner of the 1992 FIA Cup, finally twigged that FISA had nothing on the agenda when he attended the FIA prizegiving ceremony in Paris on December 11. It was then that he realised that if he didn't start a ball rolling, no one would, and obtained Mosley's authority to approach Quenby and get some telephones warmed up around Europe. The process was started just before Christmas, and continued in January.

Tom Kean, who drafted the GT regulations approved in June, recommended some changes to widen their scope. These have been discussed by FISA's technical commission and relayed to IMSA, although no amendments have been ratified by FISA.

"When I was asked to prepare these regulations in the early part of last year, the brief was to consider exotic GT cars which would compete with Group C cars," says Kean. "Clearly FISA is in a different situation now as there are no Group C cars, and the GTs don't need to lap as quickly as envisaged."

Porsches are 'in' again, and doubtless will predominate at Daytona. By abandoning the engine size/minimum weight categorisation FISA is taking a huge step onto middle ground, but whether they'll make any dent on the ACO's rules – for which a number of cars are being prepared – is anyone's guess.

FISA's recent track record with endurance racing is shameful, and the GTs will surely make a better start out in the meadow than in any hothouse managed by Mosley and Bernie Ecclestone.

Eventually, though, Grand Touring racing will need FISA's authority to develop into a European Championship, and then into a world series.

Whether or not Mosley remains wedded to the idea of Simtek making a magic black box that will equalise the performance of all cars, he may not take kindly to the realisation that the ACO's Le Mans regulations have become the standard for GT cars around the world.

And for its part, the ACO would be aggrieved if FISA suddenly applied black-box technology to the GTs competing in the 24 Hours. Sports car racing will swim in muddy waters for a long time to come! **MLC**

Gil



You'd be forgiven for thinking that competition was the last thing on Gil de Ferran's mind during the 1992 British F3 season. De Ferran gave Paul Stewart Racing its first title after four years in the formula, and the Brazilian topped the points table for most of the season. Comfortably, at that.

No question, de Ferran and the PSR Reynard 923-Mugen were the strongest, and most consistent, combination, but at most events there was usually someone to keep him on his toes. Indeed, half of those who scored points had at least one win to their name, yet none was able to mount a persistent challenge to de Ferran.

Graduates from the F3 class of '91 held the aces in the opening races, but the series was dealt a painful blow at Easter.

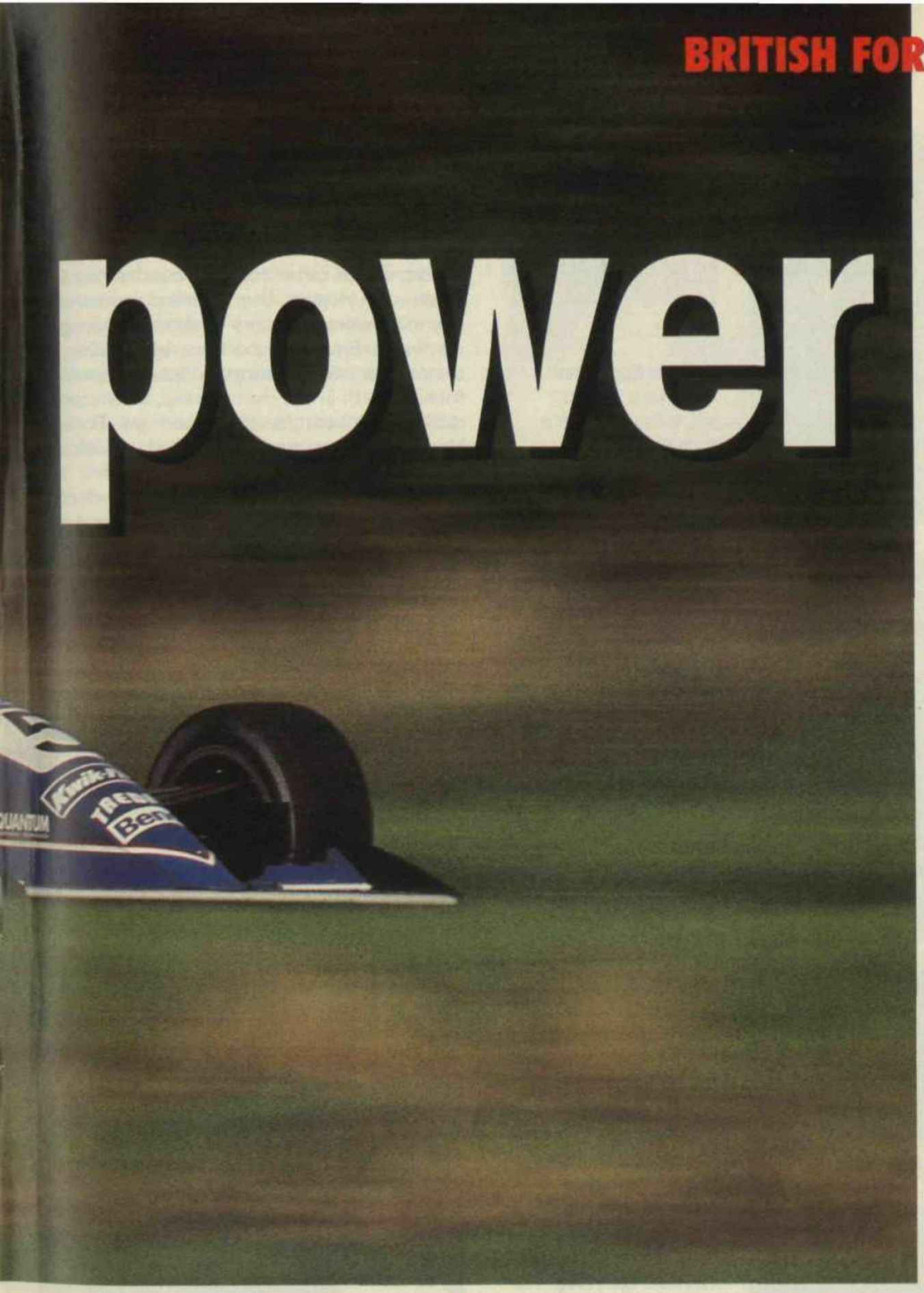
Marcel Albers (Alan Docking Racing Ralt) had taken the Donington opener after a hearty battle with Oswaldo Negri Jnr (West Surrey Racing Reynard), the latter throwing away second – to the profit of Kelvin Burt (Fortec Reynard) – when he skated off at the chicane on the very last lap. De Ferran, who had recovered from what would be his lowest qualifying slot of the year to claim the final spot on the podium, went on to win the second race at Silverstone.

Sadly, what looked certain to be a serious championship challenge by Albers ended in round three at Thruxton, on Easter Monday. Battling his way up through the field after an early incident, the popular Dutchman made contact with his team-mate Elton Julian under braking for the chicane. His car was launched into the safety fencing, and the amiable Marcel succumbed to injuries sustained in the violent impact.

His death stunned everyone connected with the championship, which continued, only six days later, at an understandably subdued Brands Hatch.

Bravely, ADR retained its motivation during this testing time, and was rewarded when Julian scored an incredibly emotional victory when the series revisited Hampshire less than a fortnight after the Albers tragedy. The young

power



American resisted incredible pressure from both class B interloper Hilton Cowie and de Ferran to score his first – and to date only – F3 win in one of the most exciting battles to have graced the formula for many a season.

The loss of one of the title favourites should take nothing away from de Ferran's exploits. The Brazilian's blend of natural speed and experience flourished in the convivial atmosphere that he so relished at PSR. His contentment showed in his results: nine straight podium finishes (14 in all) and seven wins. Hardly surprising that he should have secured the crown as early as round 13 (of 16).

Gil was declared winner of the tragic Thruxton race, which he had been leading when it was stopped on lap eight. That victory was somewhat meaningless. The others, bar one, were down to him. Only at Silverstone, where Negri recorded one of the most blatant jump-starts since records began, leaving Gil unopposed, did his success have an element of good fortune. His only non-finish, ironically, came in the British GP support race, where he had been thrust into the spotlight one year beforehand.

His late-season triumph at Thruxton was masterful. His dogged defence in the face of an incessant challenge from Burt was almost as enthralling as the Julian/Cowie scrap at the same venue a few months earlier.

Like PSR, the majority of the field initially elected to run Reynards. It marked something of a change in trends, for the marque had only re-emerged as a truly competitive force thanks to the efforts of de Ferran and Edenbridge Racing in 1991. The biggest tremor was caused when loyal Ralt customer Dick Bennetts, whose West Surrey team had won the past two championship titles, swapped allegiance and opted for the David Brown-designed 923. An evolution of the proven 913, it was regarded as a known quantity and its neat lines found favour with all bar Alan Docking at the start of the season. Docking remained faithful to Ralt, and the marque's first all-composite F3 chassis, Andy Thorby's RT36. In mid-season, Edenbridge bought a brace of RT36s to balance the odds a little.

In truth, there wasn't that much to choose between the two. Reynard had a marginal edge on the faster tracks, the pendulum swinging back to Ralt at slower venues. The final score was 10-6 in the 923's favour, though given its numerical advantage that was no surprise.



While Albers's death knocked the stuffing out of Docking's tightly-knit and ultra-efficient team for a while, the fact that three different drivers won in his cars was testament to the team's efficiency. Philippe Adams (who had started the year in a Bowman-run Reynard before moving to ADR) threatened, at one point, to challenge de Ferran, and eventually finished as series runner-up. Julian's only showing of real note was the aforementioned Thruxton victory. The Californian struggled when he tried a Fortec Reynard for the last three races.

The only non-ADR victory for Ralt came at the British GP meeting, where Warren Hughes turned in one of the most impressive drives of the season. In teeming rain he waded his way from a lowly grid position to pass long-time leader Burt with three laps to go. On home soil, a 1-2 for the two Racing for Britain nominees was well-received. Hughes' success was achieved with a Neil Brown-tuned Mugen installed in his Edenbridge Racing Ralt, as class A briefly became a one-engine formula.

The Geordie started the year with a

Gil de Ferran (main shot) benefited from extraordinary consistency, which complemented his natural speed. Right, Philippe Adams had to work hard to finish as series runner-up. Here, the Belgian fends off compatriots Mikke van Hool and Marc Goossens, with class B champion Paul Evans in close attendance.





Oswaldo Negri, leading Warren Hughes, left, failed to mount a sustained challenge. Hughes, above, was a stunning winner at Silverstone.



Kelvin Burt was best of the Brits, taking two wins.



Left, Pedro Diniz, Hilton Cowie and Mikke van Hool come to grief at Snetterton. Below, Elton Julian fends off de Ferran and Jason Plato's Van Diemen at Thruxton. The young American's only victory was truly memorable.



Swindon-tuned Vauxhall, which Vauxhall commendably withdrew when it proved not to be fully competitive, and finished it with a Spiess-prepared version of the same unit, similar to those which ran successfully (as Opels) in France and Germany.

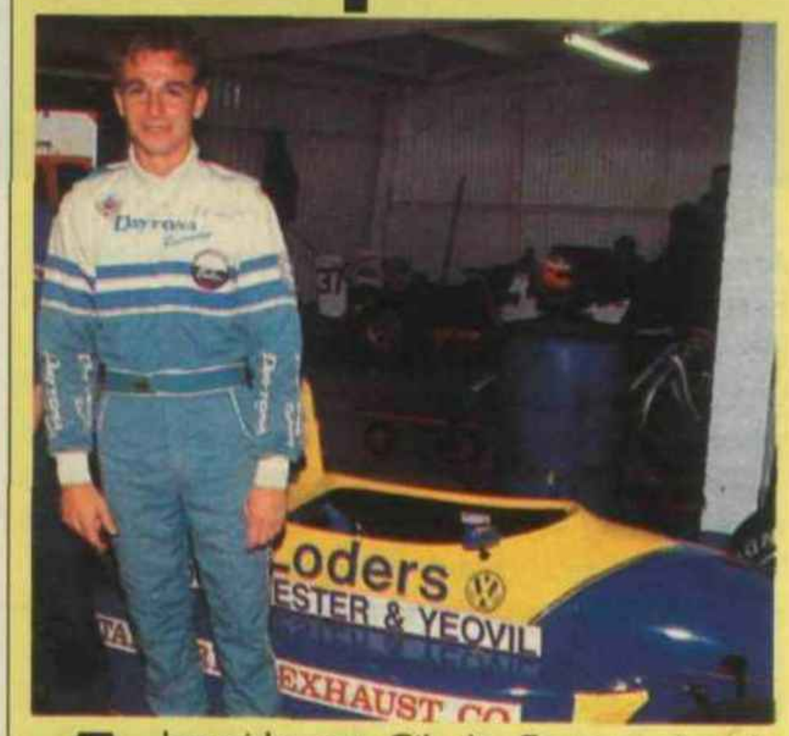
Burt, whose career has progressed almost in parallel with Hughes', beat his friend and adversary to a maiden F3 victory by skittering through the wet at Brands (round four), later adding a dry-weather win at Donington. Kelvin eventually finished fourth in the championship, a commendable result both for the driver and Fortec Motorsport, the progressive Lincolnshire outfit in its first season of F3.

Fortec's growing stature provided a direct contrast to West Surrey Racing's withering fortunes. For over half the season the reigning champions looked to be in danger of a winless campaign. Bennetts would never admit that switching to Reynards had been a mistake, however, and Negri was bang on the pace during pre-season testing and in the opening few races. When things started to go wrong, it took a long time to rectify matters. By the time Negri had broken his duck at Snetterton, it was too late for what had looked, on paper, to be a championship-winning combination to pose any threat.

Negri's team-mate Marc Goossens, 1991 Formula Ford Festival winner, finished the year

MAN TO WATCH

Tale of the unexpected



Alongside sat Gil de Ferran, already crowned as British F3 champion. It wasn't that the Brazilian had suffered outrageous ill-fortune during practice, it was just that Paul Evans, an ambitious 20 year-old from Wokingham, was soaking up the unexpected buzz of starting his year-old F3 Ralt from the second row of the grid at Donington Park. Not one who usually trembles at the prospect of a green light, Paul confesses that there were a few surplus butterflies doing the rounds that September afternoon, as he surveyed the string of familiar, front-running liveries that shimmered in his mirrors.

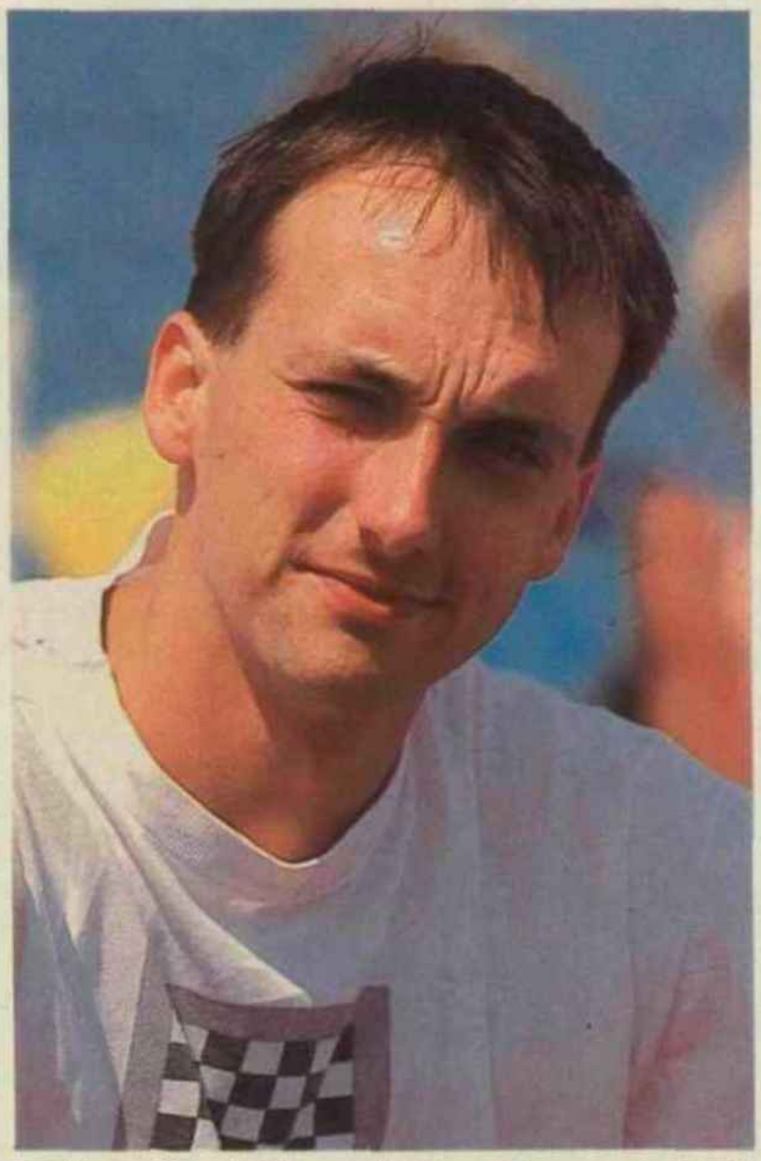
strongly but never looked likely actually to win a race.

With TOM'S retreating to Japan and Bowman concentrating on France (although both will be back in Britain this year), it was left to Van Diemen to provide the variety with the RF92, the first ever F3 car to carry the marque's name. In many ways Dave Baldwin's design was the most revolutionary of all, sporting monoshock front suspension from the word go, long before Burt's Reynard appeared with a similar system.

Promising Formula Renault graduate Jason Plato started the year in the P1 Lotus-run Duckhams car, and it was expecting a lot of him to develop it. We never really saw his ultimate potential, although he showed flashes of real pace before a pecuniary disagreement led to his being displaced by Julian Westwood. The Welshman, who had early-season experience of the RF92 in Japan, finished third in each of his first two races but faded a little thereafter.

It wasn't altogether a straightforward year for P1. Roly Vincini's new team had the unenviable job of trying to cope with two different chassis, as Mikke van Hool stuck to a Reynard (with which he managed several promising results in the early part of the year).

Amazingly, the only other driver who came close to winning a race was aforementioned class B contender Hilton Cowie, who actually led the second Thruxton race for two laps in a Fred Goddard Racing Reynard 913 before finishing third. It was the first time a B series car had ever managed such a thing in Britain.



Sad loss: Marcel Albers' death, at Thruxton in April, was an enormous blow not just to F3, but to motor racing in general.

It was partly the effect of revised class A regulations pertaining to wing location. This allowed older chassis too be much more competitive, and we regularly had Cowie and Paul Evans (Mark Bailey Racing Ralt RT35) qualifying in the top 10. In only his second season of car racing, the impressive Evans (see separate story), fifth overall in the Thruxton race which spat Cowie into the spotlight, finally wrapped up the title at the penultimate round.

For 1993, de Ferran is on several F3000 team managers' shopping lists. Finance permitting, he will step up to the international stage. Burt and Hughes have indicated that they will stay in F3 for a second year, and we could have a rare situation in which the British F3 series is peppered with front-running Britons. Oliver Gavin has already signed for Edenbridge, class B champion Evans intends to pursue the main title and Formula Vauxhall Lotus champions Gareth Rees (European) and Piers Hunnisett (British) are both expected to compete with leading teams.

We could have the first *British* British F3 champion since Johnny Herbert, back in 1987. **S W**

PAUL EVANS

It was just one of a stirring series of performances from a young man in only his second season of racing. His success in class B of the British F3 series, with eight wins from 15 starts, was something of a surprise. Not because his natural speed was any great revelation, but because he'd never expected to contest the series in the first place. It all happened rather by chance.

Paul and his father-cum-staunchest-supporter Ken spent winter 1991 pursuing funds for a crack at Formula Vauxhall Lotus. The idea of tackling anything as ambitious as F3, even in the cheaper B class, had never occurred to them . . .

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Evans' passion for the sport was fired up when he and his father dropped in to watch a friend racing his kart at Blackbushe. Both were instantly hooked, and at the age of 13 Paul made his debut in the Junior Britain class. His most successful season was his fifth, and last, when he finished second in the British Super National Championship.

By now 18, he graduated to cars, contesting the 1990 Brands Hatch Formula Forward Winterseries with ME Motorsport. Although designed as a stepping-stone category for the ambitious, Formula Forward has never really caught on in a market-place saturated with options for the racing rookie. Paul is satisfied that it was a sensible move, however. "I tried a Formula Ford car but I didn't really enjoy it. After karting, I found that Forward suited my style much better. I was already used to slicks, of course, and it was a chance to learn all about setting up a car with wings. It was a good education."

He finished second in his very first race, and was in with a chance of taking the championship until the weather intervened and caused the final round of the series to be cancelled.

Happy with his lot at ME, he tackled the national championship in 1991, but despite three wins and a handful of podium finishes he only placed fourth in the points table. Short of funds, he skipped the Winterseries to concentrate on finding a suitable berth in Vauxhall Lotus.

In-between sponsor-chasing, he spent his time earning a crust as a mechanic for Mark Bailey Racing, which was gearing up for an assault on class B of the national F3 series. Paul thus got to plenty of test sessions, albeit working on William Hewland's Ralt rather than sitting in the thing.

Just before the season got under way, Hewland had a hefty accident at Silverstone. The damage was extensive, and he was forced to miss the opening race of the season. Indeed, it was deemed prudent to purchase a replacement.

That left one crumpled Ralt in Bailey's workshops, and a deal was swiftly struck: if Evans fixed it and provided an engine, he could race it. It took two weeks to straighten the RT35, which was recognisable as a racing car in time for the second round, where Paul finished eighth overall and scored a class win on his debut. Highlights of the year included a fifth place overall at Thruxton, where main rival Hilton Cowie had the impudence to lead the race outright for a couple of laps, and that second row qualifying effort at Donington.

"Hilton and I had some good battles," recalls Paul. "My most satisfying win was at Silverstone in August. We had a really close scrap, and I just beat him. Unfortunately, he was disqualified after the race for a flag infringement, which more or less guaranteed me the title and took the pressure off for the last couple of races.

"Racing with Mark was really good. There's a lovely family atmosphere in the team, with his mum cooking the lunch and so on, and my dad couldn't keep his hands off the car, the same as when I was in karting. I think a happy team makes for a happy driver. Really, there weren't any low points to the year. We got good results, and I learned an awful lot." Money had to be found as and when, and support from local firm The Total Tyre and Exhaust Company was particularly welcome.

His prize for winning the championship was a test run in de Ferran's title-winning Reynard, and he impressed the PSR team with his pace, lapping just 0.1s slower than the Brazilian's pole time in the Silverstone finale. He is now focussing his attention firmly on securing a top-line class A drive this year. "I don't want to think too far ahead. I prefer to take one season at a time. Obviously, I'd like to think I can keep making progress, but my immediate objective is to win races outright in 1993 and go for the championship."

As this issue of MOTOR SPORT rolls off the presses, Paul will be on his way to India, to take part in a brace of Formula 3 races in an Edenbridge Reynard. One of the cars he'll be competing against is the Ralt which carried him to the title. It's an experience he's looking forward to, though he didn't learn much when he shook the car down at Snetterton, where the supersoft suspension required to accommodate the concrete ripples of Madras rendered lap times fairly meaningless.

He's also been advised to take his own food. Mark Bailey's mum will not, sadly, be on hand to supervise catering arrangements . . . **S A**

TR action control



Photography: Highlight photos

Nobody, particularly in the parochial world of the TR Register, gave much thought to the winning potential of the TR7 in V8 guise. A few years back an ex-works rally car showed the flyweight four- and six-cylinder TR men that horsepower (or, more importantly, accessible torque) was present in abundance. "If only I could find a way of getting that down to the ground, sorting out the handling, there'd be a winning car there," thought double TR champion Mick Richards. The idea occurred to him after an eventful Snetterton confrontation with a TR8 in his faithful, and successful, four-cylinder TR7.

His rivals would curse that day.

Since then, he has racked up a further pair of Cox & Buckles TR Register titles (1991 and 1992). Richards has become unassailable in his originally developed TR7 V8 hardtop. And I do not use the word 'originally' lightly. This is the first production-based racing car I have driven without anti roll bars . . .

To find out just how effective the winning recipe has been, Richards made the ultimate club competitor commitment: he chose a wet and foggy Cadwell Park to let a journalist out in his Triumph. Despite a number of understandable minor tantrums at being deprived of its regular master, the £17,000 TR7 took a comfortable pole position in the wet and a rumbling flag-to-flag win in the dry 10-lapper that comprised the championship finale. None of this would be recorded on the results sheets, as the BRSCC's official bulletins refused to accept that Richards had handed the car over.

Fortunately we have the video and garland to prove the victory, otherwise we might not have believed it had ever happened. More seriously, it does make you wonder whose relatives would have been informed in the event of an accident?

Proud owner/driver Richards observed of this TR7's redeveloped suspension, modified in association with regular mechanical partner Geoff Lee: "It has stopped the dreaded bump/droop/under/over/everything steer which makes the standard TR7 so difficult to drive." Remedial chassis work began with the live rear axle, which was radically modified. Its location links were reversed to run aft of the axle, clasping the top of the halfshaft casings, rather than the standard position ahead of the axle, locating beneath said casing. "The axle also has seven inches of movement to achieve full articulation and maximum traction under droop," revealed the owner/driver. "It is additionally located by our version of the A-bracket to the lower section of the diff," he added, before turning to the front end. The original front anti-roll bar was absent in all but its outer extremities. These are attached to the lower track control arms of the MacPherson struts and serve as auxiliary wishbones. The principle is the same as Ford employed with its 'compression struts' on the old rally Escorts, the RS1600i and first generation Escort RS Turbos. Their chief blessing is to stop the strut arms 'walking' under heavy braking.

Richards and Lee believe the other vital aspect of the chassis is to have the roll centres at equal levels above the ground, front and rear. The result was a supremely balanced, and unique, TR7 chassis upon 7Jx13 alloy wheels. With no anti-roll bars, front or rear, this TR7 was still willing to give reassuring support to the gallant Hoosier road pattern tyres for dry use and Michelin PB 20s in the wet. At Cadwell the Michelins proved a vital element in qualifying, always biting through the watery surface and wet leaves that characterise the full 'Mountain' circuit in autumnal downpours. By afternoon the circuit had dried to the point where we could remount the Hoosiers, but they performed totally differently to our expectations. The problem was that we had first experienced them on a warm day at Mallory Park, when they were marvellous. The times recorded in Leicestershire were similar to those we used to record in a 500 bhp Sierra RS500 (also on road tyres), averaging around 88 mph for a track that has the tightest of hairpins. In Leicestershire, I was hugely impressed with the Richards Triumph, for it is only rated at 250 bhp at the rear wheels, plus a mountain of torque. To equal the lap times of a car that is a whole decade younger, and with around half the power to boot, struck me as being most impressive. It was also a key reason for my asking to drive the TR7 V8 again.

The 3.9-litre Triumph was constructed around a variety of origins. It started life as a 1979 lhd American export with fuel-injected, four-cylinder power. As a racing V8, it is still fuel-injected, using the ex-Range Rover 'hot wire' system. Acquired by Richards three years ago, it required treatment to make the basis of a racing TR7. The rhd conversion was sanitised. An implanted, but rough, Rover aluminium V8 was swapped, with a considerable sum of money, for an ex-TWR crossbolted Group A block. "This has been bored out to 3.9 litres, equipped with Carillo pattern con rods, Omega forged pistons and the Group A wet sump. The camshaft is a Crane 248 and it has

solid lifters with adjustable pushrods. The cylinder heads have been extensively modified by Peter Burgess Performance Engineering, with great emphasis put on mid-range torque and smooth power delivery," explains Mick. This year, whether or not Richards makes his planned move to TVR Tuscans, the team plans to update the aluminium eight. The 248-degree duration camshaft will be associated with a number of valve-train changes to provide power beyond 6000 rpm. "At the moment it dies a death above 6000," continues Richards.

As things materialised in the race, we rarely used much more than 5500 rpm, and that was enough to provide some exciting moments on the modest 225/45-13 Hoosiers. Next season, 6500 rpm and a 20 per cent power bonus are anticipated. To slow this fast Triumph, the regulations do not permit more than a mixed disc and drum brake system. However, the AP four-piston front calipers and mandatory rear drums operated with the matched efficiency of an all-disc system, unobtrusively contributing to the rewarding lap times. At least, they did until I had covered all but the last two laps of the race. Then they began to squeal a bit and pedal travel disconcertingly grew in direct proportion to my speed into one memorable downhill right-hander.

The cockpit was as comfortable and capable as the chassis and V8. The only snag for a stranger was the large number of dials, plus the multitude of warning/recommended running points taped across the dials. Sensibly seated by Ridgard and restrained by Willans harness, the view over the bonnet was limited by the steeply raked screen and yellow top band. Within, the dash was dominated by period TR7 dials. There was the old black and white 140 mph speedo, 7000 rpm counter, voltmeter, fuel contents and other assorted gauges. Most were redundant, as a central selection of racing dials, covering water and oil temperatures plus oil pressure, had been inserted. All spoke happily of our health, save the electrics. Fortunately Geoff Lee noted – amidst my early morning whinges about practice without wipers and a self-locking door – that electrical charge was not being delivered in sufficient quantities. This meant that I raced with the knowledge that turning on the headlamps was almost certain to finish our day. When Geoff came to load it up onto the trailer at the end of the day, there was not enough spark to click the starter motor, never mind ignite the V8.

A standard rev-counter was also used, complete with additional green stripes to indicate peak torque (4400 rpm) and maximum bhp (5600). "It's not really worth using much more than six," added Mick, "but you'll find the limiter at 6750 rpm in emergencies." A tiny Mountney wheel circled within centimetres of the cockpit's cold air venting. Other neat detailing included a beeper to call attention to low oil pressure and the separately controlled interior and engine bay provision of electric fans.

The modestly weighted (2200 lb) Triumph slithered into moderate oversteer via the soft action of a Salisbury limited slip differential, but it was more likely to slide out of line under heavy braking for the leaf-strewn second gear sections of Cadwell than power into a spin. In fact, we met a Spitfire coming the other way out of the slowest corner. I had to accelerate out of the mess (I couldn't stop quickly enough, breaking all the rules with more power and lock in this emergency) via the inside grass. The Triumph remained co-operative, but it was the only section of the on-board video footage that made Richards pause for thought before we went out for the afternoon race . . .



The finely-honed engine, based around an ex-TWR block, generates 250 bhp.



Accommodation entirely satisfactory, though the plethora of instrumentation proved puzzling.

Even the rebuilt TR7 (ex-Rover SD1) five-speed 'box selected each ratio obediently. Obviously, former Abingdon employee Ken Tomlinson knew what he was doing when he assembled this quintet to racing specification without changing ratios. After two seasons, it was still proving reliable with no shortcomings. It was the best of these SD1 boxes that I have encountered, but that's not saying much. Shifts are notoriously time-consuming and notchy.

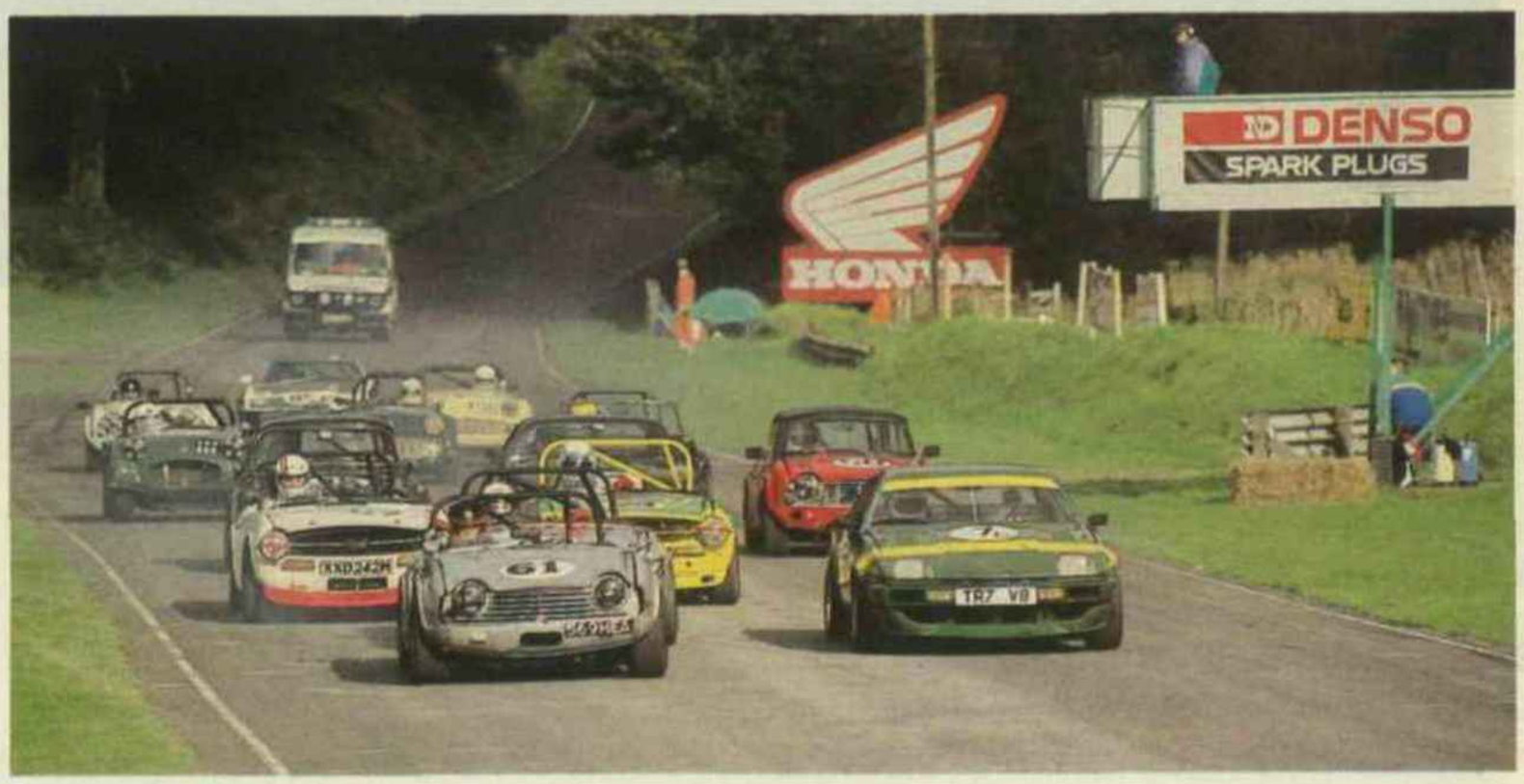
Meanwhile, the Rover V8 burbled happily, amiably delivering impressive torque from 2000 revs upwards, culminating in 270 lb/ft by 4400 rpm. It was the accessible power of the engine and obedience of the chassis that made it so easy to drive around the daunting damp swoops and crests of Cadwell. Practice conditions can be gauged from the fact that we recorded pole position at an average 62.49 mph whilst the best lap in the race (by Peter Cox, in his shimmering TR4) equated to 74.4. Although the opposition was much more heated in the race, our Hoosiers were not. Their performance was extremely forgiving, but nothing could disguise the fact that we should have come armed with the softer compound autocross covers, or the Michelin dry tyres that suited some of the flyweight pursuit.

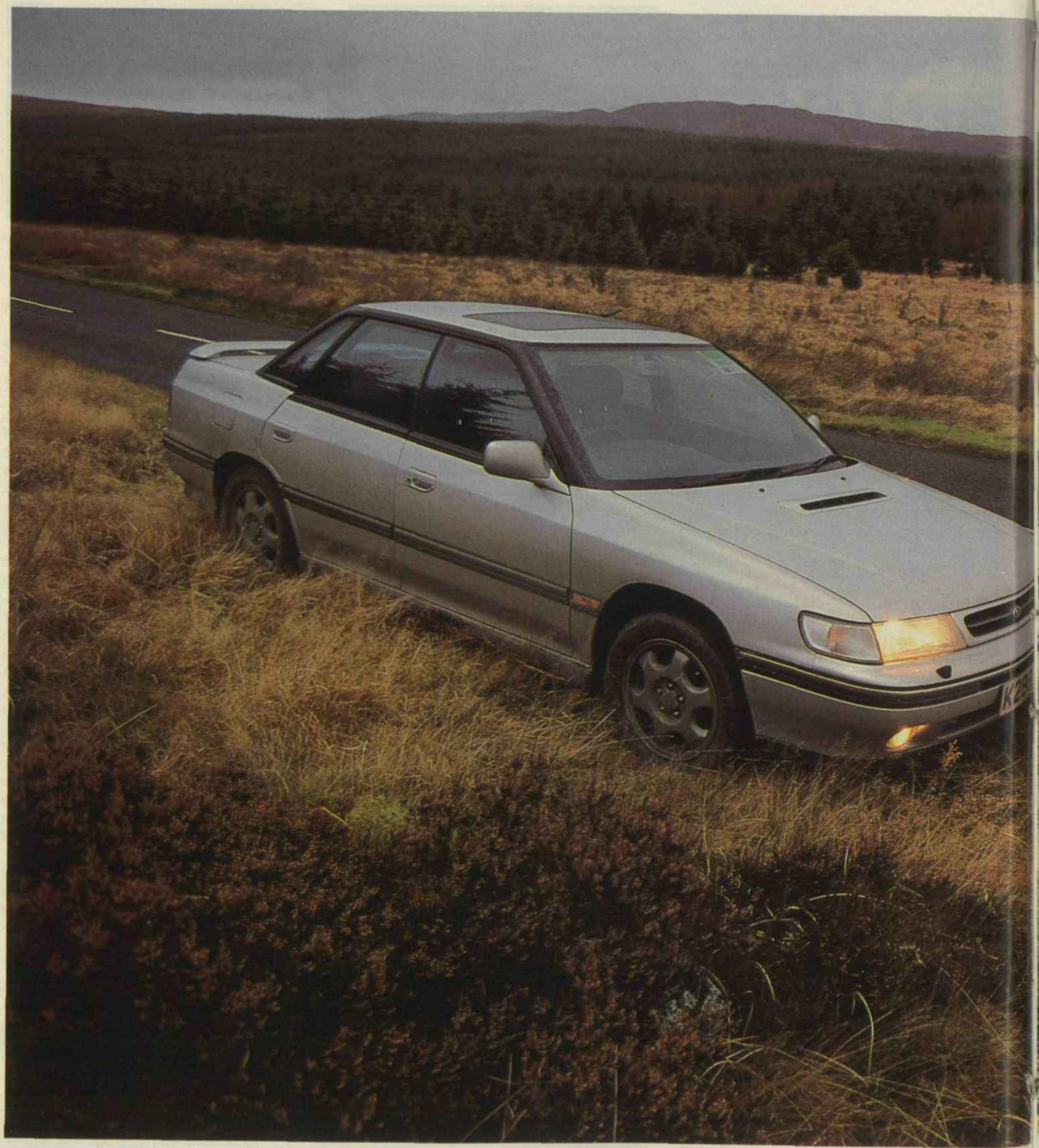
Flyweight? Certainly. Richards showed us around some of his regular opposition in the paddock, and we could see why our loaned TR7 V8 was unlikely to lead off the grid. According to Mick, the Cox TR4 weighs some 680 kg and has about 180 bhp. And the TR6 of Richard Wright was credited with 850 kg and 200 bhp, ie at least 300 lb lighter with 50 bhp less. In fact, a 2200 rpm start in the Richards machine was enough to get us within a car's length of the above opposition. V8 power asserted itself as we ascended the first hill. Settling down in an unaccustomed lead, I found that tyre grip was notable by its absence, yet the balanced chassis allowed a lot more liberties than I had been permitted in an RS500 at the same circuit (albeit the shorter version) in 1991. At first the advantage over my start line rivals grew comfortably. Then the alternator started cutting the sparks above 5000 rpm, and the field grew large in my mirrors once more.

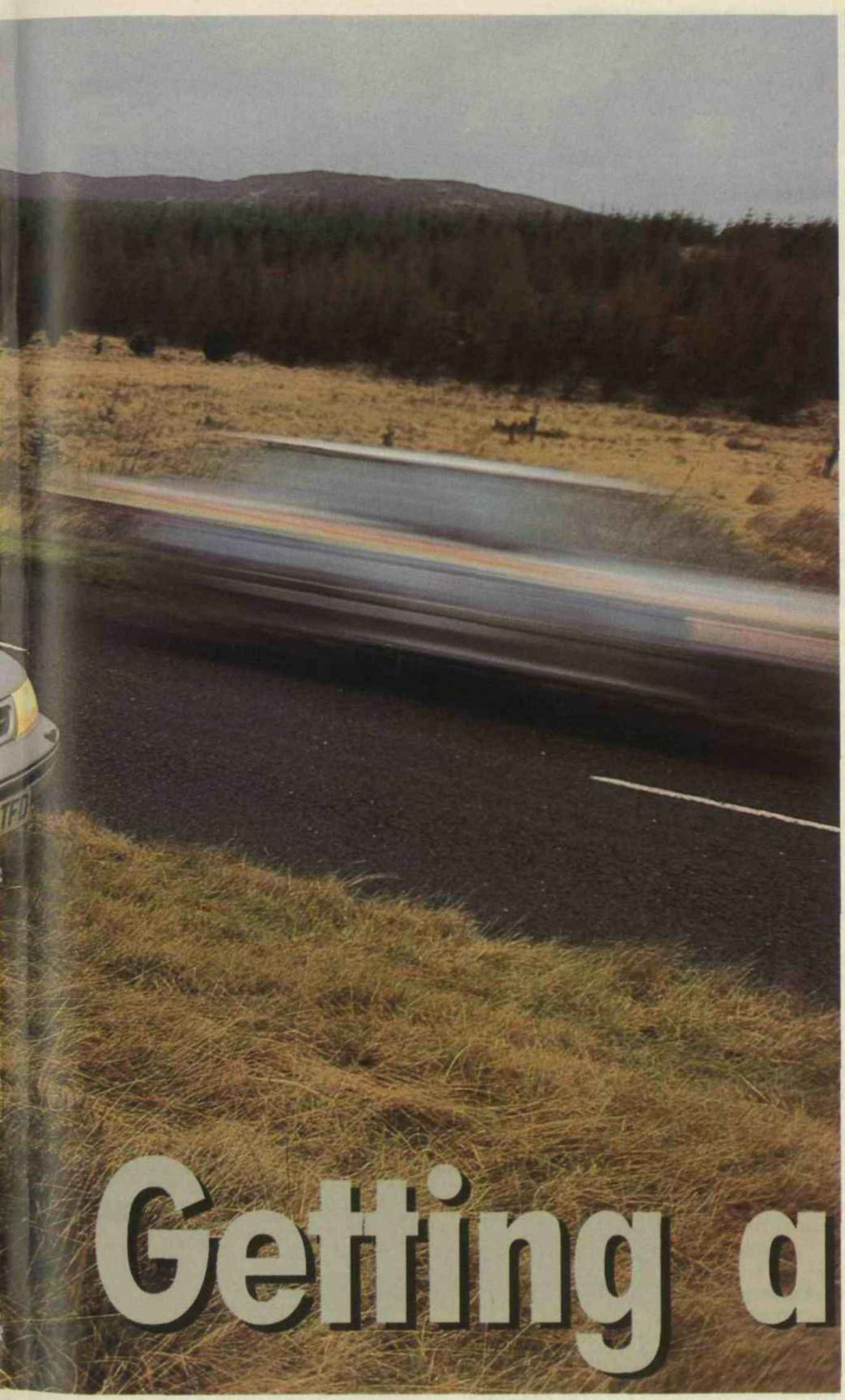
Cox and Wright redoubled their efforts in their open TRs, both lapping faster than I did. However, it was too late to prevent the visitor winning after 18 minutes of racing at an average of 73.55 mph. We had just two seconds in hand by the end. **J W**

For more details of the Cox & Buckles TR Register Race Championship (in association with Penrite Oil), contact the Competition Chairman, Mike Hughes, Hollybush Cottage, Norbury, Whitchurch, Shropshire SY13 4PW.

Far left, JW presses on towards the flag. TR Register fields are gaudy and varied (below); lighter TR4 was nimbler at the start, but V8 power eventually told.







Getting a grip

This is the first time that MOTOR SPORT has published a full Subaru road test. Such an oversight has long been due for remedial attention. Winner of the 1991 and 1992 British Rally Championships through the efforts of Colin McRae and Banbury-based preparation expert Prodrive, the Rothmans-supported Subaru Legacy in turbocharged, four-wheel-drive format has certainly earned respect in the country that spawned the Sierra Cosworth (RIP). For showroom customers, Subaru is established as *the* purveyor of mass-market four-wheel drive, but the days when such technology was reserved for utility vehicles are a distant memory. There is no sharper reminder of this than the £30,000-plus Subaru SVX flat-six coupé. Beneath its jet fighter-style bubble-top canopy lurk impressive dynamics and refined performance.

The Legacy we tested forms part of a six-model range of saloons and estates that has established Subaru's new-found reputation for clean styling and a fair measure of vim. To demonstrate that prolonged appetite for speed, Subaru has not only participated in the World Rally Championship with the Legacy since making its international debut on the 1990 Safari, but has also completed an FIA-observed world record for 100,000 km (62,100 miles) at an *average* 138.8 mph. Our test car didn't quite match up, logging just under 135 mph around Millbrook's two-mile testing bowl, but that is plenty brisk enough. Besides, it can also reach 60 mph from rest in under 7s and is very reasonably priced at £18,499.

UK range

Subaru (UK) Ltd is part of the Midlands-based IM Group, which also imports Hyundais and Isuzus. It has been represented in Britain since 1977 and now has 138 dealers. The introduction of the new Impreza range, in April, will not have commercial implications for the Legacy, though it will take over as the marque's World Rally Championship contender. This follows Ford's line of logic in replacing the competition Sierra with the more compact Escort.

Disappointingly, Subaru decided that the chancellor's abolition of car tax was not sufficient reason to hold down prices in the face of the pound's enormous losses against the yen. As a consequence, the whole range is now significantly more expensive.

Where the normally-aspirated, two-litre, four-wheel-drive GL saloon once cost £12,499.06, it has slipped above £13,000. At £13,149, however, it remains competitively priced.

The 4x4 element is a basic part of Subaru philosophy, as is the flat-four engine layout. The 16-valve, dohc motor's output of a com-

paratively leisurely 123 bhp from its four-valve-per-cylinder heads in normally aspirated form is considerably enlivened by the presence of a turbocharger. Power climbs almost exactly 60 per cent, to 197 bhp, and acceleration becomes vivid. The cheapest turbocharged model is the four-door saloon tested here, and the cost incorporates ABS, an electric sunroof and shapely 6Jx15 alloy wheels.

It remains outstanding value when you find that, just before Christmas, Ford suicidally added £2255 to the cost of the Escort RS Cosworth, which subsequently retails at £24,810. The Subaru remains substantially better value. Ford doesn't really care: it had already completed a sufficient production run to merit Group A homologation when the increase was announced. It should ensure that the bi-plane Escort is a rare sight.

The most expensive Legacy 4x4 is an estate. Subaru has always been particularly strong in this market; the turbocharged version will barely leave you change for a pint from £19,000.

Technical analysis

The test Legacy is substantially the same as the RS model that served as the basis for homologation in 1990. If you have *really* sharp eyes you will see that the front spoiler of a Prodrive rally car has a dividing blade below the bumper line and that the rally men do not have the benefit of the rear spoiler, an aerodynamic aid that is now standard for the British market.

The competition car and the test Legacy share common ground, although Group A specification does allow Prodrive some pretty radical modifications, such as the six-speed semi-automatic gearbox with electro-hydraulic actuation. Add Prodrive fabrication "from scratch" in all vital areas and an engine giving at least 100 bhp extra: such a recipe permits the Legacy, on occasion, to set better stage times than Lancia, Toyota and Ford.

The road car appears to be a conventional four-door with a greater percentage of glass than steel above the door handles. Dimensionally, the Legacy saloon is "within an inch of the two-wheel-drive Sierra Sapphire Ghia" says Subaru of its overall length and width. Beneath its inoffensive lines, the Subaru is unusual for its horizontally opposed cylinders (served by both water and oil cooling), encased in aluminium, and a very simple 4x4 system.

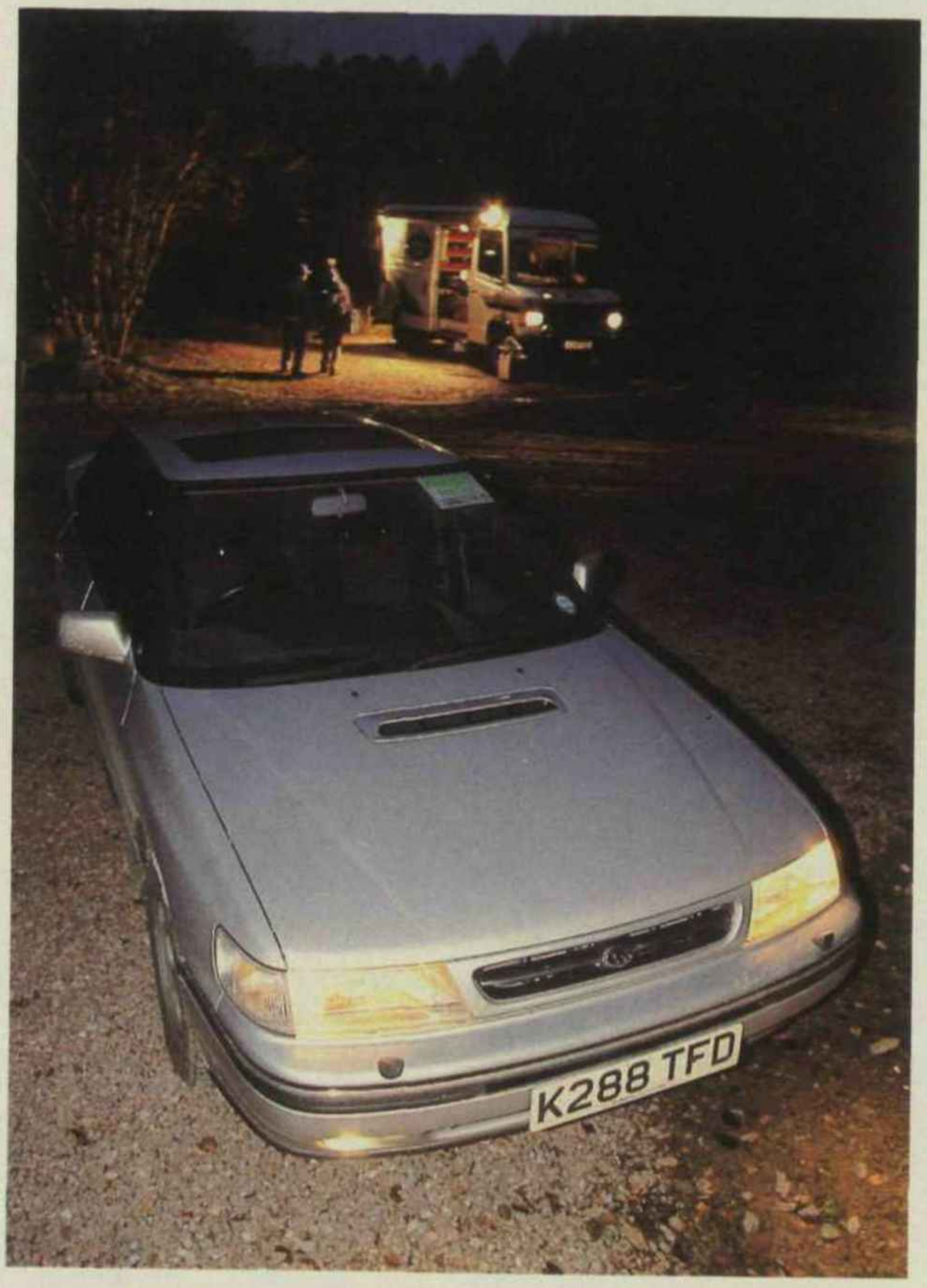
The engine layout permits construction of an especially rigid cylinder block around the five-bearing crankshaft, but the basic block features additional strengthening for the turbocharged derivative. The multi-point, electronically managed fuel injection/ignition system is retained, but the compression ratio is dropped from 9.5:1 to 8:1 and the IHI turbocharger is complemented by an intercooler. The turbo installation is beautifully executed.

The unusual four-cylinder is mounted longitudinally, but it does have some installation advantages thanks to its low overall height. A conventional five-speed manual 'box is specified (that of the estate is equipped with the familiar commercial transport feature of dual range, effectively providing ten forward gears for agricultural duties).

The 4x4 layout depends on a central differential these days and is most definitely permanent 4x4. In the '80s, Subarus were sold without central diffs, and had to be switched in and out of four-wheel drive in the manner of many early Japanese 4x4s. Said central differential is equipped with a Ferguson patented viscous coupling; unlike the rally cars, neither front nor rear differential is equipped with a limited slip device.



Cabin (above) is a touch rudimentary: front seats are lacking in support.



Action

The Legacy underwent trial and tribulations beyond the call of duty to reach these pages. Following the full test track routine, when it performed creditably without threatening existing benchmarks for this type of vehicle, the Subaru was the victim of an errant Vauxhall Cavalier in Dunstable. The upshot was that a hefty dustcart ran into the back of the Subaru with considerable force. Nothing actually fractured, save a small section of the tail light glass, and all the rear lighting remained legally operable.

Difficult decision time.

The car was due to provide our photographers with transport during the RAC Rally, whose contestants were due to assemble in Chester on the morrow. With trepidation we approached the importer and explained that

SUBARU LEGACY 2.0 TURBO

ENGINE

Location	longitudinally front-mounted
Cylinders	four, horizontally opposed
Bore × stroke	92 × 75 mm
Capacity	1994 cc
Compression ratio	8:1
Valve gear	dohc, four valves per cylinder
Power	197 bhp/6000 rpm
Torque	193 lb ft/3600 rpm
Fuel	unleaded, 98 RON

TRANSMISSION

Type	five-speed manual, four-wheel drive

GEARBOX

Gear	ratio	mph 1000 rpm
First	3.545:1	5.1
Second	1.947:1	9.3
Third	1.366:1	13.3
Fourth	0.972:1	18.8
Fifth	0.780:1	23.4
Final drive	3.545:1	

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	independent via struts, dual transverse links, trailing arms, coil springs, anti-roll bar
Wheels	alloy, 6J × 15
Tyres	Michelin MXV2 205/60 R15

BRAKES

Front/Rear	ventilated discs, ABS

STEERING

Type	rack and pinion, power assisted
Turns, lock to lock	3.0

DIMENSIONS

Wheelbase	101.6 in
Front/Rear track	57.5/57.7 in
Overall length	178.9 in
Overall width	66.5 in
Overall height	54.7 in
Kerb weight	3025 lb
Fuel tank	13.2 gallons

PERFORMANCE

0-30 mph	2.47	0-80 mph	11.93
0-40 mph	4.08	0-90 mph	14.94
0-50 mph	5.44	0-100 mph	19.98
0-60 mph	6.95	0-110 mph	25.17
0-70 mph	9.91		

50-70 mph in third/fourth/fifth gears 3.98/7.25/12.04s

Maximum speed 133.15 mph

FUEL CONSUMPTION

Average for test 18.67 mpg

Government figures:

Urban	23.0
56 mph	38.2
75 mph	31.4

LIST PRICE £18,499



Subaru's flat-four layout is unusual in this day and age.

the previously pristine silver saloon was badly rumpled around the rear, but we thought we could still take pictures in the circumstances. Given that the car was still road legal, would they trust us to complete the week? Permission was granted with barely a sharp intake of breath, and the Subaru set out for further adventures over 1376 very wet miles.

When it left our hands, there was little doubt that it would acquit itself well. Photographer Steven Tee was convinced. "It was a good car in which to follow the rally. I really liked it. I thought it handled well and felt confident, whether or not it had two or three people on board and all their gear.

"It is not so blindingly quick as a Cosworth, but it was stable in the rotten conditions. The ride was excellent over a very wide variety of roads – including low speed access to the forests – and the cornering capability was especially impressive through longer, faster, wet bends.

"Absolutely nothing went wrong with it and the police paid it no attention at all, which would make a pleasant change for anyone used to Cosworths. The only thing we did not like very much was the front seats. It sticks to the road, you don't." Asked to chose between Ford and Subaru, he had no doubts: he preferred what Japan had to offer.

As a regular user of a Sierra Cosworth, I found that the smooth flat-four had an appetite for higher rpm than you would use in the Ford. It was content all the way to 7000 rpm; the Sierra becomes rougher beyond 5000, but compensates with superior mid-range responses.

Handling-wise, there is evidence of the equal torque split. It understeers, behaving much more like a front-drive car than the Cosworth. Ultimately, it is less exciting to drive, but what you lose in thrills you make up for in stability. It remained steady all the way to its top speed, an indicated 140 mph (actually 135) at an amiable 5800 rpm.

Incidentally, the four dials may not look much in the generally low rent cabin, but the speedometer was unusually truthful and the rev counter was within 100 rpm of veracity at almost 6000 rpm.

The cockpit was let down by the poor location of the front seats, but we did like the fact that the company had been to Momo for the steering wheel. There is a decent foot rest, a quality Panasonic radio and an electric sunroof. Moreover, the overall fit and finish of ubiquitous plastics is superior to that in the Ford. It lacks the Ford's 'gizmo-appeal', perhaps, but it is better executed.

Dynamically, our only reservations concerned the level of transmission whine and the limited abilities of the brakes (of undisclosed dimensions) under test track conditions. The action of the electronic ABS is entirely acceptable and sensibly set to act only in emergencies.

Statistically, it would be unfair to leave the fuel consumption figure recorded by the Subaru without comment. It was heavily laden for much of that mileage and rally coverage extols heavy demands, hence the final average of less than 19 mpg. We were disappointed, though, that the Subaru thrives on 98 RON unleaded petrol. The Sierra RS is more efficient in this respect, regularly capable of 23 mpg on a 95 octane diet.

Verdict

The demise of the Sierra Cosworth – killed partially by its 'bad boy' insurance premiums and the arrival of the Escort RS – appears to have left the way clear for Subaru to mop up sales.

Even with Ford present, and discounting vigorously, in that sector of the market, Subaru sold 221 such Legacies to the close of November 1992. You could still find the now obsolete Sierra Cosworth four-door lurking with dealers who would be happy to get rid of it at much less than the final list price (£20,063). Even at a bargain rate, however, you would be advised to remember that K-plate examples are already fetching less than £15,000 and that the engine is as fiercely rough as the insurance premiums.

Vauxhall has recently revived European interest in this sector. GM is offering a 201 bhp Cavalier 4x4 Turbo for £19,137. That promises a top speed in excess of 140 mph and 0-60 mph acceleration in 6.5s. The Vauxhall has also recorded over 23 mpg in our hands, but then we did not take it around the RAC Rally in a hurry. Nor was it a match for the Subaru in handling pleasure.

So, if you want a four-door 4x4 with a rewarding turn of speed, we have no hesitation in turning a blind eye to the Subaru's cabin (the front seats are easily replaced) and mild braking deficiencies in favour of its commendable virtues.

J W

Major even

British Touring Car Championship



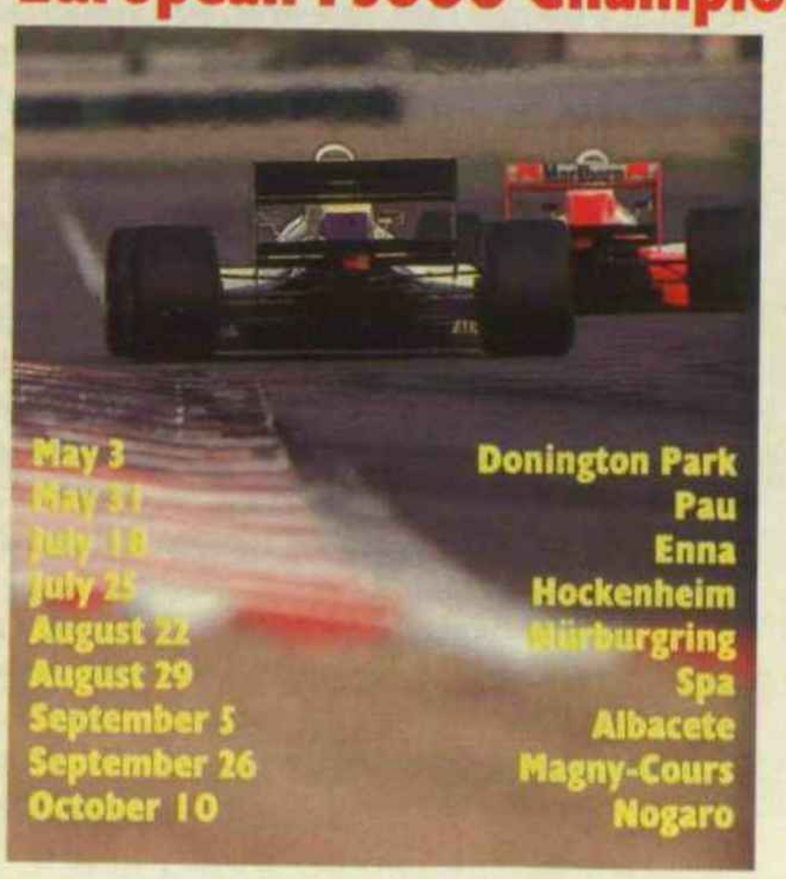
March 28	Silverstone
April 11	Donington Park
May 3	Snetterton
May 16	Donington Park
May 31	Oulton Park
June 13	Brands Hatch
June 27	Pembrey
July 11	Silverstone
July 25	Knockhill
August 8	Oulton Park
August 22	Brands Hatch
August 30	Thruxton
September 12	Donington Park
September 19	Silverstone

World Rally Championship



January 21-28	Monte Carlo Rally
February 11-14	Swedish Rally
March 2-7	Portuguese Rally
April 8-13	Safari Rally
May 1-5	Tour of Corsica
May 29-June 3	Acropolis Rally
July 14-17	Argentina Rally
August 4-8	New Zealand Rally
August 25-29	1000 Lakes Rally
September 18-20	Australia Rally
October 10-14	Sanremo Rally
November 1-3	Cataluña Rally
November 21-24	RAC Rally

European F3000 Championship



May 3	Donington Park
May 31	Pau
July 18	Enna
July 25	Hockenheim
August 22	Nürburgring
August 29	Spa
September 5	Albacete
September 26	Magny-Cours
October 10	Nogaro

World F1 Championship

March 14	Kyalami
March 28	Interlagos
April 11	Donington Park
April 25	Imola
May 9	Barcelona
May 23	Monaco
June 13	Montreal
July 11	Silverstone
July 25	Hockenheim
August 15	Budapest
August 29	Spa
September 12	Monza
September 26	Estoril
October 24	Suzuka
November 7	Adelaide

ts in 1993



British F3 Championship



March 21	Silverstone
April 4	Thruxton
April 18	Brands Hatch
May 3	Donington Park
May 16	Brands Hatch
May 31	Silverstone
June 12	Oulton Park
June 27	Donington Park
July 10	Silverstone
July 18	Donington Park
August 8	Snetterton
August 22	Pembrey
September 5	Silverstone
October 3	Silverstone
October 10	Thruxton

CART/PPG IndyCar World Series



March 21	Surfer's Paradise
April 4	Phoenix
April 18	Long Beach
May 30	Indianapolis 500
June 6	Milwaukee
June 13	Detroit
June 27	Portland
July 11	Cleveland
July 18	Ontario
August 1	Michigan
August 8	New Hampshire
August 22	Wisconsin
August 29	Vancouver
September 12	Mid-Ohio
September 19	Pennsylvania
October 3	Laguna Seca

* All dates correct at time of going to press

Never mind the width . . .



Squeeze the throttle of the BMW 740i and you might not believe your ears. The aural evidence suggests that TVR has made a surprise entry into the executive saloon car market. In a word, it sounds gorgeous. It might come as quite a shock to habituees of the silky-smooth, and now departed, 735i, but BMW insists that 42 per cent of 735i owners had expressed a preference for eight cylinders. What the PR spiel *doesn't* specify is whether the other 58 per cent would be happy sticking with six . . .

In the modern age, a BMW V8 is something of a novelty, although the 500-series models of the '50s and '60s were thus equipped. The new engine is available in two guises: a three-litre, rated at 218 bhp, and the four-litre sampled here, which generates a whopping 286. Rather confusingly, there are now two 730s in the range, for the older, 188 bhp six-cylinder model of the same name continues alongside the new V8. Effectively, the 'new' 730 fills the void in the range created by the 735's demise, for it offers similar performance (with a claimed top speed of around 142 mph), albeit with improved fuel economy (estimated average 25.4 mpg, to the old car's 23.7). At £36,950, it is also around eight per cent cheaper than the model it succeeds.

The 740i costs £43,950, and a long-wheelbase version (the 740iL, stretched by four inches) is also available . . . but don't expect much change from £50,000. Standard fitments include leather trim, alarm, trip computer and air conditioning. As with any BMW, the cabin is an ergonomic masterpiece.

The old 7-Series chassis was always a jewel. For a large car, the 735i had a blend of performance and balanced handling that BMW's adversaries in this sector could only dream about. The 740i continues that trend. The V8 is more compact than the straight six it replaces, which says BMW, aids axle load distribution (it also means that future 7-Series models will feature a lower bonnet line).

Search out a serpentine B-road in the 740i, and the car shrinks around you. It won't have you thinking you're in a Mini Cooper, but you'll be surprised at its poise. There can be few, if any, equals in the agility-per-inch stakes.

Colleagues who tried the same car in the streaming wet report that front end grip was badly lacking, though this was possibly down to the brand of tyre on which that car was running. When the car did start to slide, it was easily brought to heel. I only tried the car in dry weather, in which circumstances its chassis is never anything other than wholly impressive.

The same is true of the new five-speed automatic, with its crisp upchanges and its well-matched ratios. At the top end, there's a relaxing 32 mph per 1000 rpm available, but the lower ratios are closer together to favour punchy acceleration. The 740i isn't short of torque, either. The 295 lb/ft peak is at 4500 rpm (the red line is at 6250), but the engine responds well from tickover upwards. BMW claims a top speed of 148 mph and 0-62 mph acceleration in 7.4s. The latter figure, in particular, is impressive for a car of these dimensions. We didn't have the opportunity to verify the claims, but it's worth noting that past experience tells us that BMW's performance claims tend to be mildly pessimistic, which is something of a rare quality in press pack statistics.

There are cheaper options for those in the market for a lavishly appointed car of this size. The Lexus LS400, marginally better equipped as standard, is listed at £38,657, for instance.

The Japanese contender is a worthy luxury saloon, but the 740i is a worthy luxury *sports* saloon, and those who derive any pleasure in getting from A to B will appreciate the difference. **S A**



Although visually unchanged (top), the 7-Series now harnesses two V8 options (above).

I am not a number . . .





Top of the new Safrane range is the RXE V6, at £25,650. Other models will be added shortly.

Renault's distinctive 25 is no more. The large, quirky saloon has been replaced by the Safrane, a similarly-sized hatchback which is pitched squarely at the upper end of the fleet car market. Obvious targets include the Ford Granada, Rover 800 and BMW 5-Series.

To begin with, only three models are available, though holes in the range will be plugged in due course. Further models should be announced in spring.

For the moment, the 2.0 RT manual serves as the entry-level Safrane, at £18,500. The 2.0 automatic costs £19,250, and then there is a quantum leap to the range-topping 3.0 RXE, at £25,650. The latter is available only with automatic transmission. Following market research, Renault has decided to offer all Safranes with air conditioning as standard, in place of the sunroof beloved of most fleet sector specifications.

Unfortunately, we can't pass comment on the RXE trim level. We did try the 3.0-litre model during the launch, but were rather puzzled by Renault's constant references to the computer-controlled suspension and cockpit-variable sports damping. We couldn't find the switch anywhere, initially suspecting either an IQ failure or that the liquid refreshment accompanying lunch was in fact some rare, mind-bending mineral water. It transpired our car was something of a bastardisation, a 3.0 RT that won't be offered in the UK initially . . .

Consequently, analysis of the much vaunted suspension, which automatically lowers the body by over half an inch at motorway cruising speeds, will have to wait.

The V6, a normally aspirated development of the same engine that provides such sensational performance in the A610, is rated at 170 bhp and pumps out 173 lb/ft of torque at 4500 rpm. It is quiet, refined and suitably powerful, though this is very much a pan-European cruiser rather than something with which to attack the Col de Turini. Performance is ample, but a top speed of 132 mph and 0-60 mph acceleration in a fraction under 10s are evidence that the Safrane is tuned for comfort rather than outright speed. At motorway speeds the ride is superb, the cabin peaceful. The controls look less like something out of Star Trek than those on the 25, but the Renault heritage is obvious. Renault still leads the way with its column-stalk radio operation, but the instrument binnacle is a violent mixture of curves and sharp, straight edges. It looks as though someone has parked a Cadillac behind the steering wheel.

The two-litre, the same 12-valve unit that was introduced to the 25 range over three years ago, offers almost the same standards of cruising refinement as the V6, and it's surprisingly flexible. Over 120 lb/ft of torque is available all the way from 2400 rpm to the 125 lb/ft peak at 4500. In automatic guise, however, it's best to book A- and B-road overtaking manoeuvres several weeks in advance.

Standard equipment on both models encompasses ABS, electric everything (more or less) and infra-red remote central locking. The bottom line is that you get a fair slice of car for your money. The pity is that the Renault stylists' inspiration for the Safrane's exterior shape came from the planet Bland.

It's sad for motoring that the French, for so long perfectionists when it came to combining eccentricity and flair in their car designs, are now turning out increasingly anonymous Euroboxes. **SA**



Smooth operators



Times are no easier for Jaguar than they are for anyone else at the moment, but its long-term model programme incorporates some promising hardware, including a V8 successor to the XJ-S. *And* the long-awaited V12 version of the XJ saloon Ford should finally be with us this spring.

Meanwhile, we recently found other 1993 designs that are still far from fully appreciated at attractive prices. For example, the 3.2 XJ6 costs £25,728 with manual gearbox, and the more aggressive (223 bhp) four-litre variant will leave you a smidgeon of change from £29,000. We tried the latter with the added benefit of a £2870.04 sports equipment package.

Following the chancellor's abolition of car tax, the summit of the Jaguar range is the £48,864 V12 convertible, if you exclude the TWR-engineered JaguarSport models. Minor external changes – a replacement front spoiler and chunkier, 225/45 Pirelli P4000s – and a major cockpit revamp serve to differentiate the latest XJ6 from its predecessor. The saloon gains replacement front and rear seating, uprated air conditioning an an increase in the number of electrically controlled gadgets.

One example of the shift in cabin geography is the transfer of the seat adjustment buttons to the centre console, though I did not find this to be an improvement. It wasn't easy to locate these important controls, and it appears possible that a driver might actuate them in error.

XJ-S alterations for 1993 centre upon the introduction of manual gearbox for the four-litre convertible, and a softer suspension option for the 4.0 coupé, although the latter's standard 'sports' settings continue to provide remarkable ride quality.

Perhaps the most important change to the XJ-S is the revised steering wheel position. Now with an airbag fitted as standard, the wheel is two inches further from the driver than hitherto. The test car certainly had the air of a £30,000 investment. Additional equipment covered by the 'sports pack' deal includes uprated suspension and P600s on forged lattice pattern alloys.

The dohc, 24-valve, AJ6 motor has new camshafts (for reduced noise levels) and a lazy 5500 rpm limit. On the road, 136 mph from 3980 cc is of less relevance than the broad spread of torque, peaking at 278 lb/ft. Keep it between 2000-5000 rpm and the large Jaguar is most enjoyable. Try and hang on for the last few revs and you'll hear the motor's anguish. By 5000 rpm, it's almost as reluctant as the old XK series . . .

The performance of the uprated chassis is most impressive, as is the way that one can glide to 100 mph (at just 3500 rpm) with a complete absence of fuss. The ride and handling compromise simply eliminates bad manners and must make rival development engineers despair that they cannot do better with more modern running gear.

Unleaded fuel consumption was far from soothing after a cold start and cross-country mileage. Even the computer confessed to a thirsty 14-15 mpg, though a cross-section of town, country and motorway mileage hoisted this to 18.4 at an average 38 mph.

The latest Jaguars represent steady evolution of worthy themes. Nobody at Jaguar, especially ex-Ford engineering chief Clive Ennos, is under any illusion about the urgency of putting new products in place.

Meanwhile, there is probably no more soothing, yet satisfying, luxury driving experience than the 4.0 XJ6 with its sports handling pack.

J W



XJ Saloon (with sports pack, top) gets revised interior treatment (above).



XJ-S (above) retains V12 power for the moment, but a V8 is on the way.

Plain speeding



Vauxhall is advertising better safety standards (side beams and optional air bags) as the main element of 1993 improvements to its bestseller, the Cavalier. There is another bonus, however, with a performance boost that hauls this apparently mundane workhorse close to the 150 mph barrier. Vauxhall claims 0-60 mph acceleration in 6.4s and a top speed of 149 mph. It underlines the extent to which family saloons and sales reps' barges have progressed in this era of electronic management, turbocharging and four-wheel drive.

Aside from needlessly flagrant badging, these range-leading Cavaliers are far more subtle than the obsolete Sierra RS Cosworth (or similarly powerful Escort RS Cosworth). Unfortunately they do not offer the same handling standards as those Fords, but the engines are smoother. Some 204 bhp is available from the dohc 16-valve engine, which uses a unique KKK turbocharger that saves a small, but useful, amount of weight over the front axle. The specification also includes the 4x4 transmission and six-speed gearbox pioneered in the Calibra. It adds up to a lot of engineering for £19,705; Vauxhall stresses that value-for-money was a key priority with the new models.

The new 170 horsepower V6 was not ready for our appraisal, but this should be fitted to both the Cavalier and the Calibra by the spring.

What *is* ready at your local GM showroom is another very much better front-drive, high performance Cavalier. This machine, badged as the SRi, is much more discreet than the aforementioned turbo. It amounts to a replacement for the 16v GSi, though it now harnesses 150 bhp, rather than the 115 of the usual two-litre SRi. It has a much quieter version of the benchmark dohc 16-valve unit that has been used with success in virtually everything from Caterham Sevens to single-seaters via World Championship rallying, to say nothing of its championship-winning potential in the British Touring Car Championship.

The main mechanical changes for 1993 are a lot more extensive than the very subtle exterior moves (extended bumpers, a griffin logo for the grille and replacement headlights are amongst the detail alterations) that identify a new-spec Cavalier. The adoption of a torsion beam rear axle is said to have brought about the biggest handling benefits, but the 16v model does have features not found on the lesser, eight-valve SRi, such as positive centre feel steering and retuned front suspension featuring smaller diameter anti-roll bars and stiffer bushing for re-rated shock absorbers.

On the road, however, it still feels like a Cavalier.

Under acceleration, there is an uneasiness which is typical of front-wheel drive. The ride borders on the anti-social for a full five-seater, being ill-mannered over bumps and generally restless. Fortunately for GM, plenty of its rivals offer much worse. Furthermore, Vauxhall's build quality looks excellent.

The fact that this engine still generates 150 bhp disguises the amount of work that has been done. The familiar in-line four is said to deliver 137 mph, and accelerate from rest to 60 mph in some 7.5s, though lighter use of the right foot will return 27.2 mpg in urban use.

On the move, the most impressive aspect of the SRi is its broad spread of pulling power. Peak torque has been increased to 147.5 lb/ft at 4600 rpm and it always feels as though acceleration – however mismanaged at the gear lever – is readily available.

Less impressive is the fact that even a reinforced cast iron block and revised alloy cylinder head with belt driven overhead camshafts, developed in the knowledge that lower noise levels were a priority, have done little to quieten the lusty four-cylinder unit.

Unlike the turbo, which is only sold as a four-door saloon, the 16v SRi is priced at £14,685 as a four-door and £14,825 as a five-door hatch. The six-speed turbo will have leather and a typically extensive standard equipment list, sharing many of the SRi's standard fitments such as anti-lock braking and central locking that incorporates deadlocks and a simple, electronic engine immobiliser. The glass sunroof and all four side windows are now electrically powered.

We recently tested the Calibra fully, and the Cavalier turbo 4x4 naturally feels substantially the same. Strong suits are a four-cylinder turbo with less lag than any other that we have experienced. This feels well up to the high performance standards claimed. Similarly, the six-speed gearbox (developed by Getrag) is efficient in the main, though far from charismatic; we did occasionally find a blind alley between fifth and sixth. Top gear abilities are exceptionally restful, with just 3500 rpm required for 100 mph cruising. At the end of the trip, the dashboard computer recorded 22.8 mpg.

The main snags remain the limited suspension travel and the restless ride. The 4x4 system is not the most effective in the world, allowing some slippage and wheel skipping under duress.

Still, as with the front-drive models, I felt that the all-round capabilities and high standard of finish make these 1993 Vauxhalls worth consideration as anonymous speed bargains. **JW**



Fleet Cavaliers: the 4x4 turbo (top) and SRi 16v (left).

Design Defect

In the rather Arctic weather which much of England experienced over the Christmas and New Year break, a design or layout defect again came to my notice, as they say, when driving the otherwise dependable Ford Sierra about which I pontificated briefly last month — the same odd bit of poor design that had delayed me and made driving hazardous in the other severe winter two years ago. It is the surprising matter of the Sierra's screen-washer fluid container being located below the off-side front wing instead of in the hot under-bonnet air.

So you drive off into (admittedly) abnormal freezing conditions, the car properly serviced with anti-freeze in this "washerbottle" and the squirts soon fail to operate. When this first came to envelop me, I drove carefully to a Ford dealer, aware of the perils of negotiating the M40 with the windscreen obscured by mud and salt thrown up by vehicles ahead. A somewhat protracted and costly thawing-out process was very obligingly put in hand. A few miles along the road the fresh anti-freeze in that ridiculously-placed "bottle" was once more a solid block of ice.

I had a horrid drive to my destination and, after that 1991 Christmas, sought out another Ford dealer, hoping for a cure before my long run home. No go! He knew of the problem but said that, unless they could obtain anti-freeze able to withstand very low near-Arctic temperatures, Sierra drivers were, if not exactly doomed, very inconvenienced, and presumably illegal. I compromised by borrowing a greenhouse spray and trying to get it to deliver anti-freeze onto the screen via the driver's open window — try that on a motorway without slowing to a crawl.

This year it all happened again, as it did to a friend's Ford. I had topped up the container with anti-freeze and I wasn't pleased! At Stow-on-the-Wold it was possible to park in the thin sunshine and invest in some BP anti-freeze, labelled as effective down to minus-15 deg C. The Ford was parked in the open over Christmas but the trouble did not return. So good marks to BP, perhaps? But bad marks to whoever decided that, large as it has to be to supply both the screen, rear wiper and the Ford's headlamp-wipers, this vital fluid-holder should hang in the breeze when there is all that lovely free heat in the engine compartment. . . It would be interesting to hear if other Sierra users have the same complaint and what they do about it . . . After all, Christmas 1994 may be even bleaker.

Actually, I am sorry to thus criticise a car, which, as I have conveyed previously, has like its forebears I have driven, been 100% dependable and the equipment of which is complete and commendable. It has been a great boon during this hard winter to know that the 2-litre twin-cam engine will start immediately, even after the car has been outside for a couple of days and nights, and that very soon the heated screen and rear window will be clear of ice and the Ford ready to take the road, after perhaps a little scraping of the side windows — until the washers refuse to work! I might also have praised the commendably small turning circle of this 4WD car and the fact that you do not need to ride in a Rolls-Royce to be warned by fascia warning lights that it is freezing without; which presumably calls for more care in the Royce than in the more nimble 4WD, ABS-braked Ford. In fact, the Sierra's graphic information module has a red light to show that temperature is 0 deg C or below, a yellow one if it is 4 to minus-1 deg C and I have just discovered that a button on the clock can be used to call up external temperature. But the readings have been casual (coming on on a summer's day, for instance) and I would swap them willingly for heated washer-fluid.

The 1990 Ford, in general? Coming up to 33,000 miles (not high, but just think of the troubles reported on many new cars in the weekly motor magazines) with no problems apart from a jammed rear door-lock, which left a courtesy light on all night and exhausted the battery. (Why is it that side-lamps do not do this, but the courtesy one does?) National Breakdown Club were out quickly with jump-leads and the original Motorcraft Superstart battery is now back on form. A recent check showed 30.8mpg of unleaded fuel when fog held speed down a trifle — not bad for a 130bhp, 119 mph, 0-60 in 10 sec car, surely? Now Mondeo replaces Sierra, I hope with revised washers!

The Things They Picture

I have no reason to doubt that the new Nissan Micra is an excellent little car. But I have not been able to drive it, because the Motor Industry's insurance folk, with the caution (in my case I would say over-caution) typical of insurance interests consider that I am too old to be safe in it. It is made in the British Sunderland plant and won a 1993 "Car of the Year" award. Be that as it may, with road safety paramount and put across to us at every possible opportunity, I was surprised to see a publicity picture of a Nissan 2.0 Serena 5GX parked not too neatly and with a cyclist poking his machine out beyond the car, and some distance away a child cyclist leaning on her bicycle in the middle of the road. . . If this induced an accident, neither of them might then be able to enjoy the presumably fine aspects and spaciousness of the Serena!



Amateur Sport

Amateur, or should I say semi-professional, motoring sport forms a large part of the overall sprint and racing scene, of which hillclimbs and speed-trials are an important aspect. So I was sorry to learn from *Speedscene* that 1992 was not altogether a good year, with organisers having to cancel some sprint meetings through lack of support. However, a great many Championships were contested and it is encouraging to learn that a revised hillclimb course at Goodwood will be the scene on June 20 of a BARC/HSCC event. The hill was last used in 1936. Now, some 1.3 miles long, with sweeping bends and a tight section in front of Goodwood House, it is the longest course of its kind on the British mainland.

There is disquiet that apparently club racing is no longer to be encouraged at Brands Hatch, Oulton Park, Cadwell Park or Snetterton circuits — fortunately there is Mallory Park, and the 750MC (Racing Secretary: Robin Knight, West View, New Street, Stradbrooke, Eye, Suffolk IP21 5JG) which offers such a great cross-section of racing for amateurs — this club has just introduced a low-cost saloon car championship. **W B**

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A JCC Innovation



The long-since-defunct Junior Car Club (it is now the BARC) was nothing if not innovative. Having shaken off the limitations of the enthusiastic Cyclecar Club after WW1 it ran the very first long-distance race at Brooklands, the 200-Mile Race, from 1921 — that is, if we discount two long touring-car events held in the Edwardian days and the once-only 500 Mile motorcycle grind, also in 1921.

The JCC went on to introduce artificial corners on Brooklands' wide expanse of track for the 200-Mile Race by 1925, organised the Le Mans-imitation "Double-Twelve" sports car contests from 1929 to 1931, a 1000-Mile event at the Track in 1932 (a sort of English "track-Mille Miglia"), and finally banished the bogey of handicapping by doing it with corners of varying severity, in its International Trophy races at Brooklands, from 1933. But before most of this, there were the JCC High Speed Trials, also at the Weybridge Track.

They were also a distinct innovation, because they incorporated a bit of real road-section per lap, to enliven driving round the track proper. This worthwhile club was conscious of the innovative part it was playing, advertising its event in MOTOR SPORT, although omitting to mention its High Speed Trials and dating the first of its "road-course" 200s as 1926, instead of 1925. But the former did happen, causing quite a stir, when mooted for 1925. To have this road-race element, the JCC had persuaded the Brooklands' authorities to let it use the Paddock entrance road in the reverse direction, so that competitors ran down the Finishing-straight, round the Byfleet banking in a clockwise direction, and along the Railway-straight, from which they dived off right-handed onto the road by which racing cars normally returned to the Paddock, from the outer-circuit.

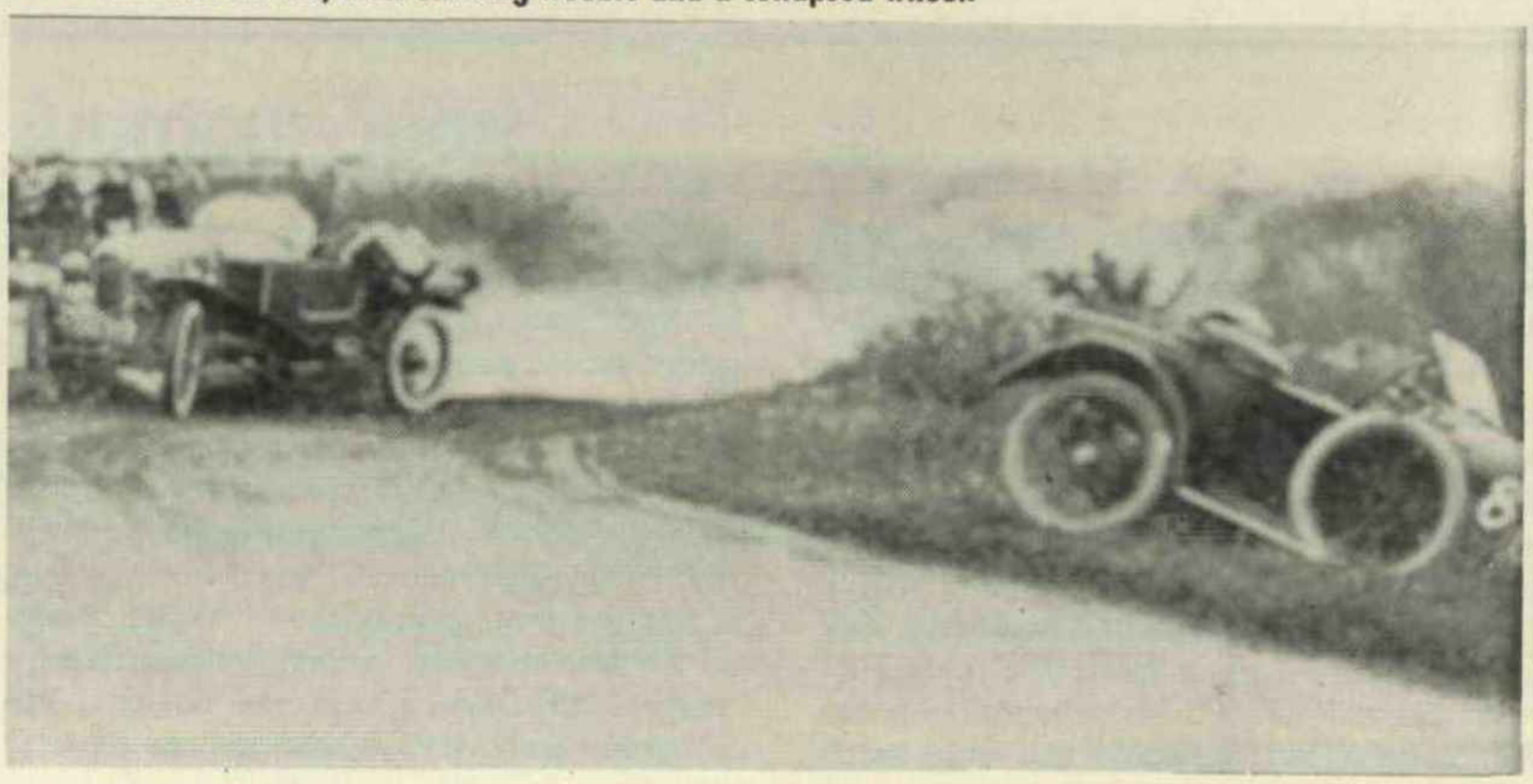
Then the cars hairpinned left, to the rising road through the tunnel, round the bends to the right-hand swing over the Members' bridge and *down* the Test Hill, to regain the Finishing straight. That there was an element of danger is seen by a no-passing rule and a 10mph speed-limit (only the impetuous JCC could have included such, in a high-speed event!) from the fork before the Members' Bridge to the *top* of the Test Hill. But speed was unfettered down this 1-in-5 hill and anyone who has driven or walked up it should be able to visualize what could have happened had someone's brakes faded or failed!

This did not trouble the carefree JCC, who set the date as May 2, starting at 2pm, so that spectators would have ample time to get to Brooklands before it all began. They were to be admitted at the Fork-entrance, BARC and JCC members and those with 10/- (50p) to spare driving onto the Hill enclosure, from where the Test Hill descents and the distant hairpin could be seen, others being allowed to continue round the Members' banking to take up positions directly over the Paddock road, with a fine view of the cars taking the hairpin. More energetic onlookers could climb a temporary stairway on the banking and stand on the rim, seeing something of the other corners — but how it was that no-one fell onto the road below is one of those miracles with which the JCC was blessed. These vantage points cost a mere three bob (15p), as did others, one enclosure being right beside the hairpin.

Back to the event itself. It was for strictly standard cars, which the BARC Scrutineer, Hugh McConnell, did his best to ensure. Only tyre changes and brake adjustments were to be permitted during the event and afterwards the cars would be checked for defects to lighting-sets, starters, etc, which if found, denied them a gold medal. The distance was 100 miles and the qualifying speeds were 33mph for 1100cc cars, 37mph for 1500cc cars, and 45mph for sports-cars up to that size. So novel was this event that it got good mentions in the weekly motor papers and the limit of 50 entries was soon filled, with 15 reserves. Not all amateurs, either. SCH Davis was to drive a 10/23 Talbot four-seater, with two passengers to operate stop-watches and speed-charts. Donald Healey had an Ariel, Chinnery, who had won the RAC Welsh Six-Days Trial the year before, was again Gwynne 8-mounted, W H Oates was in a Lagonda light-car, C M Harvey, winner of the 1923 JCC "200" was another works driver, for Alvis, the Hon Victor Bruce was batting for AC, Aldington for Frazer Nash, and as expected, Norris and Hill entered Rhodes, L G Hornsted who had thrilled the crowds before the War with the Big Benz but had done little since, was to appear with a balloon-tyred sports Mathis, George Newman had a Salmson, Vernon Balls an Amilcar, MOTOR SPORT's then-Editor Richard Twelvetrees favoured an Alvis, as did the semi professional Macdonald, and well-known amateurs included the racing-doctor, J A Benjafield (Salmson), the Hon Brian Lewis (Frazer Nash), Rivers-Oldmeadow (Bugatti), H S Eaton (Aston-Martin) and Hillary (Frazer Nash). Kaye Don was a reserve, hoping to get his Bayliss Thomas accepted, Randall whom I mentioned recently, again relied on a Talbot 8, and Alec Issigonis was to try his luck with his mother's Singer Ten fabric saloon. And three Windsors were listed.

It all went very well. The cars roared or more likely rolled away at five-second intervals. The hairpin soon became cut up — it had

Above; cars in the 1925 JCC High Speed Trial lined up for the start. The all-weather Fiat 501 in the fore ground is Hugh McConnell's Official car. Vernon Balls taking the hairpin in his Amilcar, below. The ditched car is Simkins' Salmon, after steering trouble and a collapsed wheel.



seldom been used before and was probably formed during WW1 for the convenience of RFC lorries — and two cars came to grief here, Simpkins' Salmson diving into the ditch, after steering gear disruption and a collapsed wheel. On lap one Macdonald's magneto expired and he pulled off into the tennis courts, an Amilcar also fell out then, as did Simmins' Talbot, with ignition problems. Tyres defeated an ABC, engine trouble Marr's Lea Francis, and Issigonis was disqualified for overtaking in the no-passing area, although how his very pedestrian Singer contrived to do this is a mystery. . . That was five out, in the first hour.

A little rain then made the road section slippery. Kaye Don brushed the bank at the hairpin, Olive's passenger used sidecar tactics in the Amilcar, and Wallsgrove's Riley skidded and hit the bank and later retired with a broken timing-chain. Horden's Alvis stopped right on the hairpin with a bent gearbox selector and was pushed out of the way, and Benjafield was unhappy with his Salmson's gear-change. Vernon Balls also had an acrobatic Amilcar passenger, Twelvetrees and his passenger wore canary-coloured sweaters, the Bugattis of Richards and Oldmeadow were going well, as was Havers, a regular Riley exponent.

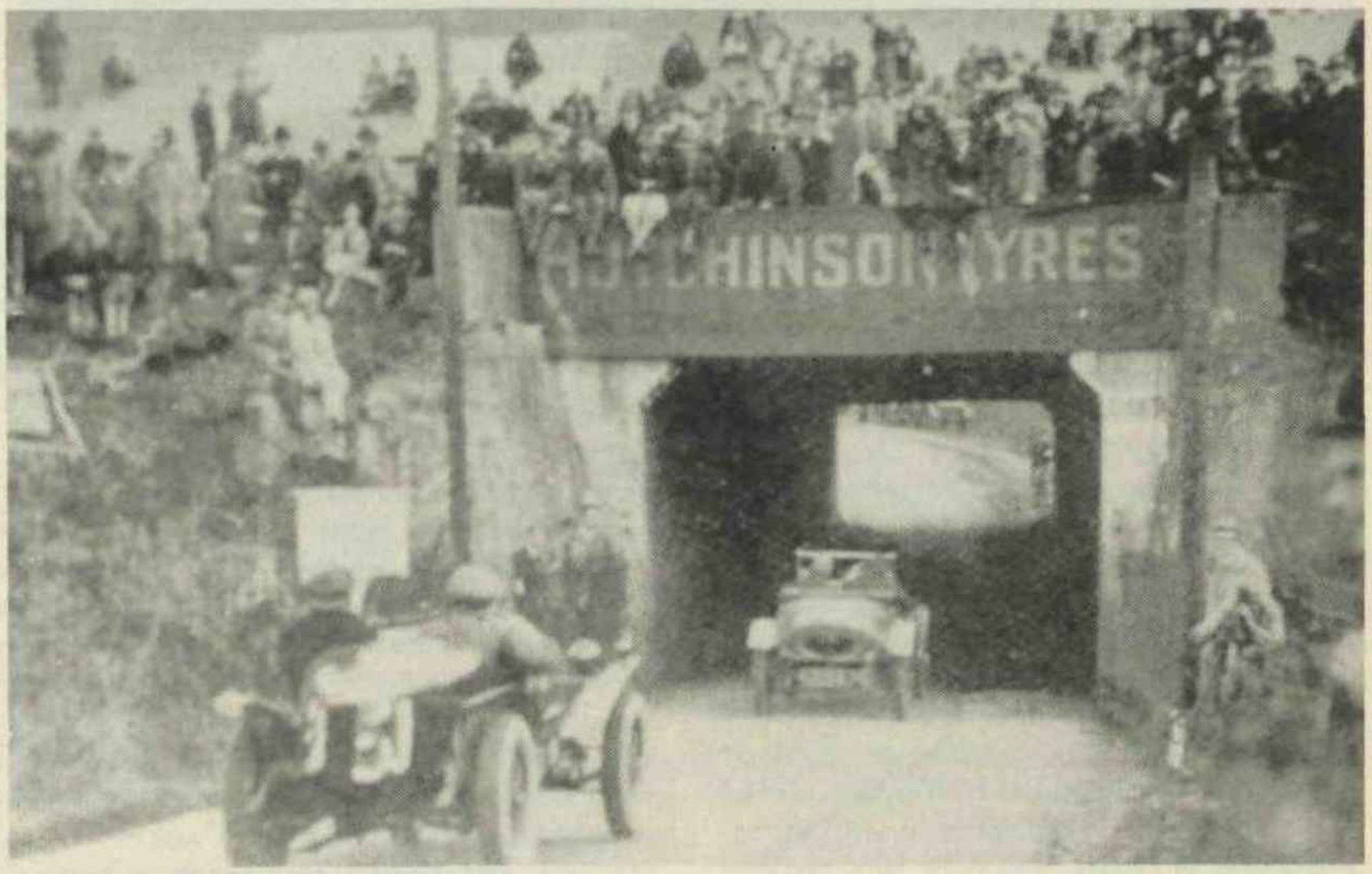
The turn from the broad expanse of the Railway straight onto the road-course was quite a test of brakes (Douglas was fast here in the Aston-Martin) as was the hairpin, and many swooped fast down the Test Hill. Davis's 10/23 Talbot was doing 40 down the Finishing-straight, 45mph by the aeroplane sheds. 50 by the Byfleet bridge, working up to 55mph along the Railway-straight, taking the turn off at 45, the hairpin in bottom gear at ten mph, the tunnel at 30, the next, double, bend at 38, to the 10mph limit, where he lit his pipe. . . Stirring stuff! "Benjy" blew a tiny bulb-horn when overtaking, two cars actually ran out of petrol, Laffan's four cylinder GN lost its battery-box and ran a big-end, and Pemberton's Amilcar was disqualified when its grating fish-tail finally fell off.

The only real incident was Hillary's Frazer Nash losing its steering-gear and diving into the tunnel wall, Norris's Lea Francis hitting it and breaking a headlamp glass. The event cost the JCC 25 gold and five silver medals. A dozen cars retired, and the Mathis, Olive's Amilcar, Myers' Gwynne 8, Berwick's Windsor and Whitcroft's Riley finished the 34 laps but too slowly to get an award, although the MOTOR SPORT Alvis took a gold medal in spite of a short delay when a tyre burst. Twelvetrees was quoted at 3 to 1 with the "bookies" and fastest driver, lapping in about four minutes. McConnell sought to make it sound a real test of catalogue small-cars, reporting that no springs broke, no brakes were adjusted, no dynamos failed, unless the belts fell off (!) and few drivers had to change tyres. One car hit the back of another and broke a lamp glass, but not the bulb. The blotted copybooks of retirement were those of Talbot, Salmson (2), Senechal, ABC, Frazer Nash, Lea-Francis, GN, Riley, Alvis (2), and Amilcar (2). Two more had been disqualified. Yet with the speed possible on the Track, it should have been reasonably easy to have kept to the set averages, one might think, but only if the sportscars could exceed 70mph.

Having been well received by competitors and spectators, the JCC continued these ingenious High Speed Trials to the same pattern for a few more years, even adding sand bag S-bends at the Fork in 1927. But eventually the BARC decided that the Track entrance-road could no longer be closed, even for two days (practice and the trial), as it cut visitors' cars off from the Paddock and Aerodrome. The JCC High Speed Trial was then confined to the outer-circuit, using artificial corners; in contrast to the MCC, which ran its faster High Speed Trials over the full Brooklands course. I seldom see a JCC badge these days but when I do I think immediately, first of the 1921 200-Mile Race and then of those innovative "road-race" trials, of this ambitious Club. **W B**

The then-Editor of this journal, Richard Twelvetrees, drove this 12/50 duck's-back Alvis, right. He was the fastest car in the event in spite of a burst tyre, and favourite to qualify, at 3-to-1 in bookie "Long Tom's" book. Spectators above the entrance road watch LG Hordsted's sports Mathis about to chase on Alvis through the tunnel, below.





V-to-C Miscellany

The Vintage Sports-Car Club has announced a very full fixture-list for 1993. Its events open to non-members as spectators include two Silverstone race meetings (April 3 and June 12), speed-trials at Curborough (May 2) and Weston-Super-Mare (October 3), speed hill-climbs at Wiscombe (May 9), Loton Park (June 5/6), Shelsley Walsh (July 3), and Prescott (August 7/8), a Donington Park race meeting (May 31), an Oulton Park race meeting (June 26), a Mallory Park race meeting (July 18), and a Cadwell Park race meeting (August 30), etc. Details from the Secretary, David Franklin, VSCC Office, 121 Russell Road, Newbury, Berkshire, RG14 5JX (Tel: 0635 44411).

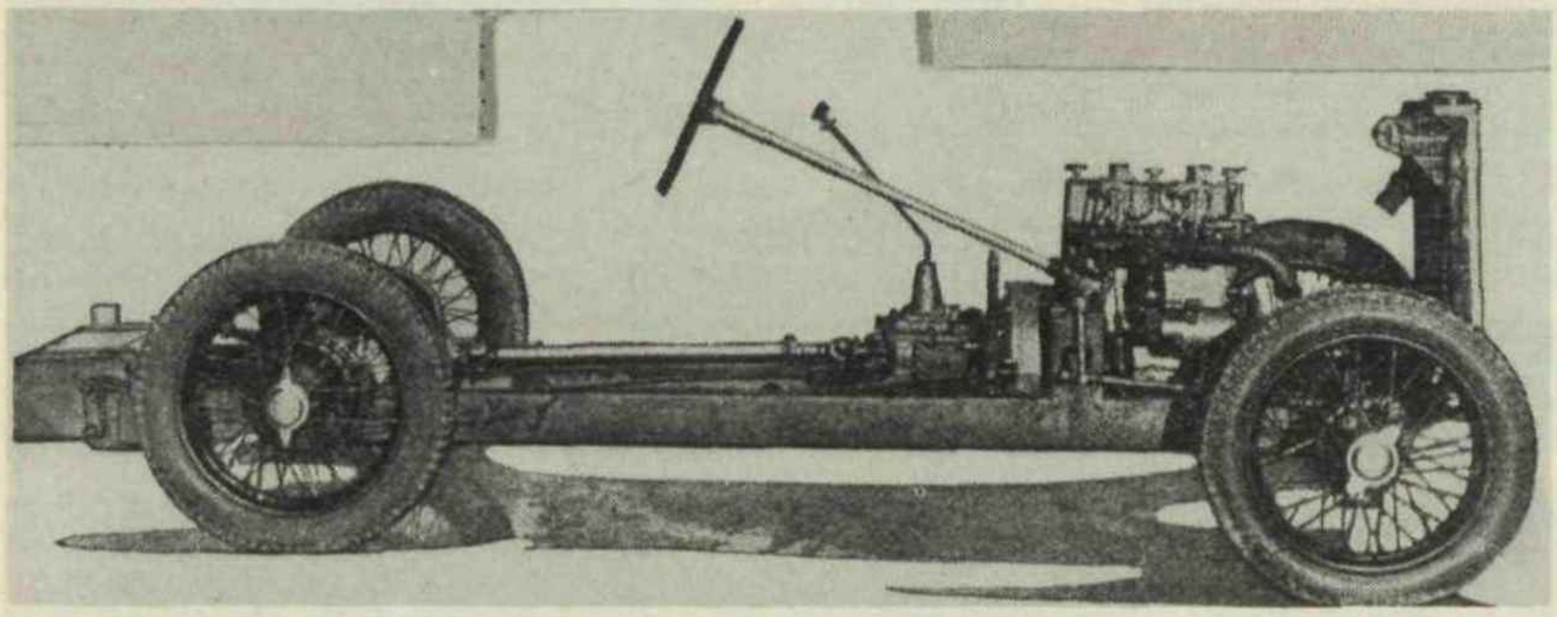
A reader has sent us a cutting from a women's magazine showing a picture of a man and wife setting off on honeymoon in 1932 in a Windsor tourer, the alsation dog mascot from which still exists. (We dealt with this rare make in MOTOR SPORT many years ago). The car must have been about seven years old when the photograph was taken and the paper had to get the NMM to identify its make.

A street in Le Mans is to be named after W O Bentley.

The Bugatti OC has four Prescott Hill-climb meetings embracing classic cars, on May 22/23, May 30, July 18, and July 24/25. The Bugatti Spring Rally will be at Portsmouth. The Bugatti International Rally is in Germany this year, from June 22/27. Those who wish to learn how to drive fast and properly up Prescott should note that nine Drivers' School courses will be held there this year, starting on March 20. Secretary; Mrs Sue Ward, Prescott Hill, Gotherington, Cheltenham, Glos GL52 4RD (Tel: 0242 673136).

● Reverting to our GB Napier story, the car's wheels were made by Oliver Grey, the radiator by John Underwood. And it has a r h accelerator. **W B**

The Comet



It is understandable that, after a considerable period of time, even cars that had a reasonable production-run should be forgotten by the majority of those associated with the motoring world. But there are several which were either made in very small numbers indeed or which never went into production — the sad "lost causes", or "never-successfuls" of the automotive firmament. Such a car was the Comet, promising as it seemed when it was announced early in 1935.

It was to have been a fast small-car of advanced specification, to be manufactured by the Invicta Welding and Engineering Company Ltd at the Invicta Works, in Sutton, Surrey. It was the brainchild of a Mr Kirkland, who, when designing the Comet, said he was as much concerned with comfort and refinement, and of course reliability and durability, as with speed. The engine, of 1203cc, was in the 10hp taxation bracket. It had a bore and stroke of 63.5 x 95mm and would have commanded an annual tax of just £7.10/- (£7.50) in 1935.

It is an established fact that producers of motor cars in small numbers have seldom been able to bear the expense and manufacturing complication of making their own engines. So it is interesting to try to define what proprietary power-unit Mr Kirkland had adopted for his ideal car. We know the bore and stroke, assuming he had not bored out or lined-down the cylinders, or had made a new crankshaft. However, this takes us nowhere. When Vale Engineering was using Triumph engines, HRG Meadows (and later Singer) power-units, Buckler and others were relying on Ford-power and AFN put various makes of bought-out engines into the Frazer Nash, what did Kirkland do?

He could have been using a bored-out BSA engine, except that this was a side-valve power unit with a two-bearing crankshaft, whereas the Comet had vertical overhead valves and conventional push-rod-and-rocker valve-gear and three-bearing crankshaft. The Ford Ten comes close and could have been given overhead valves but if you read on, you will see the improbabilities of this. I liked the thought of a Talbot Ten motor, but dismissed it for the just-explained reason, and if a (bored-out) Riley engine had been available, which I think unlikely, would Kirkland have foresaken its excellent hemispherical cylinder head? No, I think we must assume, like the ambitious Geoffrey Taylor at Alta, that the Invicta Works was equipped to make engines, although more than skilled welding is involved.

In fact, the Comet had a truly advanced power-plant. The cylinder block was of nickel-cast iron, with chrome liners, the three-bearing crankshaft of chrome nickel. Y-alloy was used for the crankcase, and the pistons were of heat-treated silicon alloy, with duralumin con-rods. Nor was that all. The cylinder head was of hiduminium, with manganese-bronze valve-seats and bronze valve guides. The valve-gear, although conventional, embodied duralumin rockers and push-rods, the latter steel helmeted. It was claimed that the combustion chambers gave good gas turbulance round the sparking-plugs, which were fired from a special kind of coil. The two inlet manifolds each had a downdraught carburettor, hot-spotted from the three-branch exhaust manifold at two points.

Carburettors and manifolding were on the off-side, as was the long water off-take pipe. The valve cover, and a domed tappet cover on the near-side of the Comet's engine, were retained, respectively, by three, and two, big threaded discs, which should have given me a clue to the engine's origins, if it was bought out, but didn't. The water delivery pipe from the tall radiator fed into the front of the head, for the pump cooling system. Lubrication was by a submerged oil pump which fed, via a filter, a galley cast in the cylinder block, from which oil went to the main bearings and from another channel to the valve-rocker shaft. Oil then drained back to the sump via the push-rod tunnels, there being a complete absence of oil pipes of any kind. The sheet metal sump held 1.5 gallons of lubricant and possessed air tunnels for cooling purposes, Riley fashion.

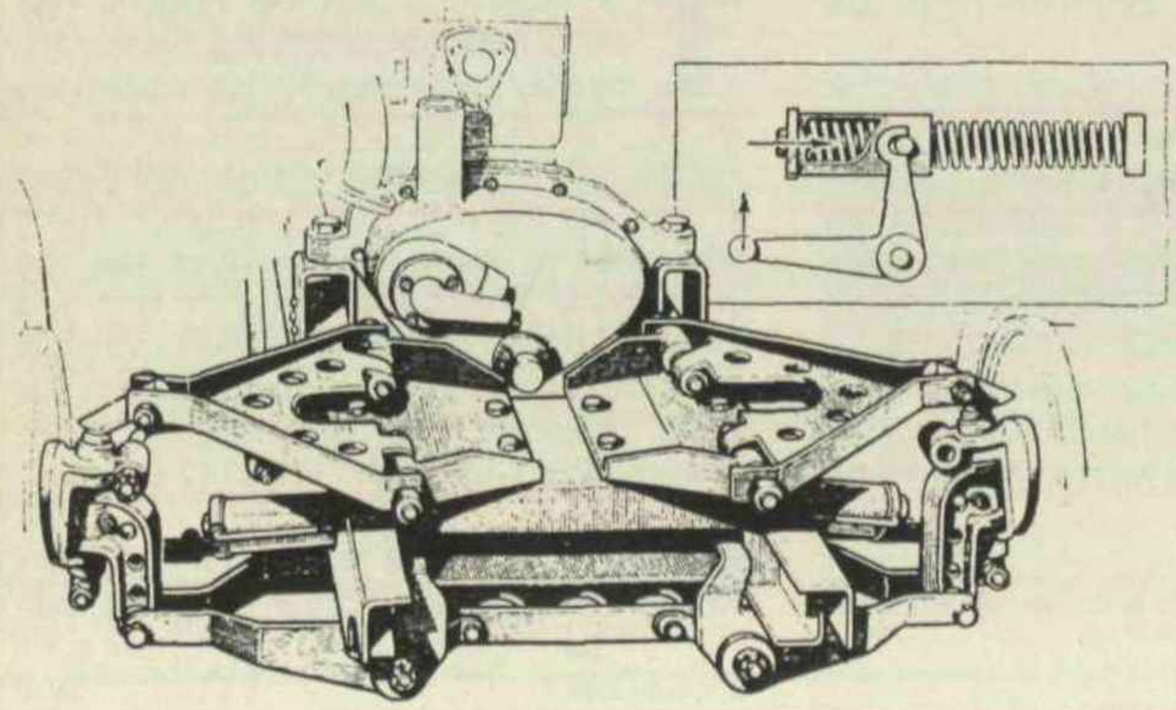
The drive went through a Borg & Beck clutch to a four-speed unit gearbox giving ratios of 18.5, 10.8, 6.4 and 4.5 to 1, with a 24 to 1 reverse. This power pack was four-point mounted, on Hartford Silentblocs at the front, rubber buffers at the back. An MG-like remote-control tunnel covered the rods uniting stubby central gear lever with the gearbox. Further advanced thinking was seen in the Comet's chassis frame. There was a massive, drilled, X-shaped central cross-member, and independent front suspension was used, at a time when, although this was to be found on continental cars such as Delage, Mercedes-Benz, Peugeot, etc and featured on some American cars, only Alvis used it in Britain and Vauxhall had yet to impress visitors to the 1935 Olympia Show by introducing it, enabled to do so by borrowing the Dubonnet system from Opel, which was also part of the General Motors' empire.

It was then unknown on small cars. Yet here it was, in the Comet's specification. I think a proprietory design may have been incorporated. It used transverse coil springs, coupled to the lower of two fabricated wishbones by bell-cranks. Two friction shock-absorbers were fitted on each side and the front wheels remained vertical as they rose and fell. Accurate Bishop steering gear, half-elliptic rear springs with two large hydraulic shock-absorbers, Silentbloc chassis bushes to reduce maintenance chores, an 8-gallon rear fuel tank with mechanical feed, and centre-lock wire wheels completed the Comet's specification. It had a wheelbase of 7ft 9in, a front track of 3ft 10in and a rear track of 3ft 9in. The plan had been to offer it in three forms, two-seater, four-seater (both at £435) and saloon, the last, perhaps all three bodies, to be contracted out to E D Abbot Ltd of Farnham, which in 1935 was making special bodies on Lagonda Rapier chassis and who were also responsible for racing bodywork, such as that on Le Strange Metcalfe's Abbot-Nash.

Since the beginning of 1935 an experimental Comet had been on test. But as the announcement in January 1935 stated that "it is expected that a speed over 80mph will be possible", presumably the engine in that test chassis was not fully developed. By the release date it was claimed that nearly 50bhp was being developed at 5000rpm, with a safe rev-limit of 5500rpm, which was exceptionally high for a production car at that time. At 3000rpm the Comet's engine gave 30bhp. Later in 1935 production was said to be commencing. But did it ever commence?

This promising little car faded away, like heavenly Comets do. Does anyone know why?

W B



Top, 1935 10hp Comet. Left, 10hp Comet independent front suspension (Illustrations courtesy of Mike Worthington-Williams).

V-to-C Miscellany

A well restored Mercedes-Benz 500K 5-litre, straight-eight supercharged roadster, thought to have been the car owned by Sir Ronald Gunter, Bt, who raced Bentley, Bugatti, Bora and other cars at Brooklands, is in a Mercedes dealers in Germany and confirmation of its history is sought. It seems likely that it was a 1934 Olympia Show exhibit and that Gunter drove it in the 1935 Monte Carlo Rally, in which it finished 97th out of 103 survivors, after starting from John O'Groats. The car in Germany is left-hand drive, but Gunter may have chosen this as better suited to driving on the Continental roads in the Rally?The car has been in America. its reg no should be BLN 246. If anyone can add anything, the German enquirer would be most grateful.

The National Motor Museum at Beaulieu has been presented with a new Perkins Phaser-engined 18-ton six-wheel ERF transporter with KL Commercials body, by the two companies concerned. The new vehicle, which replaces the Museum's ex-AA Relay lorry, covered nearly 10,000 in its first four months service, which included taking a Museum Bugatti to Aberdeen for the Grampian sprint meeting and a 4½-litre Bentley to Budapest for the FIVA Rallye Monte Carlo des Voitures Anciennes.

1993 Historic Car Rallies include the Monte Carlo Challenge (February 14/20), the Mille Miglia Retrospective (May 13/16), England's Classic Marathon (June 6/11), the Coppa Delle Dolomiti (September 3/5), the GP Nuvolari (September 17/19) and the FIVA World Rally in Australia (March 13/28). We can supply the organisers' addresses. **W B**

Twelve Morgan three-wheelers finished in the Club's 1992 Night Trial; the winner was a 1960 F-Super (S Lister/R Parsons) but the following places were very close. They went to a 1934 MX Sports (N Shirley/J Walters), a 1938 MX2 SS (W Tuer/C Morton) and a 1933 MX2 SS (T Rotyin/T Skilbeck). Oldest to finish was a 1928 LTOW Aero and there was only one retirement, a 1932 LTOWZ SS with suspected carburettor icing, from this tough trial. Good show!

The Shuttleworth Collection has already announced the date of its Great British Picnic as being on June 6th. Believed to have been the first collective motor picnic when organised nine years ago, the event should appeal to those who just like somewhere to drive to and see other historic vehicles, without any competitive events. Anyone arriving in a pre-1956 vehickle will have access to the Old Warden picnic area at Biggleswade. If weather conditions permit, an air display of the Trust's aeroplanes from 1912 onwards will take place. Those planning to arrive by air will presumably have to obtain landing permissin. Details from A G Peacock, 69 Walton Rd, Sidcup, Kent DA14 4LL, or from K G Anderson, 341 Reigate Rd, Epsom Downs, Surrey KT17 3LT.

Those who drive their veteran cars to Brighton each November should be well aware that the difficult marshalling of the start in Hyde Park is done largely by volunteers from the 750 Motor Club. So it is good to hear that, after this task last year, 19 members of the N London A7 Group, with their A7s and a Morris, partook of breakfast at the Covent Garden Piazza and then took advantage of reduced admission to the London Transport Museum.

Having run the 65th Exeter Trial last month, for which it had a total of 321 entries, the MCC will organise its Lands End trial, first held in 1908, at Easter and the End-To-End Run from June 13, starting at Lands End and finishing at John O'Groats. Its magazine *Triple*, edited by Tom Threlfall, has expanded notably, the December 1992 issue going to 68 pages. Those car or motorcycle readers who wish to learn more of this pioneer Club should note that its Secretary is G Margetts, Havenbank, 21 Madresfield Road, Malvern, Worcs WR14 2AS.

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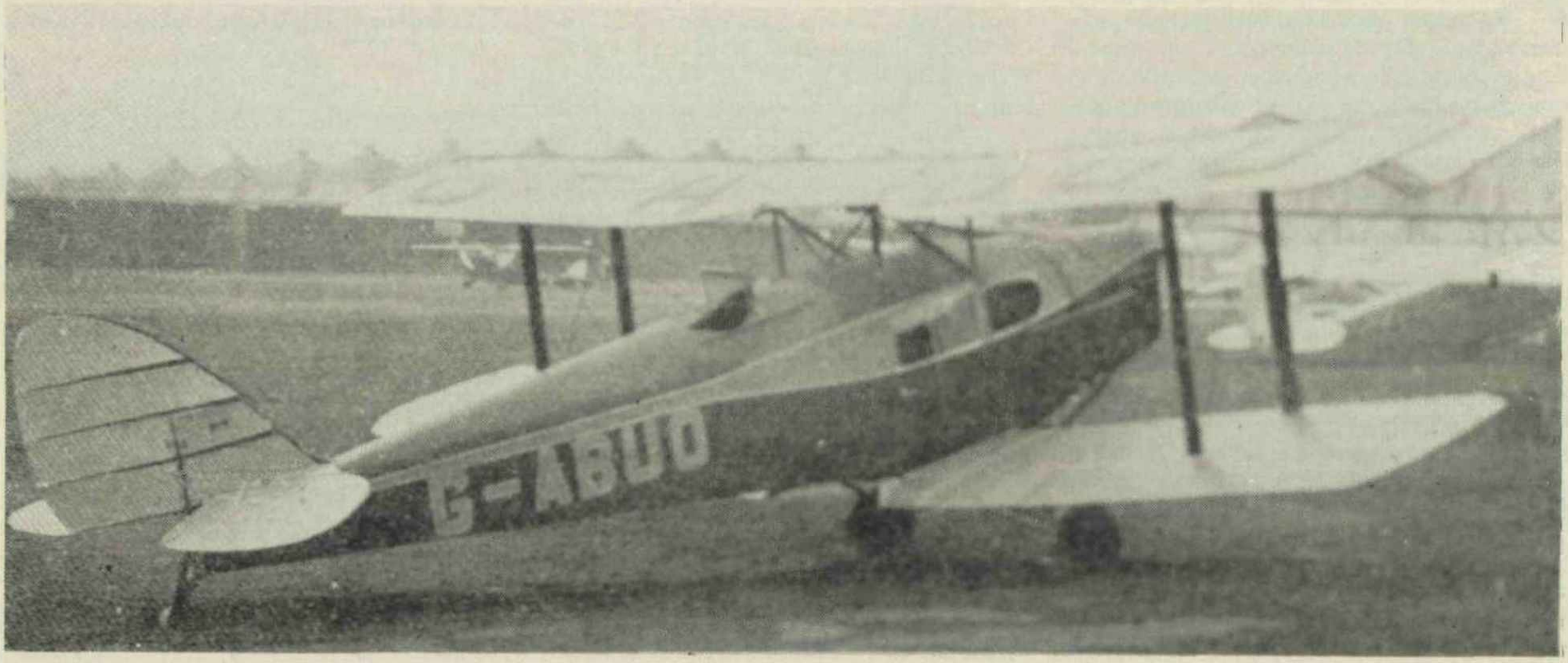
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Air — The other Courtenay



Following the lifestyle of this other Courtenay evokes more memories of flying as it used to be. The pilot I am recalling is not to be confused with Capt Frank Courtney, who test-flew so many different aeroplanes in the 1920s, including the Cierva and Avro Autogiros, and won the 1920 Aerial Derby in the Martinsyde Semiquaver at 153.45mph (crashing it after finishing but emerging unscathed). He then won the 1923 King's Cup race in an AW Siskin II at 140mph, before a row with Juan de la Cierva over Autogiro design and Armstrong-Whitworth over the sale of a car given to him for his King's Cup victory took him to the USA, testing Curtiss flying-boats, until his return eight years later to test flying-boats for Saunders Roe.

Nor should the subject of this look-back be confused with Air Chief Marshall Sir Christopher Courtney, who was Air Member for Supply and Organisation on the Air Council during WW2. The Courtenay I am thinking of is William Courtenay, MM, ARAoSI. And before you notice the difference in name-spelling, let me say that even here confusion exists; Harald Penrose, whose stupendous five-volume history of British Aviation should be on every aeroplane enthusiast's book-shelves, (1903-1939, Putnam; 1967-1980, HMSO), repeatedly indexes both Frank and William as "Courtneys"...

Cheshire-born William Courtenay served during the First World War with the 4th Battalion of the Cheshire Regiment, at Sulva Bay — in the days of the Regular Army, the thin red line, the old English redcoats, the Kaiser's "Contemptibles" and those imperturbable British Staff officers — before he transferred to the RFC. He trained at Heliopolis on Maurice Farman Shorthorns and DH6s, the latter at Amria aerodrome, graduating to the BE2c and Avro 504. Courtenay went solo after 3½-hours' dual instruction. He survived his only forced-landing, when the engine of an Avro seized and he put it down at Helouan — a Crossley tender brought out another engine, which was fitted in the day, and Courtenay flew the machine back to Heliopolis, just clearing the palm trees on take-off.

Returning home, aged 24, flying offered few prospects. Most of the 3000 front-line aeroplanes (of a total built of over 50,000) were scrapped after the Armistice and of the 30,000 or so surviving RAF pilots, under 1000 were retained. So Courtenay went to study at London University.

His first civilian job was lecturing with Lowell Thomas, the American who was in London showing his travelogue *Lawrence in Arabia*. That was how the ex-pilot met Sir Ross and Sir Keith Smith, who had flown a Vickers Vimy (two R-R Eagles) from Hounslow to Darwin, Australia, in 1919 in 129 hours flying-time. Courtenay became interested in long-distance flying and linked up with Alan Cobham, who was successful when many others were failing, some fatally. By 1928 he was helping to organise the lecture tour Cobham gave after his flight from Australia, to alight on the Thames in front of the Houses of Parliament in a DH50 seaplane with Siddeley Puma engine, for which he was knighted. Courtenay later became Press and Publicity Manager of Sir Alan's ambitious Air Tour of Britain, aimed at promoting interest in flying, which in 6½ months in 1929 was said to have attracted 250,000 spectators and given 40,000 people flights, including 10,000 school children paid for by Sir Charles Wakefield (of Castrol Oil), who sponsored the whole idea.

Cobham used a DH51 10-seater biplane *Youth of Britain* for passenger flights, with an Armstrong Siddeley Jaguar engine. To lay on the advance arrangements Courtenay was provided with a 20hp Armstrong Siddeley two-seater, a rather rare model; but perhaps a dickey compartment was thought useful for carrying the leaflets and posters, etc. In fact, Armstrong Siddeley provided other cars, in return for which Cobham used the Jaguar aero engine. The two-seater Armstrong Siddeley lasted only until that August. Courtenay was driving it from Taunton to Bristol when it skidded on the wet road and demolished the front room of Mrs Jones's Post Office at Huntspill, near Highbridge — I have always intended to go to see if the damage to the Post Office is still discernable, but never have; perhaps a reader will tell me? The car was beyond repair but Mr and Mrs Jones got two free tickets for flights when the Air Tour came to their area and Courtenay a guinea for the story he gave the *Bristol Evening News*. Also, a new car...

The Air Tour ended with a meeting of 500 Lord Mayors in London as guests of Lord Wakefield to discuss the prospects of municipal aerodromes in their towns, following the lead of Manchester, Hull, Blackpool and Bristol. William Courtenay turned his attention next to Amy Johnson, becoming her manager after her solo flight from England to Australia in a DH Gipsy Moth. He took over everything, planning a tour of Britain for her on her return. It has been said that Courtenay intruded unduly, getting the *Daily Mail* to pay £10,000 for Amy's story and to sponsor her tour, resulting in the nervous breakdown she suffered after she had come home from her 19-day record-breaking flight. Her arrival back in England was highly dramatic. Without TV, people had to go out to see such events in 1930 and they did this in staggering numbers, for her arrival at Croydon on August Bank Holiday in the Imperial Airways A W Argosy air-liner. They lined the entire route from there to Grosvenor House in Park Lane, where she would be staying.

WC (as we will call William Courtenay) had arranged for four Armstrong Siddeley cars for the journey, with Amy and her parents in the first one, himself and F E Gordon, a *Daily Mail* staffman, in the rear car. Amy's touch-down was scheduled for 4pm but the Argosy had encountered head winds and rough weather, reducing it is to a 65mph cruising speed, and it was 9pm before it reached Croydon. Meanwhile, the crowds had increased. I remember the occasion well. I had gone to Brooklands by train and on arriving at the little low-level station at

and on arriving at the little low-level station at Streatham Hill and climbing the stairs on my way back I was surprised to find the road ahead solid with humanity. Due to the floodlit reception at Croydon, the expected cavalcade of the four Armstrong Siddeleys, those red, white, blue and green demonstration cars, was well over five hours late, and with no communications to the police controlling the route, one can understand why the burly policeman who impeded me was anxious not to have anyone in the road! I had to tell him I was tired after a day watching motor racing before he would let me return home, up Leigham Court Road. However, for Amy Johnson it was 2am before she was allowed by the crowds greeting her in the hotel, to get to bed, after her day had commenced at 7am. . .

Prior to this, WC had gone out to Marseilles to meet the liner *Naldera* on which Amy's crated Moth, "Jason", had been loaded. A barge brought it ashore, and WC went with it in the freight truck of a train to Calais, where it was shipped across the Channel and taken to Croydon on a lorry, WC still in attendance. His day had begun with a 2½-hour stint in another Argosy air-liner from Croydon to Le Bourget, and ended 24 hours later, the famous aeroplane getting to Croydon at 11am on the day of its heroine-pilot's return. When Amy Johnson felt fit enough WC set her off on her *Daily Mail* tour and organised all manner of other appearances for her. Little wonder that her health broke down and the tour had to be abandoned. But she flew "Jason" to a roped-off field near Eastbourne for the first of her Tour landings. The *Daily Mail* was apparently the first newspaper to have an aeroplane of its own and this followed, flown by Capt Wilson.

It was while in this small cabin aeroplane that WC experienced the anxiety of flying close to the 1100ft and 1800ft radio masts of Daventry and Rugby, with visibility down to 200 yards. Then they saw the name NUNEATON in 12ft high white letters on the ground and knew at last where they were. The LMS had set up this sign and WC tried to get other railway lines to copy it (I wonder if any traces of this first one still exist?). In these days of radio beacons and other navigational aids it is sobering to remember that as late as 1936 the very experienced Amy Mollison lost herself and crashed at Chelsfield, Kent, unaided by ground signs.

WC then worked for Capt Barnard's Air Circus, setting out to find nearly 150 suitable landing-grounds. As in the Amy Johnson tour, Armstrong Siddeley cars were used and the lead aeroplane was the ex-Duchess of Bedford's record-breaking Fokker *The Spider*. Barnard also had an Avro Avian, a slotted Potez cabin monoplane, a 3-seater Simmonds Spartan, a sports Avian, and a Cierva Autogiro, etc. The *Daily Mail* gave £6000 in sponsorship and hired for the six months, for over £6000, the Marconiphone Company's wireless coach. It also put on the *Daily Mail* flying-lessons, with a radio-equipped Spartan (30 min) and the Autogiro (15 min). WC had married and he and his wife used a caravan, towed by an aged Armstrong Siddeley Sixteen which Cobham had used on his 1929 Tour but which was 100 per cent reliable, WC said. Then for three weeks in 1932 WC flew to India and back with Capt Neville Stack, in a three-seater Spartan monoplane.

Later that year he organised the opening of Hillman Air-Lines, run by Edward Hillman who had started with a coach-service between Stratford and Chelmsford and had blossomed out into air travel by buying a few DH Puss Moths, then getting de Havilland's to build him a twin-engined machine to his requirements and price, which became the DH84 Dragon (two Gipsy engines). The opening at Romford aerodrome was dubbed the Essex Aviation Display, and Bristol Bulldogs from Hornchurch gave an aerobatic display.

WC had taken his pilot's "ticket" at Brooklands and he later bought his own aeroplane, a Cirrus-engined BA Swallow. Flying it from Leicester to Heston he found the four railway lines south of Duxford aerodrome, checked them on his map, but got lost in low cloud and rain. He was about to land in a suitable field "in the Brooklands manner" when he saw a hangar. He flew round to investigate and came in safely, having picked up the wind direction from a factory chimney. Two mechanics from a cross-roads garage, having seen the machine circling, came out with a car and WC discovered he was at Coal Aston, which had served the RFC during WW1. He had flown due north, instead of south, after checking those railway lines! He did a piece for the *Evening Standard* about this "ghost" aerodrome — shades of Patrick Stephen's series of *Action Stations* books of the 1980s.

It is a reminder of how easy it was to get lost in light aeroplanes in those 1930s that CW got lost at 4000 feet over the Pennines when flying from Tollerton to Liverpool, but luckily found the aerodrome at Woodford with AVRO on it. Then, lateish one evening, he set off from Liverpool from Hanworth and again ran into rain clouds. Having brought off a safe landing he remarked on his skill to the farmer. "So what?", was the reply, "this is the biggest field in Cheshire!" I think he was using a biplane, as he was able to fold its wings for the night, but of his Swallow he claimed 90mph cruising speed and 3½-4 gallons per hour with the 80hp Cirrus Minor engine. *(To be continued)* **W B**

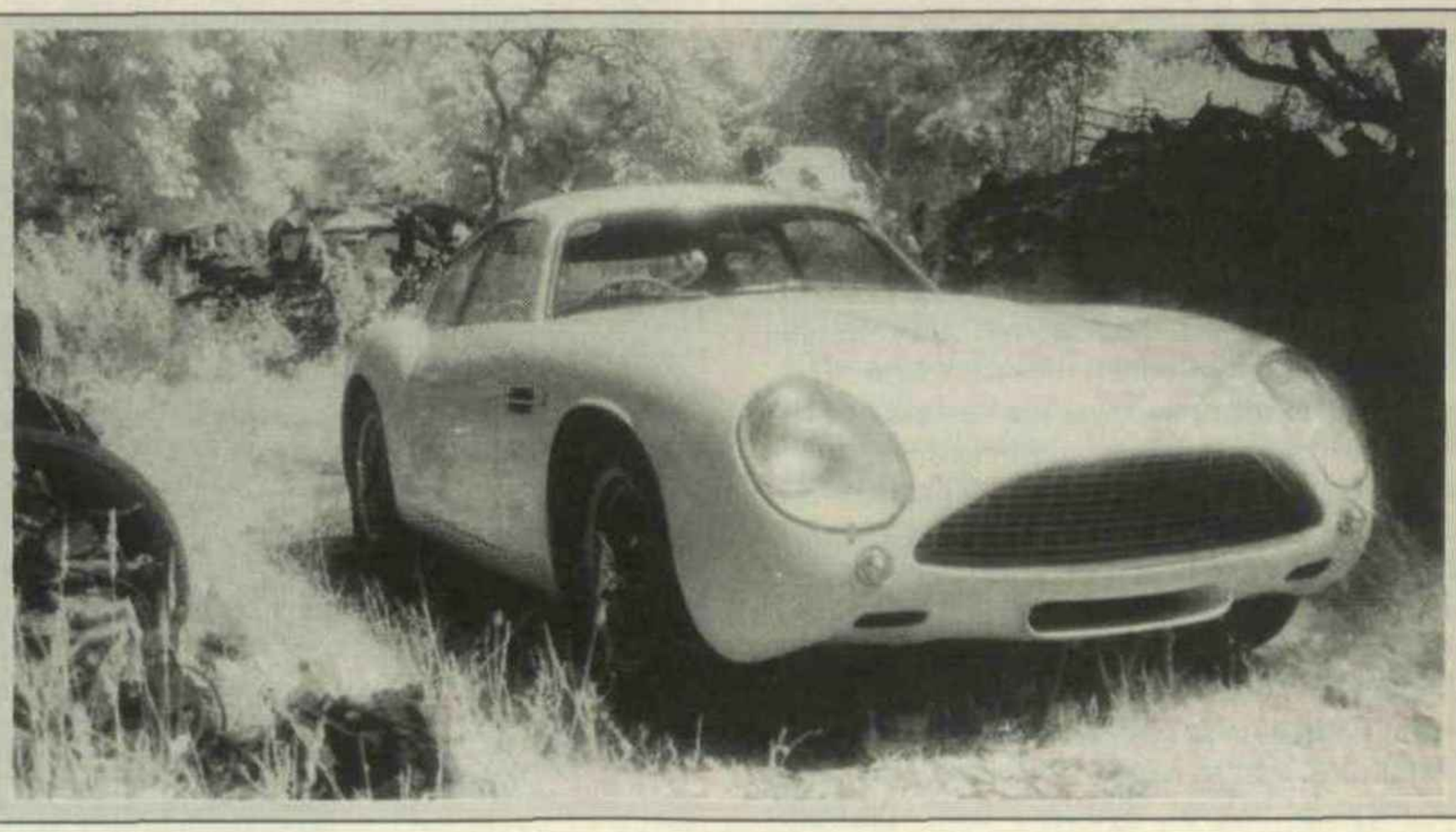


The Cierva Autogiro (opposite page), from one of which, in 1934, RAC Brie and Major Oliver Stewart saw the accident at Hanworth to the Desoutter in which Courteney was a passenger. Above, an Avro Avian, one of which was in the fleet of aeroplanes used by Capt Barnard's 1931 Air Circus.

Home sweet home

One of only 19 Zagato-bodied Aston Martin DB4 GTs ever to have been built recently returned to England, after a 30-year sojourn in Australia.

It was originally owned, and raced, by Laurie O'Niell, taking the GT lap record at Longford in 1963. It then passed on to Colin Hyams, who campaigned it with success throughout the 1965 season. Its third recorded owner, Alex Copland, acquired it in the late 1960s and chose to use it as everyday transport. Eyen so, it had clocked up only 42,000 miles from new when it was freighted back to the UK, where it was put up for sale by Surrey dealer Philip Jones.



Vintagery at The Verzons

Vintage-car drivers apparently regard bad weather as a challenge, because more than one hundred pre-war cars turned up on New Year's Day for the annual gathering at The Verzons Hotel near Ledbury, very few who started out turning back, in spite of fog, icy roads and iced-over windscreens. No doubt other VSCC venues had similar support that day, as I hear the Red Lion at Llanfair Waterdine did. The "rubber-neckers" seem to love it, too, the roadside verges outside The Verzons soon being lined with modern cars.

Only "proper" motors were admitted by Mark Garfitt to the car park, of which 22 were Austins in varying sizes. The Welsh A7 contingent was decimated this year by 'flu and social engagements but Seymour Price came in his fast Ulster and I used my 1930 Gould Replica, neither of which missed a beat. The most interesting arrival was Ian Rendall's 1918 Stutz Bearcat two-seater, so American in style, with two spare wheels up behind. It had not altogether escaped the searing cold, its radiator steaming a bit, probably due to ice in its lower regions. The prize donated by the hotel landlords, Fred and Ginny Coomber, for the driver coming the greatest distance went to Robin Parker, in Dunn's 4½-litre Bentley, but better known for racing the vee-twin BHD. Runners-up were Sydney and Barbara Goldstein in a rare Type 40 Bugatti saloon from Hampstead, although I am convinced it was driven down by the patient black dog which was at the wheel throughout. . .

Organiser Garfitt was in Sally Marsh's Type 35T GP Bugatti, which with Sir John Venables Llewellyn's T35, both stripped for action, were exactly as Ettore intended them to be! That is, ready to race — but on this freezing day . . !

Other Bugattis were a fine skiff-bodied Type 13/22 brought by Keith Hill, who had made the new body for this early Brescia. Ernie Allen was there with his family in the T23. Indeed there were seven Bugattis all told. The highest performance car present was undoubtedly Roger Collings 8-litre Bentley, and others of this make ranged from an open 3-litre to an 8-litre saloon, eight in all, equalled by the Morgan fraternity, whose line-up consisted of six three-wheelers and two pre-war 4/4s. There were the expected makes like Alvis (7), Lagonda (4), Riley (11) and Rolls-Royce (3), in various varieties, and Chris Clark used his stately Lanchester 21 saloon, John Nicholson his railway-carriage-like Edwardian Lancia Eta,



On the way to Weybridge Flying Club? Brooklands and JCC badges on this MG PB coupé add a period touch, above. So American in style . . . Ian Rendall's Stutz Bearcat, right, brought a Yankee slant.

backed up by a couple of Lambdas. I liked the 9.5hp Renault tourer driven by a lady who looked all set for a run along a French boulevard, just as the MG PB coupé with its Brooklands and JCC badges might have been on the way to the Weybridge Flying Club or some driving tests at Weybridge.

Chris Gordon, who has bought a Frazer Nash, had decided that a Fiat 500 Topolino was better suited to the Arctic temperature and Rodney Felton had contributed his 2900B Alfa Romeo and his Bugatti. A boat-tailed Edwardian Renault and a showroom condition Citroen Light-15 roadster made a nice Francophile contrast and Hamish Moffatt was there with his open OM. Luscott-Evans two-stroked in in his Trojan and so it went on. A yellow Model-A Ford coupé, a nice 1750 Alfa Romeo two-seater, two Frazer Nashes, one with BMW engine, the Crouch-Helix, in good health again, a 30/98 Vauxhall, an HRG, a Lea-Francis, a couple of Wolseley Hornets, a pre-war Rover 12 and the motorcycles. What a marvellous turn-out!

Marstons Breweries entered into the spirit of these New Year Day forays by bringing their impressive 1933 Leyland Van, (they also run a 1932 Leyland) and providing a shield on which the winner's names will be engraved each year, for display at "The Verzons". I have no doubt at all that it will all happen again in 1994, apart from the monthly meetings at this venue and Garfitt's special summer assembly. **W B**

Flattery

(Nearly) forty years on, when afar and asunder. . . We at MOTOR SPORT are flattered to learn, from the *BRDC Bulletin*, that Innes Ireland, the new BRDC President "has very fond memories of the (Goodwood) circuit, having won the Club's coveted Brooklands Memorial Trophy there in 1957. . ." The only thing is, this was not a BRDC trophy but a MOTOR SPORT trophy, which Mike Hawthorn is seen presenting to Innes in the above picture, with the then Editor looking on approvingly. The Trophy is still in existence, awarded annually to the driver of the pre-war car gaining the most points at VSCC race meetings.



V-to-C Miscellany

Two more fixtures: The Lea-Francis OC will be holding its annual rally at Stanford Hall again this year, on June 6, while the Riley Register has changed its annual rally venue to Town Thorns, Easenhall, Near Coventry (June 26/27) and has its Scottish National Rally at Troon, Ayrshire on May 21/23. The respective secretaries are: D R B Sayers, French's, Long Wittenham, Oxon OX14 4QQ, and J F B Tew, Holly Bank, Jacques Lane, Clophill, Bedford MK45 4BS.

The anniversary of the first Ards TT race will be the subject of a four-day programme by the Ulster VCC, from June 2-5. Appropriate cars will obviously be welcomed. Details from: Mike Wilson, Summerseat, 5 Marine Road, Holywood, Co Down, BT18 0AH.

Last September the Rolls-Royce EC's headquarters at Paulerspury, Northants, was completed when John Donner performed the opening of the C S Rolls Wing, in the shadow of the famous "Silver Ghost" AX 201. This remarkable club has elected another 189 new members in two months and it has a very full 1993 fixture-list. Important dates are the AGM (April 28), the Charterhouse Rally (May 9), the Annual Rally at Althrop Park (June 12/13), and the Stowe School Rally (September 9). The Club has 14 home sections, all with their own events, and on July 19-August 5 the re-run of the Alpine Trial will take place. Secretary: Eric Barrass, 6 Montacute Road, Tunbridge Wells, Kent TN2 5QP.

The Vintage Motor Cycle Club has announced its 1993 events, too numerous to list individually. The more important fixtures include races at Mallory Park (April 11), the President's Run (May 9), the Ladies' Run (May 9), the Banbury Run (June 13), the Flat Tank Weekend (June 25/27), the Levis Cup Trial (August 1), and a great many more. Secretary: Ann Davy, VMCC Office, Allen House, Wetmore Road, Burton-on-Trent, Staffs DE14 1SN. The Club membership now excedes 11,500.

The owner of what he believes to be the sole remaining 10hp Super Sports Calthorpe, built in 1920, seeks information about these cars in general and the sports and racing models in particular, and any spares sources. Letters can be forwarded.

We have received for indentification purposes photographs of two veteran cars associated with Arthur Martin-Leake, the first person to be awarded two VCs, the first under Baden-Powell in the Boer War, the second at the Battle of the Somme. One of the cars is a *circa* 1899/1900 De Dion Bouton Quad, the model with the backward-facing seats for two of its passengers, the other a little 1900/1901 Locomobile steamer, as used by among others Rudyard Kipling and the subject of his famous *Steam Tactics* story. The car in question has the Clarkson frontal condenser fitted to English Locomobile steamers. Apparently Mr Martin-Leake retained a lifelong interest in cars, motorcycles and trains, and in his fifties took up flying. He died in the house in Hertfordshire in which his family had lived for 250 years, and a book about his life is being researched.

From Long Ago

An interview with Viscount Massereene in a back issue of *The Spectator* that I picked up recently caught my eye, for the noble gentleman was described as having, as an amateur rider and racing driver, driven "the leading British car in the 1937 Le Mans Grand Prix." Which he certainly did, although the race was the 24-hours, not a Grand Prix. As the Hon J W Skeffington, Viscount Massereene had acquired the 1½-litre Bertelli Aston Martin which had won the Rudge Whitworth Cup at Le Mans in 1935 when driven by Charles Martin and Charlie Brackenbury, and had been run in the same race by the works in 1936. It was beautifully turned-out for the following years' Le Mans race by R C Murton-Neale, a Director of Speed Models Ltd of London, and he co-drove it with Skeffington.

They finished fifth overall, behind the winning 3.3-litre Bugatti, two 3.6-litre Delahayes and a 3-litre Delage. It all fits in nicely with the traditions of those days. Viscount Massereene and Ferrard entered the House of Lords over 30 years ago, had done some years with the Black Watch in the 1930s, owns the 70,000 acre estate of Knock on Mull and Chilham Castle in Kent. His Lordship is said to be writing his biography and I hope to learn from it more of his motor-racing interests and of the other cars he has owned. **W B**

MCC Exeter





The MCC, one of the longest-established of all our motor clubs, continues to obtain marvellous entry lists for its classic trials. This year's Exeter Trial, the 65th of a series that began back in 1910, attracted 321 competitors, including the motorcyclists, and was run to the traditional pattern, with the long night journey to the West Country, from starting points at Cirencester, Popham and Trewint, to finish at Torquay. The runner had to tackle Meerhay, Waterloo, Stretes, Tillerton, Sims, the long climb of Fingle (marshalled by the Kelly team) and other non-stop sections, drivers and riders competing against the MCC, not against themselves, for the awards. Teams of three numbered 29, with such appealing titles as Barbour Blacksheep, the Italian Connection (two Fiats and a Yugo), Team Troll (three of that make), Luddites (two Martins and another Special), RPM Brothers -in-Law (a TR3, Sprite and Cortina) and Five Over Nine (work that out if you can — the vehicles comprised a VW Beetle, Pouncy Ajay and a Norton). The photographs capture the spirit of these splendid events and should whet your anticipation for the Land's End Trial at Easter. Top, Andrew Lees breasts a rise in his 1275cc rally-replica Sprite. Tom Forshaw's MG TC, below, gives steamy early warning of problems, while, below left, Stephen Strutt steers his Cannon through the Fingle woods. Left, Graham Marshall gets the thumbs-up for his 1½-litre Ford Special. **W B**





Merlin-Royce







A second chance to admire the engineering of the 27-litre Merlin-engine Rolls-Royce Phantom II built by the Jameson brothers which W B experienced last month.

Birkin Memorial Rally

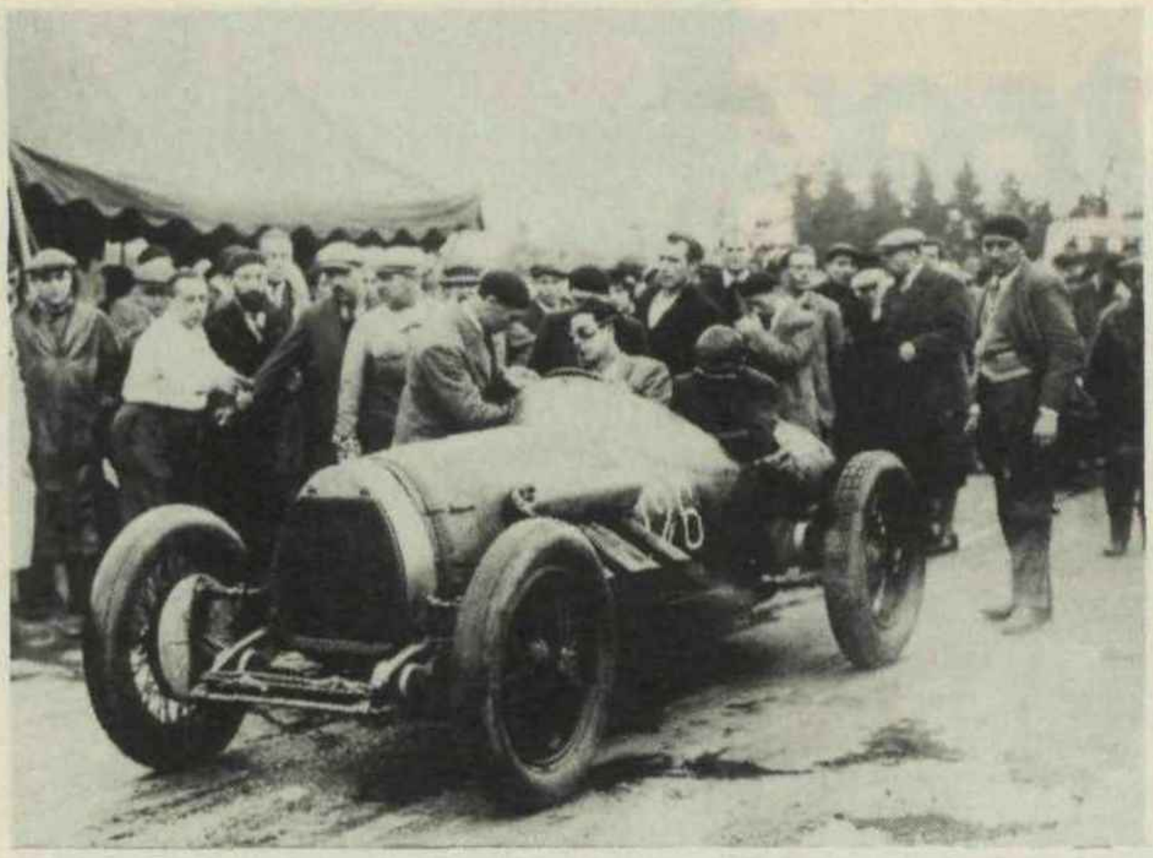
1993 is the 60th anniversary of the death of Sir Henry Birkin, and to mark it the Federation of the Motor Industry, in association with Bentley Drivers Club, is running a memorial rally. Based around Blakeney, Norfolk, where the great driver is buried, the rally runs over the weekend of the 19/20 June, and includes a visit to Blickling Hall, home of Ann Boleyn, a steam-hauled trip on the N Norfolk Railway plus tour of their workshops, and a tour of Gresham's, which is one of the oldest public schools around. A memorial service will be held at the church on the Sunday. Cars connected with Birkin, not only Bentleys and Alfa Romeos but also the ABC he inherited from his brother Archie, will be on display in Blakeney, and it is hoped that one of Birkin's speedboats, currently being restored, will be re-launched on the Sunday. Entertainments and refreshment facilities will be laid on, and a ticket for all events over the weekend will cost £15 per car.

The organisers are especially keen to attract cars with a Birkin connection, including any he may have raced against; owners, and anyone who wishes to attend the weekend, should contact David Ward, 71 Morston Road, Blakeney, Holt, Norfolk NR25 7BD Tel:0263 740943. **GC**

VSCC Enstone Awards

The results of the VSCC December driving-test meeting, which we reported last month, were not available by press day. For the record they are appended: Seven non-started. **Best performance**: I Mahany (1939 HRG). **Best light-car**: Mrs Di Threlfall (1928 A7 Chummy). **Best touring car**: R Edmunds (1923 Morgan 3-wheeler). **Best saloon**: B Clarke (1929 A7). **Best Edwardian**: M Croome (1904 1300cc Wolseley). **First Class Awards**: I Mahany, S Price (1930 A7), A Hall (1928 A7), J Brewster (1930 A7), R Threlfall (1928 A7), P Livesey (1927 A7), D Marsh (1925 Brescia Bugatti), H Moffatt (1923 Brescia Bugatti). **Second Class Awards**: Miss Lemon (1928 A7), C Hamilton-Gould (1920 Citroen), A Marsh (1928 A7). **Third Class Awards**: M Bullett (1930 A7), D Somers (1931 A7), J Newell (1929 A7), S Shoosmith (1934 Riley), D Hescroff (1936 AC), M Blake (1928 Frazer Nash), D Roberts (1924 Alvis), P Rosoman (1930 A7), R Dainty (1927 A7). Retired: C Gordon (1912 Hispano-Suiza), Miss Poat (1926 A7) and Miss Marsh (1926 A7). **WB**

VINTAGE POSTBAG



Photograhic evidence of another chapter in the history of the Bequet-Delage now owned by Alexander Boswell.

Bequet Finds

Sir,
Please find enclosed a most interesting photo which I have received from France only recently, showing the Bequet-Delage in October 1932 at Gometz le Chatel hillclimb. The driver is named as B de Latour.

It proves that which I have long believed, that the Bequet had a much longer and more interesting competition history than it has ever been credited with. Also that the chassis was reunited with its original 1923 GP body subsequent to Bequet making his aero-engined modifications. When Bequet drove the car at San Sebastian in July 1926 it was fitted with a lashed-up body (with bolster fuel-tank). It is now clear that by the Montlhèry meeting in October that year the original GP body had been refitted. The photo also shows the stub exhaust pipes which I have been using in 1992.

Roland Coty was a good friend of M Bequet and funded the building of their projectile. The two must have known Louis Delage well, the latter from his work at the neighbouring Spad factory, the former as a well-established Delage customer. The Bequet was of course latterly known as the Coty Special and in this guise it came third in the GP de la Baule in August 1926. Coty started four laps behind the leaders; there is little doubt that but for this handicap he, rather than Wagner in the "works" Delage, would have won.

You will notice two further interesting things in the photo. Firstly, the absence of the Delage radiator badge. This is consistent with all photos of the Bequet Special, and we can surmise that Delage insisted that the badge was removed before the Special was built. Secondly, the ropes around the front dumb-irons. Nigel A-F complained bitterly about the front axle being weak when he first rebuilt the Bequet. Obviously the creators thought likewise and solved the problem by this extra tensioning device!

Alexander Boswell,
Newport Pagnell, Bucks.

Upside Down

Sir,
As it rather neatly, I think, links the article by W B on the Seabrook R M C with its upside-down chassis and the piece by D S J on Specials and gives me a chance to air my vintage motorcycle memories, I would like to take you back to the now University town of Loughborough in Leicestershire in the late Thirties. A regular sight was a low-slung sports car, unremarkable perhaps to non enthusiasts, but interesting to me because it was constructed from that worthy but quite hideous car of the twenties, the Gwynne 8. It was transformed both in appearance and no doubt road-holding because the owner had turned the engine upside-down, just like the R M C. I later came to know the owner, one Roger Castley, whose brother had in the early twenties ridden, with a chap named Cathrick, big twin B S A sidecar outfits round the world. Later Roger switched to a 12/50 Alvis, which figured because I always thought the Gwynne engine looked like an Alvis one.

When his car was off the road Roger rode the 1930 Scott Flyer which I acquired during the War and was so beguiled with it that I was determined to start a Vintage MotorCycle Club on the lines of the V S C C. With the support and encouragement of W B and D S J and many members of the V S C C, it came to pass (present membership 11,500 and still rising). W B is still a member though D S J isn't (because we didn't get sprints and racing going quick enough for him and allowed in non-sporting machines). I often wondered what happened to the upside-down Gwynne.

C E "Titch" Allen,
Ibstock, Leics.

MCC Trials

Sir,
Congratulations on your most interestingly detailed article on the MCC Edinburgh Trial. I was particularly interested in your account of the events from 1926 onwards, that year marking my first MCC event as a competitor (I retired in the wilds of Yorkshire with the collapse of the well-worn rear tyre of my solo).

By the way, I did notice a slight "Oh Dear" in your description of the 1926 Triple Award as a "triple signpost". This was, in fact, a later design. I happen to have a Triple Award for which I qualified in 1928 — this is a silver relief map with the routes of the three trials (Lands End, Edinburgh and Exeter) picked out in red.

Incidentally, you may be interested, even at this late stage, to know that solely due to your glowing reports of your VW Beetle I chose Beetles for trials use for many years, from the late 1950s onwards. May I say that I look forward to reading many more of your erudite writings in MOTOR SPORT.

J P Davies (Vice-Pres, MCC)
Amersham, Bucks.

[*The MCC "signposts" Triple Award was introduced after WW1; I did not realise its form was different in 1928.* W B]

Military Packards

Sir,
I thought you might be mildly interested in hearing that a British Army unit in World War II had an all-Packard staff car fleet.

During 1941/42 I was a despatch rider in the Royal Signals Special Communications Unit no3. I frequently visited the sister SCU no1 at Whaddon Hall, near Bletchley, and was intrigued to see that its staff car fleet consisted of upwards of 15 four-seater Packard saloons and a two seater coupé, the majority in military camouflage.

I recall meeting, briefly, a civilian driver there who was reputed both to be wealthy and a pre-war racer. I think his name was Peter Dudley Ward. He was certainly an 'honourable', and could well have been involved in the collecting and requisitioning of this unique fleet.

Phil Ives,
Truro, Cornwall.

In the Dirt

Sir,
I was interested to read your piece "More Cinders" in the January issue because as a schoolboy before the war I often saw midget cars racing on the dirt-track at Bellevue Speedway in Manchester. They raced when the Bellevue Motorbike Team had an away fixture. One of the best drivers I remember was Spike Rhiando.

I was a bit surprised to see the photograph of Taylor's Alta at Wembley going clockwise around the track. Every race I ever saw, bikes or cars, was run anti-clockwise. The little cars were very entertaining and surprisingly fast. I was sorry when they were not revived after the war. My regular circuit now is Oulton Park, the most beautiful in Britain I think, though spoiled now in my opinion by the stupid chicane before Knicker Brook. How can we breed G P drivers if all our circuits are made "Mickey Mouse"?

Roy Sandbach,
Stockport.

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An Album of Sentinel Works Photographs, by Anthony R and Joseph L Thomas. Woodpecker Publications, £15.95.

Those readers who are not insular in their enjoyment of the older vehicles should be delighted with a further book on Sentinel steamwagon history, by Anthony R and Joseph L Thomas, who between them have contributed previously much splendid material.

This first volume of their latest work covers Standard and Super Sentinels. It runs to 155 fine art-paper pages, which set off admirably the pictures of a large number of these wagons and the tractor conversions, and the trucks they and the wagons pulled.

There is also a 51-page register of these Sentinels from 1906 to 1930, to keep steam enthusiasts happy for countless hours. Formidable!

Available from Woodpecker Publications, Woodpecker Lodge, Barneshall Avenue, Worcester, WR5 3FU, post free. **W B**



Used Car Secrets, by Peter Ward. Forward Vision Publishing. 150pp, £6.95.

Buying a used car is not as straightforward as acquiring, say, a packet of digestive biscuits. Never has been, never will be. It's a process rich in variables and potential pitfalls. You need a degree of luck.

I used to have a flat-mate who swore by a succession of Nissan Bluebird 180B estates, which cost him between £50 and £150 apiece. When each, in turn, finally ground to a halt, he never complained. He'd always had his money's worth.

I feel the same about the Citroën 2CV which comprises half the Arron family transport. Now old enough to get married (though not yet entitled to go into pubs on its own), it cost £350 over 11,000 miles ago, and it starts every morning. When it finally ceases to do so, we'll appreciate the value it gave.

For all the technical appraisal that we bothered about at the time of purchase, it might have been on the verge of collapse. In a win-some, lose-some world, our charismatic trundler must qualify as a victory.

Peter Ward's exhaustive work is designed to ensure that all used car buyers drive away satisfied. No stone is left unturned, no screw unthreaded. If there's anything that is likely to need checking, it's in here.

Those who remember cramming their Latin vocabulary will recognise the chapter devoted to colloquialisms of the motor trade, though you probably don't need to learn it verbatim. Most of us know that Nelson Eddies are pound notes; how many know that the verb 'spoodle' means to valet a car prior to sale?

For those weary of their Datsun 120Y coupé with its turquoise and iron oxide coachwork, there are plenty of useful selling tips, too.

This is easy to understand, and easy to use thanks to a comprehensive index. The purchase price (£6.95, including postage and packing) may well save you a great deal more money (aka folding, dosh, wedge, loot etc etc) in the long term.

The author's tenacity can further be gauged by the fact that he published the book himself. Copies are available direct from Forward Vision, PO Box 2497, Stourbridge, West Midlands DY8 1HN (☎ 0384 370089), or from a local branch of Waterstones or Dillons. **S A**

L'Année F3000, published by Editions Drapeau à Damier. 142pp, £19.95.



I wonder how many people buy this? Formula 3000 continues to attract pitiful crowds, most of the time, but a seasonal review for the formula's devotees continues to appear, year after year.

The quality of reproduction, in full colour throughout, is quite superb, as is the standard of photography. Anyone who has ever watched F3000 cars coming through Pau's Parc Beaumont will particularly appreciate the shot of Jean-Marc Gounon on pages 50/51. Allegedly, he came back off the kerbs without hitting anything.

The thing that lets this down, once again, is poor proof-reading and the occasional identity crisis. Nigel Stepney, for example, does not have a beard and glasses. In addition, one German contributor's contribution has been left unsubbed. To most English readers, the resultant prose will make about as much sense as your average chunk of Korean.

A spit and a polish is required to bring the textual content (bi-lingual throughout, in French and, supposedly in parts, English) up to the high standard of the pictures, but the fact that the book is published at all is tribute to a dedicated bunch of enthusiasts.

As one who has been following the European F3000 season since its inception, I appreciate the book's existence. The publishers must hope that the public at large will tolerate its idiosyncrasies. **S A**

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57 – The Last French Bugatti, by Barrie Price. Veloce publishing, £50.00 (or £200 leather bound).

Whereas most of the books that contribute to Bugatti history cover a wide spectrum, Barrie Price has concentrated on one model, the Type 57 and its variants. (That is if by variants we include the Types 59 and 64 and the final post-war T101.)

The book is a feast of over 300 fine pictures, and some technical drawings, illustrating particularly the coachwork that graced the T57 chassis, such as Galibier, Ventoux, Stelvio, and Atalante from the factory, as well as bodies by Aravis, Corsica, Gangloff, Graber, Letourneur & Marchand, Van Vooren, Saoutchik, James Young, Vanden Plas, Figoni & Falaschi, Sodomka, Labourdette, Rice & Harper etc. Nine pages are devoted to the official sales records. That alone should extend the knowledge of many followers of Ettore Bugatti.

Barrie's endorsement for compiling the book is that he joined the BOC in 1952 to help Blomfield race his Bugatti and is now Chairman of the Bugatti Trust. If it seems expensive at £50, let me hasten to explain that royalties will go to the Bugatti Trust.

Incidentally, the author has driven every type of Bugatti except the T59, including the 4wd car.

The book would have been even better had Veloce not left out some important paragraphs on three of the early pages. But Barrie's technical descriptions, though brief, are worth having, being based on his intimate experience of these cars.

Did you know, for instance, that there was a Bugatti with Daimler fluid-flywheel and Armstrong-Siddeley pre-selector gearbox? The competition exploits of the 57 are touched on more in captions than in the text, but Barrie concludes that, suitably geared, the T57G would have done 145mph, or better than the Jaguar XKC of 1951, based on Benoist's 1936 hour-record of 135.42mph. **W B**

Automobilia of Europe, by Alistair Morris and Gordon Gardiner. Antique Collectors Club, £25.

Aimed at the collector of all things automotive, bar cars themselves, this large volume illustrates lamps, mirrors, tools, badges, mascots, catalogues, signs, brochures and the like, with captions and, bravely, even estimated values.

There is only minimal text, but given that the book is more likely to be used as a quick picture reference than a research text, there's nothing wrong with that. You might argue that giving prices is irrelevant with the uncertain auction market today, but the point is to show, for example, which RAC badge is the rare one, with some idea of relative values. The trouble is that, wide-ranging though the chapters are, they still only show a selection in each field, so the book is likely to raise as many questions as it answers.

This revised and updated edition is available by mail from Sotheby's (☎ 0243 841403), where both authors are consultants. **G C**

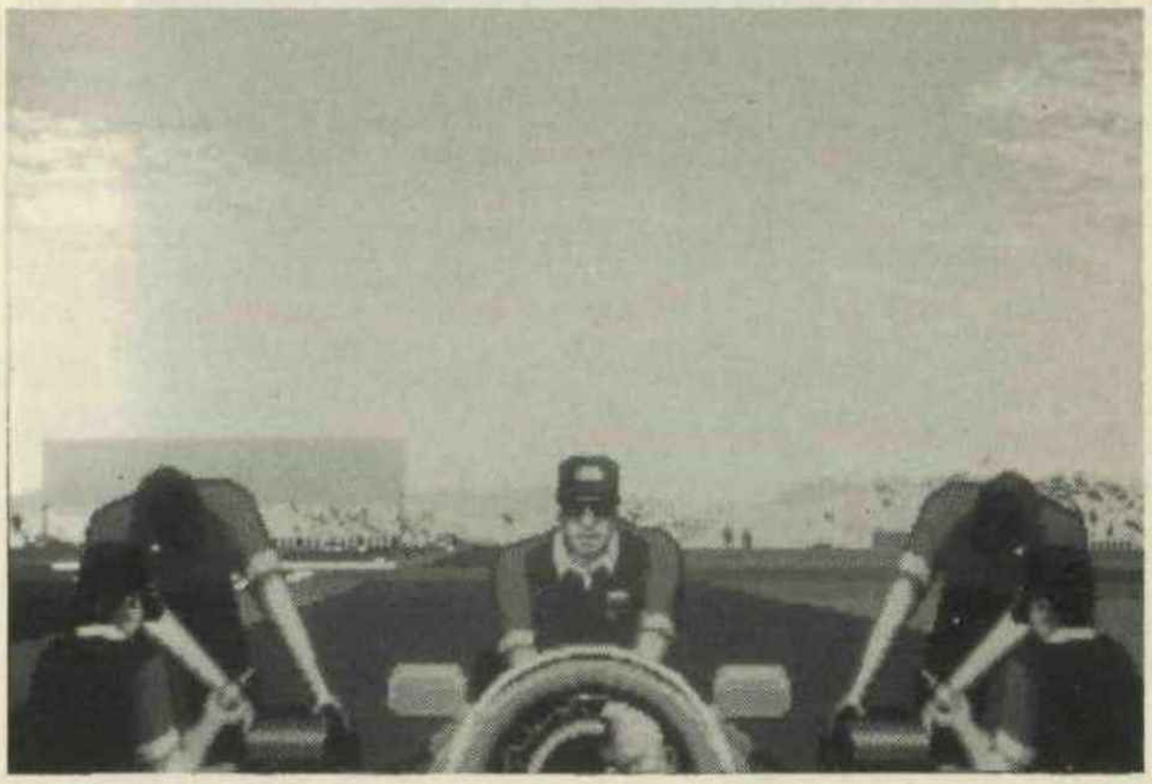
Nigel Mansell's World Championship, by Gremlin Graphics Software.

There are now computer games pertaining to almost every kind of driving, be it Formula 1, rallying, motorcycling, supercars or whatever. The choice is virtually limitless.

One of the more recent releases is Nigel Mansell's World Championship, which is available in a variety of software formats, from £10.99 to £34.99.

Although we haven't had chance to try the game, we hope it's more realistic than the accompanying PR blurb, which describes Nigel Mansell's 30 GP victories as the "most successful ever" . . .

Features include 16 different circuits and a variety of weather simulations. It doesn't specify whether the aspect of 'realism' stretches to losing a wheel when you leave the pits in Portugal, or whether you can see the whites of Ayrton Senna's eyes in Barcelona . . . **S A**

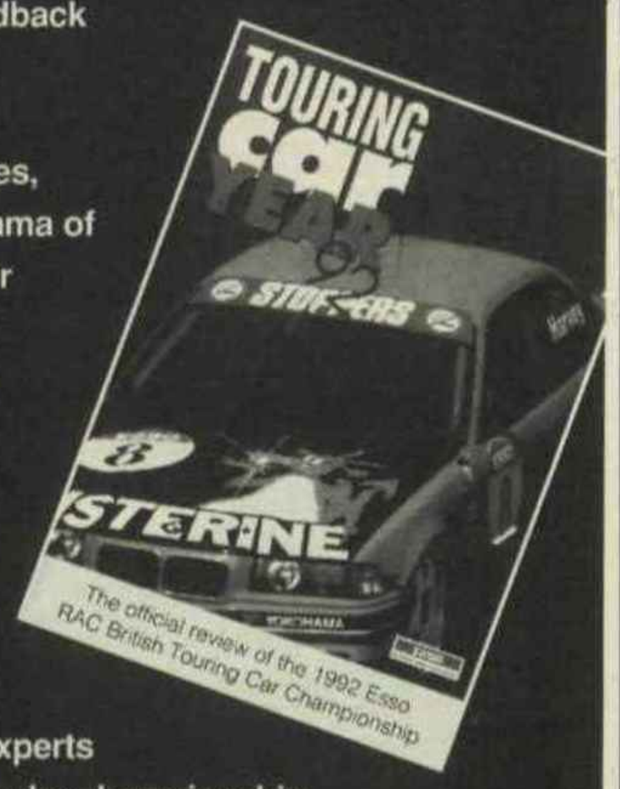


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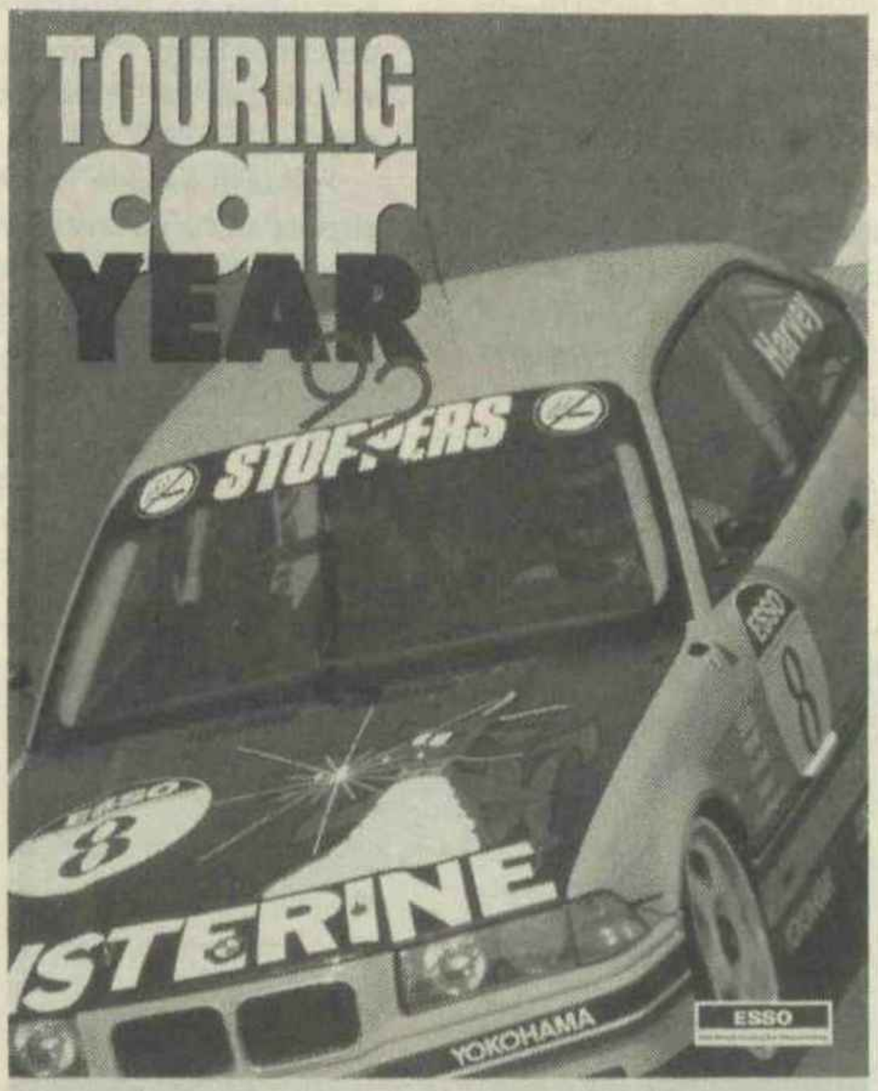
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Touring Car Year '92, published by The Nott Organisation. 112pp, £6.95.



The official review of the 1992 Esso RAC British Touring Car Championship

The British Touring Car Championship is big business nowadays. A few years ago, they had trouble selling race programmes at BTCC meetings. Now, you can buy T-shirts, hats, jackets, ear muffs, key rings and just about anything else short of BTCC loo rolls.

Publisher Martin Nott has assembled an editorial team with in-depth knowledge of the BTCC scene, and there is a sensible balance of race coverage and features, even if a few of the latter look suspiciously advertorial.

Still, the healthy number of adverts sprinkled hither and thither probably help to explain the reasonable cover price.

In places, the layout appears to be in need of a spring-clean, but that shouldn't be taken as too harsh a criticism. This is, after all, a first effort, and it's a bloody good one at that. **S A**

Mercedes SL – The Complete Story, by Brian Laban/ Sporting Fords – Cortina to Cosworth, by Mike Taylor. Crowood Autoclassics, £19.95 each.

Not being a Ford man, I expected to find Cortinas and Cosworths less riveting than the sporting Mercedes, but in fact Mike Taylor's work goes much deeper than the tuned saloons, giving a concise wrap-up of Cosworth the firm as well as Cosworth the ram-raiders' delight, the wild Group 5 Zakspeed Capris and the competition non-starters such as the P68, GT70 and RS1700T. It packs a lot in, including a quick run-down of pre-Cortina days, and combines much production data with all the race and rally history.

Brian Laban's outline of the SL in all its variants is similarly comprehensive, with company background and racing history as well as the technical information. Both are generously illustrated, with new photos for model details plus a good selection of period pictures, while the *Autoclassics* style of separating various data out into side boxes makes it easy to grasp. **G C**

Sponsorship and the World of Motor Racing, by Guy Edwards. Hazleton Publishing, £100.00.

At first sight this enormous book appears to consist of a mass of diagrams and statistics, of appeal only to those concerned with obtaining solid sponsorship in motoring competition fields. But finding such support is more than ever necessary to individuals and teams if they are to continue in this now business-orientated sport, and who better than Guy Edwards, who has specialised in accomplishing it to top levels, to tell us how to set about it? He does so in this great tome, very thoroughly, and in entertaining detail.

One should have no quibble with that, for has not this dedicated motor racing enthusiast brought *£100M* into the sport? If you wish to endeavour to emulate him, here is his advice — how to get the cash and, more importantly, how to hold on to it. All done with panache, to true *Financial Times* level, with colour charts, diagrams, the lot.

However, that is but half the story. The rest is an exceedingly well told, and therefore readable, unfolding account of Guy's burning desire to race, and how with zero resources he set about achieving his ambition, a fine rags-to-riches story that must appeal to every young person in the same predicament. I confess to being enthralled.

Not exactly a born racer, Edwards is a lover of statistics. He has competed in 286 races in 20 different countries in 37 different cars on 54 different tracks. This resulted in 32 wins, 25 second places and 22 thirds . . . enlivened by 35 accidents, many of which he describes in graphic detail.

He started with a Mini Cooper in 1965 and continued to 1989, driving all manner of saloons and sports cars. He eventually raced in F1, albeit at a low-key level, and also racked up numerous starts at Le Mans from 1971-1985, taking fourth on his final appearance at the helm of a Porsche 962.

His remarkably tenacious sponsor-chasing, an activity he continues today in his role as Team Lotus' Director of Marketing, has netted over 60 companies, of whom 55 were in motor racing for the first time.

Without disclosing too much of the contents, I can say that I read with interest the other side of Graham Hill, as Guy saw him, and was reminded that Keith Duckworth's engines weren't always successful. I also relished Frank Gardner's description of how the Lola T292's suspension functioned before it was correctly set up . . . though that cannot be published here.

We may be read before the nine pm curfew

This is a great book, embellished by magnificent production and splendid photographs, which will profit any would-be racing driver who is in the least bit serious about his or her career. **W B**



● If you've ever fancied watching a Thruxton race meeting from the comfort of the A303, or you're of the opinion that Silverstone's run-off areas are more of a challenge than the Paris-Dakar, you could try these. Pentax has just launched its PCF range, priced at between £99.99-£134.99 dependent upon strength. Of all its binoculars, Pentax says the PCF's large aperture, wide-angle lenses make them most suitable for sports fans, as it's easy to keep track of fast moving objects such as rally cars, racehorses and Rory Underwood.

Water margins

Sir,
We were delighted to read December's *Delirium Tremens* and congratulate you upon an excellent article and for drawing your readers' attention to the campaign against the proposed by-law limiting speed on Windermere to 10 mph.

The present position is that everyone now awaits the decision of the Secretary of State for the Home Office, who must decide whether to confirm the proposed by-laws, reject them or, the most probable outcome, to order a public enquiry.

There is no doubt whatsoever that firm opposition to the proposal is vital to the success of the opposition lobby at public enquiry, and we urge readers to write to the Secretary of State expressing opposition, and to lobby MPs.

We would also welcome donations to the Fighting Fund. Cheques should be made payable to the Keep Windermere Alive Association, c/o Hayton Winkley, Stramongate House, 53 Stramongate, Kendal, Cumbria LA9 4BH.

Michael Winkley,
Kendal.

Lake speed

Sir,
The article on the proposed speed limits for Lake Windermere brought back many memories of my youth and prompted me to make one or two points about the controversy. It is not only the Records Week which is in danger but, presumably, the whole programme of the Windermere Motor Boat Racing Club, whose activities I enjoyed as a youthful spectator in the 1940s and '50s.

There is no doubt that the amount of activity, particularly powered activity, has increased enormously since those, for me, halcyon days. Although I now live in Oxfordshire, my not infrequent visits to the area would indicate that there may well be a problem, though perhaps a sense of proportion should be kept by those who have the power to spoil the pleasure of many by not taking action against a stupid and unthinking minority.

In the days to which I have referred there was no licensing system and we simply launched and used our boats, hopefully not to the detriment of others. Now that a licence is necessary it should be possible to fix a fee which would pay for the cost of policing. With a number on each boat the villains must be easy to see and prosecute if there is dangerous activity.

I have many happy memories of watching the racing, which was mainly between enthusiastic owners of the ubiquitous Chris-Crafts together with a few of those 'new-fangled' hydroplanes, and also record-breaking, chiefly by Norman Buckley and his succession of Jaguar-engined Miss Windermeres.

I wonder if I am the only person to remember the ill-fated jet-engined White Hawk which was built to set a new world water speed record on Windermere before John Cobb and his Crusader made his attempt on Loch Ness? I seem to recall that it got onto the plane by allowing water in at the stern. This drained out as the jet engine pushed the nose up. Unfortunately, no one seemed to have thought about what would happen if the engine stopped while under way!

Ah, happy days . . .

Keith Taylor,
Bicester.

Ah, White Hawk. That was a jet-powered hydrofoil on which Ken Norris played a small design role, and was the creation of husband and wife team Frank and Stella Hanning-Lee. They ran at Windermere, beached eventually at Cockshott Point in '52 and were last heard of shipping the craft to Florida in '53 for an attempt in Miami. Interestingly, it was Stella who was going to drive.

Norris reckoned the fundamental problem was that the foils lost lift around 70 mph, which was not conducive to serious speed. I've tried for many years to find out more about this craft for a Water Speed Record book. I'd be interested to hear from anyone who can shed further light, especially on the whereabouts of the Hanning-Lees or their son Vaughn – DJT.

Grateful observer

Sir,
By chance, I was at the Goodwood motor circuit in June to take some publicity photos for a range of trailers. It was the day that Denny Hulme was driving an M8D to commemorate the unveiling of the Bruce McLaren Memorial.

I never did take any pictures of the trailer, as the pits were full, but I did manage to get a few photos of the M8D and its driver.

I had a feeling while I was there that I was witnessing something special, but never thought that just a couple of months later it would be impossible to replicate following the tragic, and premature, loss of Denny Hulme.

Anyway, if anybody is researching a book or article about Denny and/or the CanAm McLarens, I am willing to donate the few pictures I have as a way of saying 'thanks' for the chance to be present both last June and back in the early '70s, when I used to go and watch McLaren test its Indycars and CanAm racers at Goodwood.

DM Shean,
Southsea,
Hants.

Sadly, a projected biography of Denny, to have been written by Alan Henry, was scrapped shortly before The Bear's death. Letters from interested parties will be forwarded to Mr Shean – DJT.



Landcrab landmark: having survived an exhaustive rally recce intact, BL's test car came to a sad end after entering the German Embassy car park via an unorthodox route. . .

From recce to wreck

Sir,
"You must have thought that I was born yesterday, letting that car out of my sight for a moment," said Bob Green when his Ford Sierra Cosworth was stolen, only hours before the start of the 1992 Lombard RAC Rally. The unlikely theft of this bristling, pulsating machine – not exactly inconspicuous on the road – brought back to me vivid memories of a certain day in the summer of 1969.

Our recce team had just returned that very morning from surveying and filming certain sections of the 4,500 mile European route of the 1970 London to Mexico World Cup Rally. Their Austin 1800 had been parked outside my flat in Central London and we were all upstairs having coffee and listening to the exploits of the recce crew when British Leyland mechanics arrived to take the car away for an overhaul prior to its being air-freighted to Rio a few days later for the recce of the South American sector. But there was no car for them to collect. Unbelievably, it had been stolen. Half an hour later the police 'phoned to say that the car had been found, smashed through the wall of the German Embassy car park just around the corner, off Belgrave Square. What a sad end for the World Cup Rally recce car that had returned from the continental trip without a scratch and that, in 1968, had nobly served the RAF Red Arrows crew in the London-Sydney Marathon.

If one should ever wonder whether, with car rallies, there exists some bizarre pattern of exotic theft, consideration might also be given to certain instances of treachery and duplicity. We spent a long, long time and a great deal of money planning a car rally to run from Peking to Paris and were dismayed to discover eventually that the very same French autocrat who was supposed to be assisting us had made an abrupt U-turn without any hand signals, leaving us well and truly stuck in the U-bend. Then he U-turned again to back the French-run event that ran in 1992 from Paris to Peking.

Wylton Dickson,
London SW1.

Golden shot



Sir,
The enclosed photograph of Nuvolari in the French GP at Rheims in 1932 was unearthed while clearing out our roof-space. I remember it adorning my den for a year or five. Now that I see it again I think how perfectly it depicts GP racing at that time; the angle of car to the racing line, of the front wheels to the car, the dusty-looking road, the undefined road-edge on the apex, the empty countryside and the photographer's courage.

Have you anything better in your archives?

GAD Smith,
Burford,
Oxon.

Bright memories

Sir,
Thank you for so many interesting articles in MOTOR SPORT. I am a Brooklands fan, and used to go to going to many pre-war meetings, firstly on my pushbike and later in an A7.

The article on Greenford's dirt track in December 1992's issue was great. I went to many meetings there, from 1930 onwards, to watch the motorbikes slide round, and later on saw Spike Rhiando try a hand at car racing.

I still have one programme from a meeting I went to in 1933, and I remember the Conan Doyle brothers charging down the back straight in their Mercedes, its blower screaming from half-way along. I have one picture of them overtaking the Allandale Austin 7 Special coming out of a bend, but they are driving in an anti-clockwise direction, just as the 'bikes used to.

They were happy times. Nowadays, the eyes may be dim, but such memories are still bright.

VH Taylor,
Ealing.

The claim game

Sir,
To revive sports car racing, I propose an adaptation of the 'claiming rule', used by the American Motorcycle Association, for cars that can be purchased and licensed for street use in Europe, North America and Japan.

The claiming rule states that any car which finishes in the top three could be purchased by anyone at the track at the end of the event for the manufacturer's list price plus a fixed amount for the racing safety equipment. Employing this method, racers would not be tempted to make a 'special' that would vanquish all at any cost. Classes could be split into list price ranges. At the top, Bugattis could be pitched against XJ220s, and F40s against seven-litre Aston Martins. Classes could run all the way down to RX-7s and Morgans.

As suggested in a recent MOTOR SPORT, it would be the responsibility of the faster cars not to hit their slower adversaries. The race watchers could relate to the cars, and perhaps participate in the sales at the end of the event. Real racing with real cars might result in 'Gee dad, when we borrowed your new sports car we didn't know we'd do well enough to be required to sell it . . . '

Wilson Walthall,
Austin,
Texas,
USA.

The Jim Clark Room

Sir,
As readers may know, The Jim Clark Room in Duns, Berwickshire, which opened in 1969 to house the majority of the world champion's trophy and award collection, is being totally refurbished to commemorate the 25th anniversary of his death. It looks set to be the focus of many enthusiasts' pilgrimage in 1993. Since space is restricted, I should be grateful to hear from any readers who may be considering a group visit.

The Jim Clark Room will be open from April 2 to late October. Normal visiting hours are 10.00-13.00 and 14.00-17.00, Monday-Saturday, and 14.00-17.00 on Sundays. Group visits outside these hours may be available, if necessary. There will be a modest admission charge with concessions.

I would also like to hear from any potential visitor(s) who would be interested in displaying their vintage/classic vehicle(s) outside the room for limited periods.

Jeff Taylor,
Museums Officer,
Berwickshire District Council,
8 Newtown Street,
Duns,
Berwickshire.
☎ 0361 82600 x 53
Fax: 0361 83711



1965 Indy winner Jim Clark heads for second place in '66.

Brain out of gear

Sir,
I just had to write after seeing and hearing Nigel Mansell in an interview with *Top Gear* on Thursday December 10.

After he had, in his usual 'modest' way, said he had achieved everything in F1 this year, he looked forward to the new challenge of Indycar racing and, at Indianapolis, he hoped, in his words, "to make history as the first driver from this country to win there".

Perhaps nobody ever told him that, back in 1965, a chap named Jim Clark won the Indy 500 at a record speed of 150.686mph, driving a Lotus 38 with 4.2-litre Ford power. The following year, the same event was won by Graham Hill with Clark second. Jackie Stewart actually led the race to lap 191, and was credited with third place despite his 'retirement'.

These three were regular F1 drivers along with others who tackled the Indy 500 as though it were just another race. Additionally, Clark, Hill and Stewart all collected World Championship titles.

All the same, it's nice that we have a British champion again. Perhaps it will be the start of a trend.

Graham D Barnes,
Sale,
Cheshire.

Frère's fair

Sir,
When, in the foremost discipline of motorsport, one envisages measures such as imposing extra weight on cars which prove too good for the opposition, or slowing them down by introducing pace cars at the right moment, surely something is going wrong? Grand Prix racing is the show window for technical develop-

ment – or at least it should be – and if technical progress is penalised, racing at such a level is senseless.

One of the reasons put forward by Honda president Nohibuko Kawamoto for his company's retirement from Formula One is that the development targets of the current formula have nothing in common with current major priorities of large scale manufacturers. With this I entirely agree

In 1988, the last year of the 1500cc turbocharged engines, the fuel allowance was limited to 150 litres for the standard distance, of just over 300 km. With this allowance, over 850 bhp was obtained from the engines in racing configuration. Today, with the 3.5-litre naturally aspirated engines developing 750-800bhp and no fuel limitation, no car takes the start with less than 200 litres – in most cases at least 220 – on board.

The current cars are a caricature of the technical regulations which allow single seater cars which only jockey sized people can drive.

In spite of restrictions on the width and height of the car and its ancillaries, all designed to reduce cornering speeds, the current F1 machines generate such downforce that, in fast bends, they reach transverse accelerations up to nearly 5g which are hard to bear by the driver and are in no way related to the g-forces practicable on normal roads.

Such downforce as is required to reach the current phenomenal cornering speeds is only obtained at the cost of higher drag, hence an increase in fuel consumption and a reduction of maximum speed. This is a partial result of the fact that long straights are almost unknown at current Grand Prix circuits, and is in complete opposition to the low fuel consumption, and hence low drag, priorities of road car manufacturers.

At around 200 mph, the downforce can be as high as two tonnes, but this is dependent on the car's ground clearance, which must remain virtually unchanged under any circumstances. This has led to suspension with virtually zero travel, or to very sophisticated, horrendously expensive active suspension systems which only the wealthiest teams can afford to develop.

Recent tests have indicated that the new restrictions implemented for 1993 (overall width reduced to two metres, tyre width reduced to 15 inches, lowered aerofoils etc) have virtually no effect on the cars' performance. Surely, the time has come for a completely new approach?

FISA has recently decided to kill Formula 3000 by 1994. If there was ever one, this is surely an occasion to replace F3000 with a completely new formula which, at a later date, could become the new F1. In view of the investment made by the various teams, the existing F1 must run for at least two more seasons.

If I may make a suggestion, here are some guide lines to a formula which could be as spectacular as the current F1 and would produce more realistic and less expensive cars. I insist that these are only guidelines which make no mention of safety measures which, basically, should retain the current principles.

Car shape to be entirely free, but with minimum cockpit dimensions. Maximum overall dimensions, including any aerodynamic devices: length 4.40m, width 1.75m, height (except for roll hoop) 0.80m. For the sake of tradition, it could be specified that the wheels remain uncovered, for example by specifying that they must be visible in a plan view.

In order to avoid an enormous increase in maximum speed due to the much lower drag of the narrower and aerodynamically more efficient cars, engines should not develop more than around 400bhp. The most interesting way to achieve this, while leaving the engine specification free, is to limit the fuel consumption (probably to 90-100 litres of 98 octane fuel for the standard Grand Prix distance).

There is little doubt that every manufacturer would choose to use a full width body, not only for aerodynamic reasons, but also to house the necessary ancillaries. This would provide additional safety by avoiding the danger of wheels interlocking, as sometimes happens when overtaking. Narrower cars and much less downforce (resulting in longer braking distances) would also make overtaking less problematic.

The much reduced track would, in itself, limit cornering speeds, but its greatest contribution in that sense would come from the fact that the flow of air under the car would diminish and the wheels would interfere with any channels likely to produce downforce by ground effect. And with the drastic reduction in downforce, suspension would hopefully come into its own again.

With length, width and height their only limitations, designers would be much freer to display their talent and imagination and we might get a larger variety of shapes and more innovation. With an overall breadth of 175cm, even tyre widths would be self-limiting.

I won't say how long I have been taking MOTOR SPORT, but I enjoy it as much as ever. Keep up the good work.

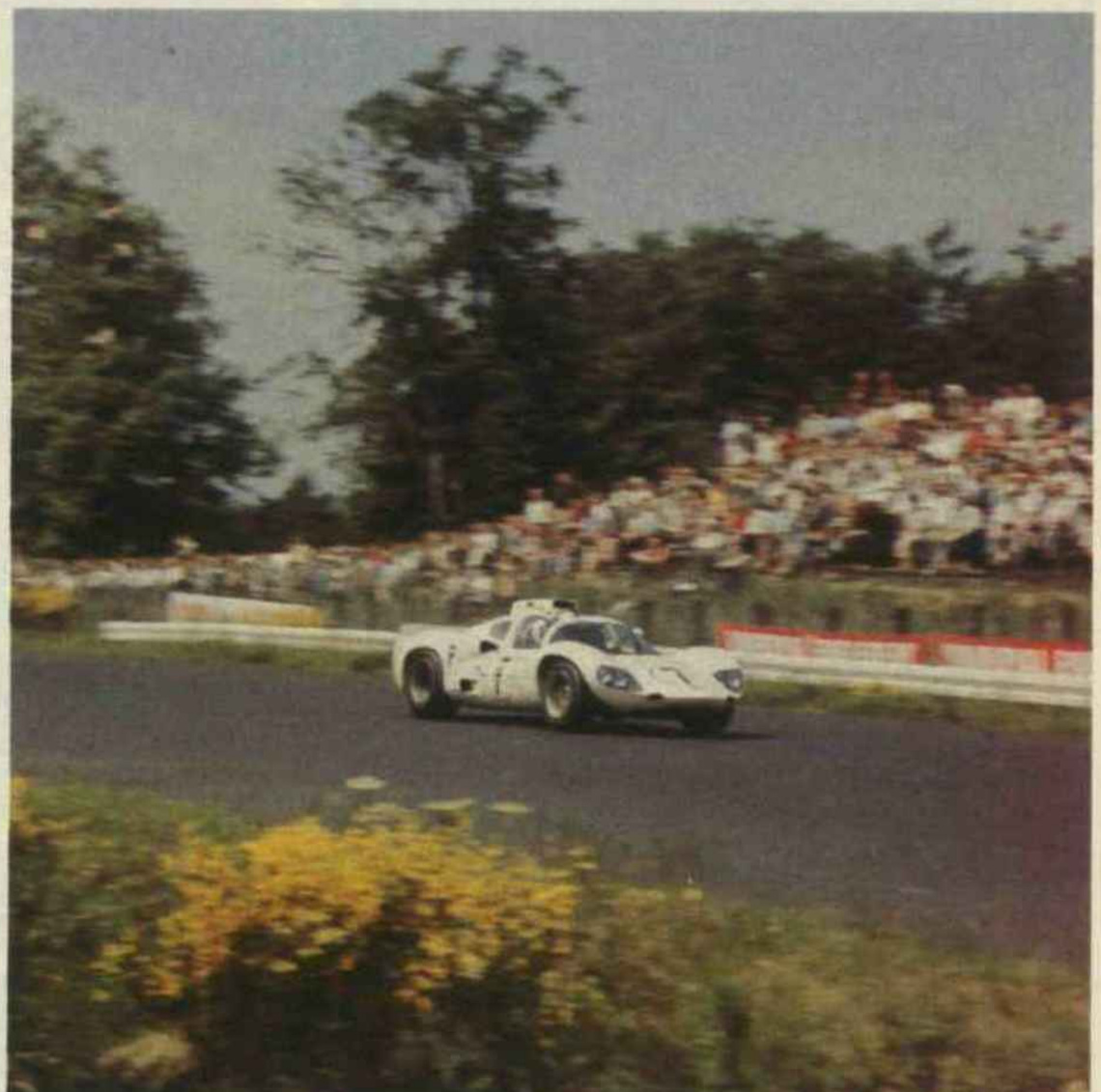
Paul Frère,
Vence,
France.

Low Chaparrals

Sir,
I trust that you are currently scraping MLC off the Armco after his recent article of 40 years of sports car racing.

On the whole, it was a nicely balanced piece, but he must have been smoking something funny when he came to write about Chaparral. When did the 2D ever have a high wing when it won at the Nürburgring in 1966? And in 1967 the 2Ds and the 2Fs used seven-litre Chevrolets, not the 5.4-litre units he mentions. Perhaps MLC should have digested Richard Falconer's excellent history of the marque . . .

Ed Gein,
Plainfield,
Wisconsin,
USA.



What? No wing? The Chaparral 2D heads for victory at the 'Ring in '66.

TVR spotter

Sir,
I have been appointed as The TVR Car Club's first archivist, so this is a begging letter for help.

If you have any items, such as magazines, car brochures, photographs and race programmes which you think would help to start the archives, all would be gratefully received.

I have a small budget so I can refund the cost of postage. If you have anything that is of particular value to you, sentimental or otherwise, I would be most obliged if I could borrow it to enable a copy to be taken for our records and the original returned to you.

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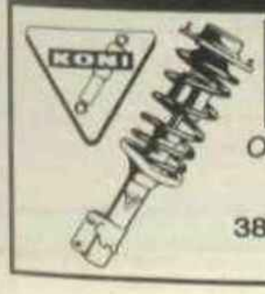
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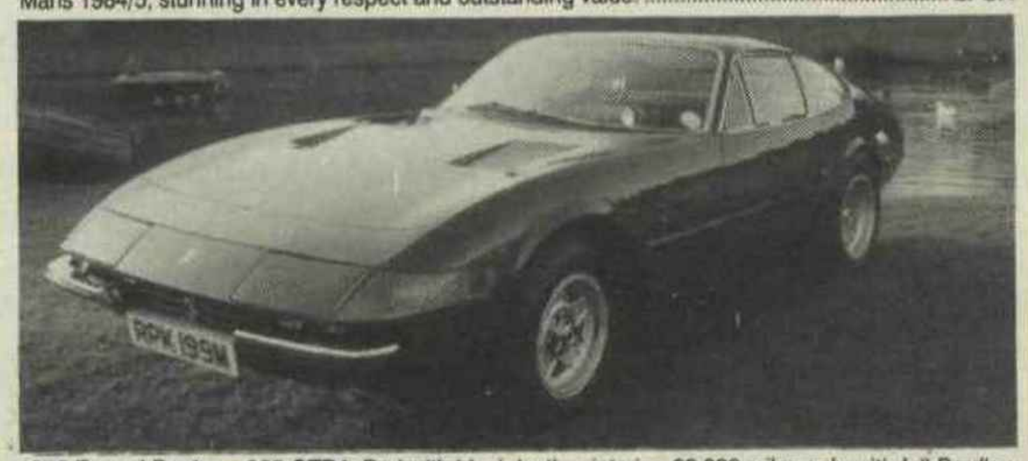
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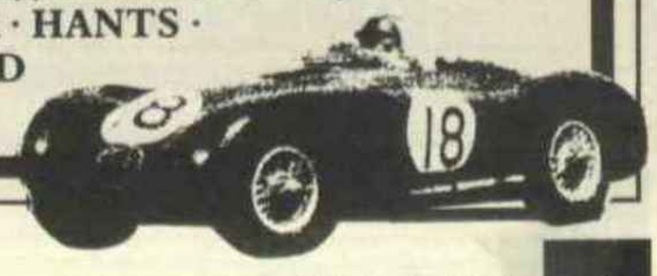
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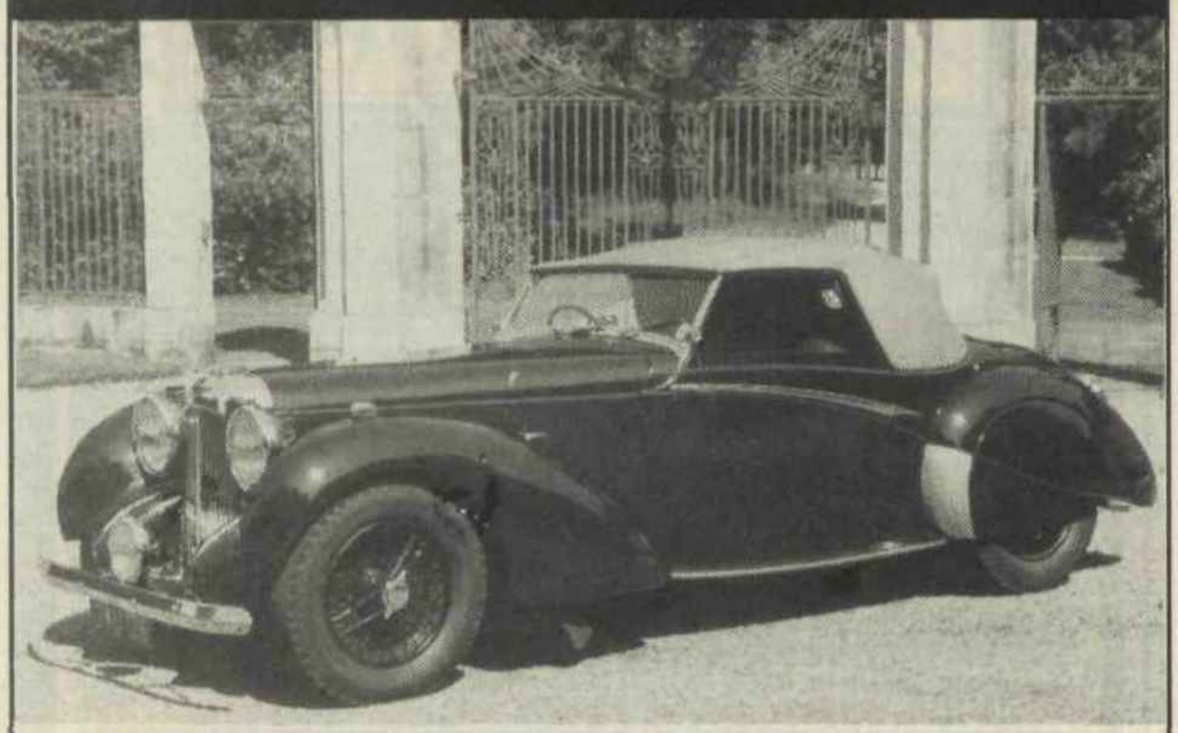
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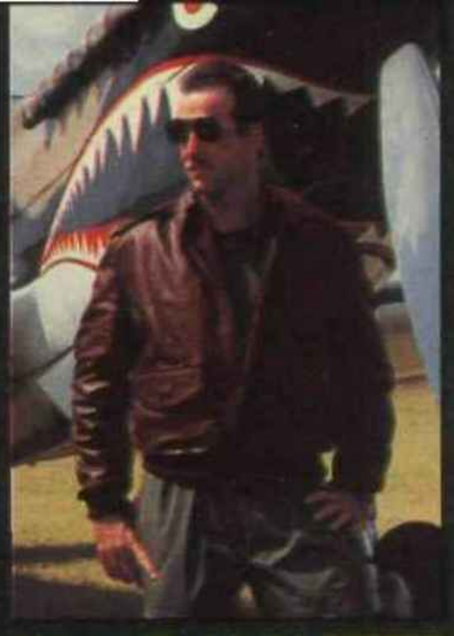
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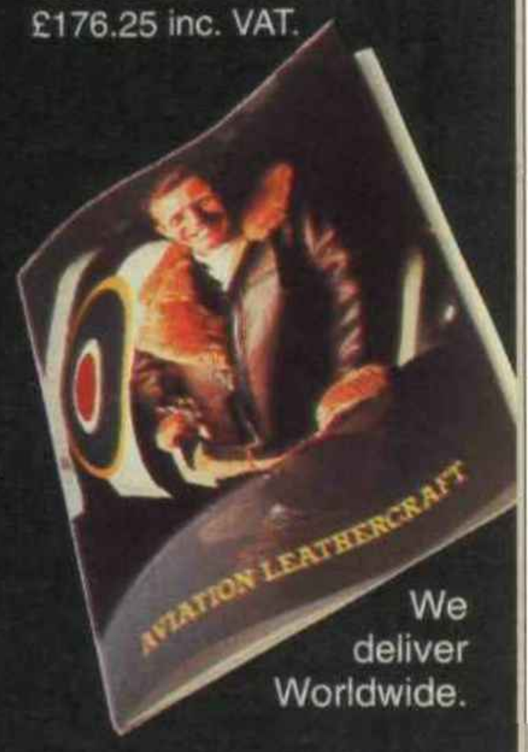
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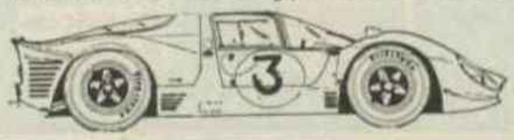
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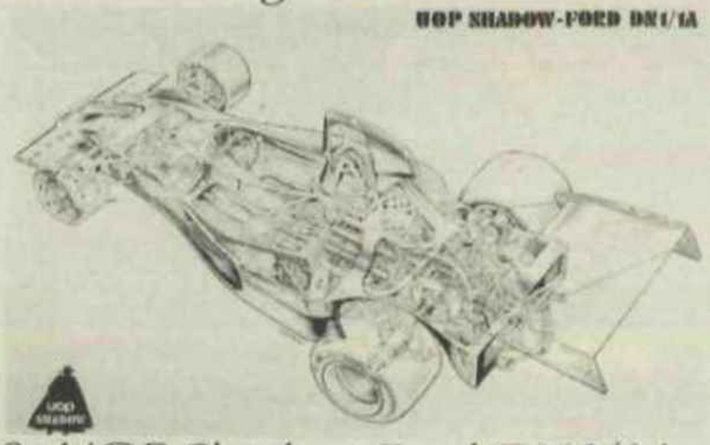
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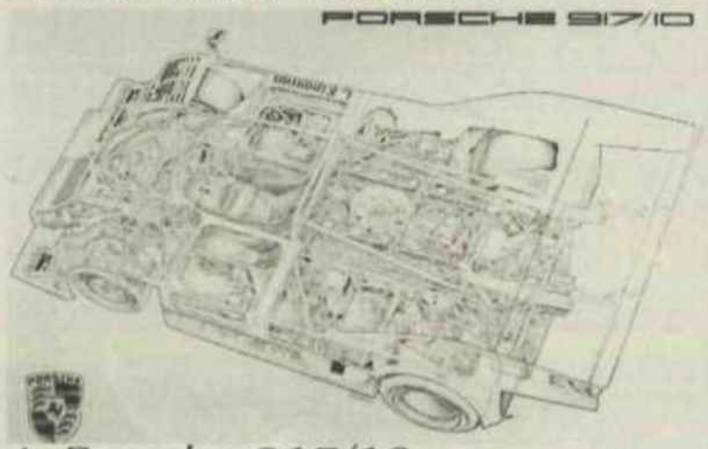
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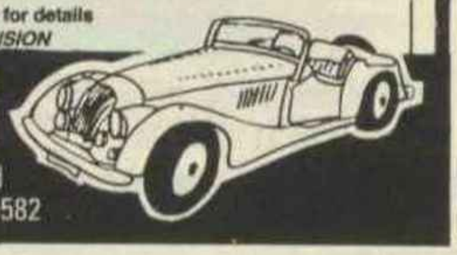
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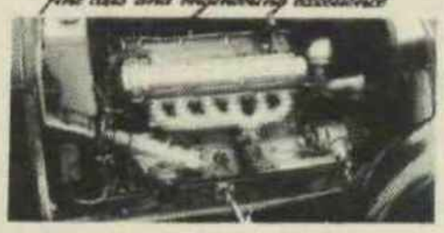


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1967 275 GTB/4 Cam	Silver	19,000m
1983 Boxer 512 BBi	Black	21,000m
1979 Boxer 512 BB	Carb, Blue	17,000m
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1966 330 GT 2+2 MkII.	RHD, blue	57,000m
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LAMBORGHINI		
1983 Countach 5000 S	RHD, white	8,000m
JAGUAR		
1973 E-Type V12 Roadster	Red	34,000m
1973 E-Type V12 2+2	Red, concours	Del. m
1964 E-Type 3.8 FHC	Blue, concours	Del. m
1962 E-Type 3.8 Roadster	Red, concours	Del. m
1962 E-Type 3.8 Roadster	White	52,000m
1960 XK150 3.4S DHC	BRG	52,000m
PORSCHE		
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1989 911 Turbo Cabriolet	Graphite	8,000m
1989 911 Turbo Coupe	Graphite	13,000m
1989 911 Turbo Coupe	Red	30,000m
1988 911 Turbo Coupe	Blue	18,000m
1985 911 Turbo Coupe	Graphite	20,000m
1984 911 Turbo Coupe	Red	28,000m
1991 Carrera 2 Coupe	Red	3,000m
1990 911 Carrera 2 Targa	Red	32,000m
1990 911 Carrera 2 Targa	Red	32,000m
1990 911 Carrera 2 Targa	Blue	31,000m
1990 911 Carrera 2 Targa	White	29,000m
1990 911 Carrera 2 Coupe	Red	20,000m
1989 911 Carrera SSE Targa	Blue	13,000m
1988 911 Carrera SSE Coupe	Red	33,000m
1989 911 Carrera Sport Coupe	Black	43,000m
1989 911 Carrera Sport Coupe	Blue	44,000m
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1988 911 Sport Targa	White	46,000m
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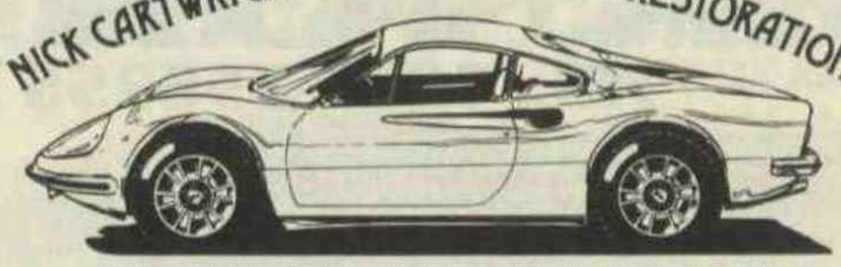


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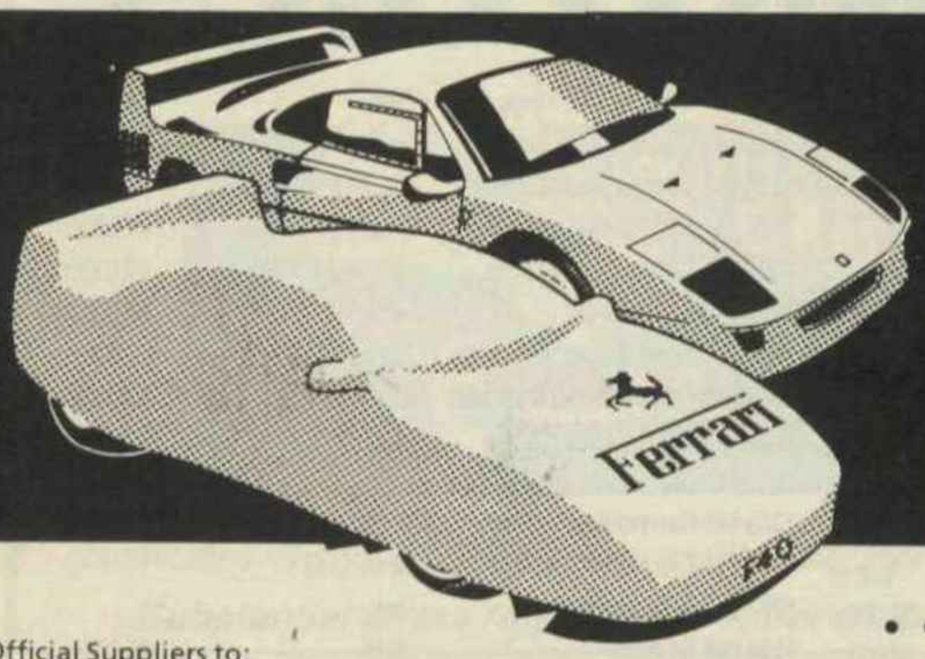
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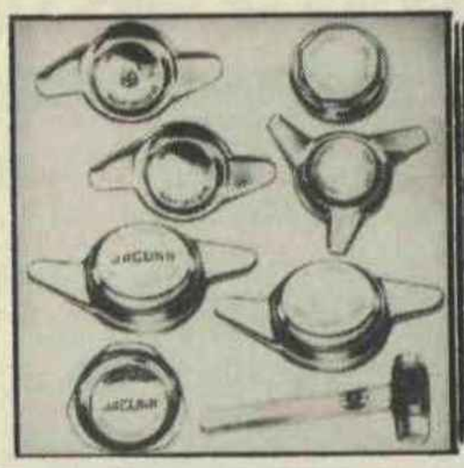
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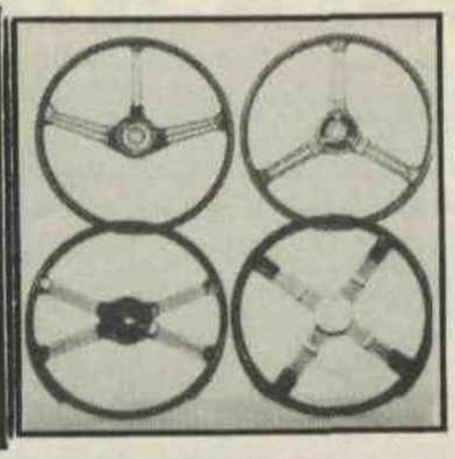
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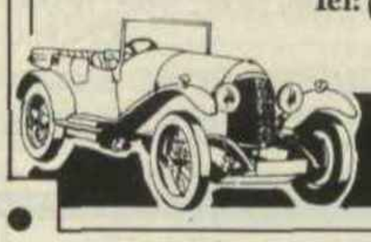
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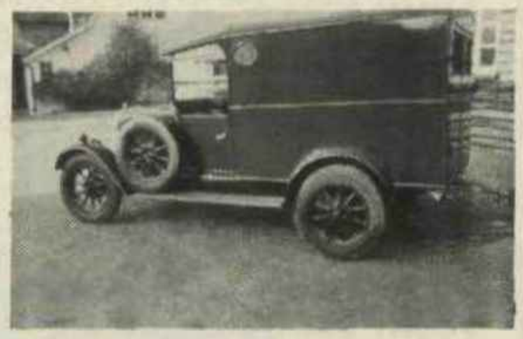
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NOSTALGIA

COMING OF AGE

As mentioned in last month's '*Motor Sport*' ad., February 1993 marks the beginning of 'NOSTALGIA'S 21st. Year. Not everyone, I'm sure, will feel that this is necessarily Cause for Celebration (some suitably pithy anonymous letters received around my 10th Anniversary in 1983 made that crystal clear!) and I, myself, view the coming year with circumspective apprehension.

Reflecting on the past 20 years makes, for me, a remarkable comparison with the annual family fortnight on the Kent Coast in the early 1950s: the days of the first week seemed to last forever, with a different adventure each day; whilst the second week rushed by & was over almost before it began. So it has been with 'Nostalgia's two decades and I find it hard to believe that it really is 10 years since I was announcing in 1983, the imminent completion of restoration of the 1967 FORD GT Mk IV–7 litres (the only example of the 8 in existence not in the U.S.A.), the 'Spirit of the Meeting Awards' at various Historic events and the first ever public showing for all my cars in the form of a largish stand at the London Motorfair — 12 days never to be forgotten, nor, in all probability repeated!

So, what's on the cards for 1993? Well, you will have to wait a month or two to learn what I think is most exciting news regarding 'COB 1' (the 1967 Cobra '427' Twin-Turbo that has been the 'Nostalgia' Trade Mark for so many years). Whatever else happens will depend on God, Lloyds Bank, Mr. Lamont & readers of my advertisements (not necessarily in that order). In the meantime, it occurred to me that *'Motor Sport'* may never have published a photo of a Ford GT Mk IV; so here is 'J12' in all its glory — taxed, M.O.T'd and maybe, just maybe, ready for a new home in the coming months, after 15 years in my ownership. . . ?

Finally, please don't expect me to surmise about the next 10 years . . . remember, the name of the game is . . . 'NOSTALGIA'!



AC COBRA 302 MK IV — ALL NEW — 'LIGHTWEIGHT' — 345 b.h.p. 0 to 60 m.p.h. in 4.2 secs...0 to 100 m.p.h. in 10.1 secs...160 m.p.h.

BRAND NEW (Unregistered) — R/Hand drive. Metallic silver, burgundy trim, roll cage, oil cooler, 'Le Mans' filler, bonnet scoop etc. **£80,623 (Export) £94,732 (UK registered).** *(Photo)*

BRAND NEW (UK Registered) — R/Hand drive. White with blue stripes edged in red, black trim. Spec. as above. Delivery mileage only. Reg No. 973 ACE. **£94,732**

BRAND NEW (UK Registered) — L/Hand drive. Specially constructed by Autokraft, this unique example has a fabulous specification which includes stainless steel exhaust headers & side pipes, giving c. 360 bhp. Chevrolet deep metallic blue, black trim, removable stereo etc. Truly astonishing performance! Factory test mileage only. **The Best MkIV In The World.** *R/H drive conversion possible..* **£84,958 (Export) or £95,806 (UK)** *(Photo)*

AC COBRA 302 MKIV — 'STANDARD' — 225 b.h.p. 0 to 60 m.p.h. in 5.2 secs. . .0 to 100 m.p.h. in 13.4 secs. . . 145 m.p.h.

1989 - R/hand drive — 4050 miles — 240 bhp conv. Guards red, black trim, stereo cassette etc. Reg. No. 7435 AC. As new. **£59,500** *(Photo)*





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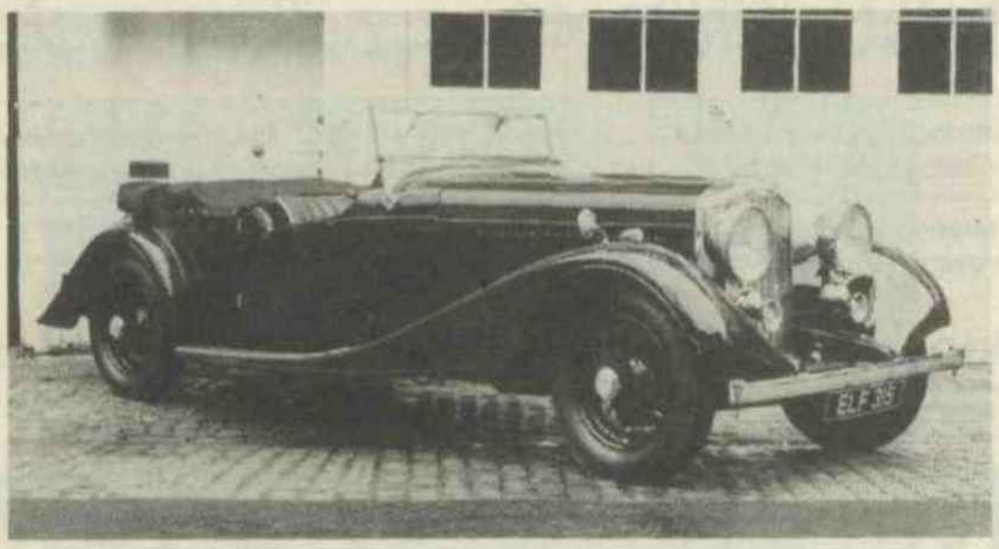
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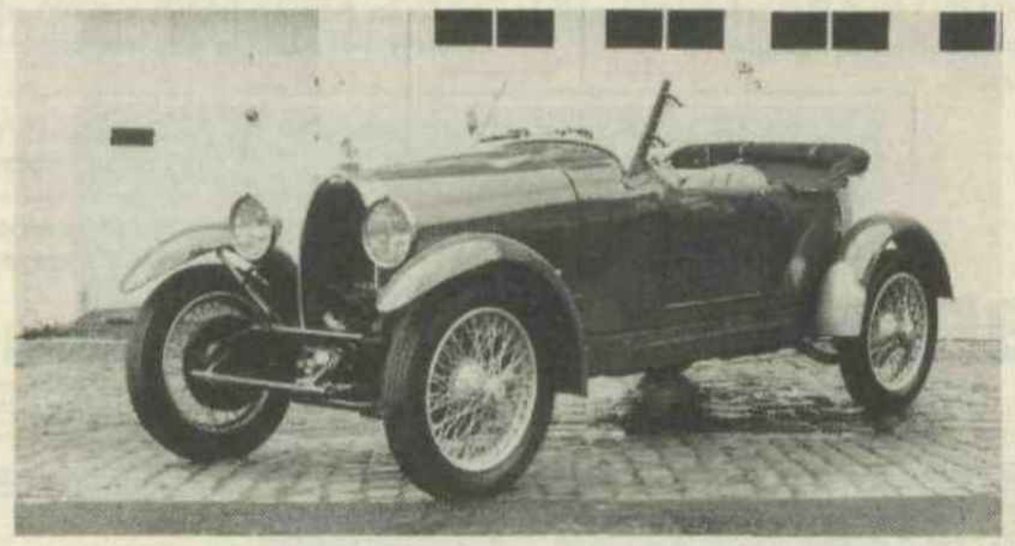
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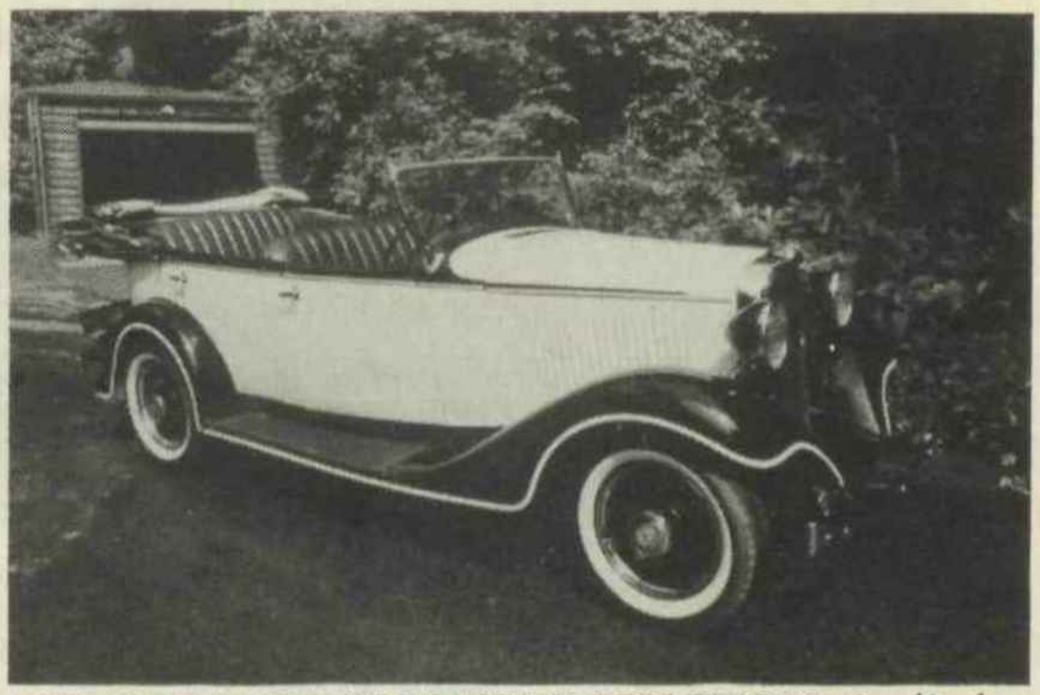
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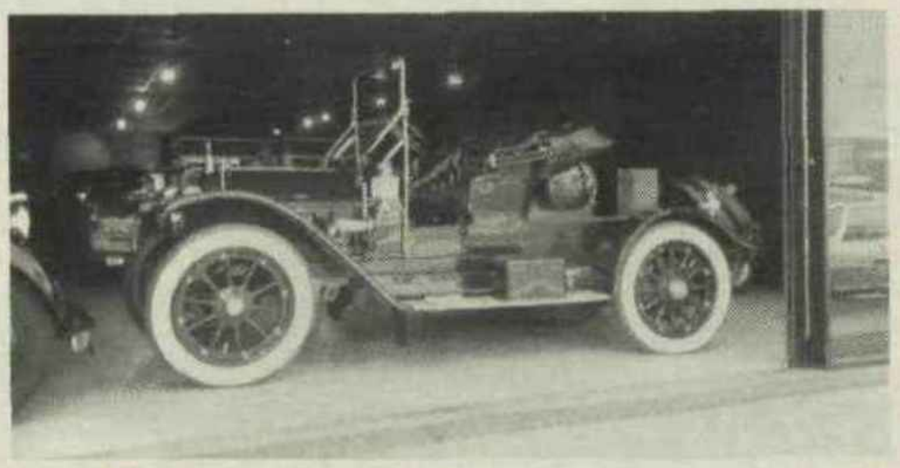
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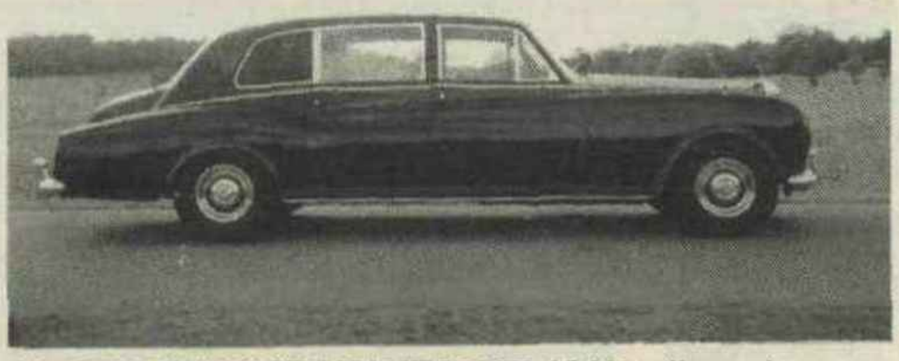
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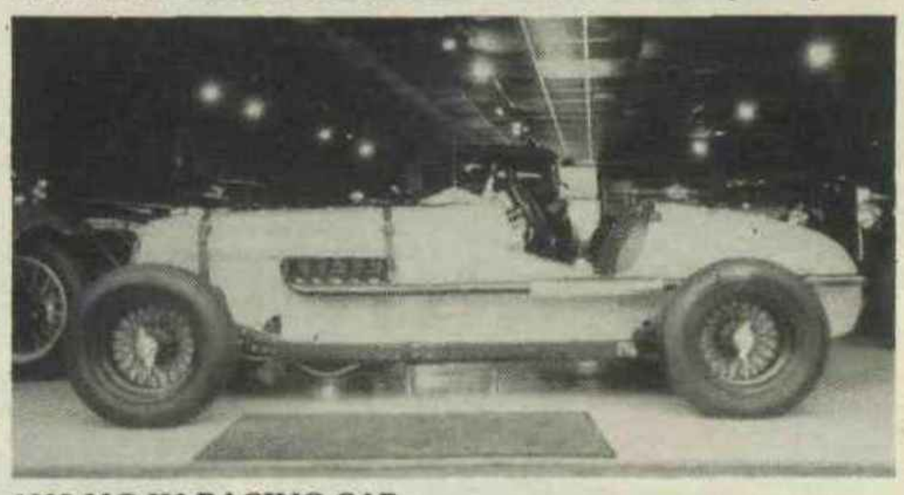
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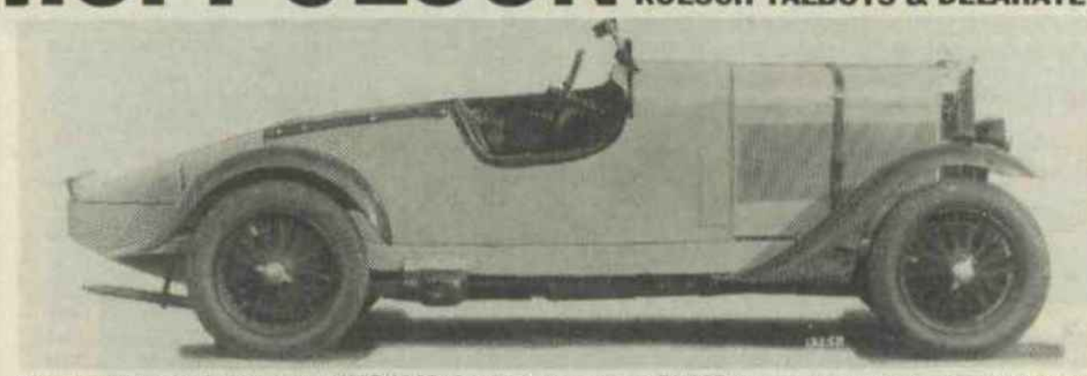
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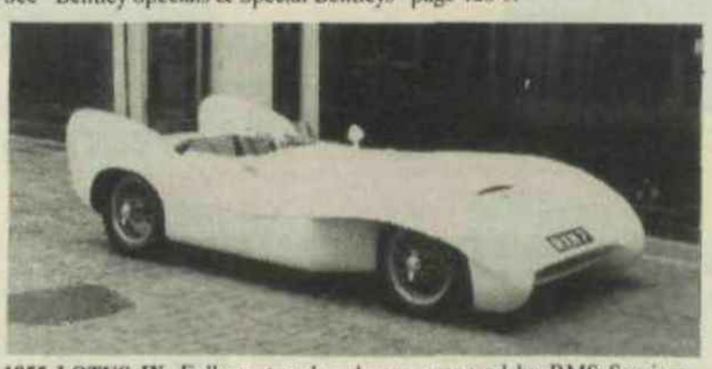
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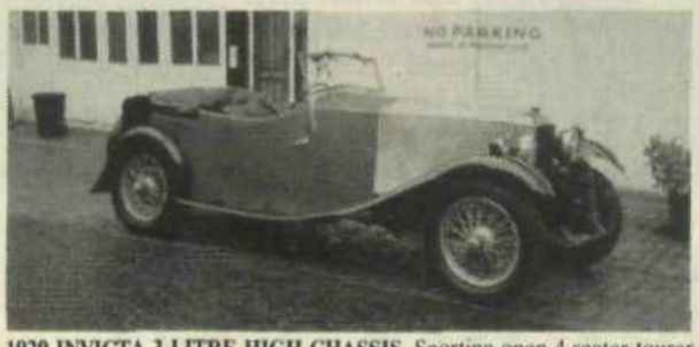
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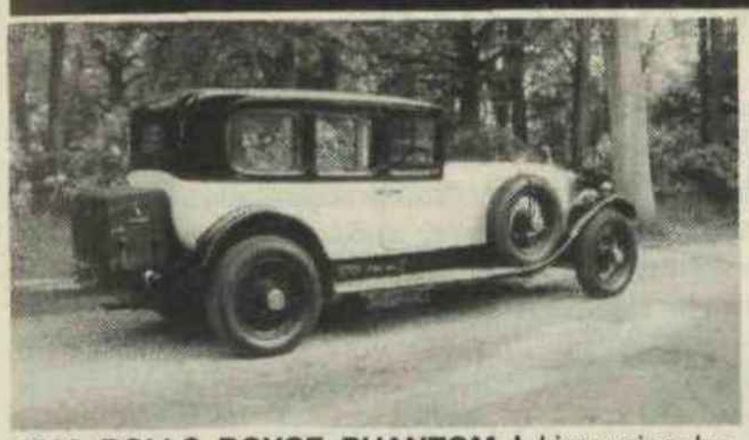


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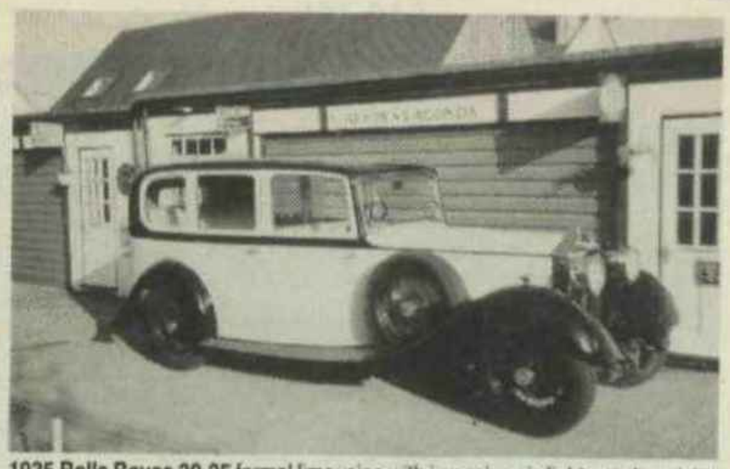
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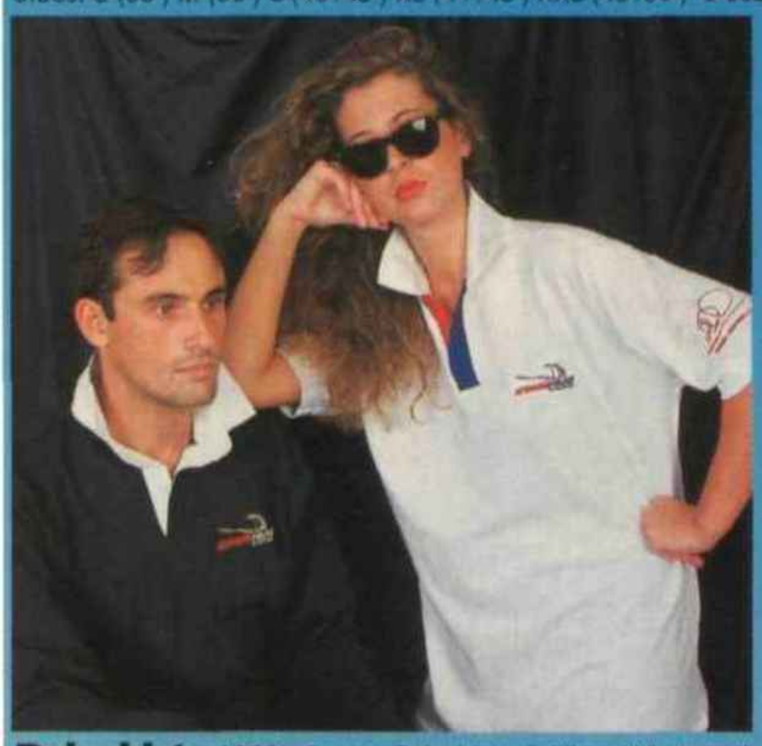
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