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MOTOR SPORT

British resurgence

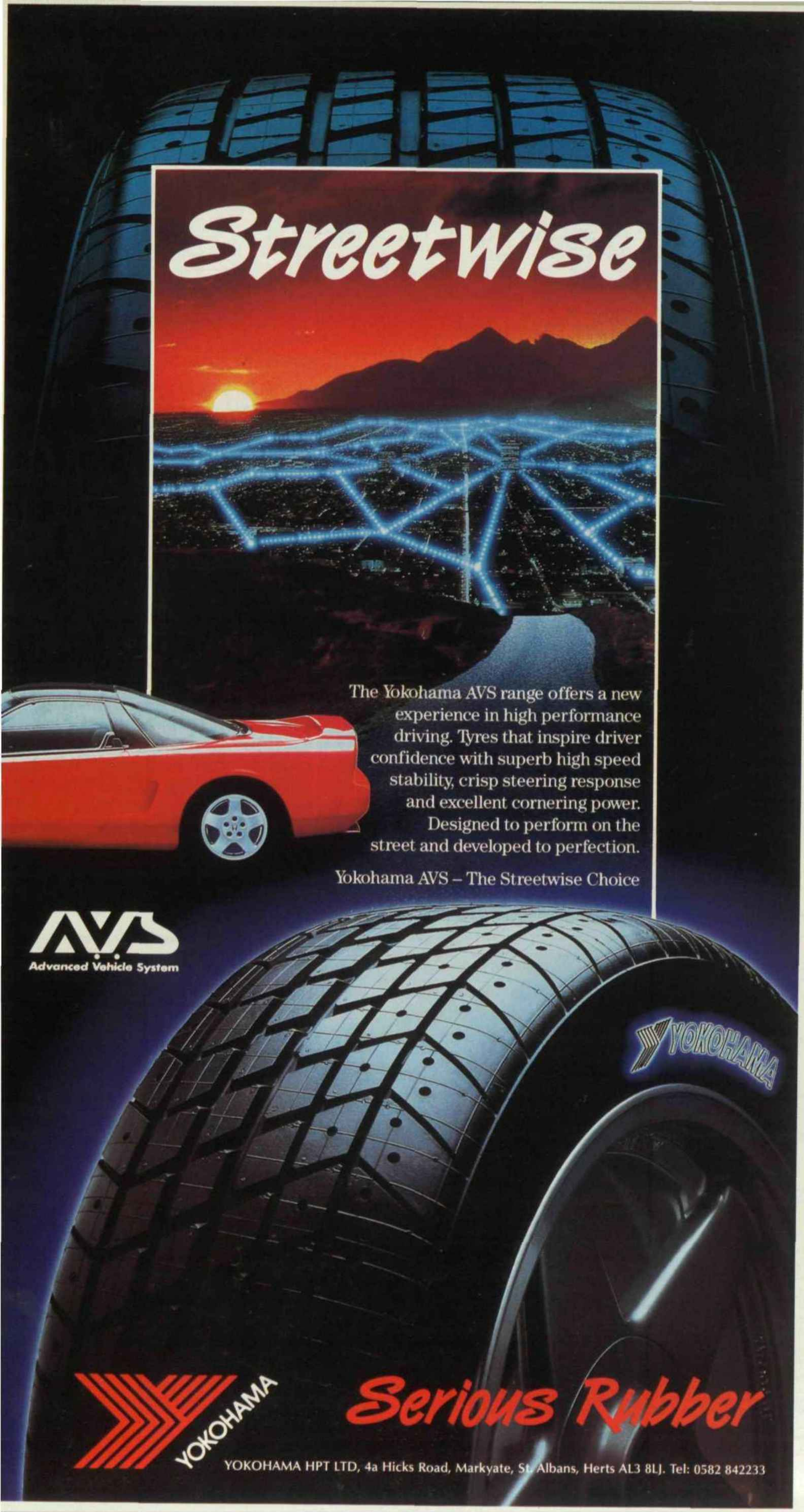




– we chart successes from Le Mans to Silverstone

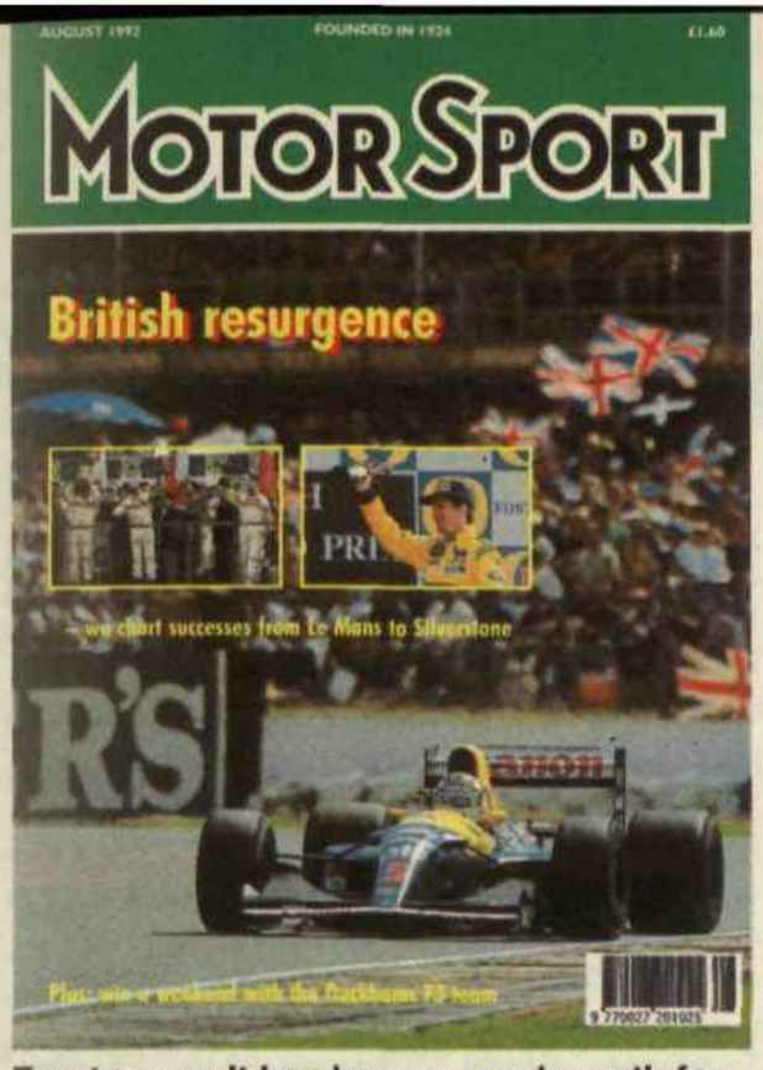
Plus: win a weekend with the Duckhams F3 team

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Front cover: It has been a good month for British drivers. Two GP wins for Mansell (main shot), victory at Le Mans and two F1 podiums for Martin Brundle (insets).

MOTOR SPORT

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*

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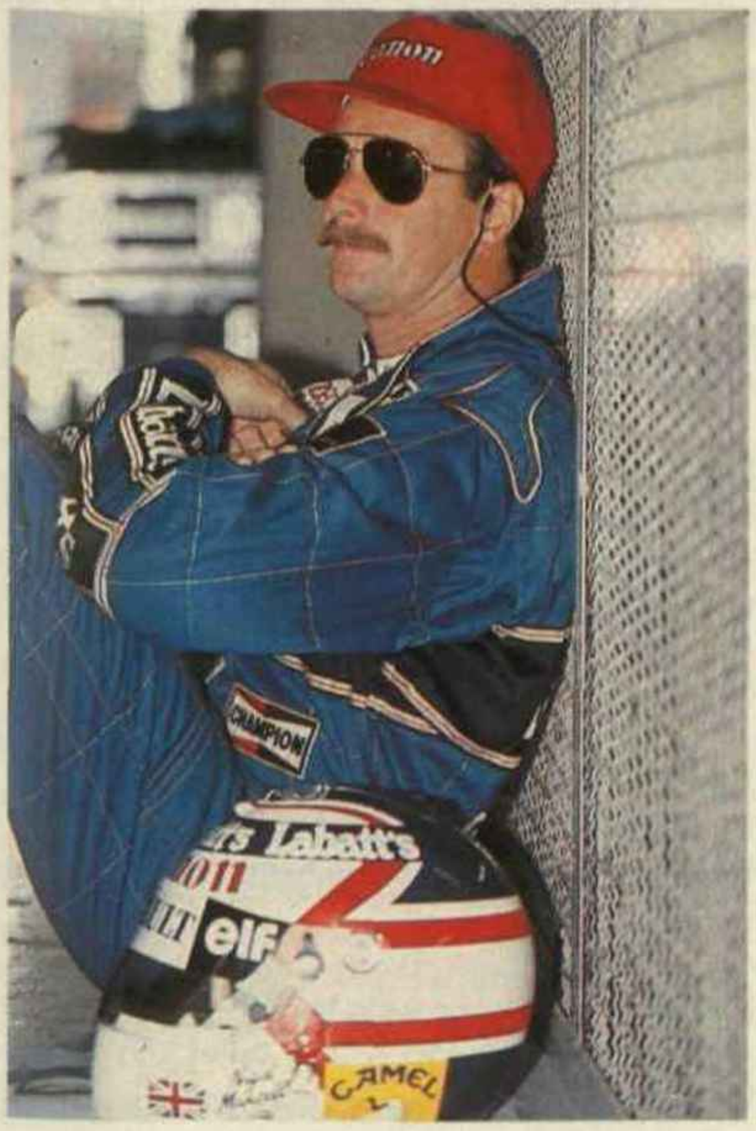
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Next issue out August 21st

The month in MOTOR SPORT

Jun 13: The Mitsubishi Classic Marathon goes down to the wire. Only in the final run over the Stelvio Pass is the result decided in Ron Gammons' favour. The MGB driver pips Rick Bourne's Morgan by just two seconds.



Rick Bourne eventually came a close second on the Mitsubishi Classic Marathon.

Jun 16: Julian Westwood is drafted into Van Diemen's British F3 team, replacing Jason Plato. Van Diemen cites financial reasons; Plato tries in vain to prevent the car from running in the next round at Donington. His injunction fails.

Jun 18: Two rounds of the German Touring Car Championship take place at the old Nürburgring . . . on a Thursday, as part of the build-up to the 24 Hours. Klaus Ludwig wins both for Mercedes.

Jun 19: Former Lotus Cars director Fred Bushell is jailed for three years, for his part in an attempt to defraud the government of £9.5M between May 1978 and December 1982. John Z de Lorean and the late Colin Chapman are implicated as co-conspirators.

Jun 20: Richard Burns (Subaru Legacy) wins the Severn Valley Stages Rally.

Jun 21: Against general expectations, half of the meagre Le Mans 24 Hours entry is still running at the finish. Peugeot wins on home soil, thanks to Derek Warwick, Yannick Dalmas and Mark Blundell.

Jun 21: Andrea Montermini finally scores his maiden F3000 win in Barcelona. Team-mate Rubens Barrichello is second, and takes the championship lead.

Jun 21: Tim Harvey gives BMW its first BTCC win of the year at Donington. Will Hoy takes the other heat for Toyota. Gil de Ferran wins the ninth round of the British F3 series on the same programme, from Oswaldo Negri and Van Diemen newcomer Westwood.

Jun 21: Le Mans isn't the weekend's only centre of 24-hour race activity. Johnny Cecotto/Christian Danner/Marc Duez/Jean-Michel Martin win at a sodden Nürburgring for BMW. The annual round-the-clock Citroën 2CV enduro at Mondello Park falls to Royce Grey/Tim Grey/Graham Taylor/Paul Taylor.

Jun 21: Michael Andretti takes his first CART win of the year at Portland. Father Mario, racing for the first time since breaking a couple of toes at Indy, comes home sixth.

Jun 21: Davey Allison rules the NASCAR roost at Michigan.

Jun 21: Franck Fréon closes on Indy Lights series leader Robbie Buhl with victory at Portland.

Jun 21: Nicola Larini (Alfa Romeo 155) dominates the Italian touring car heats at Imola.

Jun 21: Bertie Fisher (Subaru Legacy) wins the Donegal Rally.



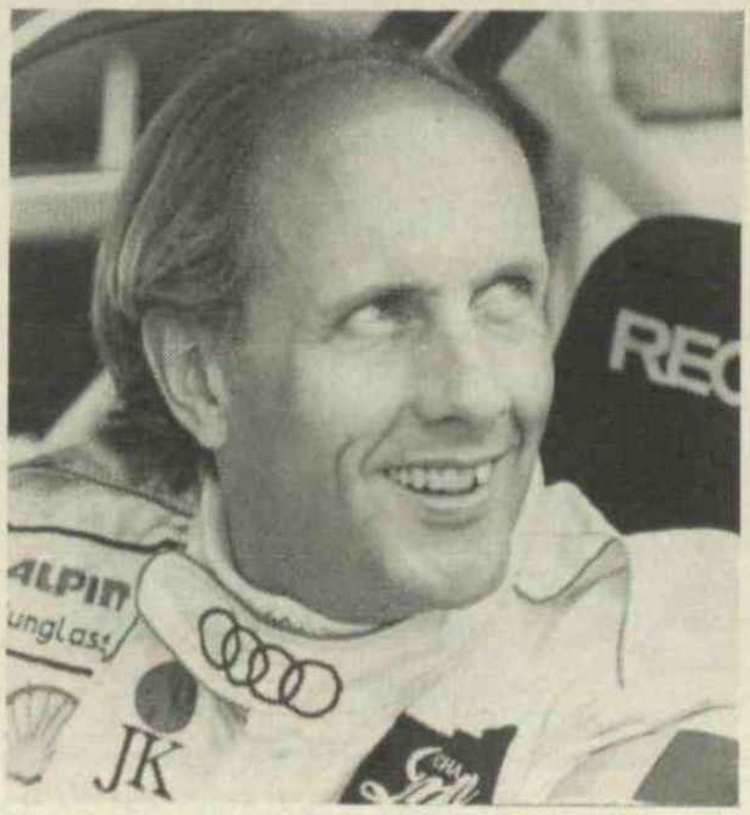
Bertie Fisher heads for victory in Donegal.

Jun 21: Formula Ford racer Gary Loebell is killed in a freak accident at Oulton Park.

Jun 22: The BRDC's board of directors issues a special bulletin in a bid to drum up support prior to the extraordinary general meeting at which the controversial Silverstone Motor Group deal is to be discussed. The membership is still split over the possible ramifications . . . (for further comment, see *Delirium Tremens*, pages 734/735).

Jun 23: Two days after the end of Le Mans, the ACO threatens to withdraw the event from the Sportscar World Championship.

Jun 23: Audi withdraws from the GTCC after a row over crankshaft eligibility.



Hans Stuck: on foot following Audi's GTCC withdrawal.

Jun 24: The latest meeting of FISA's World Motor Sport Council concludes. New F1 regulations announced include the banning of carbon or composite wheels, a reduction of three inches in maximum tyre width, the introduction of a 'safety car', mandatory tyre stops, a minimum standard of competence from competing teams and reduced free practice allowance. A provisional F1 calendar is also announced: Japan gets two races, the Asian GP at Autopolis scheduled for April 4 1993; Mexico is dropped to make way for the new event. Sportscar World Championship changes include the adoption of classes for GT cars, Group C3 and F3000 cars with sports car bodywork, in the style of Japan's Grand Champion category. The Council also approves a two-tier international touring car structure, class one approximating to Germany's 2.5-litre regs, class two to the successful two-litre formula deployed in Britain. On the rallying side, cautious approval is given to the proposed 'Formula 2' two-wheel drive concept, which will operate as a class within the 1993 World Rally Championship.

Jun 25: Ayrton Senna rumoured to be having dinner with Frank Williams . . .

Jun 26: Pre-British GP tyre testing concludes at Silverstone, Nigel Mansell having set fastest time by more than two seconds. Jean Alesi escapes with whiplash after crashing his Ferrari heavily at Becketts, the impact splitting his helmet.

Jun 27: Russell Spence gets back on the winning trail in the Formula Atlantic race at Watkins Glen, the Englishman now second in the points table. The following day brings another IMSA victory for Juan-Manuel Fangio II's Toyota.

Jun 28: Michael Andretti scores a second consecutive CART win, at Milwaukee. Adrian Fernandez wins the supporting Indy Lights event.

Jun 28: Yvan Muller wins the British F2 round at Brands Hatch, and with it takes the series lead.



Yvan Muller: British F2 title aspirant.

Jun 28: Europe's four principal F3 series are all

in action. Oswaldo Negri wins the British Championship round at Donington, Stéphane Grégoire the French at Rouen, DC Santos the German at Norisring and Vincenzo Sospiri the Italian at Monza.

Jun 28: BMW collects the GTCC spoils at the Norisring, courtesy Joachim Winkelhock and Steve Soper.

Jun 28: Eian Pritchard (Ford Sierra Cosworth) wins the K&N Filters Rally.

Jun 29: Carlos Sainz wins the New Zealand Rally. The Spaniard denies rumours linking him with Ford for 1993.

Jun 30: At a tense meeting, BRDC members vote to try and dissolve the proposed Silverstone Motor Group deal. (See *Delirium Tremens*, pages 734/735.)

Jul 1: Ted Smart, a leading light in the BRSCC, succumbs to injuries received in a car accident on the perimeter road at Donington Park.

Jul 3: Vittorio Zoboli does £46,000's worth of damage to his F3000 Reynard at Monza when he somersaults at Lesmo. Although only shaken, he is advised to miss the next race, at Enna.

Jul 4: Christian Fittipaldi cracks his fifth lumbar vertebra when he crashes during qualifying for the French GP. The Brazilian is expected to be out of action for six weeks; Alessandro Zanardi is eventually selected from a list of several possible replacements. Franck Lagorce wins the F3 support race.

Jul 4: Richard Petty leads the Firecracker 400 in his final NASCAR appearance at Daytona. After his early burst, Petty fades and Ernie Irvan takes the spoils.

Jul 5: Despite fears that militant French lorry drivers' efforts to blockade key roads would prevent its taking place, the French GP goes ahead. Nigel Mansell takes his 27th GP win on a wet/dry track. During the weekend, rumours that Alain Prost is set to join Williams gain strength; Riccardo Patrese is seen talking to Benetton's Flavio Briatore . . . In the GM Euroseries curtain-raiser, Martijn Koene wins but is only awarded half points. Several teams fail to arrive because of the truckies' protest.

Jul 5: Italian F3 honours go to Marcello Ventre at Mugello; Rickard Rydell wins the Japanese F3 counter at TI. Series leader Anthony Reid is second.

Jul 5: Bobby Rahal stretches his CART points lead with victory in New Hampshire. First place in the Indy Lights support race puts Adrian Fernandez ahead in that series.

Jul 5: The RAC announces radical new plans for the British Rally Championship, which will comprise five events, all of which will be confirmed at a later date. A category for homologated two-wheel drive cars will run alongside the existing Group A formula. This new 'Formula 2' initiative is expected to become the major class from 1993 or 1994.

MATTERS OF MOMENT

Home truths

In many ways, British motorsport has had much to crow about since MOTOR SPORT last went to press. Two British drivers formed part of Peugeot's Le Mans-winning crew; Nigel Mansell has won two Grands Prix and is odds-on to win his first World Championship; Martin Brundle has emerged from his team-mate's shadow and looks capable of scoring a first GP victory, should the Williams-Renaults not go the distance; Lotus is in the ascendant, and Johnny Herbert harbours realistic hopes of climbing the F1 podium before the end of the season.

But all positive feelings are tempered by the post-race events at Silverstone. The sport came into the media spotlight as much because of the crowd's premature track invasion as for Mansell's imperious victory.

That nobody was hit by a racing car travelling at speed was as much a miracle as it was a mercy.

But why the sudden change in attitude? British GP crowds have flocked onto the circuit for many years to greet the winner, but never before have they done so prematurely. Could it be that many of those who formed part of the record crowd simply don't really understand the sport at all, but have adopted Mansell as a figure of xenophobic worship on the back of the patriotic fervour that has been whipped up by the tabloids? (Two days after the race, *The Sun* greeted news of Alain Prost's possible recruitment by Williams in 1993 with the succinct headline *Get lost Prost . . .* Need we say more?)

Mansell's popularity in this context is understandable. Right now, motor racing offers a British sporting success story, at a time when the England football team has returned from an abject European Championship campaign, the cricket team has been struggling to keep the gifted Pakistani touring side in check and Jeremy Bates's progress to the last *16* at Wimbledon was celebrated as though he had achieved tennis's Grand Slam.

Such crass behaviour wasn't confined to the immediate post-race festivities, either. There were reports of several ugly incidents throughout the weekend, many of which stemmed from alcoholic excesses on the part of the perpetrators.

We don't wish to see patriotic enthusiasm quashed by enforced police presence, but it is clear that some action needs to be taken urgently to ensure that there is no repeat in 1993.

The tabloid press could help by promoting greater understanding of the sport, rather than continuing with its present 'Brits against the rest' (or rather Brit, as the efforts of Brundle and Herbert merit precious few column inches at the moment) campaign.

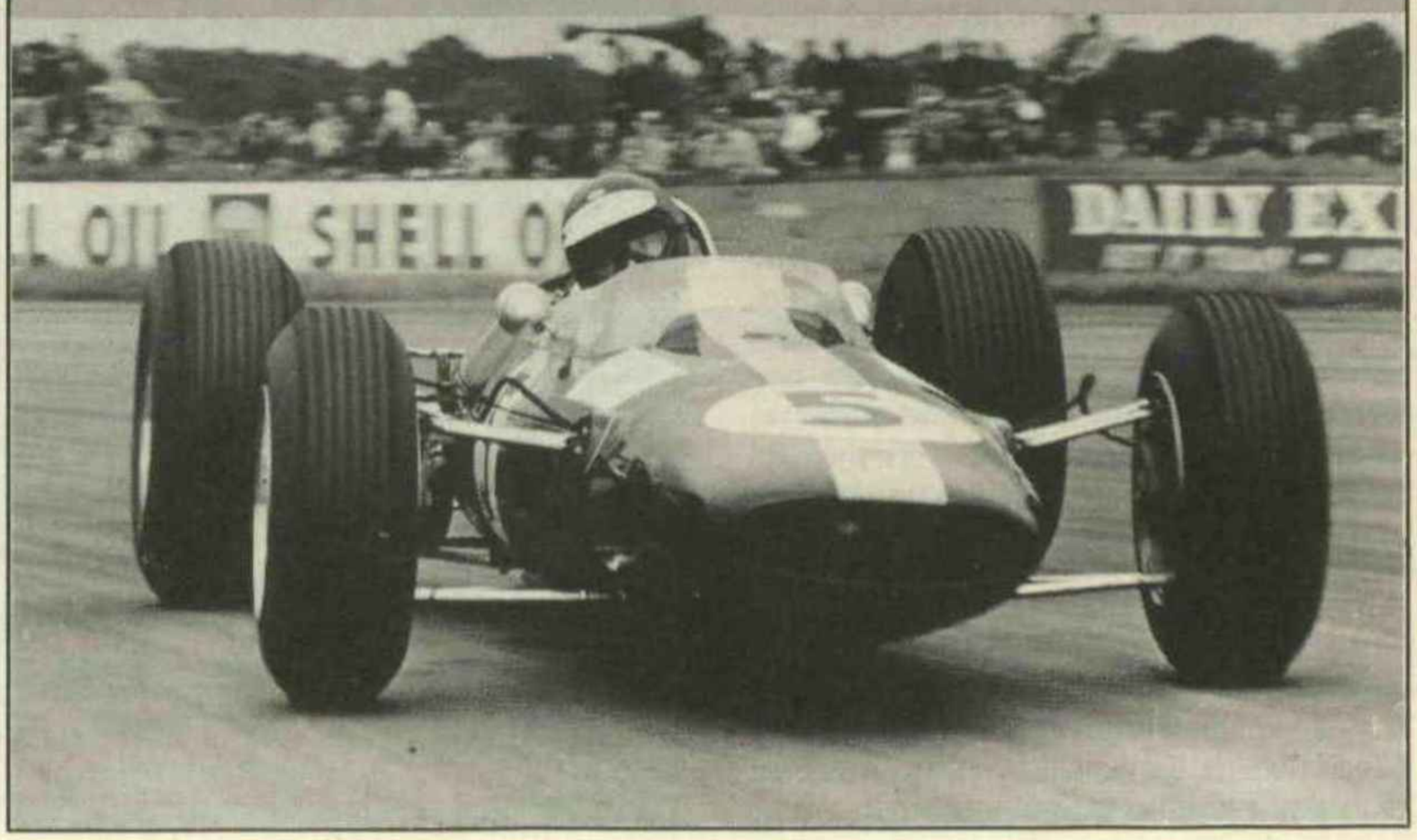
Let's enjoy the fact that this is a champagne time for British drivers, but let's do so with a little nous. Loutish track invasions are a far cry from the delicacy, sharp wits and split-second timing that form the essence of the racing driver's art.

S A

1993 calendar

Following the huge success of the 1992 MOTOR SPORT calendar, which had sold out by last November, we are pleased to say that picture selection for the 1993 version, which concentrates on the 1960s, has now been finalised.

Once again, the print run will be limited. Full details of how to order the 1993 MOTOR SPORT calendar will appear in next month's issue. Don't miss it.



DIARY

Jul 5: Phil White wins his second World Hot Rod Championship at Ipswich. Up the road in Norfolk, the BMW M3 of Mike Jordan, Steve Griffin and Graham Coomes proves fittest in Snetterton's Willhire 24 Hours.

Jul 6: Castrol is announced as a major backer of Team Lotus.

Jul 6: Silverstone issues a statement asking spectators to refrain from invading the track at the end of the forthcoming British GP . . .

Jul 6: F1 refugee Alex Caffi's plans to undertake an SWC test with Mazda are rained off. The Italian hopes to race with the team at Donington later in the month.

Jul 8: *The ACO draws up fresh regulations for* the 1993 Le Mans 24 Hours. Their open format is designed to attract an entry of around 80 cars.

Jul 13: Rally star Colin McRae signs to race a Prodrive BMW in the BTCC round at Knockhill.

Jul 10: The nascent Sauber F1 team confirms that it will employ Karl Wendlinger in 1993, but that it will not be taking up its option on Michael Schumacher . . . yet.

Jul 10: Leading F3000 team Pacific Racing confirms that a wind-tunnel model of its proposed F1 car already exists.

Jul 11: Rain washes out second qualifying at Silverstone, guaranteeing Damon Hill – 26th fastest on Friday – his first GP start. Warren Hughes wins the F3 race, after a mighty drive from ninth on the grid. Kelvin Burt makes it a British 1-2.

Jul 11: In a bid to change the shape of British motor racing, TOCA announces that it is to organise professionally packaged race programmes from 1993. The BTCC will head high quality support races wherever it goes, with support from Vauxhall, Ford and Renault, all of whose manufacturer-backed series will feature strongly.

Jul 12: Nigel Mansell takes his 28th GP victory, predictably dominating his home race from pole position as Williams notches up another 1-2. (That gives him one win per 6.21 GP starts, overhauling Tony Brooks' statistical achievement – see *Arront Nonsense*, page 742.) Martin Brundle completes a good day for the UK by taking his second consecutive third place. The crowd then spoils it all by invading the track to welcome Mansell . . . while the rest are still travelling at racing speed. Mansell hits one spectator, but nobody is hurt. FISA promises an investigation. Gareth Rees wins the GM Euroseries curtain-raiser; Jeff Allam takes a long overdue BTCC win in the final race of the weekend.

Jul 12: Luca Badoer wins the fourth round of the European F3000 Championship, at Enna. The circuit administration is shambolic; series leader Rubens Barrichello is lucky to escape injury when he spins off and hits a truck that is parked in front of the guardrail. After the race, three points cover five drivers in the closely-contested series. (Full championship update next month.)



Luca Badoer: maiden F3000 win in Sicily.

Jul 12: *Johnny Cecotto takes German touring car* honours at Brno; Pedro Lamy does likewise in F3.

Jul 13: FISA confirms cancellation of the scheduled Mexico City SWC event.

Jul 15: It is announced that a film is to be made in celebration of the lives of Mike Hawthorn and Peter Collins. The all-British production will be called, not surprisingly, *Mon Ami Mate*. The director will be Tony Maylam, who was responsible for the BBC's acclaimed Donald Campbell documentary *Across the Lake*.



Collins and Hawthorn: film material.

AUGUST FIXTURES

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

Date	*Venue*	*Event*	*Type*
July 25-26	Silverstone	Christies Historic Festival	INT
July 25	Hockenheim, Germany	European F3000	INT
July 25	Kirkistown	FF1600, GTs	R
July 25	Llandrindod Wells	Quinton Stages Rally	R
July 25-26	Brands Hatch	FF1600, Caterhams	R
July 25-26	Knockhill	BTCC, Vauxhall-Lotus	N
July 26	**Hockenheim, Germany**	**German Grand Prix**	**INT**
July 26	Talladega, USA	NASCAR	INT
July 26	Portland, USA	IMSA	INT
July 26	Donington	Tandon F3, Thundersaloons	R
July 26	Mallory Park	FF1600, MGs	R
July 26	Snetterton	Toyota F3, Alfas, MGs	R
August 1-2	Snetterton	ProSport 3000, FF1600, Honda CRXs	R
August 2	Cadwell Park	750MC, F/Vee	R
August 2	Knockhill	Rover GTi	R
August 2	Mallory Park	F/First, Fiestas	R
August 2	Michigan, USA	CART	INT
August 2	Snetterton	British F2	N
August 2	Zandvoort, Netherlands	F3	INT
August 8	Castle Combe	Caterham 7s, Alfas, Ferraris	R
August 8	Oulton Park	Toyota F3, Thundersaloons	R
August 9	Watkins Glen, USA	NASCAR	INT
August 9	Road America, USA	CART	INT
August 9	Pembrey	F3, BTCC	N
August 9	Brands Hatch	Toyota F3, F/Forward	R
August 9	Cadwell Park	FF1600, F500	R
August 9	Donington Park	FF1600, Fiestas	R
August 9	Snetterton	FF2000, FF1600	R
August 15	Galashiels	Border Rally	N
August 15	Snetterton	F/Vee, 750MC	R
August 16	**Hungaroring**	**Hungarian Grand Prix**	**INT**
August 16	Michigan, USA	NASCAR	INT
August 16	Ingliston	FF1600, Fiestas	R
August 16	Mallory Park	FF2000, FF1600, F500	R
August 22-23	Oulton Park	FF1600, Fiestas	R
August 23	Denver, USA	CART	INT
August 23	Mallory Park	Vauxhall Lotus	N
August 23	Snetterton	FF1600, Modsaloons	R
August 25-31	Finland	1000 Lakes Rally	INT
August 29	Spa-Francorchamps	European F3000	INT
August 29	Bristol, USA	NASCAR	INT
August 29	Silverstone	FF1600, Fiestas	R
August 30	**Spa-Francorchamps**	**Belgian Grand Prix**	**INT**
August 30	Suzuka, Japan	SWC	INT
August 30	Road America, USA	IMSA	INT
August 30	Vancouver, Canada	CART	INT
August 31	Silverstone	F3, Metros, MGs	R
August 31	Brands Hatch	Toyota F3, BTCC	R
August 31	Castle Combe	FF1600, ProSport 3000, saloons	R
August 31	Mallory Park	F/Forward, Thundersaloons	R
August 31	Snetterton	Toyota F3, Caterham 7s	R
August 31	Thruxton	FF1600, MGs, Fiestas	R



1992 September OCTOBER

Forthcoming sales

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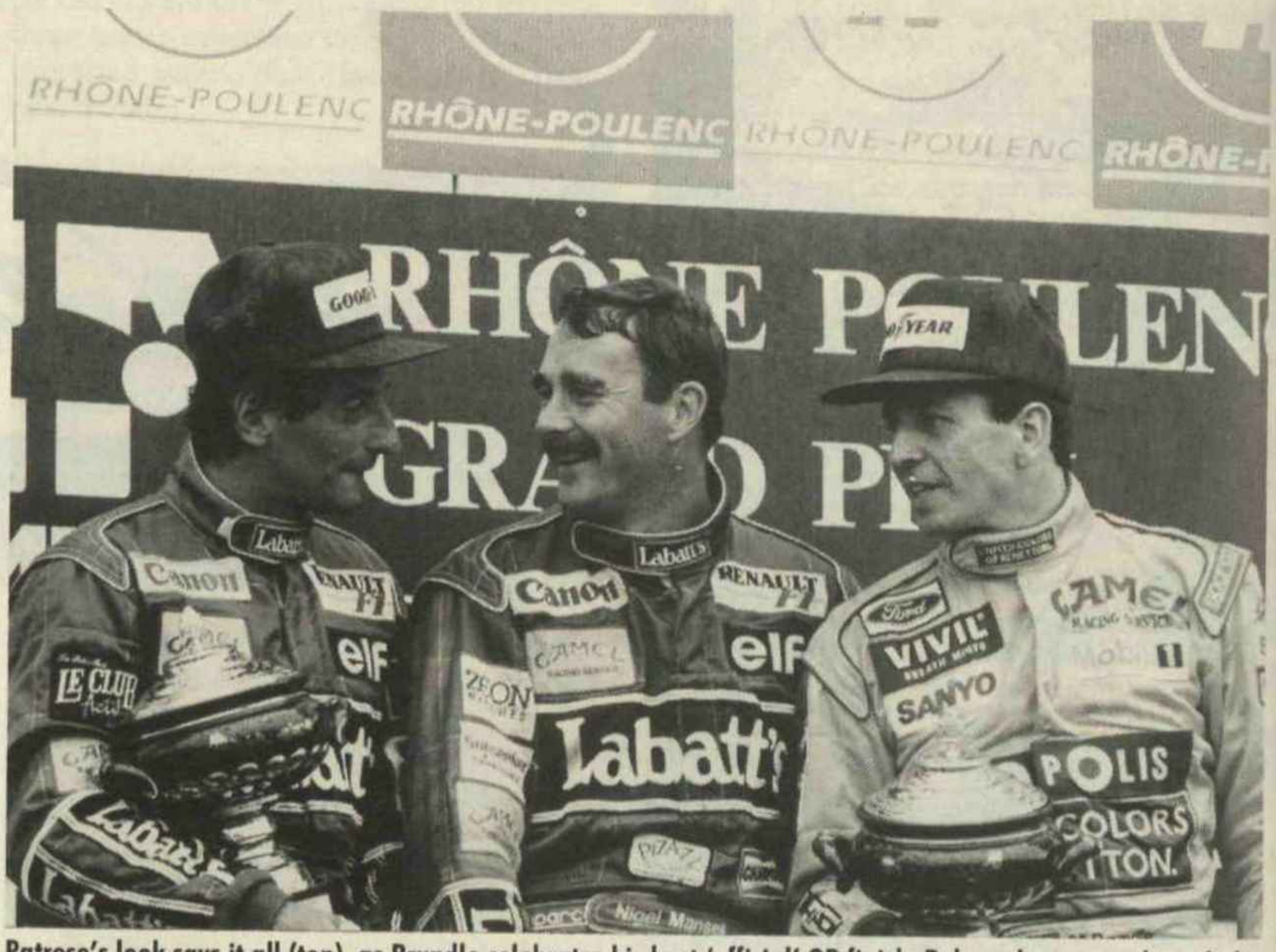
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Patrese's look says it all (top), as Brundle celebrates his best 'official' GP finish. Below, the race ends early for Chiesa and Gugelmin in the mélee at Adelaide hairpin.

Back in the groove

Mansell heads another easy Williams one-two, after Patrese plays the team game . . .

Nigel Mansell had several uneasy moments while winning his sixth GP of the season in Magny Cours, but none of them came from the opposition. After the glitches of Monaco and Montreal the Williams steamroller rumbled efficiently back into action, and nobody ever looked likely to offer it a run. That became certainty as early as the first lap when an altercation between Ayrton Senna and Michael Schumacher sent the World Champion home to the pits for an early changes of clothes and ruined the young German's chances in an event for which the Benetton Ford had strongly been fancied.

It was, admitted Schumacher, his fault. He resumed in last place after a stop for a new nose, and when the race was halted at the 19 lap mark because of rain, the two met again on the grid for a discussion. Senna was through for the day, but Schumacher was ready for a long charge towards the points. Their conversation was not positive, and Michael was wound up tight as the field took off again. By the Adelaide hairpin, scene of the Senna incident, he was out for good after aviating over Stefano Modena's rear wheel following a misunderstanding on lines. After all the impressive races he's had since Spa last year, a bad one was, perhaps, inevitable.

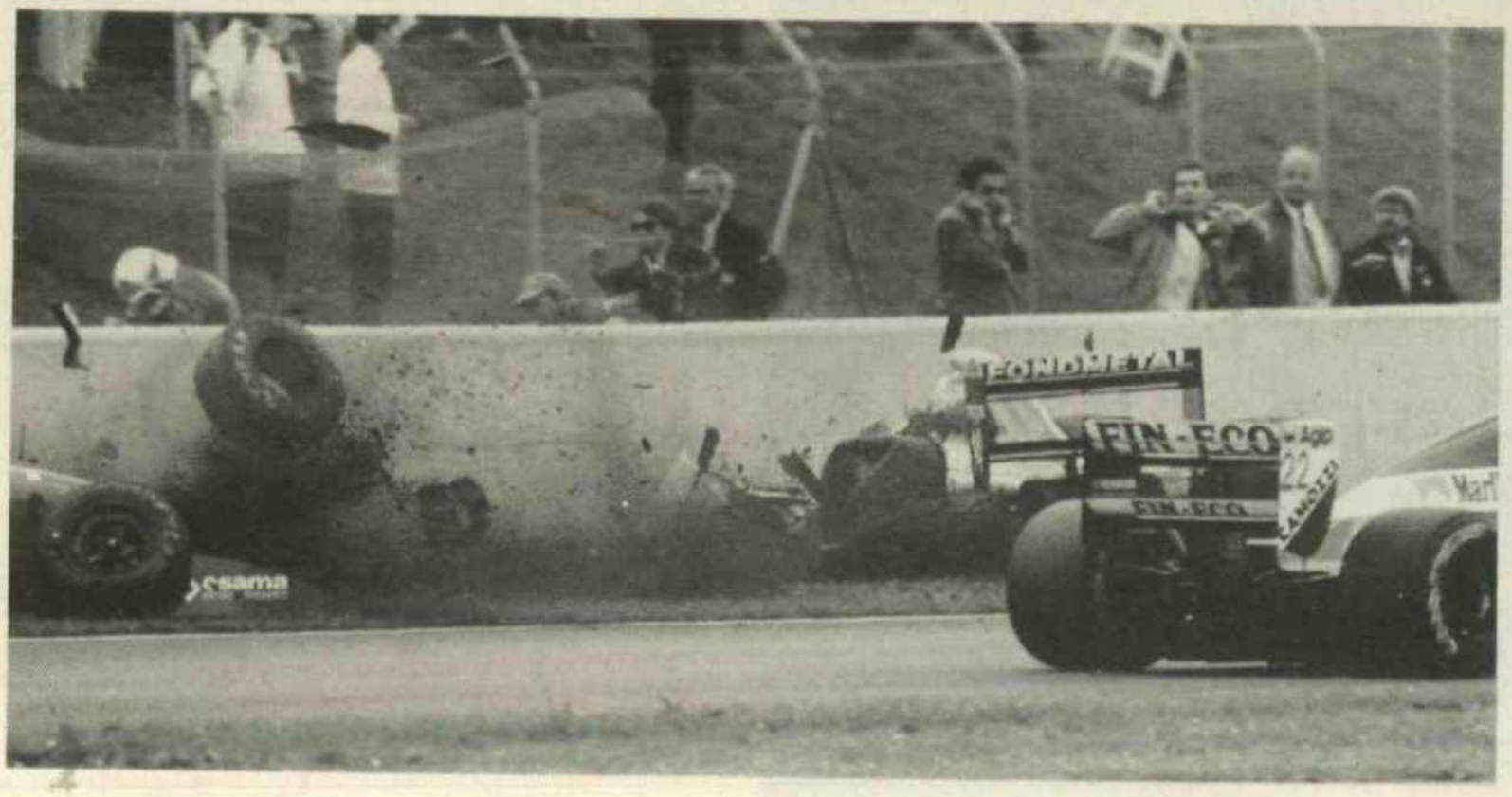
No, it was thus neither Senna nor Schumacher who posed Mansell's threat. Nor even Canadian victor Gerhard Berger. An awful French GP ended for McLaren Honda when his engine broke after a mere 11 laps, but by then it was already obvious that the ground McLaren and Honda appeared to have made on Williams and Renault in Canada had either been slightly illusory or else regained. Most observers felt it was the former.

It was, instead, Riccardo Patrese who posed the greatest threat to Mansell. A Patrese who seemed more atop the driving style requirements of his active FW14B here than at any time this season since Interlagos.

Mansell it was, predictably, who was fastest in Friday's free practice, but where it took him 24 laps to do 1m 15.724s Riccardo, delayed initially by a gearbox software fault which slurred the downchanges, did his 1m 15.912s on his eighth. It was only a little thing, and Nigel had already stopped out on the circuit in his RS4-powered race chassis when the fuel system cut the engine, but it was a sign that the Italian was having one of his 'strong' weekends.

There was more evidence at the start, too. Mansell had taken the pole, a 24th matching the achievements of Niki Lauda and Nelson Piquet, but Riccardo got off the line better. Perhaps the overriding reason was that he had been told that the team wouldn't be keeping for 1993 – paddock rumour was already suggesting a deal with Benetton. Whatever, he was 1.184s clear of the Briton after only two laps. Mansell began to work away at that, though, and by lap 15 the two Williamses were less than a second apart. Mansell looked down the inside at the hairpin that time round, and then on lap 16 tried again on the outside in a prolonged attack that saw the two FW14Bs alongside each other all the way from Adelaide to Nürburgring, the right-left flick that follows the short straight out of the hairpin. It was gripping stuff as they were only inches apart, but Riccardo held firm and Nigel had to concede. It was shaping up into a real dog-fight as Mansell dropped back and then began to attack again, but then the rain spots that had fallen between laps five and eight returned in more grown-up form. As cars began to slide around – (surely that's what the new regulations were designed to achieve for 1993?) – FISA starter Roland Bruynseraede took the premature decision to terminate the race. As it transpired, by the time everyone had gathered on the start/finish line ready for a restart, what little rain there had been had gone and everyone stayed on slicks, so without that decision things could have carried on as normal and the fight would have continued. On such things does Fate turn.

Once again Patrese won the start, but Mansell was very fired up and quickly ducked down the inside going into Adelaide. During the 'intermission' Riccardo had been advised that he could defend his position, but not to the point where it might endanger the team; what this effectively meant was don't get in Nigel's way because he'll keep pushing and it may all put a one-two at risk. With the President of Renault and the French government watching, that would be catastrophic. Senna and



STARTING GRID

5
MANSELL
Williams FW14B
1m 13.864s (2)
1m 15.047s (1)

1
SENNA
McLaren MP4/7A
1m 15.199s (2)
1m 16.892s (1)

19
SCHUMACHER
Benetton B192
1m 15.569s (2)
1m 16.969s (1)

20
BRUNDLE
Benetton B192
1m 16.151s (2)
1m 17.638s (1)

25
BOUTSEN
Ligier JS37
1m 16.806s (2)
1m 18.179s (1)

11
HAKKINEN
Lotus 107
1m 16.999s (2)
1m 18.327s (1)

29
GACHOT
Venturi LC92
1m 17.442s (2)
1m 18.864s (1)

10
SUZUKI
Footwork FA13
1m 17.548s (2)
1m 19.022s (1)

21
LEHTO
Dallara BMS 192
1m 17.677s (2)
1m 19.279s (1)

4
DE CESARIS
Tyrrell 020B
1m 17.868s (2)
1m 20.029s (1)

16
WENDLINGER
March CG911B
1m 17.937s (2)
1m 18.596s (1)

15
TARQUINI
Fondmetal GR02
1m 17.993s (2)
1m 19.146s (1)

22
MARTINI
Dallara BMS 192
1m 18.586s (2)
1m 18.634s (1)

6
PATRESE
Williams FW14B
1m 14.332s (2)
1m 15.551s (1)

2
BERGER
McLaren MP4/7A
1m 15.316s (2)
1m 16.944s (1)

27
ALESI
Ferrari F92A
1m 16.118s (2)
1m 17.686s (1)

28
CAPELLI
Ferrari F92A
1m 16.443s (2)
1m 18.152s (1)

26
COMAS
Ligier JS37
1m 16.398s (2)
1m 17.637s (1)

12
HERBERT
Lotus 107
1m 17.257s (2)
1m 18.168s (1)

9
ALBORETO
Footwork FA13
1m 17.508s (2)
1m 19.291s (1)

23
MORBIDELLI
Minardi M192
1m 17.667s (2)
1m 19.110s (1)

30
KATAYAMA
Venturi LC92
1m 17.709s (2)
1m 19.819s (1)

32
MODENA
Jordan 192
1m 17.901s (2)
1m 18.905s (1)

3
GROUILLARD
Tyrrell 020B
1m 17.989s (2)
1m 19.204s (1)

33
GUGELMIN
Jordan 192
1m 18.337s (2)
1m 19.574s (1)

14
CHIESA
Fondmetal GR02
1m 18.701s (2)
1m 19.835s (1)

Did not qualify:
BELMONDO (March CG911B) 1m 19.963s/1m 19.354s
FITTIPALDI (Minardi M192) 1m 1m 20.062s/did not run
VAN DE POELE (Brabham BT60B) 1m 20.139s/1m 21.594s
HILL (Brabham BT60B) 1m 21.412s/1m 22.495s

Did not arrive (French truck drivers' strike):
MORENO (Andrea Moda S921)
McCARTHY (Andrea Moda S921)

Pre-qualifying cancelled



Trouble ahead. As Mansell builds his lead after the restart, the rain clouds gather again.

Schumacher were out, but there was no way Mansell was going to settle for only six points, no matter what the risk, so Riccardo had to be prepared to concede. What that did to his psyche can be imagined, while it cannot have been an easy thing to say for the man who had to tell him, either.

Riccardo thus decided to stage his own protest. He did so by immediately repassing Mansell at Imola, the right/left flick that follows the 180 degree left-hander after Nürburgring. They came down the hill to Lycée, the last corner, with White 6 leading Red 5, and Riccardo was credited with leading the lap as they crossed the line. Immediately thereafter, however, he ostentatiously waved his team-mate by, giving clear indication to the observers who mattered most that team orders had been deployed.

Afterwards his face was as clouded as the weather had become, his comments made dead-pan but heavily laced with irony.

"I make no comment," he said after a long pause following questions about team orders. "There is not really much to say about waving Nigel by, from my point of view. Let's say that Nigel was pressing me very hard, and I thought that it was best for the team to let him go." Again, the voice was remote, the tone one of hurt. After all, he had said nothing in Brazil where it was not he who had temporarily switched off his rev limiter to the rage of Bernard Dudot. "I think that the team did a fantastic job; first and second places again. It is my usual place and I am very comfortable with it."

Quite possibly he would not have been able to fend off Mansell anyway, the way the Briton is driving this year, but it would have been nice to see the battle go all the way.



In the first part Hakkinen pushed Alesi mercilessly before passing briefly. Both later starred in the wet, too, but only the Finn made it to the end.

As it was, Mansell sped away in another of his 1992 machinery-maximising drives and the issue was clear cut from that moment barring mechanical failure. When it began to rain heavily from the 46 lap mark he continued happily, and at 5.5s his switch from slicks to wet Goodyears was one the race's fastest. From then until the 27th victory of his career his only worries were two moments in the ess leading to Lycée, where the wet surface had been rendered even slippier when Alesi's engine broke on lap 62.

That was one of the great tragedies of a lacklustre French GP, for Jean had driven brilliantly in a Ferrari which had marginally been improved by revised front suspension pick-ups yet was otherwise simply being bent to its driver's will. And what will! When the track was at its wettest the Franco-Sicilian was very nearly as fast on his slicks as Mansell was on wets, and all that only a week after a big testing accident at Silverstone had actually split his helmet when the rear wing broke at Becketts!

After donning wets on lap 50, without losing the lead, Mansell was lapping in the 1m 33s. In the Ferrari the irrepressible Alesi was doing 1m 34s laps in a dramatic demonstration of sheer car control as the F92A squirmed and wriggled its way round in a ball

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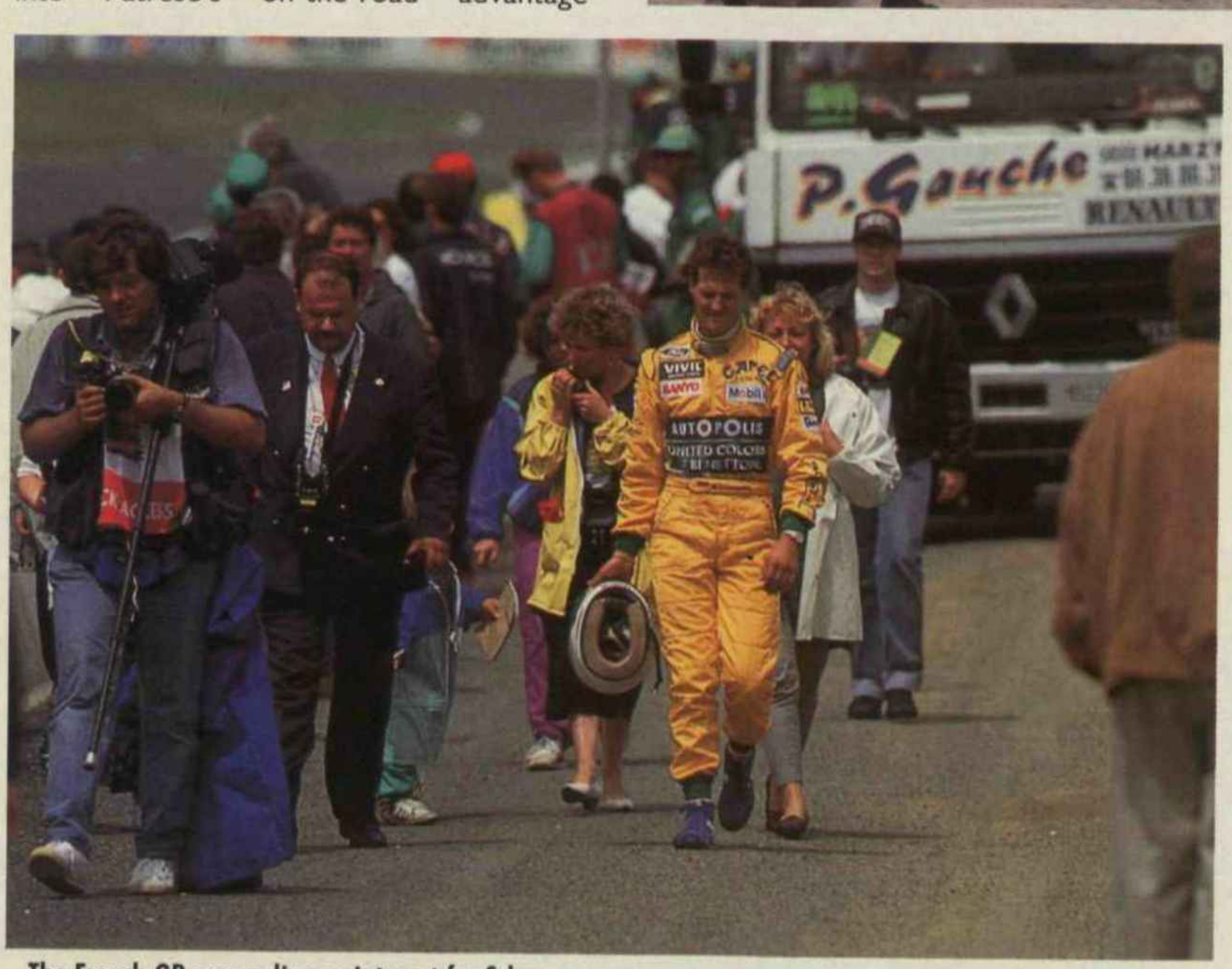
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of spray. At one stage he lost it briefly, but there he was at the end of that lap, going as hard as ever. By that stage it was more than obvious that the weather wasn't going to improve, even though Hakkinen stayed out for a relatively long time on slicks too, and Lotus team-mate Herbert even longer, but eventually all three came in. At Lotus it was part of the strategy to call Hakkinen in on lap 53 and Herbert on 55, but at Ferrari Sante Ghedini was screaming at his driver as he resolutely stayed out until the 57th.

He had just been making serious inroads into Patrese's on-the-road advantage



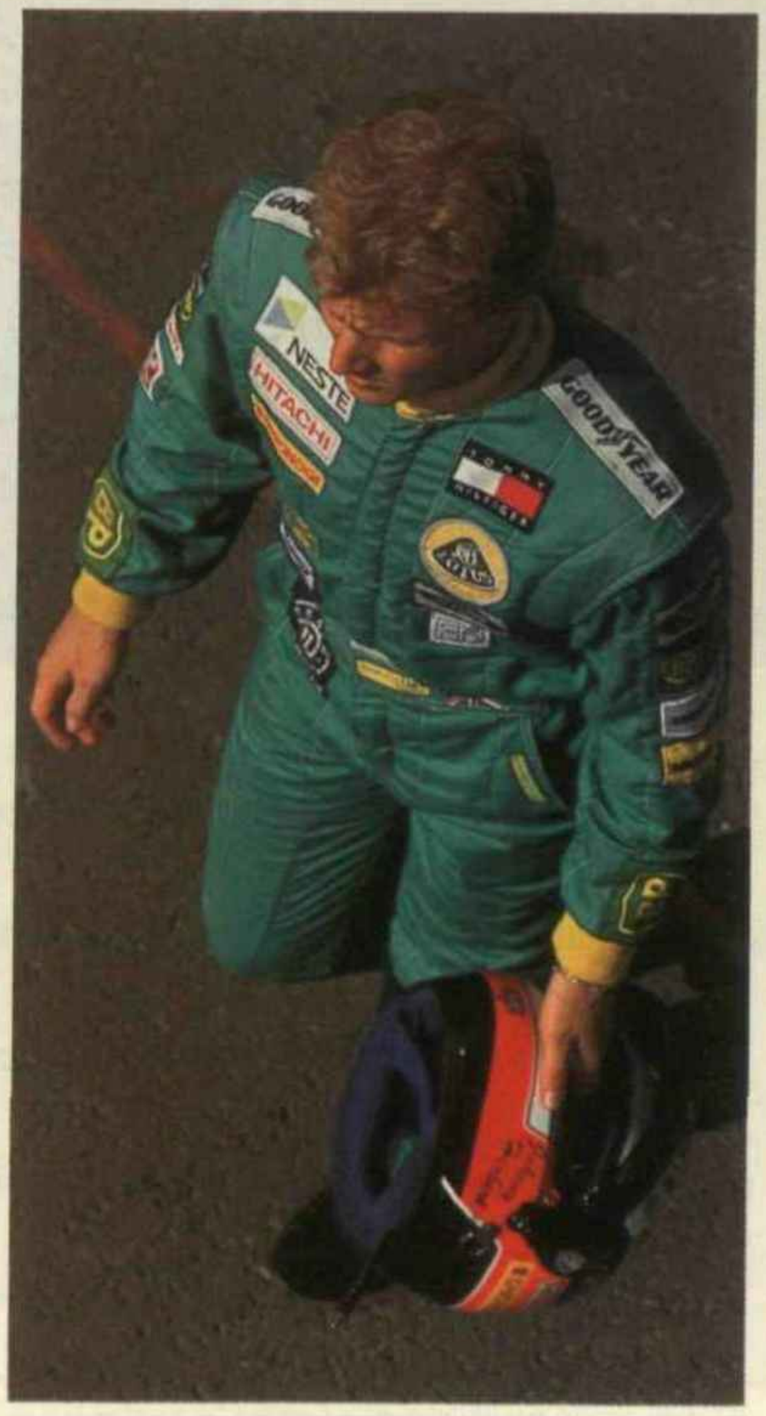


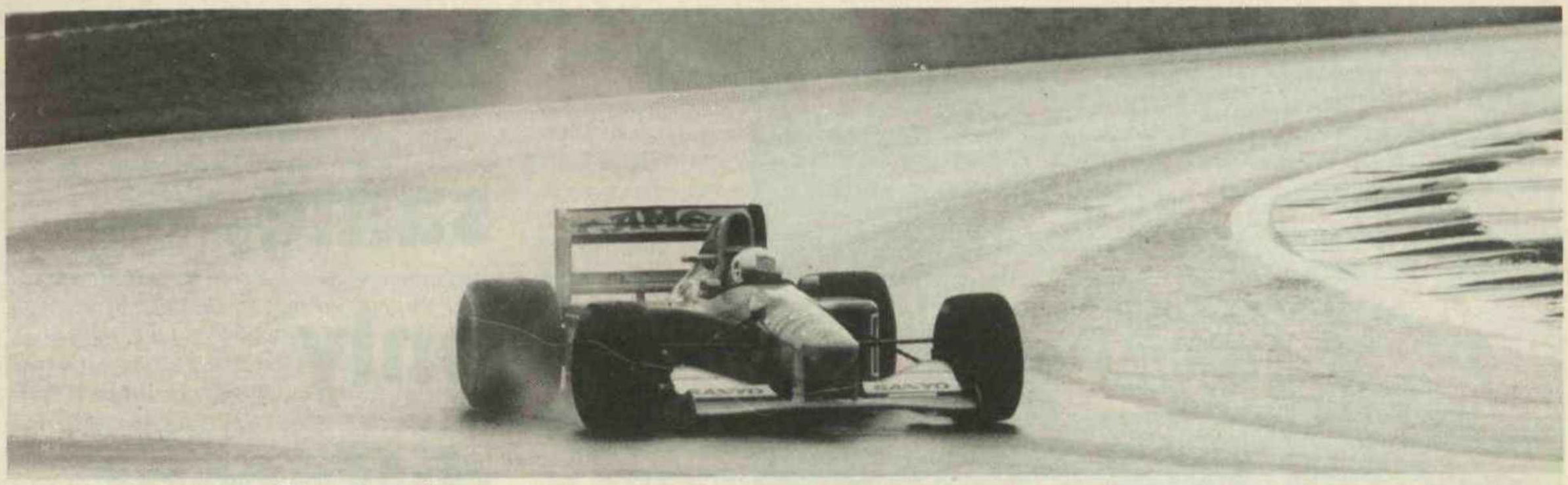
The French GP was a disappointment for Schumacher (above), who took out Senna on the first lap and then Modena shortly after the restart, but for Comas (top) it was a minor triumph.

(although Riccardo still had a time advantage in what had become a confusing race due to the two 'heats'). And then disaster struck. It was a fast stop, 6.6s, but then the engine stalled. By the time he rejoined the chase was over. Worse, Brundle had repassed for third place. The Briton had comfortably stayed ahead of the Ferrari in the first part of the race, as Alesi had had his hands full fending off an aggressive Hakkinen. (Indeed, the Lotus driver had actually claimed fourth place briefly before being baulked out of it by the tedious backmarker Olivier Grouillard). In the second half Martin was less competitive, plagued by a worsening problem with the Ford HB cutting out every so often as an electrical lead chafed. He was thus consigned to an attempt to survive at all costs, and when Alesi was delayed he moved smoothly into third place, thankful that the now diabolical conditions had alleviated his main problem by lessening the cornering loads. Behind him, Alesi was going as hard as ever, until he appeared on lap 62 trailing the same plume of smoke that had terminated Ivan Capelli's uninspired run in eighth place on his 39th lap. The team felt it had made some progress on the power front that weekend, but reliability had again suffered.

With Alesi's demise the electricity went out of the race, but there was still an absorbing battle for fourth place. All weekend the Ligiers had been much closer to the pace than one had come to expect of late, thanks to suspension and aerodynamic modifications and the fact that they were racing on their home circuit. Some also suggested that they had works Renault engines and special Elf fuel similar to Williams', rather than their customer Mecachrome motors for this special occasion. What was clear was that the JS37s had good traction out of the final corner, and in the race Boutsen and Comas circulated in close company in sixth and seventh places for much of the way until the unfortunate Belgian spun in a treacherously slippery Lycée on lap 48. Hakkinen had just rotated there but got going again, but Thierry had already lost his clutch and there was no way he could keep the Renault V10 running, much less restart it. Comas thus inherited that position, and then climbed to fourth by lap 63 after Alesi's misfortune. Both Lotuses were flying, however, having recovered from their tyre stops. Hakkinen's was handling better since Herbert was plagued by serious understeer throughout, and both were running in passive form after continuing hydraulic problems in qualifying. Bit by bit the Finn edged closer to the Frenchman as Herbert in turn was catching them both despite his handicap, and all three of them were in the hunt for three points. By this stage Comas' engine was cutting out intermittently, it was thought because of water in the electrics, and suddenly a six second advantage over Hakkinen had gone. The Finn pounced on lap 68, while Herbert got them both on his last lap but didn't quite manage to pull far enough ahead of the blue car to take fifth place on elapsed time. Nevertheless, though the pace of the Lotuses has now become familiar since Monaco, their reliability surprised many as they led home Alboreto. "Seventh place yet again!" – said the man who had finished every 1992 so far. Morbidelli was a reliable eighth from a meeting in which Minardi lost Christian Fittipaldi's services for at least six weeks after the Brazilian cracked a vertebra after a practice

Two seconds less on his race time would have taken Johnny Herbert ahead of Erik Comas and Mika Hakkinen; as it was the Briton had to settle for an understeering sixth place.





After the disappointment of Montreal, everything at last went right for Martin Brundle in a 1992 race, as he drove smoothly to third place and a rostrum finish. At the first start (right) Patrese got the drop on Mansell.



accident, while Lehto and Martini soldiered on in Dallara-Ferraris that had only marginally been improved by stiffened suspension components.

For Mansell it was just the antidote he needed after the disappointments of Monaco and Montreal as he drew himself level with Stewart's British mark of 27 GP successes going into the British GP that he loves so much, and for Brits in general it was a welcome, unfamiliar sight to see three drivers in the top six. The last time that happened was at Rio in 1989 when Mansell won with Herbert fourth and a delayed Warwick fifth, while it was, Mansell remarked, the first time he had ever shared a rostrum with a fellow countryman. For British motorists affected by the French truck drivers' blockades during the race week, that at least was consolation. **DJT**

FRENCH GRAND PRIX, Magny-Cours, July 5
69 laps of 2.68-mile (4.32 km) circuit (182.217 miles; 293.250 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Reason For Retirement	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14B-Renault V10	1h 38m 08.459s	1m 17.070s	37
2nd	Riccardo Patrese	I	Williams FW14B-Renault V10	1h 38m 54.906s	1m 18.006s	38
3rd	Martin Brundle	GB	Benetton B192-Ford HB V8	1h 39m 21.038s	1m 18.636s	34
4th	Mika Hakkinen	SF	Lotus 107-Ford HB V8	68 laps	1m 18.526s	36
5th	Erik Comas	F	Ligier JS37-Renault V10	68 laps	1m 18.660s	41
6th	Johnny Herbert	GB	Lotus 107-Ford HB V8	68 laps	1m 19.252s	41
7th	Michele Alboreto	I	Footwork FA13-Mugen V10	68 laps	1m 19.542s	36
8th	Gianni Morbidelli	I	Minardi M192-Lamborghini V12	68 laps	1m 19.944s	43
9th	JJ Lehto	SF	Dallara BMS 192-Ferrari V12	67 laps	1m 20.133s	42
10th	Pier-Luigi Martini	I	Dallara BMS 192-Ferrari V12	67 laps	1m 19.742s	41
11th	Olivier Grouillard	F	Tyrrell 020B-Ilmor V10	66 laps	1m 20.222s	40
12th	Jean Alesi	F	Ferrari F92A-Ferrari V12	61 laps – engine	1m 18.431s	44
13th	Andrea de Cesaris	I	Tyrrell 020B-Mugen V10	51 laps – spun off	1m 19.525s	43
14th	Ukyo Katayama	J	Venturi LC92-Lamborghini V12	49 laps – engine	1m 18.714s	43
15th	Thierry Boutsen	B	Ligier JS37-Renault V10	46 laps – spun off	1m 19.139s	43
16th	Ivan Capelli	I	Ferrari F92A-Ferrari V12	38 laps – engine	1m 19.324s	36
17th	Karl Wendlinger	A	March CG911B-Ilmor V10	33 laps – gearbox	1m 21.074s	31
18th	Stefano Modena	I	Jordan 192-Yamaha V12	25 laps – engine	1m 21.070s	24
19th	Aguri Suzuki	J	Footwork FA13-Mugen V10	20 laps – spun off	1m 20.965s	13
20th	Michael Schumacher	D	Benetton B192-Ford HB V8	17 laps – accident	1m 19.939s	6
21st	Gerhard Berger	A	McLaren MP4/7A-Honda V12	10 laps – engine	1m 20.213s	10
22nd	Gabriele Tarquini	I	Fondmetal GR02-Ford HB V8	6 laps – throttle cable	1m 23.438s	6
NC	Ayrton Senna	BR	McLaren MP4/7A-Honda V12	0 laps – accident	no time	–
NC	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	0 laps – accident	no time	–
NC	Andrea Chiesa	CH	Fondmetal GR02-Ford HB V8	0 laps – accident	no time	–
NC	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	0 laps – accident	no time	–

Winner's Average Speed: 111.401 mph (179.283 kmh) Conditions: dry, wet, dry, sodden
Fastest Lap: Nigel Mansell, 1m 17.070s on lap 37, 123.355 mph (198.521 kmh)

The same, only different



The French GP has had many homes over the years. Here, Niki Lauda leads Ronnie Peterson at Dijon-Prenois in 1974.

The weather did its best to destroy both the French Grand Prix at Magny-Cours on July 5 and the British Grand Prix at Silverstone on July 12 but it failed on both occasions. The French Grand Prix, or *Grand Prix de France*, which started life as the *Grand Prix de l'Automobile Club de France* in 1906 and only changed its title in recent years to conform with the rest of the world, was the event that started the whole idea of Grand Prix racing, with a set of rules to govern the design of competing cars and races run to a fixed pattern, or formula. In 1906 *the* Grand Prix was the *Grand Prix de l'Automobile Club de France* and it was not until 1922 that another national Grand Prix came on the scene. We now have 16 different Grands Prix each year, with others trying to swell the numbers.

The Grand Prix in France has run more or less consistently since 1906 and the event this year at Magny-Cours is reckoned to be the 78th in the history of France and motor racing, a record that nobody can approach. In 1950 the FIA schemed up the idea of a World Championship involving the major Grand Prix events, such as Italy, Germany, Belgium, Great Britain and so on, and it established Grand Prix racing as the most important aspect of the world of motor racing on an international scale. Grand Prix racing was given the sub-title of Formula One, any other racing formula being subsidiary.

When the British Grand Prix was first run to the World Championship format it had already been held twice at Silverstone, in 1948 and 1949, and Silverstone became its natural home. Grand Prix racing in the form of the British Grand Prix had got off to a shaky start in 1926 and 1927, with the Donington Park Grand Prix taking its place in 1935 to 1938. The 1948 Silverstone race was officially the RAC Grand Prix and the 1949 event saw the re-introduction of the British Grand Prix title, all before the FIA World Championship was thought of; since 1950 the British Grand Prix has never faltered. For a while it moved to Aintree in the north of England, and then to Brands Hatch in the south, but always it returned to Silverstone, the true home of British motor racing (unlike the French Grand Prix, which is still wandering about like a lost soul).

We had the wonderful new 'facility' of Paul Ricard, then another 'discovery' at Dijon-Prenois, and now, the 'wonder of the century', Magny-Cours, but somehow the French Grand Prix has never achieved the atmosphere of racing in the grand manner that the circuit of Reims generated. A thorn in the side for the French must surely be the Monaco Grand Prix, held on a tiny piece of land that by all rational thinking *should* belong to France, which has established itself as something special that everyone wants to be at, even though it has become an anachronism in the world of Grand Prix racing. In contrast, each time the British Grand Prix wandered away from home and then returned it grew in size and status and got better and better, thanks to the BRDC and its associate companies who own the old bomber airfield. For some years the British Grand Prix has become something of an occasion not to be missed.

It was no surprise to see another 1-2 for the Williams-Renault team in France, for the superiority of the Anglo-French combination over the McLaren-Honda must be evident to anyone actually watching at the circuit, rather than following the sport via the 'entertainment' screen. Mansell may be fast, and may win races, but no way is he in the same class as Prost or Senna in driving artistry. In the world of music, Simon Rattle may conduct an orchestra and produce a symphony, but Herbert von Karajan generated something entirely different; Kenny Ball may play a trumpet, but Bunny Berrigan played jazz; Acker Bilk may play the clarinet, but Johnny Dodds played jazz music. I could go on with similar examples, but watch from the trackside and not through the eye of a telephoto lens and you will see Mansell driving very fast and winning races, but for artistry in high-speed driving you need to watch Senna or Prost, as he used to be and hopefully will be again next year.

The pattern of the French Grand Prix was badly ruffled on the opening lap when Schumacher's Benetton ran into Senna's McLaren at the hairpin, spinning the world champion into instant retirement, and putting the exuberant young German out of contention. A stop at the pits for a new nosecone dropped him nearly two laps behind before he could start racing again. From that first lap incident the whole French Grand Prix became something of a circus, full of the unexpected. From the start Patrese upset the form book by beating his Williams-Renault team-mate from the line, and then staying in front while the two of them pulled away from the rest of the field. Mansell closed up but did not go rushing by into the lead, and Patrese did not look as though he was going to move out of the way!

The elimination of two of the fastest runners on the opening lap meant that everyone else effectively moved up two places, so we had Mika Hakkinen in the Lotus 107 in a worthy sixth place, keeping pace with Alesi's Ferrari. Almost from the start there had been light sprinkles of rain and by lap 16 it was falling quite heavily, but when the red flag put a stop to the race on lap 19 it came as something of a surprise. The thinking was that everyone would be heading for the pits to change over to deep-tread wet-weather tyres and with the rather sinuous entry to the pit lane there would be a monumental traffic jam.

The field lined up for the restart in the order they were on lap 18, so Patrese was now on pole position at the head of a fairly second-rate field, apart from Mansell, who was alongside him. Senna was gone, as was his McLaren team-mate Berger, whose engine had expired, and Schumacher was way down at the back of the grid.

In the interval Patrick Head had a quiet word with Patrese that recalled to me the words of Alfred Neubauer to Fangio, Moss, Kling and Herrmann before the start of the 1955 Mille Miglia. He said: "There are no team orders in this race, as in other races, but all we ask is that Mercedes-Benz 300 SLR cars arrive at the finish in the first four positions." Patrese was simply asked not to compromise the team.

The irony of the restart was that by the time it was given the roads were dry and everyone was on dry tyres, but officially the second part of the race was announced to be 'wet', which meant that it would now run to its completion no matter what happened. Once again Patrese took the lead, but as he ended that opening lap he moved aside, slowed up and waved Mansell through into the lead, moving back into second place, well ahead of the opposition, such as it was. A worthy gesture by a good number two team player.

The race ran its course, everyone stopping at intervals to change to wet tyres when the rain started again around lap 45, everyone that is except one red car. The monotony of a depleted field tip-toeing along was enlivened by Jean Alesi, who found the Ferrari traction control system working splendidly in preventing

wheelspin on the wet surface. For a number of laps he kept up the pace of those who were on new wet tyres, giving an inspired display of pure racer until the Ferrari pit signalled him to come in. Rejoining the race on treaded tyres, with the rain still coming down, he did only a few laps before his engine blew up as he came down the hill towards the pit straight, and he coasted into retirement, hero of the day.

Only three cars completed the full distance, with the two Williams-Renault FW14B cars dominating the way McLaren-Porsche used to do, before McLaren-Honda took over, and the way Tyrrell, Lotus and Brabham all had their turn at domination. For Patrick Head and the Williams part of the equation it was another great day for Britain, and for Bernard Dudot and the Renault engineers it was all they could wish.

Just one week later they were all at it again, this time at Silverstone for the British Grand Prix. Whereas the vast complex of the new Magny-Cours circuit is a rather unseemly blot on some very lovely French countryside, which comes as a cultural shock when first seen from neighbouring hillsides, somehow Silverstone has gradually crept up on the Buckinghamshire/ Northamptonshire landscape. When the airfield was first built, for the use of bombers in the war, the desecration of the countryside was deemed a national necessity, and nobody argued with that. When racing cars first appeared on the airfield after the war, a master at nearby Stowe School remarked about the unfortunate arrival of the "beetle men in their noisy cars". Now, 45 years later, the huge complex which is the Silverstone Racing Circuit is tolerated by most people, and more people get pleasure from it (and make money) than those who are aggravated by it. If you took a large piece of rural England and built today's Silverstone on it there would be an uproar from all sides. We are very lucky with our situation.

First day of qualifying was cool and dry, just about perfect for high speed, with vortex trails coming off the rear aerofoils. Once again it was Williams-Renault all the way and Mansell's laps were in a world of their own. His final lap at an average of 148.043 mph was the fastest-ever for the new Silverstone circuit, with all its new corners and gradients designed to slow things down a bit. Even he said afterwards that it seemed unreal, and he could hardly believe the speed he was going into Copse. In the pits I am sure that Patrick Head and Bernard Dudot did not think it unreal. They were probably consulting their telemetry signals from the chassis, gearbox, brakes and engine and smiling contentedly to themselves. The closer I look at the brains in the pits the more I am convinced that they are really in charge of the car when it is in full-flight mode.

The rain came earlier than it had done in Magny-Cours, and as far as lap times and grid positions were concerned Friday held all the answers. This did not mean no activity on Saturday, for there was much to do to work out car and engine settings for a wet race, as well as retaining the information from Friday in case it was dry, with the added complication of the chances of conditions being mixed and needing to come up with a good compromise.

I sometimes wonder if we have defeated the whole concept of motor racing as a sport and pastime by letting our engineering expertise run away from us. It would be much more relaxed without the hi-tech, but it would be very slow and rather boring. If we were still racing to the standards of Bugatti, Alfa Romeo or Maserati I don't think we would get 40,000 spectators for the first day of practice, or 100,000 for race day, and we certainly would not get a lap at 148 mph average, or speeds of nearly 190 mph on what is left of the old Hangar Straight. The whole object of motor racing is to go faster. Otherwise, why do it?

If you haven't done any actual motor racing you probably don't know what I am talking about, but don't let it worry you, just enjoy what you can.

Even on Sunday morning conditions were not 100 per cent, so decisions were still being made, but by 13.00 things were set fair, dry and overcast, with a stiff, cool breeze, but the chance of some sunshine. The expected record crowd all seemed to have squeezed in, most of them Mansell supporters, and they were not disappointed. The British Grand Prix, like the French the week before, was totally dominated by the Williams-Renault team, with Mansell disappearing so fast into the distance in the opening laps that even his team-mate lost sight of him. This overwhelming performance was still being achieved with the FW14B, an improved and uprated chassis from last year, using the V10 Renault RS3C, the development version of last year's RS3 engine.

Head and his engineers have the FW15 nearly ready to race, and Renault has its new version of the V10, numbered RS4, already raceworthy and being used in qualifying, its appearance in a race depending on the strength of the opposition (if there is any!). Such strength in depth of engine and chassis research and development is something we haven't seen in Grand Prix racing for a long time, and while it is intriguing to follow it, as closely as is allowed, it must be very depressing for anyone trying to keep pace, let alone catch up.

For the British it was a splendid day, made all the more enjoyable by the sun coming out at the end of the day to make for a nice summer evening, even if you were stuck in traffic jams. For those in no hurry to leave it was a nice relaxed time to ruminate on this and that, marvelling at the reliability of the Renault V10, its power and driveability, its speed and torque spread, and on the equal reliability of the Williams chassis and all its super hi-tech equipment, its clutchless nearly-fully-automatic gear changing, its totally computer-controlled suspension, its total control of wheelspin, its efficient usage of the Renault engine and the total co-ordination between Patrick and his team, and Bernard Dudot and the Renault engineers. We have heard of the *entente cordial* but the Williams-Renault set-up surpasses everything. The French part of the team enjoyed winning the French Grand Prix and the British part enjoyed winning the British. If our Grand Prix had been held two days later, on *le quatorze juillet* (July 14, the day of the storming of the Bastille, which changed the whole of French history), the Anglo-French alliance would have been complete.

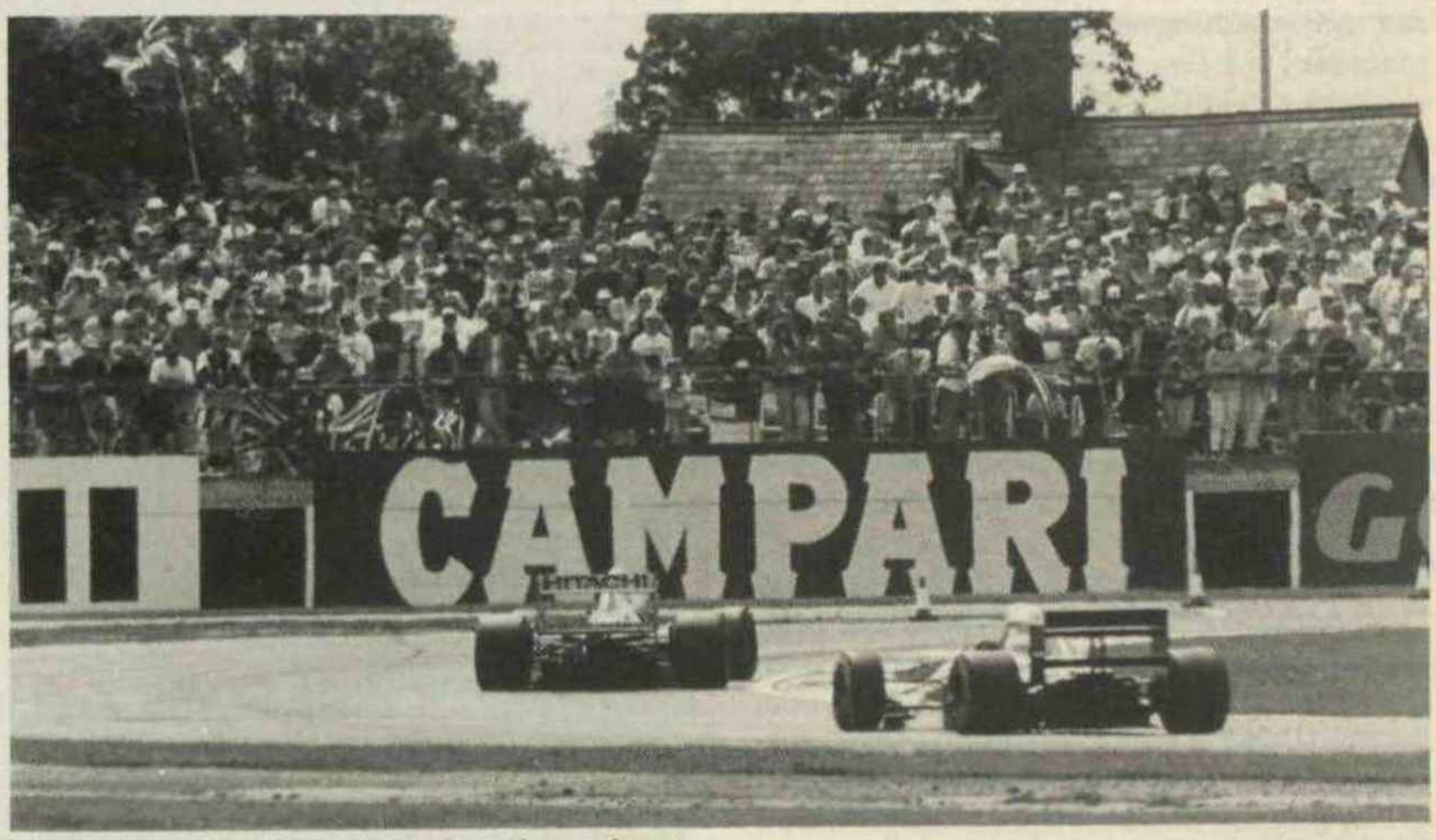
Needless to say Mansell and Patrese were delighted with yet another first and second for the team, Mansell for his supporters and Patrese for himself, as his past record at Silverstone has not been very impressive.

The picture of the winner's rostrum was the same as at Magny-Cours, with Mansell and Patrese accompanied by Martin Brundle, but there was a very different air this time. Mansell had driven a searing race, stamping his real authority on his number one position at Williams-Renault, while Patrese fulfilled his obligations to the team to perfection. Brundle had brought his Benetton home into third place much closer to the Didcot cars than ever before, and while the previous week had done much for his own confidence in his ability, this week put the seal on it. To drive nearly the whole race with the red and white McLaren number one continually in your mirrors, and sometimes alongside, is a moment of truth for any racing driver.

You could say that Martin Brundle won his spurs at Silverstone on July 12 1992.

And do not overlook Mika Hakkinen in sixth place with the Lotus 107, still on the same lap as the winner. I think we can honestly say that the British Grand Prix at Silverstone was a great occasion, not to be missed. May it continue that way.

D S J



Silverstone, feels DSJ, is the only *true* home of the British Grand Prix, for all its recent facelifts.

Club stakes

A controversial deal – and the resultant membership backlash – has broken friendships and split the British Racing Drivers' Club

The fate of the recently announced joint venture between Silverstone Group and TWR Group, to form Silverstone Motor Group, hangs in the balance. It is a very lop-sided balance at present, and a decidedly thin thread by which the situation is suspended. Quite possibly the greatest cause célèbre in recent British motorsport history could threaten the entire future of the British Racing Drivers' Club and the Northamptonshire circuit itself. Friendships have been broken and opinions sharply divided in a 'private' disagreement that has spilled over into downright animosity, allegations of malpractice and more mudslinging than the House of Commons sees in a complete Parliamentary session.

Under the SMG deal, Silverstone Circuits paid £5.3M (made up of cash realised from selling £1.8M of Club assets and the rest in the form of a bank loan) to purchase a 50% shareholding in TWR Group's motor retailing franchises. Details of the deal were leaked just before the BRDC's Annual General Meeting at the end of April, and some of the members became uneasy. At the meeting acrimony was rife and Silverstone Circuits Chairman Tom Walkinshaw, the architect of the deal and Chairman of TWR Group, was ousted as a BRDC Board member. Fellow BRDC Board members, President Jack Sears, Ed Nelson, David Piper, Barrie Williams and Mike Wheatley were all re-elected, while Arthur Gill, Dickie Attwood, Stuart Graham, Peter Jopp, Don Truman and John Watson remained as fellow directors. The Silverstone Circuits Board comprising Sears, Graham, Jopp, George Smith, Derek Clevely and Managing Director Hamish Brown met shortly afterwards to express its total support for its Chairman Walkinshaw.

"The anger there among some of us had to be seen to be believed," said a BRDC member. "There were some very, very angry people about. Silverstone is now hocked up to the eyebrows in securing the deal and it doesn't need the risk."

Why was such a controversial deal mooted in the first place? Walkinshaw firmly believes that to fulfil its contractual obligations in running the British GP for the next five years, and to ensure that Silverstone is maintained to a sufficiently high standard that the contract may then be renewed in 1997, the circuit must make heavy investment. "Without that we won't get the Grand Prix again, it's as simple as that. We need to make massive investment."

Others, such as Ken Tyrrell and Innes Ireland, are implacably opposed to such diversification, believing it to be totally outside the interests of the BRDC. The former has been instrumental not only in calling for and succeeding in holding an Extraordinary General Meeting, but also in canvassing members and lobbying them for support. The EGM was held late in June and considered two resolutions, one from each side. The first, proposed by the directors, sought to ratify the deal. The second, proposed by opposing members, demanded that the directors take 'all lawful steps available' to terminate it.

This was a war. In preparation for it both sides went to extraordinary lengths. The BRDC Board issued a lavish special bulletin outlining the reasons behind the transaction, and quoted Bernie Ecclestone's comment from Monaco: "Silverstone is a famous old place with great traditions, like Monza. But it, like Britain, has no divine right to a Grand Prix. It is up to Tom Walkinshaw and Silverstone to do something about it themselves – they've got to keep their promise to continue developing the circuit."



Walkinshaw: a tough Scot well versed in the art of the commercial deal but perhaps less adept in dealing with people.

The cynics among us wondered about a little scene in Monaco where Bernie had apparently cut across Walkinshaw's lunchtime conversation and demanded to know what he was doing about modifications to the circuit, so soon after a new deal had been agreed. Oddly enough, this was also the first time we had learned that the British GP was anything but firm in the long-term. It smacked of a bit of political stage management.

The bulletin outlined the need to invest in resurfacing the track, heavily upgrading the pits, the paddock area, television and radio commentary positions, the grandstands, spectator facilities, race control and administration, the timekeepers' and stewards' offices, office accommodation and the car parking facilities to allow for construction of the Silverstone bypass scheduled

for 1995.

'Recent development and upgrading of modern Grand Prix circuits such as Barcelona, Kyalami, Monza, Imola and Magny Cours serve to demonstrate the costly upgrades required for Silverstone's facilities,' it said. The total cost of these improvements was conservatively estimated at £15 million to £20 million.

Accompanying the bulletin was a 28-page document entitled 'The Investment by Silverstone Circuits Limited in Silverstone Motor Group Limited'. It outlined in detail the Executive Summary of the transaction, together with financial information and the terms of the joint venture. According to financial analyst Rawlinson & Hunter of London, and subject to the usual reservations, Silverstone Motor Group could generate a profit of £5.3M by 1996, for an investment of similar amount (£3.3M for 500,000 A shares and £2M for two million Preference Shares). If SMG was successfully floated by 1996/97, it estimated its potential capital value in excess of £63M.

The Directors of the BRDC held four regional seminars so that members could put questions they had prior to the EGM. Meanwhile, the requisitionists also met to plan their tactics.

The defence committee chaired by Tyrrell and comprising Tommy Sopwith, John Fitzpatrick, Tom Barnard, Peter Gaydon, John Wagstaff, Martin Colvill, Frank Sytner, Dave Brodie, Bubbles Horsley and Michael MacDowell, summarised the situation in a letter circulated to members, commenting: 'The distributorship subsidiaries acquired by SMG from TWR Group had losses in 1990 of £2.2M and in 1991 of £1.4M and in the first two months of this year of £103,000.

'BRDC has purchased for £5.3M a 50% share in a business having total net assets of £4.3M which is making a loss and has made a substantial loss for its last two accounting periods.

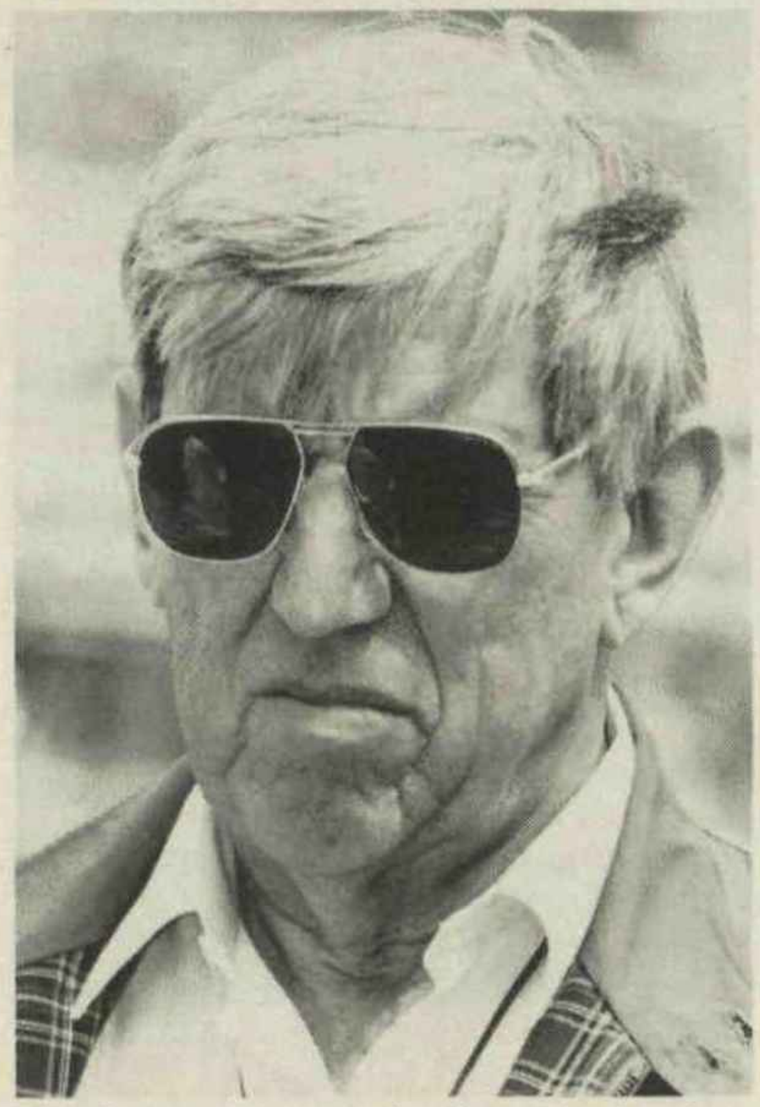
'BRDC has to fund the interest on the £3M which it has borrowed. There is however a statement that no dividends will be paid by SMG in the initial years; the Joint Venture Agreement indicates until 1996. During this period BRDC will have to fund the interest on the loan with no matching income from its investment.

'BRDC accepted the rental value (which in the first year comes to £979,489) placed on the leases by experts instructed by TWR. If, as seems likely, the TWR Group chooses to sell the portfolio of leases granted to SMG there is a provision that on the first rent review there will be a minimum increase in rents of 27% regardless of market rates at that time.'

Walkinshaw says that Tyrrell's documentation is inaccurate and only tells *his* side of the story.

Immediately prior to the EGM Ecclestone persuaded Walkinshaw and Tyrrell to meet and Walkinshaw reiterated the offer he had made prior to the AGM (and which the BRDC Board had rejected) to underwrite the deal. Later, in the meeting, he made the same offer and other concessions to members made in the light of their objections to the initial transaction. Again, this was rejected, before Ecclestone himself offered to underwrite any losses incurred provided any profits were signed over to him. This was rejected too.

The membership voted heavily in favour of attempting to unravel the deal. The first resolution failed with 320 members against and 71 in favour. The second succeeded by a similar margin, 320 for and 81 against.



Tyrrell: shrewd, determined and a good poker player well versed in keeping his cards close to his chest.

It is said that a lynch mob attitude characterised the meeting, with calls to have a cooling off period in which to consider Walkinshaw's capitulations rejected by a membership anxious to have the whole thing settled. There have been calls for resignation from some members, but Walkinshaw's as Chairman of Silverstone Circuits was rejected by Sears that night, and the mood on the floor on the Tuesday evening was that the membership did not seek resignations over the issue, merely to unravel the deal. It is thus difficult to see where the situation goes now. Some believe that the Board members are liable for any losses incurred by the club, although the directors claim to be covered in that respect after its initial legal advice proved incorrect that the members did not have to be informed of the transaction before it was completed. There is thus a possibility of insurance cover, for at least part of the money.

But should the deal have been done at all? Talk to Walkinshaw's detractors – and there are many – and they say it was done entirely to readdress shortcomings in his other financial affairs. Some see it as part of a Machiavellian plot hatched by Walkinshaw and Ecclestone to acquire the circuit in due course. Certainly, at the EGM there was very little focus on the business side. The hostility towards Walkinshaw and his transaction overrode everything as personal feelings boiled over.

The formation of Silverstone Motor Group was a highly ambitious deal, full of risk, but there is the argument that the best time to buy is at the bottom of the market. If you look objectively at TWR's motor business over the past two years there is evidence of significant financial loss, but also of serious rationalisation within its dealerships, and also of a move to less opulent makes with wider market appeal. Big dealerships such as Davenport Vernon, Pendragon and Reg Vardy have all achieved what SMG aspires to, perhaps in a more favourable economic climate. The requisitionists deride SMG's aim of a 780% increase in profitability between now and 1996, but Vardy, for example, achieved nearly double that...

Walkinshaw is unquestionably devoted to Silverstone. He first went there in 1968 with a tractor aboard his truck, having driven down from Edinburgh to Lincoln to collect it and been tempted into a detour. He was asked to move on by a man who then fell into conversation with him and became impressed with his commitment. Years later, when he was dying, Jimmy Brown remembered their talk and asked him specifically to take over as Chairman.

Probably the truth of the matter is that Walkinshaw, a man not always renowned for his subtlety in dealing with people for whom he has little respect, put the wrong deal to the wrong people at the wrong time and then compounded it by misjudging their mood. "There has been a total lack of understanding how this deal came about, who decided what. I don't believe that some people basically wanted to understand it," he says bitterly. Quite so.

"I was originally going to do the deal with another party but the Silverstone Board, which had been seeking investment opportunities for a couple of years, asked to examine the proposition. From the outset I stood down from the Silverstone Circuits Board at all times when it was evaluating the offer it eventually made. I saw none of the working papers and did not speak to a single director in connection with it.

"The BRDC set up Silverstone Circuits to manage the commercial side of the business but you can't create a subsidiary, hire a board of directors and task them with maximising revenue for the group and then bitch when they go ahead and do it."

Once the deal had got off on the wrong foot, for many there has been a heaven-sent opportunity to settle old scores that simply proved too good to pass up. The knives have been long and they have been sharp.

It was complicated, risky and still there are few who understand it fully. The dichotomy it produced is perhaps a reflection of that within the BRDC. Many members now view Walkinshaw with suspicion despite what many agree he has achieved for the circuit; he in turn has no time for the business acuity of the majority. For him diversification into an industry he already knows made perfect sense and might generate the cash Silverstone needs to keep the Grand Prix. For the majority of the members of a 'gentleman's club with its roots in the 1930s' it was simply too high a profile proposition.

Quite what happens now remains to be seen. Walkinshaw has taken legal advice that the deal cannot be undone since money has already been dispersed, while Tyrrell refuses to comment at all on "the private affairs of a private business". Do the requisitionists claim a hollow victory while leaving the deal in place and hoping that against their expectations SMG can at least live up to some of its promises? Or do they to initiate costly legal action to recover the money invested and perhaps risk losing everything? Will all the directors resign after the British GP? Will Walkinshaw buy back the BRDC share?

Right now there is only one certainty: some of the rifts created on both sides of the Silverstone Motor Group will never heal.

DJT



For the second consecutive GP, Riccardo Patrese (to the left) made the best start. His lead lasted only until Copse.

Game, set and Mansell

Pole by two seconds, the lead throughout and a string of fastest laps; nothing could stop Nigel Mansell on home ground

Nigel Mansell gave the British spectators precisely what they craved at Silverstone on July 12 – and nearly got a lot more than he bargained for as he crossed the start/finish line after 59 totally dominant laps.

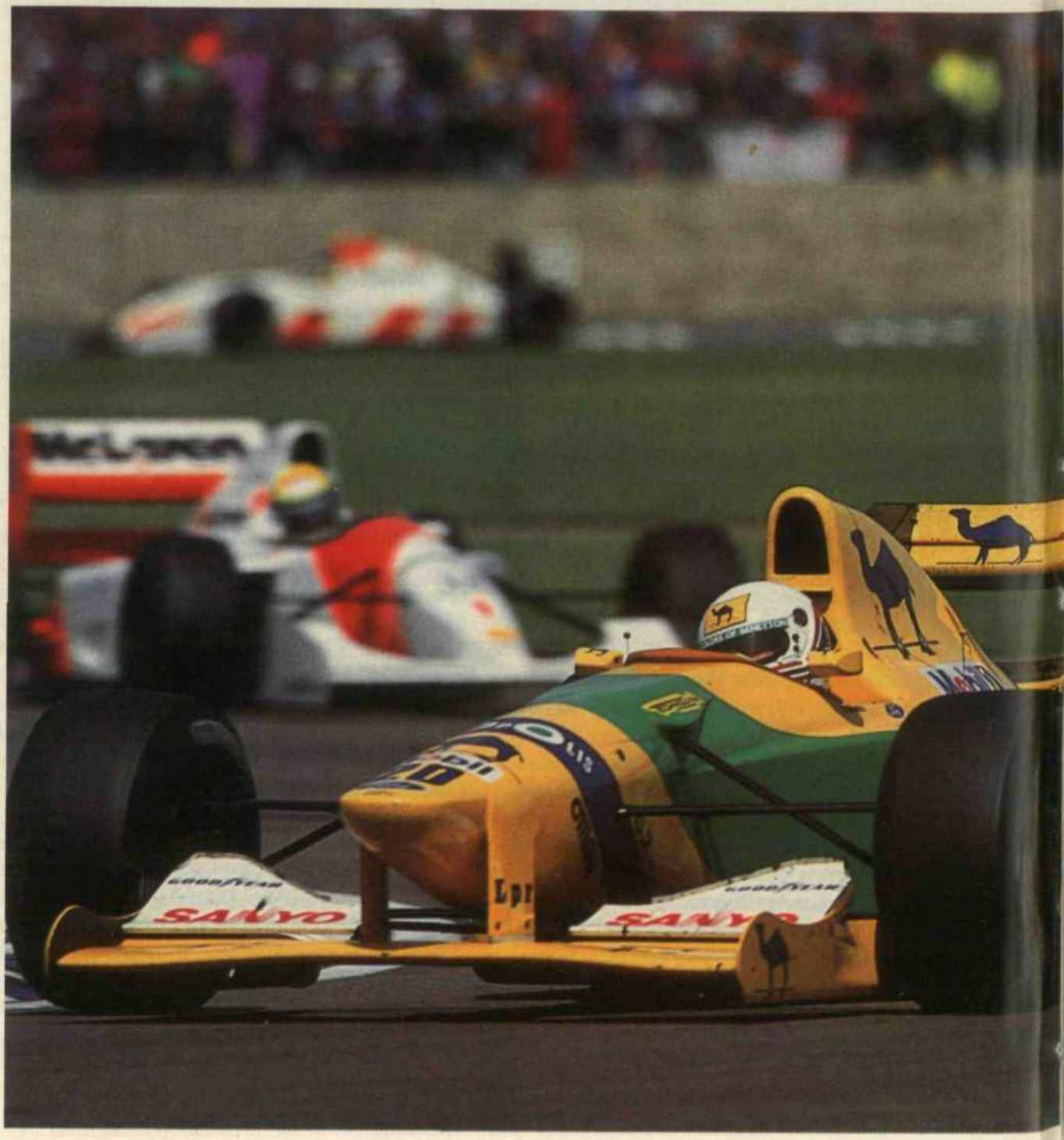
The Briton had driven the almost perfect race. Only the first few hundred yards escaped his total control, as he spun his rear tyres a fraction more than team-mate Riccardo Patrese and the Italian sprinted ahead.

Mansell had been two full seconds faster than Riccardo in the only dry qualifying session on Friday, admitting afterwards that he did not believe it possible that he could better the dramatic 1m 18.965s lap that won him the 25th pole position of his career. Thus it was expected, particularly in the wake of team tactics in Magny Cours, that even if Riccardo did lead initially he would not be able to offer a consistent challenge. Whether that was because of technical, voluntary or physical restrictions was a moot point. The word on Friday was that although the two FW14Bs had Renault RS4 engines, Mansell's was the very latest evolution, something guaranteed to strike terror deep into Honda as Senna wound up a full *three* seconds off Mansell despite a similarly heroic qualifying performance. Riccardo, predictably, was honest enough to admit that while he might have pared his 1m 20.886s lap to something in the high 19s, a high 18s lap was quite beyond him.

He started the race in a degree of discomfort after his fourth successive British GP practice shunt (and his third biggie of the season after failure-induced incidents testing at Estoril and Imola). On Saturday morning he had been the innocent victim of a very unpleasant little accident at Vale when Erik Comas inadvertently missed seeing yellow flags where a gearbox problem had spun Bertrand Gachot's Venturi-Lamborghini. As Patrese slowed Comas dived inside the Williams and clipped it. The Ligier spun and hit the outside wall very hard, bruising Comas' right leg, before coming to rest in the middle of the track. The Williams hit the wall at an oblique angle, giving Riccardo a violent shaking. Had the angle been more acute the consequences could have been much more serious, as he *could have gone in* almost head-on. It's a point that Silverstone ought to have a think about.

With all that taken into account and mixed with Mansell's brimming confidence on home ground, the result was really a foregone conclusion. By Becketts he had simply flown past his team-mate and thereafter he motored into the distance, setting a string of fastest laps. He even had time for a controlled tyre stop on lap 30, such was his phenomenal advantage, and by the time he took the chequered flag first for the seventh time this year – and the 28th time in his burgeoning career – his margin of victory was 39s.

That was when it all so nearly went badly wrong. Ever since John Watson won the British GP in 1981, British fans have lost their tradi-



Damon Hill (above) at last made his GP debut, finishing 16th. Below, Martin Brundle renewed close acquaintance with erstwhile F3 sparring partner Senna. He went on to finish third.



tional reserve and cheered themselves hoarse in true tifosi style. And good luck to them. It's been a nice touch, as has the way in which, over the years after a Mansell victory at home, the fans have come on to the track to offer their congratulations before making their way back to their original spectating positions ready for the next race. It's been a curious mixture of elation and manners, and to its credit Silverstone has always understood it and respected it. This year, having studied post-race videos of the 1991 event in conjunction with the police and concerned therefrom that some spectators might be crushed, it specifically asked fans to exercise commonsense in the programme and via the specialist press. It wasn't telling them not to go on to the track; but to go only when given the all-clear by the stewards or marshals.

That, sadly, was not enough for one brain-damaged Nigosi. The moment Mansell's car crossed the line this reckless individual dashed straight across the track, and that was the signal for legions to follow. The race was still going on behind, with Patrese heading for second place and others dicing hard for position, but the actions of the foolhardy brought the racers to a crawl. By a miracle nobody was hurt, but Mansell actually ran over one beefy character as the latter tried to hand his hero a Union Jack and was literally sucked under a rear tyre. Fortunately he did not sustain lasting injury.

There was another motor race at Silverstone last Sunday afternoon, behind the Williams duo, and it was terrific. After Schumacher had outgunned Senna at the start and squeezed over to the left of the track to hold the McLaren wide, Brundle saw the perfect opportunity and nipped cannily down the inside to snatch third place. Schumacher then came back at him at Becketts but at the cost of a wide exit line that took him over the gravel and a kerb and dropped him behind his team-mate and both McLarens. Then at the end of the lap, Berger ran wide at Luffield and both Schumacher and Johnny Herbert in the Lotus 107 slipped ahead, leaving the Austrian just out of the points and ahead of Alesi's Ferrari, Comas' Ligier which had had to lock its brakes to avoid the Schumacher/Senna jam on the startline, and Hakkinen's Lotus. The stage was set.

Hakkinen began the fun, fired up after a morning altercation with traffic police on his way to the circuit, and though the television director clearly missed it all, his pursuit of Comas and Alesi was electrifying. The Ligier pilot succumbed early, on lap five, the Alesi as usual was tough. They came out of Chapel and on to the Hangar Straight on lap 21 and the Lotus drew alongside but for agonising moments it just hung there and then the Ferrari began to creep back ahead. Hakkinen, however, had the inside line for Stowe.

"As he was pulling back ahead I was thinking to myself 'What's this?' but I really kept going for it and we went into the corner side by side and finally he had to back off. He had no choice!"

Just as in Magny-Cours he had passed the F92A in a straight fight, and thereafter he started to make inroads into Berger's advantage. Closer to the front, Brundle had a breathing space to Senna, but the Brazilian had Schumacher crawling all over the back of the McLaren. Senna had opted for more downforce in an attempt to tame the MP4/7A in the corners, and on the straights both B192s had the advantage. But the World Champion knows how to keep people behind, and after their altercation in France there was no way



Schumacher heads for fourth place as Berger's engine lets go within sight of the finish. The Austrian made it to the line in fifth place.

he was going to be upstaged by the German. As the pressure on him grew they began to close slightly on Brundle, who was driving the best race of his F1 career. Since Monaco his form has picked up dramatically. "This isn't the real Martin Brundle you're seeing," he had said earlier in the year when he was having real trouble, and sure enough here in Silverstone, just as he had done in Canada and France, he was proving that as a racer rather than a qualifier he is getting much closer to his peak.

He and Senna know each other well from their F3 days, and the latter had the grace to express the fact that he was impressed again by what he saw that Sunday afternoon. "We had a good, clean fight and he warmly deserved the place," he said. He was pushing as hard as he could, but the truth was that McLaren-Honda had again lost ground to Benetton Ford and the stalemate remained. What stopped it being boring was that Senna never gives up. There was an F3 race between the two at Donington in July 1983, where Martin led throughout with Ayrton never more than a few feet adrift. This was a little bit like a grown-up version of that. Watching their dice you could never afford to relax because the situation could change at any moment. One could only imagine what Brundle was thinking at the time, but afterwards he expressed his delight. "I thoroughly enjoyed that race! The car was superb, not a single problem. With Ayrton pushing me like that it seemed like a very long race, and I'm really pleased to have been able to withstand the pressure."

When Mansell made his tyre stop it was also planned that Patrese would come in, but inspection revealed that the lead Williams didn't really need new rubber, so Riccardo stayed out. So too did Brundle and Senna. While the active FW14B was kinder to its rubber, however, both Martin and Ayrton began to pay the price as the race drew to its finish. "My tyres began to pay the price for not running quite so much wing as Ayrton did," said Brundle, his B192 sliding wildly at times. "I was worried about my tyres," said Ayrton. "For the last 15 laps I had a lot of vibration and could hardly see the track."

Further back Berger and Schumacher played it safe. The Austrian came in on lap 29 and dropped from seventh to ninth as Hakkinen and Alesi went by. Schumacher came in four laps later for a very quick stop, dropping to sixth behind Hakkinen. The German had locked his front brakes twice early in the race, after that trip over the kerb trying to repass Brundle, and he'd decided to come in when he felt some vibrations from the tyres. Hakkinen, however, realised that he might just have a chance of going non-stop and profiting since his Lotus was getting better and better as the race progressed, but team-mate Herbert was fated to have another disappointing day. Realising full well that keeping his Goodyears alive was going to be the key to a good finish – and realistically Lotus might have aspired to fourth place – he took care to preserve his rubber in the early stages, even though he managed to keep ahead of Berger without apparent strain, and was closing on the Brundle/Senna/Schumacher battle by lap 30 when the gap to the second B192 had shrunk to only four seconds.

"I think I'd have caught Martin, Ayrton and Michael to be honest," he later revealed, "because although they were running in traffic while I was closing, I was also having to pass backmarkers." Sadly he crept in to retire after 31 laps when his gear selection went awry.

Now it was not just the Brundle/Senna duel that kept the crowd on its toes as Mansell sailed round at the head of the field, for Berger and Schumacher were getting after Hakkinen as the Finn began to appreciate around lap 45 that his tyre gamble wasn't going to work after all. By then Berger had profited when Schumacher made a mistake



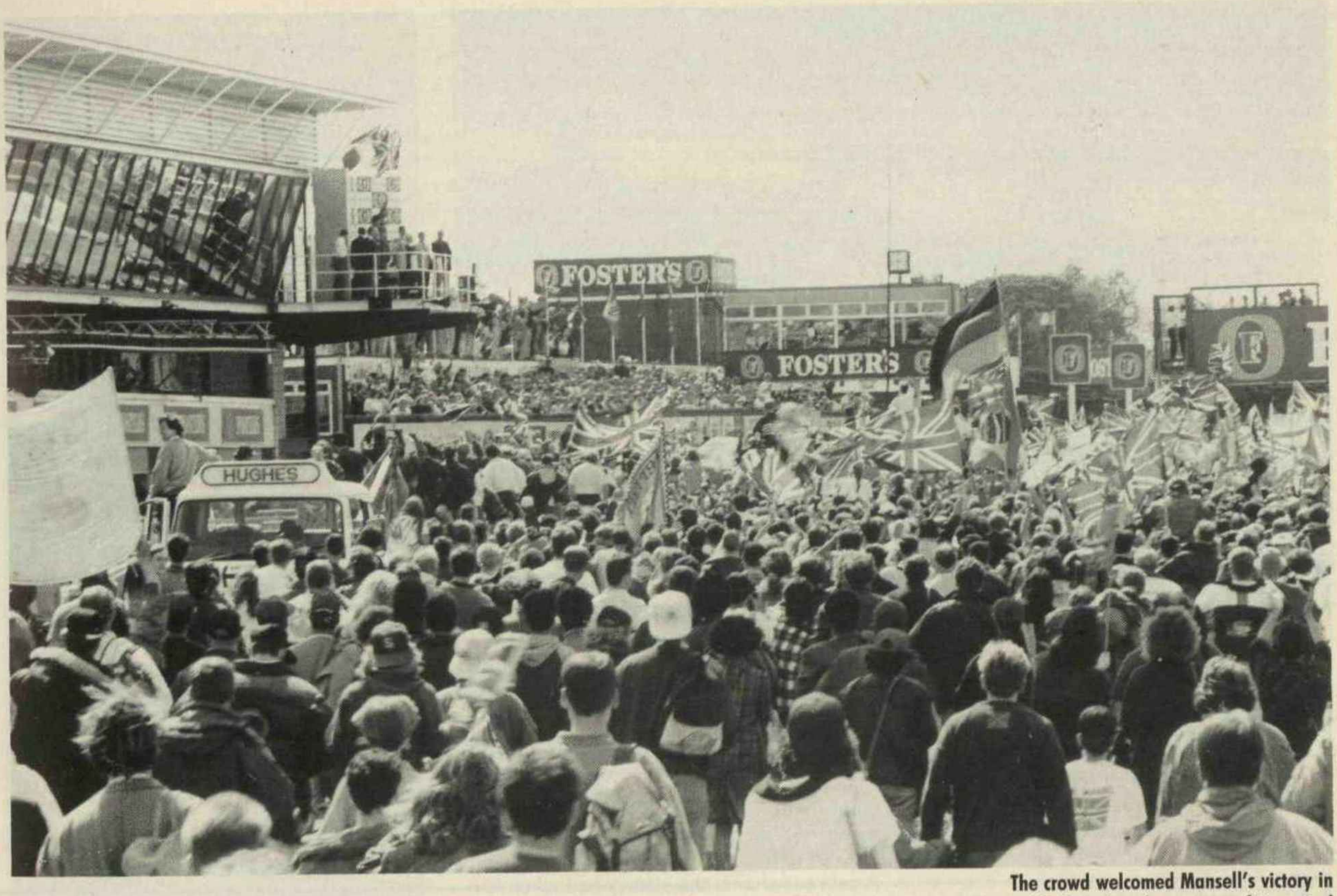
The only time Senna got close to Mansell all weekend . . .

at Luffield on lap 40 and punted the innocent Stefano Modena into a spin, and as Hakkinen began to slide more and more Gerhard finally made it by on lap 49 as he got alongside Mika going into Stowe. That same lap Michael also overtook the Lotus with a very nicely judged move that set him up for the inside line going into Bridge.

Senna's dogged pursuit of Brundle finally paid dividends through no fault of Martin's on

Mr Consistency: Michele Alboreto finished seventh, for the fourth consecutive race.





The crowd welcomed Mansell's victory in typical fashion, but the manner of its arrival on the track was sheer folly.

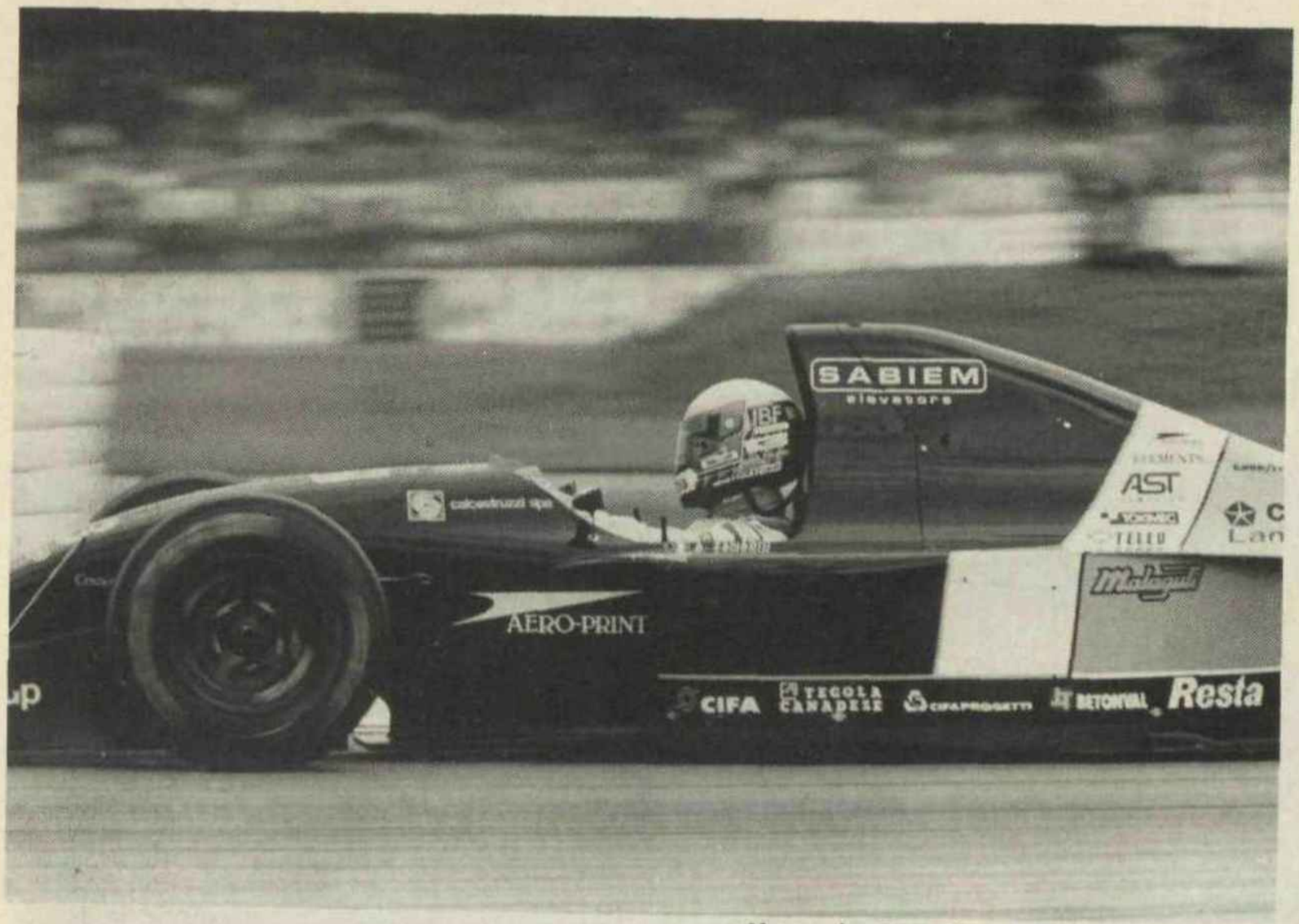
lap 53, when as Tarquini lapped Hill and were both in turn lapped by the Benetton and the McLaren, Damon inadvertently chopped across on the B192 and obliged Brundle to lift off. No sooner had Senna dived through, however, than his transmission failed, so Brundle deservedly went to the third place ball after all.

There was more misfortune still for McLaren as Berger's engine, which had been running hot for the last three laps, finally blew up at Luffield last time round, letting Schumacher through for fourth. Hakkinen took a point for sixth, with Alboreto seventh yet again and heading a long duel between Comas and Capelli's underpowered Ferrari.

Further back, an equally entertaining battle for 10th finally went to Boutsen from Grouillard, Suzuki and Lehto. Alesi's troubled day had finally ended on lap 44 when the fire extinguisher set itself off in the cockpit of the



Lotus was once again close to the recognised might of Williams, McLaren and Benetton. Mika Hakkinen took his 107 to sixth place.



Alessandro Zanardi was drafted in to replace the injured Christian Fittipaldi, but the Italian failed to qualify his Minardi.

Ferrari and the cold gas blowing on to his legs forced Jean to pull off and retire at Maggotts.

Tarquini and Martini were the remaining finishers, the former having run well all weekend until a clutch problem hampered him, while Hill soldiered round in the Brabham to complete his first GP, 17 years to the race at which his illustrious father had announced his retirement from active driving.

Thus, amid the scenes of chaos, the British Grand Prix became yet another annihilation by Williams Renault and another demonstration that when things are running right for him Nigel Mansell can be thoroughly unbeatable. It was a well-judged victory, and thoroughly deserved, and threw McLaren Honda into further turmoil as Benetton Ford usurped the MP4/7As. "We knew it was going to be hard – but not this hard!" said a resigned Ron Dennis.

"I have never seen a British crowd so enthusiastic," beamed Mansell as he savoured a success than took him past Jackie Stewart as the most successful British driver. A pale sun shone, the victory had taken him yet one more step towards the World Championship, and had underlined once more the dominance of the driver/car combination. Senna had slunk away threatening to quit if he couldn't find a team that could provide him with the right technical support, and everything in the garden seemed rosy. The only cloud on the Briton's horizon was a little Frenchman called Alain Prost, whose name was connected more and more strongly with a Williams seat for 1993...

D J T

Erik Comas' Ligier took a mauling when he collided with Patrese on Saturday morning. The Frenchman was fined $5000 for his part in the incident.



STARTING GRID

5
MANSELL
Williams FW14B
1m 18.965s (1)
1m 35.990s (2)

1
SENNA
McLaren MP4/7A
1m 21.706s (1)
1m 41.912s (2)

2
BERGER
McLaren MP4/7A
1m 22.296s (1)
1m 41.311s (2)

12
HERBERT
Lotus 107
1m 23.605s (1)
1m 42.124s (2)

11
HAKKINEN
Lotus 107
1m 23.813s (1)
1m 42.815s (2)

29
GACHOT
Venturi LC92
1m 24.065s (1)
1m 45.881s (2)

25
BOUTSEN
Ligier JS37
1m 24.545s (1)
1m 45.659s (2)

15
TARQUINI
Fondmetal GR02
1m 24.761s (1)
1m 49.639s (2)

10
SUZUKI
Footwork FA13
1m 24.962s (1)
1m 43.215s (2)

21
LEHTO
Dallara BMS 192
1m 25.037s (1)
1m 40.867s (2)

16
WENDLINGER
March CG911B
1m 25.123s (1)
Did not run (2)

32
MODENA
Jordan 192
1m 25.362s (1)
1m 42.104s (2)

24
MORBIDELLI
Minardi M192
1m 25.998s (1)
1m 43.981s (2)

6
PATRESE
Williams FW14B
1m 20.844s (1)
1m 38.185s (2)

19
SCHUMACHER
Benetton B192
1m 22.066s (1)
1m 41.227s (2)

20
BRUNDLE
Benetton B192
1m 23.489s (1)
1m 40.781s (2)

27
ALESI
Ferrari F92A
1m 23.723s (1)
1m 39.961s (2)

26
COMAS
Ligier JS37
1m 23.957s (1)
Did not run (2)

9
ALBORETO
Footwork FA13
1m 24.198s (1)
1m 41.504s (2)

28
CAPELLI
Ferrari F92A
1m 24.558s (1)
1m 41.734s (2)

30
KATAYAMA
Venturi LC92
1m 24.851s (1)
1m 46.644s (2)

4
DE CESARIS
Tyrrell 020B
1m 24.984s (1)
1m 42.160s (2)

3
GROUILLARD
Tyrrell 020B
1m 25.096s (1)
1m 41.221s (2)

22
MARTINI
Dallara BMS 192
1m 25.221s (1)
1m 46.295s (2)

33
GUGELMIN
Jordan 192
1m 25.988s (1)
Did not run (2)

8
HILL
Brabham BT60B
1m 26.378s (1)
1m 45.272s (2)

Did not qualify:
ZANARDI (Minardi M192) 1m 26.458s/Did not run
BELMONDO (March CG911B) 1m 27.995s/Did not run
CHIESA (Fondmetal GR01) 1m 28.452s/Did not run
VAN DE POELE (Brabham BT60B) 1m 28.719s/Did not run

Did not pre-qualify:
MORENO (Andrea Moda S921) 1m 30.952s
McCARTHY (Andrea Moda S921) 1m 46.719s

DRIVERS' WORLD CHAMPIONSHIP

1. Nigel Mansell (76); 2. Riccardo Patrese (40); 3. Michael Schumacher (29); 4. Gerhard Berger (20); 5. Ayrton Senna (18); 6. Martin Brundle (13); 7. Jean Alesi (11); =8. Mika Kakkinen (5); =8. Michele Alboreto (5); 10. Andrea de Cesaris (4); =11. Eric Comas (3); =11. Karl Wendlinger (3); =13. Ivan Capelli (2); =13. Johnny Herbert (2); =13. Pierluigi Martini (2); =16 Bertrand Gachot (1)

BRITISH GRAND PRIX, Silverstone, July 12
59 laps of 3.247-mile (5.226 km) circuit (191.589 miles; 308.334 km)

Pos	Driver	Nat	Car/Engine	Time/Stated Reason For Retirement	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14B-Renault V10	1h 25m 42.991s	1m 22.539s	57
2nd	Riccardo Patrese	I	Williams FW14B-Renault V10	1h 26m 22.085s	1m 25.519s	48
3rd	Martin Brundle	GB	Benetton B192-Ford HB V8	1h 26m 31.386s	1m 25.859s	45
4th	Michael Schumacher	D	Benetton B192-Ford HB V8	1h 26m 36.258s	1m 24.344s	58
5th	Gerhard Berger	A	McLaren MP4/7A-Honda V12	1h 26m 38.786s	1m 24.875s	56
6th	Mika Hakkinen	SF	Lotus 107-Ford HB V8	1h 27m 03.129s	1m 26.555s	46
7th	Michele Alboreto	I	Footwork FA13-Mugen V10	58 laps	1m 27.869s	50
8th	Erik Comas	F	Ligier JS37-Renault V10	58 laps	1m 27.160s	54
9th	Ivan Capelli	I	Ferrari F92A-Ferrari V12	58 laps	1m 26.871s	43
10th	Thierry Boutsen	B	Ligier JS37-Renault V10	57 laps	1m 28.681s	27
11th	Olivier Grouillard	F	Tyrrell 020B-Ilmor V10	57 laps	1m 28.205s	38
12th	Aguri Suzuki	J	Footwork FA13-Mugen V10	57 laps	1m 28.514s	39
13th	JJ Lehto	SF	Dallara BMS 192-Ferrari V12	57 laps	1m 27.605s	42
14th	Gabriele Tarquini	I	Fondmetal GR02-Ford HB V8	57 laps	1m 26.483s	28
15th	Pier-Luigi Martini	I	Dallara BMS 192-Ferrari V12	56 laps	1m 27.495s	56
16th	Damon Hill	GB	Brabham BT60B-Judd V10	55 laps	1m 29.929s	40
17th	Gianni Morbidelli	I	Minardi M192-Lamborghini V12	53 laps	1m 28.541s	44
18th	Ayrton Senna	BR	McLaren MP4/7A-Honda V12	52 laps – engine	1m 25.825s	45
19th	Andrea de Cesaris	I	Tyrrell 020B-Ilmor V10	46 laps – spun off	1m 228.416s	45
20th	Jean Alesi	F	Ferrari F92A-Ferrari V12	44 laps – fire extinguisher	1m 26.035s	36
21st	Stefano Modena	I	Jordan 192-Yamaha V12	43 laps – engine	1m 28.322	43
22nd	Mauricio Gugelmin	BR	Jordan 192-Yamaha V12	38 laps – engine	1m 29.627s	36
23rd	Bertrand Gachot	B	Venturi LC92-Lamborghini V12	32 laps – transmission	1m 29.073s	27
24th	Johnny Herbert	GB	Lotus 107-Ford HB V8	30 laps – gear selection	1m 27.428s	30
25th	Karl Wendlinger	A	March CG911B-Ilmor V10	27 laps – gearbox	1m 30.198s	21
26th	Ukyo Katayama	J	Venturi LC92-Lamborghini V12	27 laps – engine	1m 30.128s	26

Winner's Average Speed: 134.109 mph (215.801 kmh) Conditions: dry, sunny
Fastest Lap: Nigel Mansell, 1m 22.539s on lap 57, 141.633 mph (227.891 kmh)

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Facts or fiction?

"Nigel Mansell drew level with Jackie Stewart as Britain's most successful Formula One driver after winning his 27th grand prix race in a rain-interrupted French Grand Prix at Magny-Cours yesterday."

***– Daily Telegraph*, July 6 1992**

There are, of course, other ways of gauging "the most successful British Formula One driver". And before the *Mansellosi* turn the page, you are not about to embark upon a gratuitous piece of Mansell-baiting, merely a plea for greater objectivity.

Fact: Jackie Stewart has won 27 Grands Prix. He also won a trio of World Championships. His 27 victories came in 99 races, a strike rate of one win per 3.66 starts.

Fact: Nigel Mansell's first 27 wins (this was written between the French and British GPs) have brought him no World Championship triumphs, as yet, although it seems inconceivable that he won't have been crowned as the first British champion since James Hunt by the time the teams assemble in Adelaide for the Australian GP on November 1. His 27 victories came from 173 starts, a notably poorer strike rate than Stewart's at one win per 6.41 attempts.

Other Brits with a better win-per-start ratio are, predictably, Clark (2.88), Moss



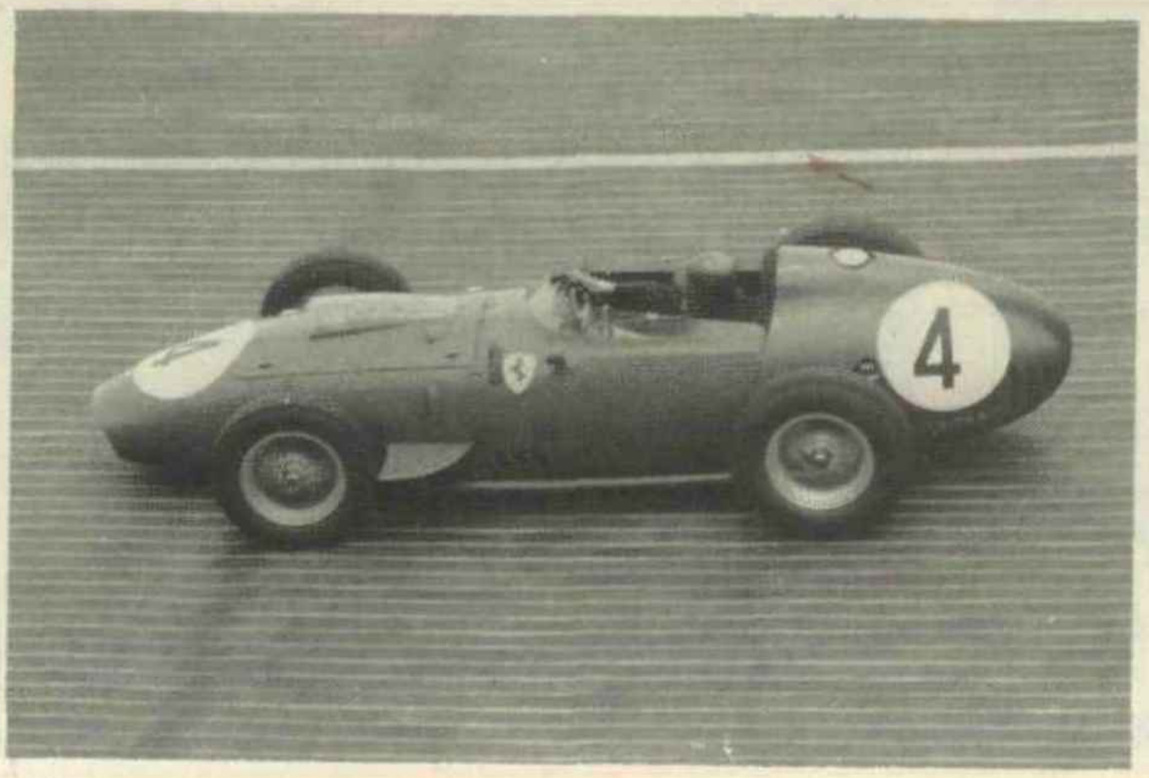
Jackie Stewart at the 'Ring in '68. The Scot's 27 victories came from 99 starts.

Jim Clark, here at Spa in '65, holds the highest win-per-start ratio of any British driver.

(4.12) and, less obviously, Brooks (in danger of being overhauled, 6.33). This does not, of course, imply that Mansell is only Britain's fifth greatest driver, nor is it concrete proof that Clark was necessarily the finest. (For the record, and expanding this formula beyond the UK's cream, Piquet has one win per 8.46 starts, Lauda one per 6.84, Prost one per 4.16, Senna one per 3.94, Ascari one per 2.46 and Fangio one per 2.22.)

There is no question that Mansell is currently making the most of superior equipment, but did Stewart do any different in 1969 (Matra took six victories, Lotus, Brabham and McLaren only five between them) or 1971 (seven victories to Tyrrell, one by Cevert, and two apiece to Ferrari and BRM)? Would anyone belittle the achievements by Ascari in 1952/53, when Ferrari won 14 of 17 World Championship events, the sole exceptions being two Indy 500s and the

Tony Brooks heads for victory at Avus in 1959; he averaged one GP victory per 6.33 starts.



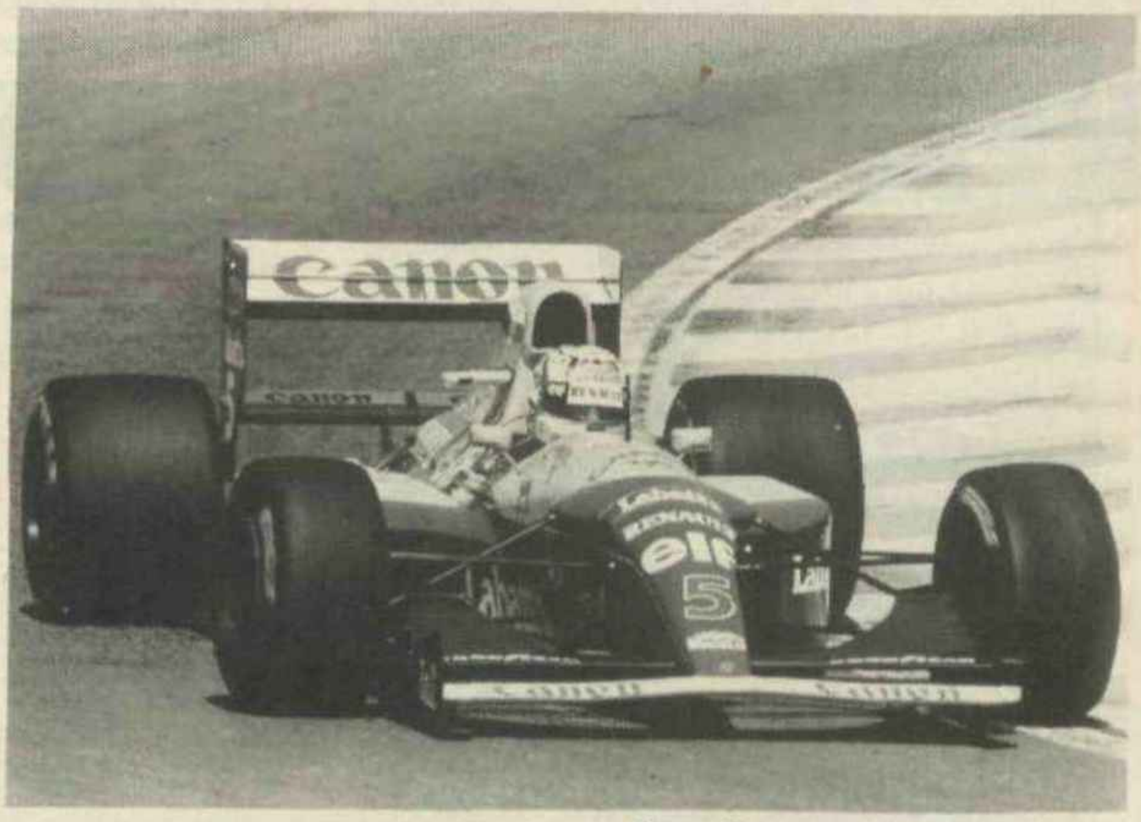
1953 Italian GP, which went to Fangio's Maserati? Are Clark's sublime achievements any the less for the technical edge that Lotus enjoyed at the time? Of course not.

Similarly, nobody of sound mind would dispute the contention that Gilles Villeneuve was one of the fastest men ever to grace a Formula 1 cockpit. A touch over-exuberant from time to time, sure, but when it came to extracting the most from the material at his disposal, he had no contemporary peers. Yet his CV shows just six GP successes from 67 starts. But that doesn't mean he isn't a fit subject for discussion when degrees of 'greatness' are up for debate.

Few, if any, of these figures are worthy of direct comparison. They relate to different times, governed by different regulations. Should Brabham and Hill be awarded bonus points for economy of effort, for example? After all, their combined total of 28 Grands Prix victories earned them five world titles between them.

Statistics can be manipulated to say more or less whatever you want. Maybe, one day, somebody will come up with a 'dog factor', a ratio by which the above information can be multiplied to take into account uncompetitiveness of engine, unsuitability of chassis, size of budget and so forth.

In the meantime, a little perspective from the national press would be welcome. (The *Daily Telegraph* wasn't the only culprit, most national dailies fell into the same trap on July 6.)



Mansell's impressive victory tally took a long time to get started. His first win came in his 22nd race.

Following Magny-Cours, Nigel Mansell joined Jackie Stewart as the most *winning* British GP driver in World Championship history. There are too many variables to take into account, however, before sweeping generalisations about levels of success can be applied to any driver, from whatever era of the sport.

State of the kart



Funny what you can find in a disused bus garage.

First, there was indoor karting. This mushroomed from a minority interest, known only to a hardy few who didn't mind getting their fingernails dirty in the mid-'80s, into a major corporate entertainment activity. Within a couple of years of the first circuits having opened up in musty old bus garages and converted banana warehouses, to name but a couple of typical locations, there were new tracks appearing all over the country as the craze caught on.

Inevitably, fierce competition between operators led to some business casualties, and franchise holders began to look for fresh ideas in order to woo customers. At first it was a question of brightening up surroundings, providing decent catering and comfortable spectator terraces. Then the product came in for close examination, and new methods of presentation were initiated, including the advent of more powerful, twin-engined karts, ice racing and rally karting, the latter entailing indoor competition on specially laid loose surfaces.

Less radical, in that it employs traditional single-engine technology on a tarmac circuit in a disused bus garage, but none the less worthy for that, is Playscape Racing's endurance karting format, which has been up and running for a while, mainly at the company's Clapham venue, where a special pit lane, pits and refuelling area have now been constructed to support the initiative.

The new facilities were unveiled during a recent media challenge, where seven magazines were invited to take part in a race over 400 laps, or three hours, whichever was the greater.

Teams are limited to a maximum of 10 drivers, and tactics are purely a matter for the individual (although schedules can be upset by the black flag, which flutters for any misdemeanours, eg forcible relocation of the oil drums which line the circuit or over-obvious use of the opposition as a braking medium).

MOTOR SPORT had worked its way into the lead, after half an hour or so, when the front left wheel bearing crumbled, the resultant stop costing 14 laps and putting us out of contention barring a sudden time warp.

A fluctuation in the earth's orbit having failed to materialise, *Triple C* eventually clocked up 400 laps after over three hours' effort, beating *Chequered Flag*, a recovering MOTOR SPORT, *Motoring News*, *Autocar & Motor* and *Auto Express*. *Autosport* was a long way behind at the death, having forgotten to turn up.

Although Playscape reckons that its traditional sprint race meetings continue to take up between 60-70 per cent of its bookings, the popularity of endurance karting is on the increase. If you enjoy a challenge, and can put up with a few bruises (MOTOR SPORT team members had them on ribs, knees and shins, according to personal dimensions; an indoor kart does not offer the lumbar support of a Mercedes 500SL, nor does it come equipped with an airbag), Playscape can be contacted on 081-986 7116. Entry fee is £200, and the regulations stipulate a maximum of 10 drivers per team and 10 karts per race. At least a couple of weeks' notice is required. For a little extra outlay, cups of tea and egg and cress sandwiches can be provided, though a decent power to weight ratio needs to be maintained, so we advise you steer clear of the sausage rolls.

S A

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At 4.00pm, June 23rd 1991 the Mazda on the left screamed down the famous Mulsanne Straight at Le Mans, on past the chequered flag, and into the record books.

The first rotary engined car ever to win the celebrated 24 hour endurance race. An event so punishing that merely to finish is considered miraculous. There were twelve such miracles that day, out of an original field of thirty-eight, and three were from Mazda.

Unfortunately, following a change in the regulations, the rotary engine has now been barred from the streets of Le Mans. But not, you will be relieved to hear, from the streets of Britain.

Hence the Mazda on the right, the new RX-7. A pure sports supercar dedicated to all those who've ever wondered

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WINNER OF LE MANS 91

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COTTON ON



That's enough Spiders – Ed. The 'national championship' experiment at Le Mans was not a success.

SWC in jeopardy . . .again

It would be interesting to know what was going on in the mind of M Michel Cosson, president of the Automobile Club de l'Ouest, when he sat beside FISA president Max Mosley at the annual Le Mans conference on June 19.

The style of the Friday press meeting had changed dramatically, from the Punch and Judy knockabout conducted by Jean-Marie Balestre (a performance that had the captive audience boiling with rage at one moment, shaking with derisive laughter at another), to a suave, persuasive, logic-laden question-and-answer session conducted by Mosley.

M Cosson is a polite, mild-mannered man who can turn on the steely look, as he did once or twice when Mosley's assurances failed to convince him. It was 'up periscopes' time, and just 48 hours after the race had been run the deadly torpedo was fired towards Paris: FISA had failed to meet its obligations for the second year running, so the 1993 edition of *Les Vingt Quatre Heures du Mans* would be run outside the Sportscar World Championship.

Of course M Cosson had a very shrewd idea of the decision that would be taken after the weekend. It depended on a special meeting of the ACO's board of directors, but the evidence was clear.

Bernie Ecclestone, in person, had negotiated the terms and rights, including the stipulation that as part of the World Championship the ACO had the right to expect FISA to deliver 50 cars, "insofar as this is possible."

In 1990, when the race was outside the World Championship, 49 cars took the start, although the grid lacked the trio of Mercedes-Benzes that we hoped to see. The following year, under the auspices of FISA, 38 cars took the start and this year the number dropped to 24 Group C cars, plus four makeweight 'national championship' cars disgracefully deployed by the sport's ruling body.

The number of spectators dropped from 230,000 to just 176,000 over five days, while TV rights negotiated by Ecclestone produced an absolutely pathetic level of coverage, with extensive footage on the Screensport satellite and cable TV channel but merely 10 minutes on France's leading TF1 channel.

The ACO was not merely disappointed, they were hopping mad! "If it was my decision I would sue the FISA tomorrow," said one leading official. "I doubt if we will go that far, but really, this is a catastrophe."

It was a salutary experience, but it has been clear since the start of the year that the ACO had to go through with it. The massive debts associated with the new pits and grandstands will take another three years to clear, and the ACO couldn't afford to be offside with FISA again unless with a perfect right, in law, to pull out of the World Championship.

Whatever went wrong? Back in November Ecclestone and Mosley tried to cancel the World Championship, and in retrospect it would have been better if they'd succeeded. Jean Todt, with a massive team to care for, fought back at FISA, assembled a list of 27 'promises', and persuaded the authority to let the championship happen.

A FISA ransom of $3 million had to be stumped up by Peugeot, Toyota and Mazda in March, ensuring that come hell or high water the championship would proceed.

How disillusioned we all became! Alan Randall's five Jaguars turned out to be phantoms, as did the four Allards, and sponsors blew away like a bag of feathers in the Imperial College wind tunnel.

Just 11 cars, a derisory number including FIA Cup entries, graced the grids of Monza and Silverstone, and fewer still will travel to Suzuka and Mexico. The FIA Sportscar World Championship has become a shameful travesty, an embarassment to all those involved.

Surely FISA would allow the ACO to open up the entry list? Certainly not! M Todt, now the driving force in the series, vetoed any suggestion that the Porsche or Jaguar V12 teams could have more than 2,140 litres of fuel, some 400 litres (or four hours) less than before, on the grounds that he simply didn't want these reliable old barges putting his 3.5-litre prototypes under pressure.

One can sympathise, absolutely. What M Todt was doing, though, was defending his team's chances even though it was against the best interests of the sport, against the best interests of the ACO and against the best interests of the public at large.

Todt's Napoleonic stand was justified by the result. The 3.5-litre cars were marvellously reliable and provided an excellent competition, but for much of the time they were not under pressure. The Peugeot team got rather uppity, in fact, when Volker Weidler initially forced the pace a little in his Mazda, suggesting that he was going too fast too soon and ought to slow down!

And what was M Jean-Marie Balestre doing at Le Mans on Saturday afternoon? Giving succour to his old mates at the ACO, that's what! "FISA must decide on a worthy formula that will ensure a successful championship next year," declared the president of the FIA, of the French Federation and former president-not-quite-for-life of the FISA. "If they do not, the ACO must be prepared to withdraw from the championship."

Old man Balestre, who bullied the ACO into the Sportscar World Championship in 1991, was taking his revenge on Mosley, and enjoying every moment of it! When the debate on 1993 concluded, in Paris, M Balestre was asked to remind the ACO of the contract and its obligations.

"But I have already told the ACO that they may run their event outside the World Championship, if they wish to," he retorted. If would appear, therefore, that Balestre has well and truly spiked FISA's guns, preventing reprisals and giving the ACO a clean sheet for 1993.

Even as the Le Mans torpedo was fired in the direction of the Place de la Concorde on Tuesday afternoon, FISA's Motorsports World Council was deliberating on the future format.

Technical regulations for 1993 and 1994 concentrate on the current 3.5-litre cars but with a lower rear wing (800 mm instead of 1,100 mm from the ground), no lower rear wing and the maximum overhang (the distance from the rear axle line to the trailing edge of the wing) is reduced to 700 mm. Previously the front and rear overhangs, put together, were not to be more than 80 per cent of the wheelbase, and a typical rear overhang would be about 1,200 mm.



Balestre: firmly behind the ACO.

The effectiveness of the wings will be much reduced, and will have to be balanced by a reduction in front downforce. More importantly traction and grip will be reduced at the rear wheels, so the pursuit of a few more horsepower may effectively not be justified on financial grounds.

Furthermore the size of the fuel tank is reduced from 100 to 80 litres, forcing the 3.5-litre teams to stop more often, or to run more economically.

Bring on the Jaguars!

Slowed down in this way, the 3.5-litre cars will be able to share the tracks with the new Grand Touring category. As MOTOR SPORT has been insisting since January 1989, and as President Mosley has recently concluded, the GT class will cater for such exotic machines as the Ferrari F40, Bugatti EB110, Jaguar XJ220 and the Lamborghini Diablo.

'Equality' of sorts will be achieved on a power-to-weight basis, but Mosley has in mind a technical device which will put the Jaguar XJ220 on a par with the Porsche 911 RS or the Chevrolet Corvette ZR1, if such a thing were possible or desirable.

In addition (FISA is not finished yet!) there will be a class for open two-seaters based on Formula 3000 running gear, complete with rev-limiters, and there is agreement in principle to introduce a third category for current F3000 cars with enclosed wheels (these are popular in Japan).

It is difficult to imagine such machines being regarded as sports cars, except in the minds of FISA officials. In recent times it has been perfectly clear that no-one in authority has the faintest idea of what sports car racing is all about, and things like the 3.5-litre formula, and now the F3000 category, must be allowed to appear on the stage before they can be booed off.

Reactions from the teams is interesting. "I welcome the Grand Touring category," says Tom Walkinshaw, managing director of JaguarSport. "If the regulations are drawn up on a sensible technical basis it will be very good for sports car racing." Walkinshaw contents himself to say that it will be 'unfortunate' for sports car racing if Le Mans is not part of the championship.

Glenn Waters, managing director of TOM'S Great Britain, warns that "these supercars are going to cost as much as 3.5-litre cars" by the time they have been purchased and prepared, and on a personal level he is rather more interested in the F3000 based open two-seater class.

"Toyota's position is clear," says Waters. "We will compete in the World Championship if we have worthwhile opposition. FISA has made a big mistake in not reintroducing the 1990 regulations. There are plenty of cars that would appear next year, given the chance. They exist, and that's the important thing."

Jean-Claude Lefebvre, spokesman for Peugeot Talbot Sport, expresses doubt that the 1993 Sportscar World Championship will take place unless Le Mans is an integral component.

"Peugeot will make its decision in September about next year," he says. "There is a lot of speculation, but we make absolutely no comment at the present time about sports car racing."

At Monza in April, Jean Todt was equally tight-lipped about next year, but he stressed: "Our commitment to the Sportscar World Championship is for 1992, and I cannot say what we will do next year."

Of the ransom, he said: "Somehow we were forced into this, on March 26, when all the preparations had been made for the season. It is not in keeping with our policy but we had no option. It will not happen again in 1993."

While MOTOR SPORT has been advocating Grand Touring racing consistently for the past three and a half years, the introduction of an important new category needs far more than half a year's notice (and detailed technical regulations were not yet available at the beginning of July).

The Jaguar XJ220s now coming off the production line are earmarked for impatient customers, although there are pre-production cars that could be used for racing development.

There will be no McLaren F1 or Yamaha OX-99 supercars until 1994, and realistically the Grand Touring category in '93 could comprise a couple of XJ220s, if the decision was made, and a dozen or so Porsche 911 RS and Turbo S machines in private hands. Back to the 1970s, in other words!

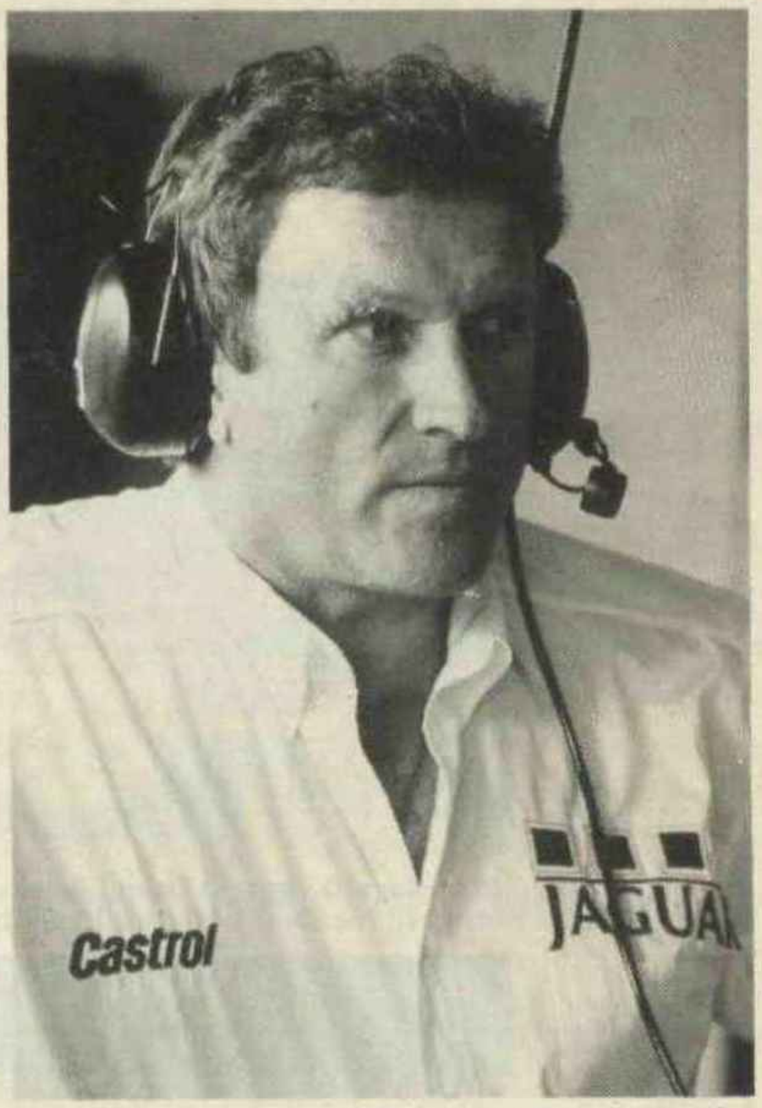
The 3.5-litre class simply does not look viable in 1993. Peugeot will probably withdraw, Toyota and Mazda might race in Japan and America, preparing only for Le Mans, and Euro Racing Lola will go to IMSA as well, perhaps with Chevrolet engines.

Does anyone seriously believe that Mr Ecclestone, vice-president of the FIA in charge of "promotions" (I have to put that word in inverted commas, because the Sportscar World Championship has never been promoted in any way), will run a World Championship for a dozen GT Porsche 911s? From where would the $3 million levy come in 1993?

Waters was absolutely right in saying that the cars must exist *now*. If anyone of sound mind was thinking of building cars specially for the 1993 SWC series, Eric Broadley would take him on one side and explain the facts of life in plain terms. Lola's loss on the current T92/10 is incalculable, and the mistake will never be repeated.

FISA doesn't have time to respect the stability rule, and introduce GT cars in 1994. The Sportscar World Championship will hardly survive this year, let alone the next 12 months. Put into that corner, though, the rule-makers have now announced a 1993 formula that is too late to stand any chance of survival.

Starting from scratch it takes at least 18 months to form a team, secure a sponsor and develop the cars. It may have been possible to take short-cuts and bluff your way through in 1969 when March prepared for Formula 1, but Mosley should know that the world has changed since then.



Walkinshaw: "I welcome the Grand Touring category."

A Sportscar World Championship in 1993? Forget it! FISA wasted several hours debating it in Paris, and delegates should have walked out of the room when the ACO's news arrived.

I have referred before to the new axis between America and Japan, and it is now cemented with an agreement between IMSA and the JAF to work to the same regulations. Already Nissan, Toyota, Mazda, Honda, Jaguar and Chevrolet are heavily involved in the IMSA Camel GT Championship, and either have or could have 3.5-litre cars to race if they so wished.

IMSA's regulations certainly cater for 3.5-litre cars, in fact Davy Jones may win the Camel GT Championship in the Bud Light XJR-14, but the weight will be upped to 1,800 lbs by the end of the year.

Viewed from Tampa and Tokyo, the Sportscar World Championship is becoming increasingly irrelevant, and the 1993 proposals will simply not be entertained. No doubt the ACO will do a three-way deal with America and Japan, and no doubt the Le Mans 24 Hours will be one leg of an unofficial series with Daytona and Fuji.

Le Mans may even be a round of the IMSA and All-Japan championships, open to GTP, 3.5-litre, Grand Touring and 1990 regulation Group C cars . . . but not, I suspect, to disguised Formula 3000 cars and definitely not to Peugeot Spyders!

Existing Group C teams would move into another world, one which they can hardly remember. IMSA makes competitors and their sponsors feel welcome. Events are heavily promoted, large crowds turn up, there is good TV coverage, and huge prize funds are shared amongst the teams. Success breeds success, and a little American-style caring would go down very well with the teams after four years of the FISA regime.

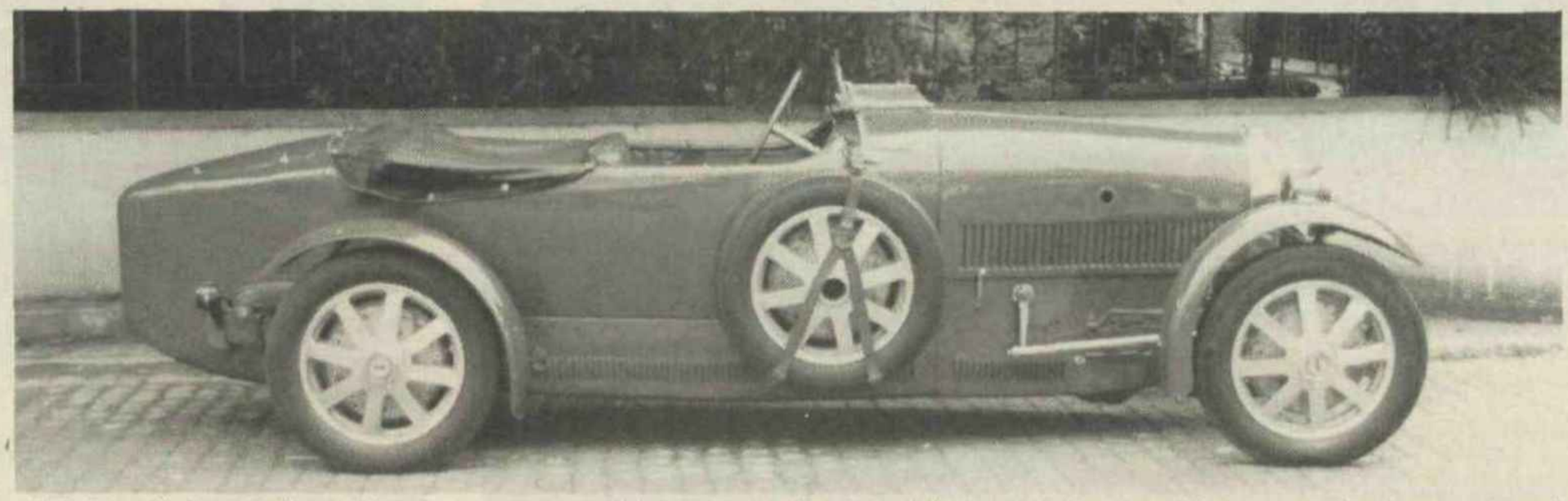
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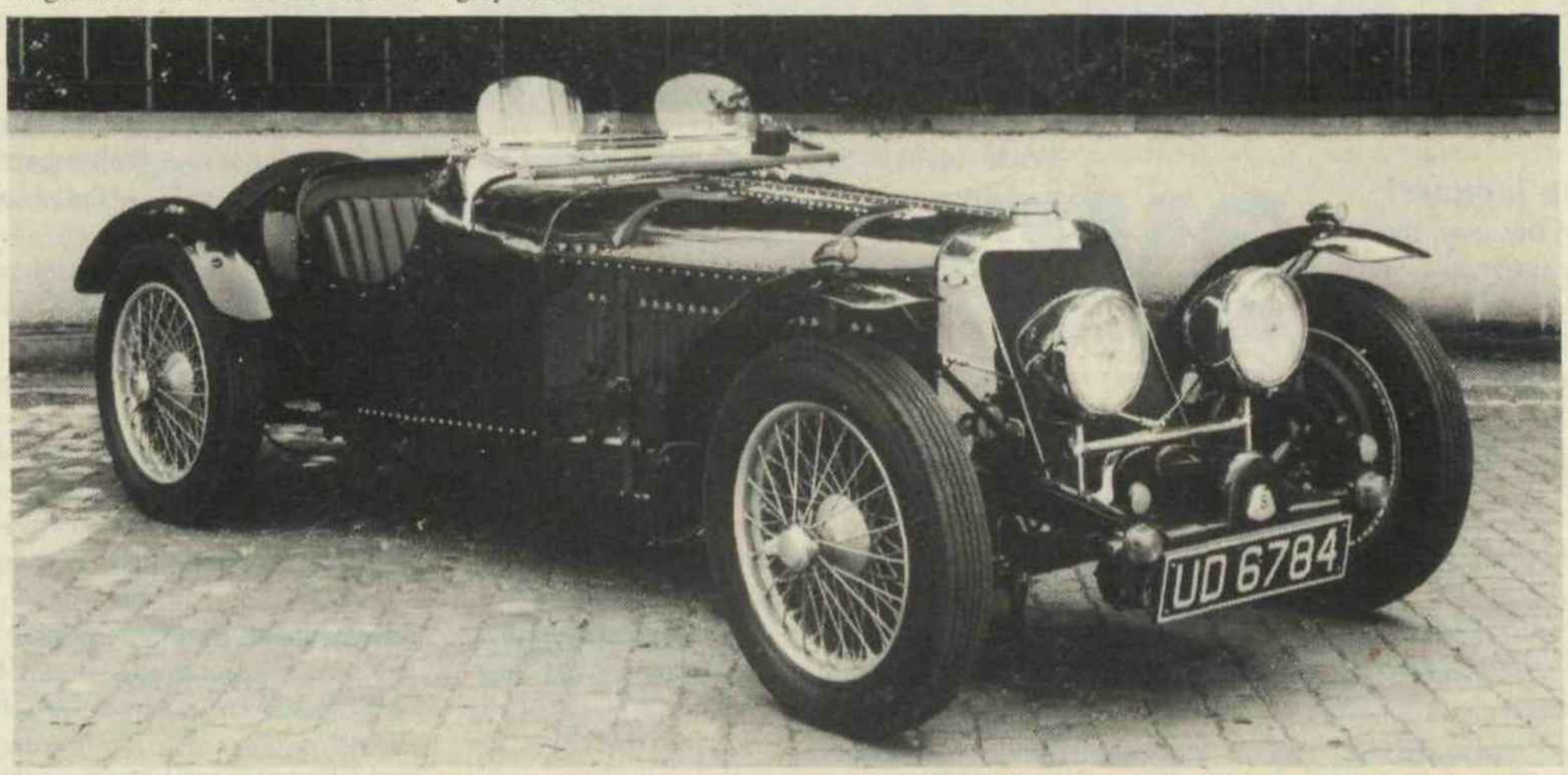
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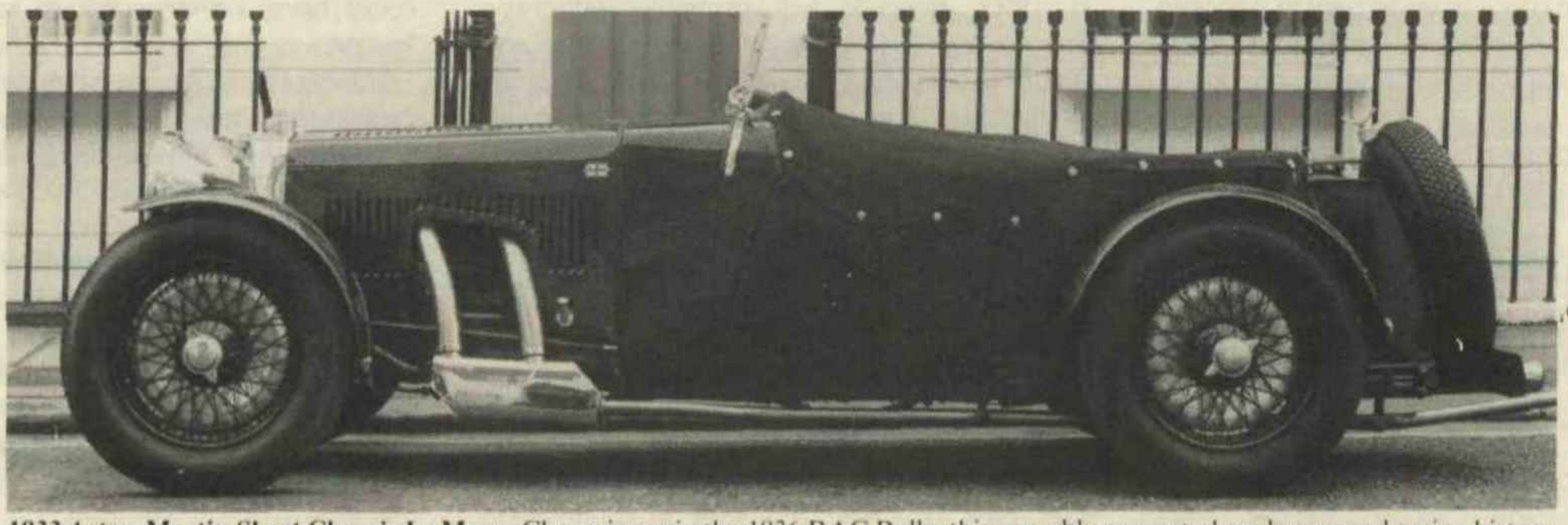
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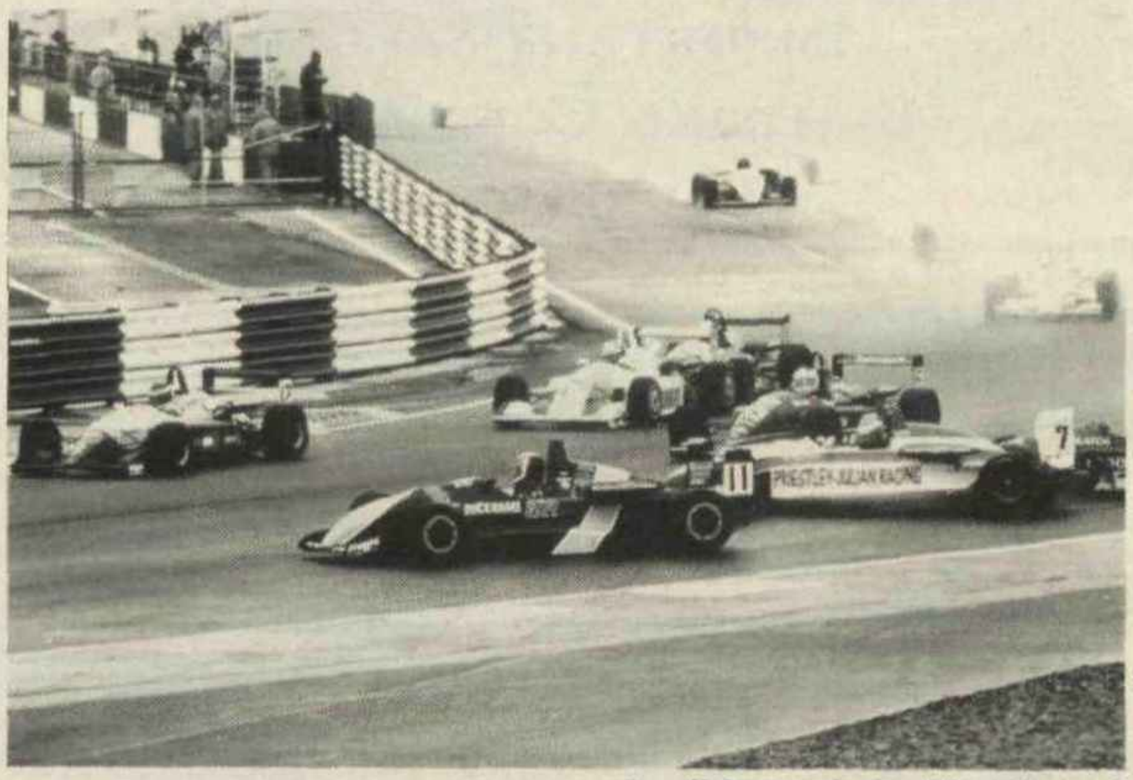
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School lessons

Dear reader,
Recently, in club circles, there has been some unrest over the question of discipline at speed events, especially at race meetings. The RAC Motor Sports Association, who are responsible to higher authority for all our sporting activities, from driving tests and treasure hunts to championship hillclimbs and national racing, issued a warning at the beginning of the year that discipline among competitors was not good enough. It was not a question of not wearing proper crash helmets or overalls, but of discipline out on the circuit while actually racing or competing. There are certain things you don't do that are not necessarily written down as a hard and fast rule, but they have derived from people with years of experience and mostly involve common sense and logic applied to the very dicey business of driving a car (or a motor cycle) up to its natural limits of performance and adhesion.

In discussion with various friends it was generally agreed that anyone starting racing, no matter what the level, would benefit from a session with one of the many race driving schools. (Indeed, it is now compulsory to attend – and pass – a trial before you are eligible for a licence.) They will not teach you how to become a world champion, but they will instil into you some of the basic differences between driving on the public roads and driving on a specially prepared circuit. The mere fact that there is no centre line down the road, and you are on a one-way system with the guarantee that nobody will be coming the other way means the basic instincts of road driving have to be put to one side. The whole width of the track is yours to use, providing there is nobody out there at the same time who might want some of the space.

The mere act of driving on a circuit will instil in you a sense of discipline and attention to the law-and-order of using a racing circuit. Every minute of the day will provide examples to read, mark and digest, and the quicker you do this the quicker you will progress to better things. Many people have a session at a race driving school purely to find out for themselves what it is like to drive a small single-seater racing car. They have no intention of taking up racing and have only driven normal production saloon cars, but they have watched racing in all its forms and are curious to know what it is like to drive a car where you are almost lying on your back and your head is barely at the height of the tops of the wheels, and added to that you can see both front wheels quite clearly. I have met a number of people who have satisfied their curiosity at such a school and been very appreciative of the opportunity.



For all they teach about discipline and purity of line, racing schools can't prepare one for every eventuality.

The more ambitious want to progress to an actual race, with other competitors on the grid, and most schools provide this opportunity with private races, all run strictly to the normal racing rules. Those who pass with flying colours can then set off for the great outside where racing is more serious. As I said earlier, discipline is all-important from the very beginning, and at every step there are examples that show the necessity of discipline, especially in the early stages.

One friend I was in discussion with explained how he had progressed onto single seaters and reached the stage of being allowed to take part in a school race. There were no prizes to be won, merely the satisfaction of actually racing against fellow pupils to serious standards. This race was to be the climax of his training, as he had no aspirations to go any further in the world of motor racing. A session of practice under racing conditions came first and during this, or more exactly after practice, he learnt a very big lesson on discipline. These little Ford-powered racing cars had a specific limit to the rpm to be used on the engine, the rpm instrument having a tell-tale that registered the highest figures used. Overcome with the excitement of practising to get a specific lap time to decide his place on the starting grid he forgot to observe this limit. As a salutary lesson the instructor cancelled his lap time (which had been third fastest) and made him start from the back of the grid. A simple matter of discipline.

Another friend, who had a day at Silverstone with the John Watson Performance Driving School, came back impressed by the air of smoothness that had been put into his driving. He had already been doing some racing and felt he wasn't doing very well on his own. The two things that impressed themselves on him were smoothness and the nicety of line through the corners, making what had been a series of jerky corners, into a series of bends that flowed from one into the next.

It was smoothness and line that impressed more than anything. To some people smoothness of driving is a natural instinct, and such a driver seldom looks fast. By and large, all the great racing drivers have this smooth touch on the controls and a smooth progression with the car. Alain Prost, Ayrton Senna, and Niki Lauda personified the smooth driving style, with the added bonus of speed as well.

Watching my friend race his car in a Silverstone club meeting after learning 'the John Watson line' through the corners I saw a glaring fault appear, not in his driving but in the school system. It was a handicap race and my friend was going well and caught the car that had started ahead of him. As he moved up a place they came to the series of corners at Woodcote. My friend moved into position to take the perfect 'John Watson line' through the next three bends, but as he aimed for the late apex he was completely put off by finding the unruly fellow he had just caught and passed arriving at the apex slightly out of control, having gone down the inside and done a death-defying late-braking act that got him back in front again!

It occurred to me that what we need now is an advanced racing school, to teach you how to race as distinct from how to drive fast and tidily. My thoughts went instinctively to drivers like Keke Rosberg and Gerry Marshall. They could teach you such a lot of track craft, which is necessary if you are going to win when the going gets tough.

Yours, DSJ.

This month's Memorable Moments come from Peter Cope, of Tunbridge Wells, who has been glued to the TV since an early age:

1. In 1957 Moss/Brooks winning the British Grand Prix at Aintree. Even on a nine-inch black and white television it was a wonderful day for a nine year-old viewer.

2. In 1961 Moss again, winning the Monaco Grand Prix in Rob Walker's Lotus, all the better for seeing it on a 14-inch TV.

3. Silverstone 1987 seen on a 22-inch full colour screen with the luxury of remote control, sitting on the edge of the seat as Nigel Mansell won with the Williams, down to the last drop of petrol.

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The Le Mans 24 Hours was, after all, a success if measured as a sporting event, though a financial failure for the Automobile Club de l'Ouest. Next year's race will not be submitted to FISA for the Sportscar World Championship, and since Jean-Marie Balestre (president of the FIA and of the French Federation) has done a complete backflip and given the ACO his support, it seems unlikely that FISA will be able to take reprisal.

Just 24 Group C cars took the start on June 20, plus four 'national championship' cars which had no business to be on the grid, and 14 cars were classified. Reliability was far, far higher than expected, and a lot of people (me included) have to eat their previews!

Peugeot, above all, did a superb job in preparing for the 24 Hours, and deserves just as much credit as Matra-Simca in 1972-74, and Renault in 1978.

The 905, which has been a little suspect in 500 kilometre races, at Monza and Silverstone was notably reliable over 4,787 kilometres at Le Mans, and the French could have achieved a 1-2 result had the power steering pump not failed on Philippe Alliot's car after 14 hours (and that, at least, is an unusual reason to give for a delay in a World Championship race).

Derek Warwick, Yannick Dalmas and Mark Blundell did all that was expected of them, driving the 10-cylinder car to the lead in the second hour and keeping it there to the end. They could never relax, though, with a lead of one or two laps extending to five or six on Sunday morning, when near rivals had their share of problems.

It was, of course, a matter of national pride and prestige for Peugeot to see off Japanese challengers Toyota and Mazda, which were beaten to second and fourth places respectively.

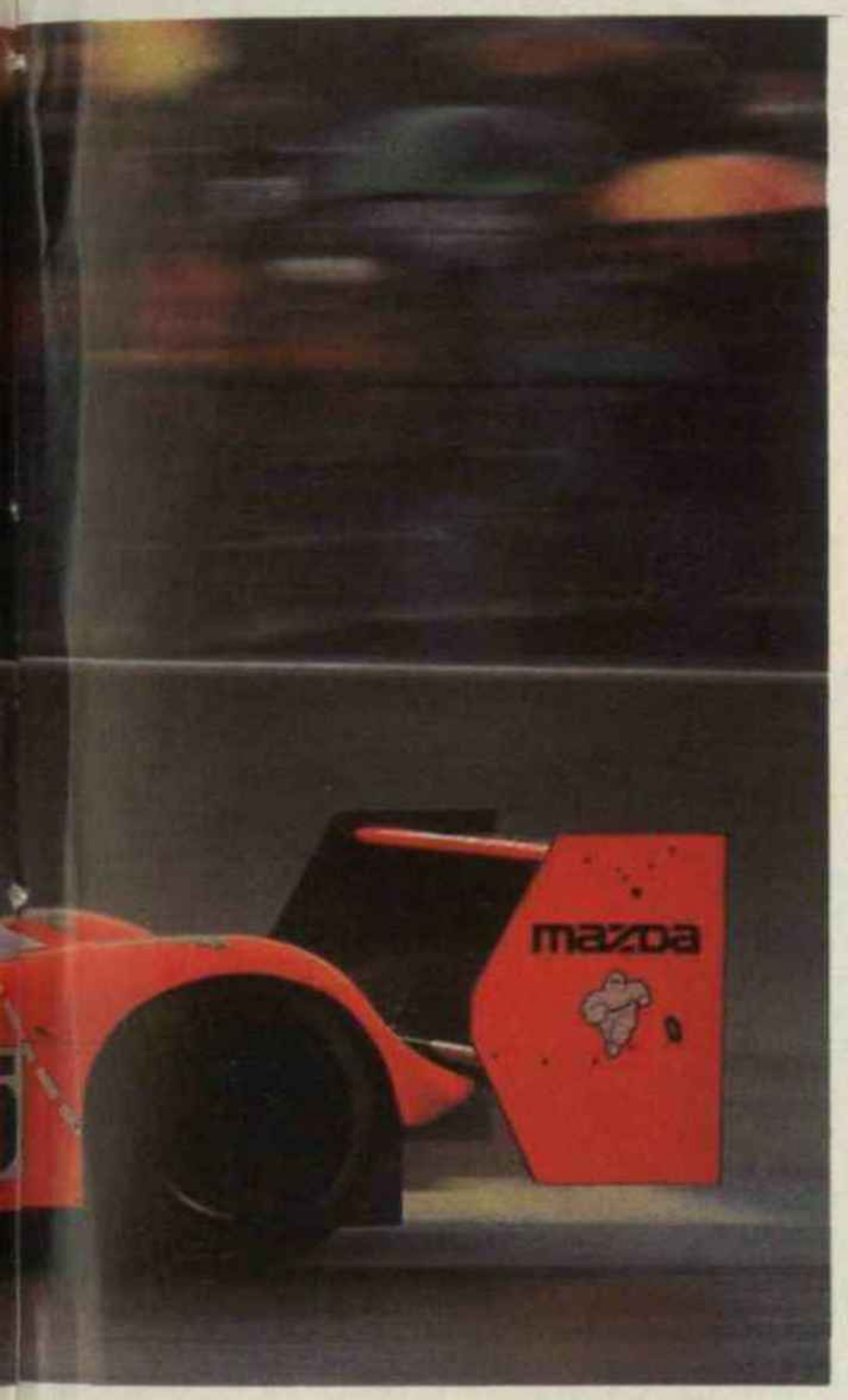


Masanori Sekiya, Pierre-Henri Raphanel and Kenneth Acheson were second in the Casio sponsored Toyota, six laps down on the winner, and fourth, despite a batch of Sunday morning problems, was the Mazda of 1991 winners Johnny Herbert, Volker Weidler and Bertrand Gachot.

The team's effort in repairing a broken gear



The sole surviving Mazda (top) provided early amusement in Weidler's hands, much to the consternation of the ultimately victorious Peugeot (above). Dusk or dawn (right)? Actually it's neither. This is the Saturday afternoon start . . . The second-placed Toyota leads a gaggle into the gloom.



lever, replacing a faulty hub and changing a holed radiator with less than an hour lost earned the pit crew a special prize from the organisers.

Although no-one was betting against the turbocharged cars for a good result, their hopes rested on mechanical mayhem in the 3.5-litre class. Their race was for fifth place, and it was all decided in the last hour.

Just 58 seconds behind the Mazda MXR-01 came the Team Trust Toyota 92C-V driven by George Fouche, Steven Andskar and Stefan Johansson, and only a lap behind was the Cougar-Porsche of Bob Wollek, Henri Pescarolo and Jean-Louis Ricci. Seventh, one more lap back, was the fancied Kremer Porsche 962C-K6 of recent winners Manuel Reuter and John Nielsen, with Giovanni Lavaggi.

Peugeot's home run

Peugeot had completed no fewer than six full-distance trials, mostly at the Paul Ricard circuit and eventually running right the way through without a failure. Most valuable of all though was the experience of running the 905 at Le Mans last year, accumulating a mass of data which could be put to good use in development.

Jean Todt's determination to win the race was seen earlier in the week when six 905s were presented for scrutineering, three for the race and three back-ups virtually in sprint form to make sure of locking up the front row of the grid.

Frenchmen, French cars . . . Alliot claimed a most impressive pole position on Wednesday evening at 3m 21.209s, and the average speed of 151.2 mph was pretty impressive too, considering the two chicanes which have turned the Mulsanne into three sharp bursts.

Both Alliot and the Kremer Porsche were timed at 216 mph at the Hunaudières restaurant, before the first chicane, the Toyota TS010 at 214 mph, and the 'national class' Peugeot Spyders and Debora Alfa Romeo in the 145-155 mph bracket.

Dalmas got close to pole on Thursday evening with a lap at 3m 22.512s, and this was beyond the reach of the Toyota drivers who had one T-car, which all three qualifiers used, and the three race cars.

Team leader Geoff Lees was quickest of the bunch at 3m 26.411s, with Jan Lammers fourth quickest overall at 3m 27.711s and Pierre-Henri Raphanel, new to the 3.5-litre class, on 3m 29.300s.

It was revealing that neither Peugeot nor Toyota, Mazda or Lola (Euro Racing) had any engine problems throughout eight hours of qualifying, and only Mazda changed a gearbox.

BRM wasn't having the best of luck, though, the dark green car sitting out Wednesday's session to the chagrin of Wayne Taylor, Harri Toivonen and Richard Jones. A new differential had been supplied from England, suitably geared for Le Mans, but it lacked a particular 11 mm diameter bolt which couldn't be located anywhere else in the region!

Taylor was the only man to qualify the BRM on Thursday before it stopped on the circuit with a transmission failure, and he was allowed to start the race single-handed, which reduced the effort to a valuable test run.

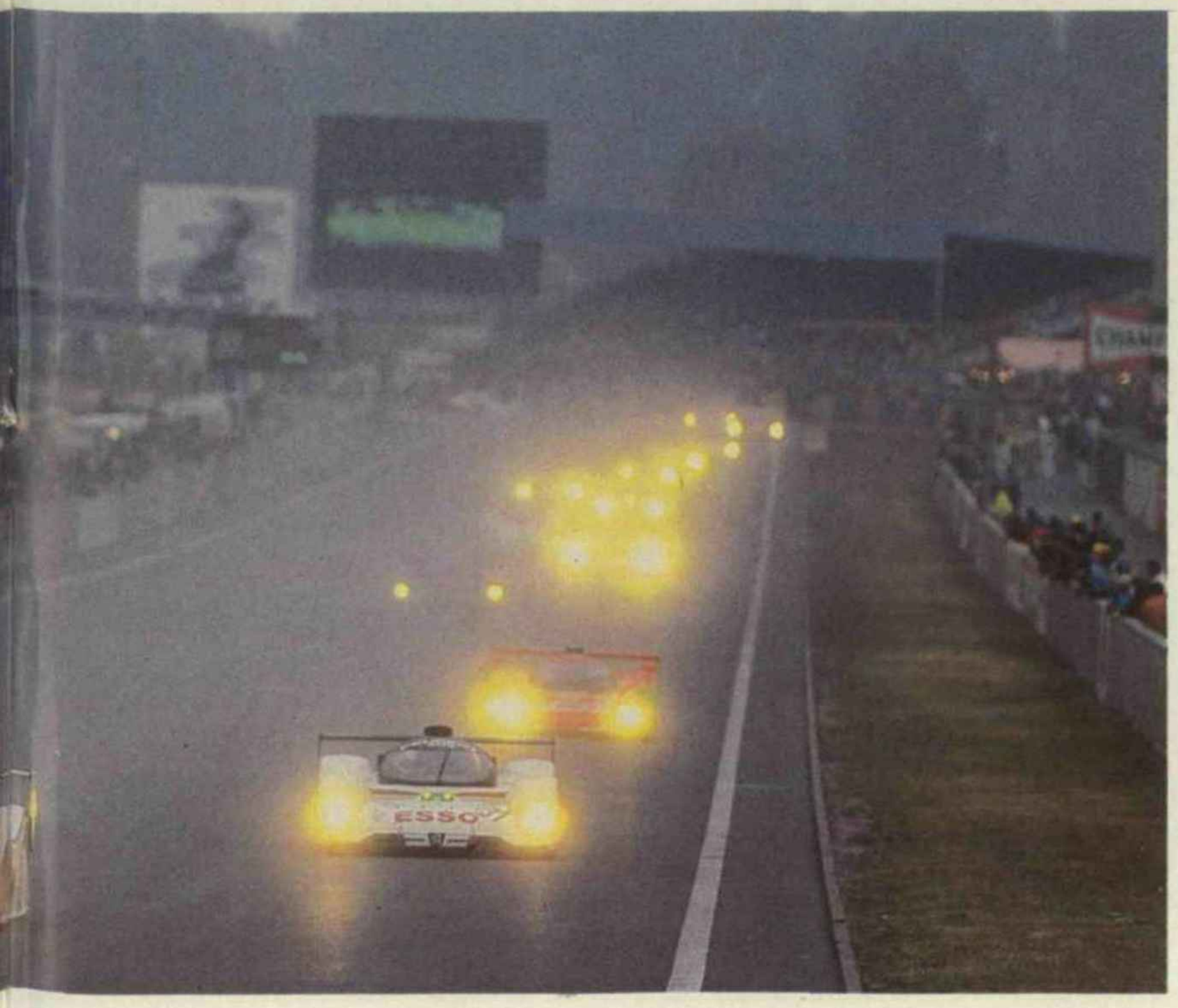
With far less testing under their belts than Peugeot or Toyota, the Mazdaspeed team managed by Hugues de Chaunac concentrated absolutely on race preparation. Volker Weidler set the team's quickest time of 3m 34.329s, seventh overall, in the attractively liveried Charge sponsored MXR-01, some two seconds quicker than Manuel Reuter in the Kremer team's 962C.

Lola supplied new, uprated transmissions to the Euro Racing team and these had to be run-in on Wednesday night, so the best times came on Thursday. Cor Euser was impressive at 3m 37.109s, and only three seconds slower was Heinz-Harald Frentzen, signed up at short notice and about to compete for the first time this year. Frentzen really made his mark on Saturday, posting the fastest time of all in the wet warm-up and being consistently among the quickest early in the race.

FISA delivered to the ACO a dozen full-blooded 3.5-litre prototypes, five FIA Cup cars (four started), and 10 'turbo class' cars. These included two Kremer Porsches, three Cougar-Porsches, single Porsche entries from ADA, the Alméras brothers and Team Obermaier, and two Kitz sponsored Toyota 92C-Vs, one from Team Trust and one from SARD.

British fans were rooting hard for Derek Bell, son Justin and Tiff Needell driving the ADA Porsche 962 GTi. The car, completely new and incorporating some of Chris Crawford's own ideas, gave five times winner Bell the chance to compete with Justin for the first and perhaps only time.

The Porsche's brakes were woefully inadequate in the race, until the problem was traced to faulty calipers, and the team was rather poorly rewarded with 12th place. Justin was well initiated, though, turned in very competitive times and enjoyed every minute of his time in the car, so the Bell family went away happy.



Mazda challenges

Until the race started we expected the battle to be a Peugeot versus Toyota affair, but Weidler took everyone by surprise as he outbraked Dalmas at the Ford chicane on lap five, and Alliot at the same place on the

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following lap, to put the Mazda in the lead.

The German looked very comfortable at the head of the field, but in wet and treacherous conditions none of the top drivers wanted to take any risks. It was clear, too, that Michelin's rain tyres were serving Peugeot and Mazda better than the Toyota drivers were faring on Goodyear, the TOM'S cars slipping further and further behind in the first half of the race.

The playing field tilted towards Peugeot when its third car effectively took out the best of the Toyotas! Geoff Lees backed off the throttle while lapping some backmarkers at Tertre Rouge, unable to see through the spray, and was hit heavily up the gearbox by Alain Ferté's 905.

Both cars looked comprehensively wrecked, but Lees returned to the pits with the Toyota's back end savaged (even the gearbox casing was cracked) while Ferté returned with the left-front wheel poked upwards, and the windscreen smashed by the Toyota's wing. Sterling efforts by their crews got Ferté back into the race in 50 minutes, Lees in just over the hour.

Ironically these two teams worked their way back up the leader board to 10th and 11th places, only to retire in the 16th hour with engine failures. Out, too, went Yojiro Terada in the second Mazda, racing with a low-downforce body configuration. During the night the popular Japanese driver was caught out by the tricky conditions and crashed at the White House, suffering mild concussion.

The three factory teams had more to do between 6am and midday on Sunday than at any other time in the race. Herbert's Mazda was the first to have a crop of problems, none of them very major, and we began to wonder why Tom Walkinshaw had discarded the XJR-14 so conclusively as a long-distance car.

Lees's Toyota and Ferté's Peugeot retired within minutes of each other, the Toyota at the pits with a huge plume of white smoke from the exhausts, the Peugeot less publicly with a broken engine out on the course.

Alliot had a desperately unhappy 17th hour with two off-road excursions. First the power steering pump failed and pitched him into the sand at the Nissan Curve. He was towed out, losing four minutes and a 'door' window, then a further nine minutes in the pits.

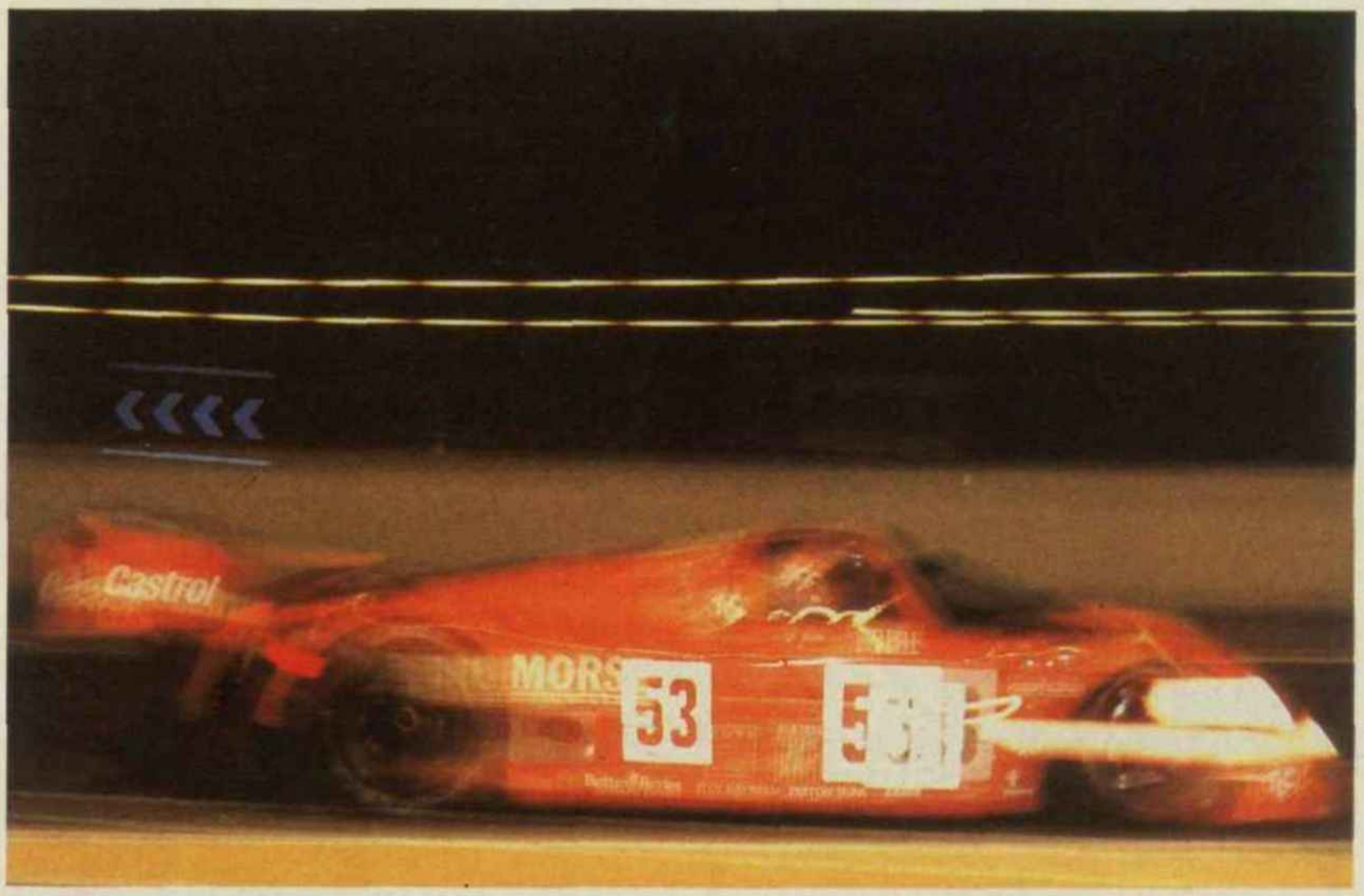
The accelerator cable was snagged while all this was going on, and very soon afterwards Alliot was back in the sand at Arnage! Not long after that Baldi was in the sand at Indianapolis, caused by a baulky gearchange, so the team could count themselves lucky to get home in third place.

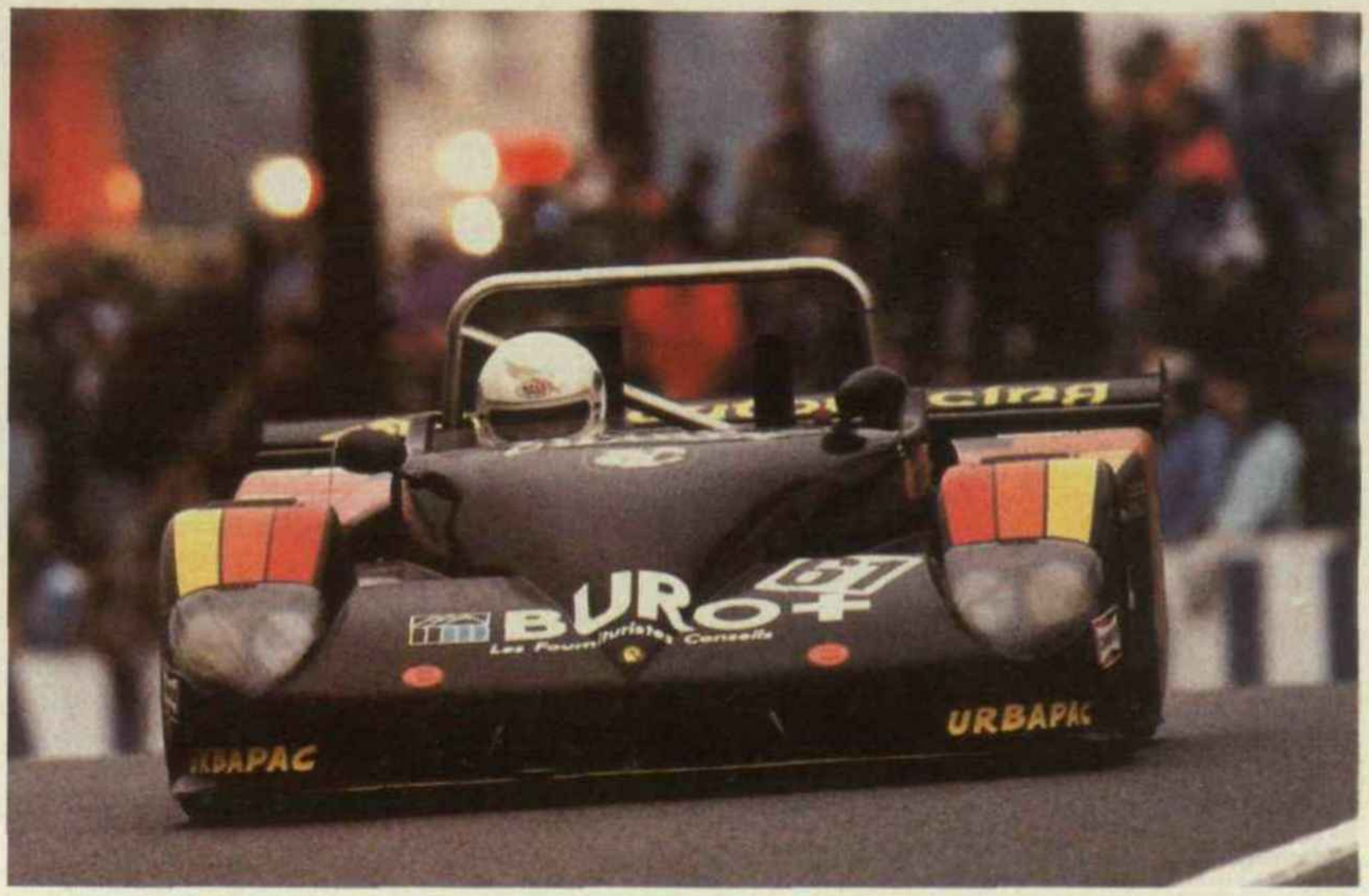
At least 200 volts passed through the Peugeot garage when the screens showed Warwick driving slowly down the Mulsanne Straight. The ignition cut out three times in the lap but the Englishman was able to coax the engine by flicking the master switch off and on again. It was an anxious time, and it was duplicated a short while later before a faulty battery regulator was pinpointed.

These were the only minor delays to disturb the winning crew. The Toyotas were fully competitive after half-distance when the track dried, but they had their problems too. The Jan Lammers/Andy Wallace/Teo Fabi car was looking a potential winner until the clutch



Only one driver qualified to start the BRM (above), although Wayne Taylor was spared exhaustion by early transmission failure. The Bells, *père et fils*, came home 12th with Tiff Needell (below). The 'national championship' cars (bottom) proved to be a hazardous pest. This is the Debora-Alfa Romeo. (Photography: LAT).







First for Aston Martin

When Aston Martin unveiled their stunning new Virage Shooting Brake at the 1992 Geneva Motor Show they achieved a collection of 'firsts', including: 'the first estate car ever to be factory built by Aston Martin', 'the fastest purpose built load carrier in the world and the most exclusive'.

What is not new, is Aston Martin's choice of Autoglym.

Autoglym has been their 'first choice' for final preparation of all their Motor Show exhibits for many years. They know that Autoglym Super Resin Polish provides a rich, durable shine that is unequalled.

Like Aston Martin and many other leading manufacturers, more and more discerning motorists are asking for Autoglym by name, they know that it is, quite simply, the best. And, don't forget, there is a whole range of Autoglym car care products to keep your car in first class condition.





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It was a troubled race for both Lolas, although this one was eventually classified 13th. Its sister managed only 50 laps.

shattered, and in a 43-minute stop part of the wiring loom was replaced to cure a misfire.

As if that wasn't enough, Andy Wallace had a long, dramatic heart-stopping moment when a rear tyre burst while he was approaching the Indianapolis turn flat-out in sixth, but with great skill he kept the car out of the barriers and brought it back with remarkably little damage.

After that, Lammers spent much of Sunday morning below the lap record, which stood to Michael Schumacher in the Mercedes C11. The Dutchman established a new mark more than three seconds quicker at 3m 32.295s (143.30 mph). Unfortunately the Toyota was too isolated to gain any positions and was classified eighth, but the team was given a big E for Effort.

Nor was that the end of Toyota's problems. The Casio car's V10 suddenly ran rough and the car was nursed back to the pits by Sekiya. The ignition sender on the camshaft had given up and 13 minutes were lost in the pits.

The Toyota didn't forfeit second place, as it happened, but it went eight laps down with just 88s in hand over Alliot's Peugeot, and there were still four hours to run. Both crews were now under great pressure, but the Toyota proved the stronger and maintained a slender lead of half a lap to the end.

Euro Racing had a mixed race, losing one Lola with the transmission jammed in two gears but getting the other through to the finish, albeit 13th with a great time loss. There had been a minor transmission problem costing half an hour, but most time was lost due to two off-road excursions by their Japanese driver Shunji Kasuya.

In the FIA Cup class it was a matter of survival, and Chamberlain Engineering's two Spices were both there at the end. Bernard de Dryver's Spice was the faster through the night, moving up consistently in the hands of John Sheldon, Gigi Taverna and Alessandro Gini until it was 11th overall after 11 hours.

Both the Chamberlain Spices were in the pits having major repairs at the back end on Saturday evening, Olindo Iacobelli spinning one off the track, and all three Japanese drivers taking turns to leave the road in the second-string car.

The de Dryver Spice extended a class lead of 24 laps, but then ran into serious electrical problems which eventually stopped the car out on the circuit. Chamberlain's Spice won the FIA Cup class for the third time in succession, and Ferdinand de Lesseps has a maximum score in the driver's category, helped by Richard Piper and Iacobelli.

It was time for Derek Warwick's luck to change for the better, and his joy was everyone's pleasure. Mark Blundell had the distinction of winning his first race of the year, and Kenneth Acheson was brimful with happiness, too, at finishing a strong second.

A brace of competitive Jaguars would have made it a better race still, but the organisers have made the decision to withdraw from the Sportscar World Championship next year, and will surely have a finer grid.

MLC



Party time. The top three greet the crew of the FIA Cup-winning Spice on the podium.

LE MANS 24 HOURS, JUNE 20/21

Pos	*Driver(s)*	*Car*	*Time*
1st	Warwick/Dalmas/Blundell	Peugeot 905 LM	352 laps
2nd	Sekiya/Raphanel/Acheson	Toyota TS-010	346 laps
3rd	Baldi/Alliot/Jabouille	Peugeot 905 LM	345 laps
4th	Sala/Herbert/Weidler/Gachot	Mazda MXR-01	336 laps
5th	Fouche/Andskar/Johansson	Toyota 92C-V	336 laps
6th	Wollek/Pescarolo/Ricci	Cougar-Porsche C28S	335 laps
7th	Reuter/Nielsen/Lavaggi	Porsche 962C	334 laps
8th	Lammers/Wallace/Fabi	Toyota TS-010	331 laps
9th	Ratzenberger/Elgh/Irvine	Toyota 92C-V	321 laps
10th	Yver/Lässig/Altenbach	Porsche 962C	297 laps
11th	Donovan/Rickett/Coppelli	Porsche 962C	297 laps
12th	D Bell/J Bell/Needell	Porsche 962C	284 laps
13th	Frentzen/Kasuya/Zwolsman/(Matsuda)	Lola T92/10-Judd	271 laps
14th	de Lesseps/Piper/Iacobelli	Spice SE89C	258 laps
NC	Harada/Shimamura/Yoshikawa	Spice SE89C	192 laps
Rtd	Wendlinger/Ferté/van de Poele	Peugeot 905 LM	208 laps — engine
Rtd	Lees/Brabham/Katayama	Toyota TS-010	192 laps — engine
Rtd	Sheldon/Taverna/Gini	Spice SE90C	150 laps — ignition
Rtd	Morin/Saldana/Yvon	Cougar-Porsche C28S	142 laps — engine
Rtd	Sala/Yorino/Terada	Mazda MXR-01	124 laps — accident
Rtd	Randaccio/Veninata/'Stingbrace'	Tiga-Cosworth	101 laps — gearbox
Rtd	J Alméras/J-M Alméras/Cohen-Olivar	Porshe 962C	85 laps — accident
NC	de Vita/Breuer/Alexander	Orion 905 Spider	78 laps — still running!
Rtd	Brand/Robert/Fabre	Cougar-Porsche C28S	77 laps — accident
Rtd	Zwolsman/Euser/Pareja	Lola T92/10-Judd	50 laps — transmission
Rtd	Gonin/Artzet/Petit	Peugeot 905 Spider	42 laps — suspension
Rtd	Bonnet/Tremblay/(Heuclin)	Debora-Alfa Romeo	25 laps — clutch
Rtd	Taylor	BRM P351	20 laps — transmission

Fastest lap: Lammers, 3m 32.295s, 143.30 mph

Duckhams and Formula Ford – A winning combination

This year Formula Ford celebrates its 25th birthday. Throughout that time Duckhams has been closely linked to its success.

Formula Ford started life at the grass-roots of motor racing. With all cars running on road tyres, using a near standard Ford 1600 push-rod engine and costing less than £1,000 ready to race, success counted more on driver skill than performance differences between cars.



The 1992 Duckhams Van Diemen Formula Ford with Andy McAuley driving.

Ron Carnell, Duckhams Motorsport Manager recalls those early days: "Initially we were a little concerned about a new generation of single seaters using wet sump, production based engines. We had no need to worry though because the Kent unit was pretty tough, particularly when protected by Duckhams Q20/50."

No one can question the success of Formula Ford over the years, or indeed that of some of its early drivers including Nigel Mansell, Ayrton Senna and Roberto Moreno.

Duckhams QXR is today the lubricant behind the success of the Van Diemen Formula Ford team with whom Duckhams has had a long standing relationship. "When I first met Ralph Firman, who owns Van Diemen, he was preparing the Formula 3 car that Carlos Pace was running," says Ron Carnell. "Ralph and I just seemed to hit it off and I have continued to have faith in his decisions, both technical and otherwise ever since."

"Van Diemen is the most successful Formula Ford chassis ever and Duckhams is proud to have been closely associated with that success."

Proof of that success was shown last year when the Duckhams Van Diemen Formula Ford with Mark Goosens driving won both the 1600 Championship and the Formula Ford Festival.

The Duckhams Van Diemen combination has stepped into Formula 3 this year.

With the appointment of top chassis designer Andy Thorby and the driving skills of Julian Westwood the Duckhams Van Diemen Formula 3 has made bold showings in rounds of the Championships.

Once again the Duckhams name is linked to a formula for success.

VISIT VAN DIEMEN AND SEE THE DUCKHAMS FORMULA 3 IN ACTIÓN

Duckhams and Van Diemen offer you the chance to visit the Van Diemen factory near Snetterton and to see the Duckhams Van Diemen Formula 3 in action at the Formula 3 finals at Silverstone, October 4th.

Three couples will have the chance to visit Van Diemen for the day, meet Ralph Firman, Van Diemen Team Manager and see the Van Diemen racing team. Weather permitting track trials will also take place.Then on October 4th you'll be invited to the Formula 3 finals as a guest of Duckhams and Van Diemen.

To enter answer the 6 questions below. You'll find clues to some of them in last months Motorsport British Grand Prix preview. Send your answers on a postcard or a sealed envelope to: Duckhams Competition, Motorsport, Standard House, Bonhill Street, London EC2A 4DA. Winners will be the first 3 correct entries drawn. Closing date August 31st 1992.

Questions:

1. What is the unique feature of the Van Diemen F3's front suspension?
2. Who is the latest senior designer to join the Van Diemen team?
3. What brand of oil is used by the Van Diemen F3 team?
4. How long has Formula Ford been going?
5. What cc is the Formula Ford engine?
6. Which driver won last years Formula Ford championship?

King Carlos



Viva España: Carlos Sainz profited from the absence of his main adversaries to resume the championship lead. (Photography Hugh Bishop)

One of the reasons for New Zealand's great enchantment and fascination is its remoteness. No one ever goes there on the way to somewhere else because there's pretty well nowhere else to go. It has thus escaped most of the ravages of popular tourism. It is by no means a backward country – its cities, resources and amenities are as modern as any you will find in the world – but the visitor cannot help being endeared, not only by the unspoilt countryside and the welcoming friendliness of its genial people, but by the sleepy, old-world charm of its rural townships and the feeling they give you of stepping back in time.

Visiting New Zealand has never been other than an enjoyable experience for us, for the excellence of the premier rally of the country and for pretty well everything about the place, and we are happy to record that almost everyone else in the rally world to whom we have spoken has been of the same mind.

Ask any number of the visiting drivers who have competed there and they will tell you that the rally, the people and the place itself rate close to the top of their list of preferences. If they had their way, they would go back year after year, but the days when a works driver could ask for a car and support for a particular event have long gone. Rally costs have become astronomical and budgets, not to mention logistical arrangements, have to be drawn up in advance and fitted into overall plans.

Privateers, or the drivers of privately backed teams, can go largely where they choose, provided they have the finance, but factory drivers have no such choice. They are committed to their teams' programmes and can usually go only where their teams go. Of course, if a works driver wanted to enter an event privately he could do so, provided his contract allowed it, but he would certainly not consider doing it on a shoestring, without the degree of expensive factory support to which he is accustomed, and would be even less likely to finance such an undertaking himself.

The New Zealand Rally, as the most distant from the European bases of most factory teams, is one of the most costly, and as such is one which is frequently omitted from works teams' programmes. Another reason for this is its omission from the World Championship for Makes, and teams which consider the car to be more important than its driver in terms of publicity potential are inclined to place the rally low on its list of priorities.

Due to this, the event has had some rather unlikely winners in the past and has attracted teams which would have little chance against the might of those such as Toyota and Lancia. A Subaru winning in New Zealand, for instance, would give rise to greater glee than one scoring fourth place on the Acropolis.

When Martini Racing did not enter its Lancias for the New Zealand Rally this year, and when neither Toyota nor Ford was showing any interest, the way was open for others to attempt to capture some World Championship kudos.

The most prominent was Subaru Europe, on whose behalf Prodrive sent two Legacy Turbos from England for Colin McRae/Derek Ringer and Ari Vatanen/Bruno Berglund, and provided the support entourage. For McRae and Ringer

Great things were expected of Colin McRae. Sadly, overbored cylinders precipitated his retirement.



it was something of a rush trip after the Scottish Rally, and when they got off the 'plane at Auckland they had no choice but to drive out immediately to begin their recce. Even so, they managed to drive over each special stage no more than twice.

Subaru Australia has a somewhat older Legacy which is driven by New Zealanders Peter Bourne/Rodger Freeth, and this too was entered in the rally. But prior to the start the car was considerably updated by Prodrive mechanics who brought in parts specifically for that purpose.

The only other Group A Legacy in the event was that entered privately by Joe McAndrew/Bob Haldane, whilst Brian Watkin/Gary Smith and Will and Heather Orr had Group N versions.

There were no Mitsubishis from Europe, but Ross Dunkerton/Fred Gocentas brought a somewhat outdated Galant VR-4 from Ralliart Australia. Dunkerton was in an uncharacteristically introvert mood before the start, having been told that budget requirements meant that he would have to miss one round of the Asia Pacific Championship. He was stunned when told that this event would be the Australia Rally, where he was least likely to do well against the European works teams who would be there.

Several other Mitsubishis were entered privately, including two from Indonesia, one of which was driven by Hutomo Mandala, son of that country's president. Two Group N versions were driven by Ed Ordynski/Harry Mansson from Australia and Kyoshi Inoue/Sitoshi Hayoshi from Japan.

Although Martini's Lancias were not there, Italy's ART team brought a Group A Integrale for Piero Liatti/Luciano Tedeschini. Liatti, reigning European Champion was one of only three A-seeded drivers in the rally, the others being Vatanen and McRae.

Two Group N Integrales were driven by Carlos Menem (another son of a head of state) and Victor Zucchini from Argentina and Mikael Sundström/Jakke Honkanen from Finland, the latter pair having scraped together all the backing they could muster and, avoiding all excesses, making the trip in as cheap a way as possible.

Three Ford Sierra Cosworth 4x4s were those of Mohammed Bin Sulayem/Ronan Morgan (built in England by Mike Little Preparations), New Zealanders Brian Stokes/Jeff Judd and, from Austria, Kurt Gottlicher/Otto Zwanzigleitner. A Group N Nissan Sunny GTI-R was driven by Japanese pair Yoshio Fujimoto/Hakaru Ichino.

Four Mazda 323 GT-Xs appeared among the front runners, all driven by New Zealanders. However, one crew, Rod Millen/Tony Sircombe, is resident in California, calling itself Mazda Rally Team Pacific-Asia. The other pairs were Ray Wilson/Leo Bult, Neil Allport/Jim Robb and Greg Graham/Peter Johnson.

Although it was originally not Toyota's intention to tackle the event, the team's disastrous result in Greece caused a change of plan. There were no makes' points to be gained, but the team considers that getting Carlos Sainz to the world champion's rostrum again is an equally worthwhile objective, so one Celica Turbo was sent to New Zealand for Sainz and Luis Moya. Two older versions of the car were driven by Australians Frank Neale/Philip Dodd and New Zealanders Ross Meekings/Steve March, the former a Group A car and the latter Group N.

In its time, the New Zealand Rally has been in and out of the World Championship, sometimes qualifying for both series, sometimes only for the drivers'. It has also had a variety of sponsors and did, at one time, alternate each year between North and South Islands. One year it covered both, but the ferry voyage across the blustery Cook Strait must have



Raid or Blitz?

FISA has announced the creation of a five-round series of marathon rallies.

My French dictionary quotes two English meanings for the word *raid*. The first is 'raid or hit-and-run attack' and the second, when used in conjunction with *automobile*, is 'long-distance car rally'.

What a quaint word to use for a long distance rally! I don't recall anyone indulging in bombing runs on the way to Dakar, or making commando strikes during the London-Sydney Marathon. Marathon would have been a much better choice, but 'le parking' and 'le weekend' have been common for years across the channel, so it is not at all surprising. OCED states raid's origin as Middle English, or a Scottish form of Old English.

Recently, FISA announced that it would be creating a five-round series of marathons, for which a trophy called the World Cup would be put up. At the same time, it was stated that raid would be dropped in favour of Cross Country Rallies. About time too, although we wonder what rallies, other than single-venue events, do not qualify for the description 'cross-country'! Still, at least it's a move in the right direction.

We have a theory about the origin of the French use of *raid* to describe long distance rallies. One of the events of the European Championship, the major series before the International Rally Championship was established, was the Polish Rally, the Polish name for which is *Rajd Polski*. *Rajd* is pronounced 'raid', with its 'a' as in apple. There must be a connection there somewhere.

Other rule changes announced by FISA, due to come into operation in 1993, include the requirement that a common fuel supply be used by everyone, and that the sole supplier be appointed by FISA. We can appreciate the reasons, for there have been numerous rumours for months that some teams use fuel with additives which are not allowed, but we foresee problems caused by FISA's appointment of a 'sole supplier'.

Intended to reduce costs, other measures include a limit on tyre widths to nine inches for all cars exceeding three-litre engine capacity (after any pressure induction co-efficient is applied), and a restriction on the number of turbochargers, gearboxes and differentials which can be used.

We welcome any move to reduce the wholesale parts replacement which is common among professional teams nowadays, but it's going to be difficult to enforce a limit of only one change of gearbox and/or differential per car during any one rally and a limit of one change of turbocharger per leg of any one rally.

As expected, queries have already been raised by manufacturers, one of which is hinged on the fact that most gearboxes and centre differentials are integral units nowadays. Another concerns whether a removed gearbox can be repaired and later replaced without being counted as a gearbox change within this rule. We think not. A change is a change, whether the unit is repaired for further use during that same rally or repaired and kept for the next event.



In the absence of Martini Racing, Pierro Liatti flew the Lancia flag, finishing second.

been an unpleasant experience, for it was never tried again.

It has also alternated between Auckland and Wellington, where the organisers' office was once located, but in recent years it has stuck to Auckland for start and finish, moving down to Rotorua for two of the three night stops. The two areas containing most of the special stages were between Rotorua and Hamilton to the west and between Rotorua and Gisborne, on the east coast.

There were six stages on the first day, 13 on the second, 12 on the third and seven on the fourth. Of the 1,250 mile total distance, some 367 were devoted to special stages, the bulk of them on dirt roads, mostly public but some through private forests.

Although New Zealand's North Island enjoys a temperate climate, it can be quite cold in late June, but warm sunshine attracted a sizeable crowd to the first stage on the Thursday, just up the road from the noon start at Manukau. This was a 1.37-miler at Totara Park where Bourne suprised everyone by being fastest. But differences were very small, so the advantage was minimal. McRae had a problem getting his brakes to work properly, whilst Millen had a disastrous start when somehow his electrical master switch managed to turn itself off.

After some two minutes he and Sircombe found the trouble but in their haste to get going they neglected to replace the pins securing the bonnet which promptly flew open causing further delay.

On the second stage, a nine-miler north of Auckland, McRae's centre differential failed due to some electronic quirk, and this was followed by a broken propshaft. But he only had one downhill mile to go and lost little time.

Bourne's intercooler stopped working on the same stage, which also brought the first retirement when Menem spun off the road and hit a tree which removed his left rear wheel. Later, he blamed a photographer who had been standing near the apex of a corner which he intended to clip, but this cause seems doubtful.

Two stages later, McRae's troubles became far more serious when his water temperature went up and his engine began misfiring badly. After that stage there was little time for service, but enough to determine that water was mysteriously escaping from somewhere. Liatti was fastest, and Bourne spun after his brake fluid boiled.

After arriving five minutes late at SS5 McRae drove slowly, planning to have a major service afterwards. But his engine wouldn't take it and finally stopped, its head gasket blown. Later, the Subaru team stated that the cause had been overbored cylinders, allowing water to seep between the liners and the block. His untimely return to Auckland was a huge disappointment for the Scot, from whom much was expected on this event.

On the same stage, Bin Sulayem, who was feeling ill and experiencing stomach pains, putting it down to something he had eaten before the start, lost much time when his front differential broke halfway through and he dropped to 23rd place.

Sainz, who had been trying various rear differentials during the day, had a leaking cam cover replaced. At the end of the day he was in the lead by just 21s from Vatanen who, in turn, was ahead of Bourne by a single second. Liatti was fourth, another 26s behind, and was followed by Allport and Dunkerton.

The Friday start was at 8am, and this time it was colder and there was some fog about. On the first stage Hutomo crashed, putting the second president's son out of the rally, but it was on the second stage that warning was given of the next significant incident when Bourne's car was seen to be smoking. One stage later, all oil pressure vanished and Bourne just switched off and called it a day. Later, it was said that a piston had cracked.

The feeling in the Subaru camp was not good, although Vatanen perked himself up in the belief that what had happened to two cars could not possibly happen to the third. Soon after, he must have felt much better, for the treads of Sainz's soft-rubber tyres wore away on the 18.6-mile stage 11 and one tyre burst, the Spaniard losing time which put Vatanen into the lead.

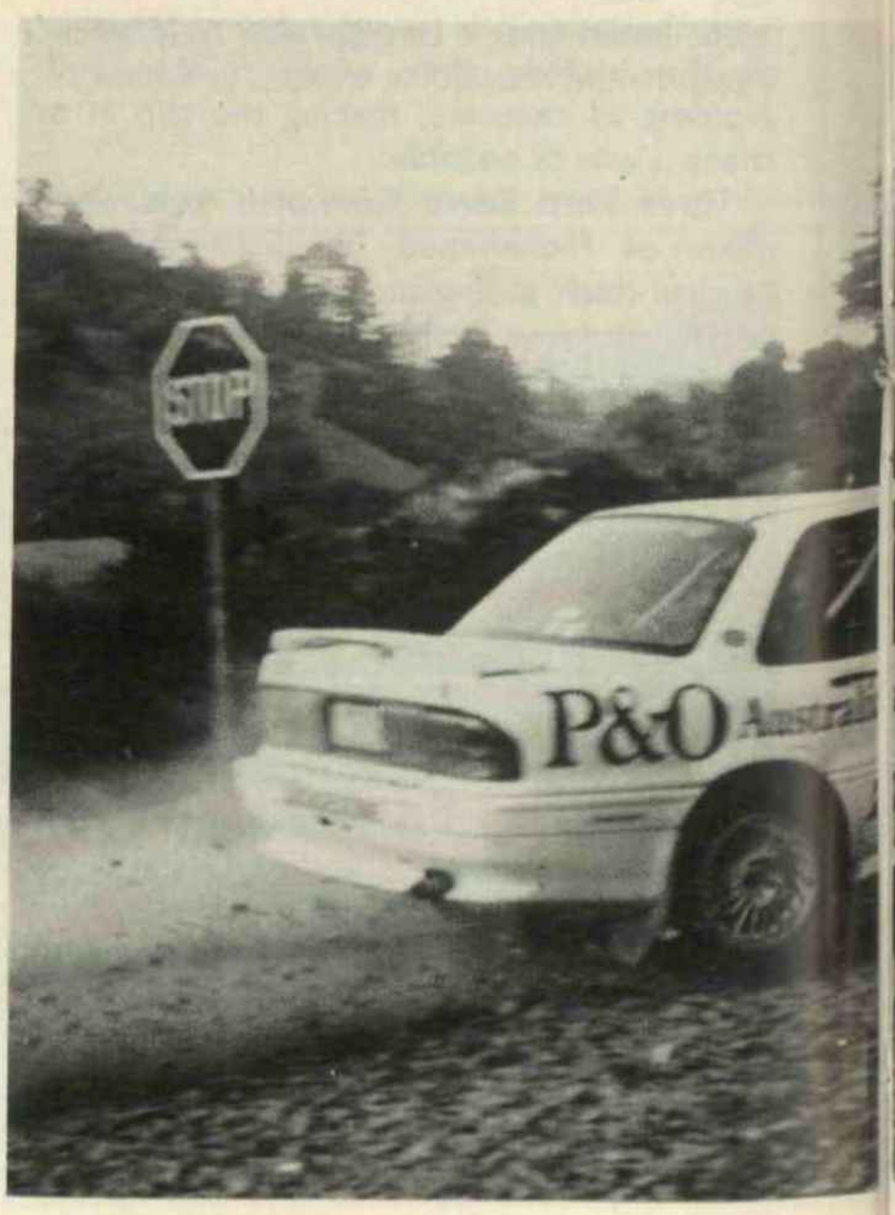
Using soft treads caught Sainz out more than once and there was a time when it seemed that he would be overhauled by Liatti, who had earlier spun into a ditch after his intercom failed and he could not hear the notes properly.

Vatanen's lead was short-lived. Having gained it on SS11, he lost it on SS13 when he decided to cut a corner and got a puncture. He only lost a minute, but far more significant was that his car was beginning to leave a smoke trail. Two stages later, what he had been dreading happened. The oil pressure vanished and the engine stopped. It was the same problem as Bourne's, a cracked piston.

By this time, Sundström had lost time when he hit a gatepost, but was nevertheless opening up a lead among the Group N contingent. The blow broke the co-driver's door latch and they carried on with Honkanen's right hand on the door hand and his left holding his pace-notes. Sundström was rather nervous that he would lose his place in the notes, but apparently he did not.

Watkin crashed his Subaru on SS12 and Stokes his Sierra Cosworth on SS14. Gottlicher was having great difficulty with his brakes after the servo broke and was driving very cautiously indeed. Unfortunately, he had no spare, but the next day he was able to benefit from the misfortune, and generosity, of Mohammed Bin Sulayem and the Mike Little contingent. After spending the second night stop in agony with stomach pains, Bin Sulayem decided not to continue and, hearing of Gottlicher's problem, the team sent a spare servo to Saturday's first regrouping stop so that Gottlicher could have it fitted. It was a timely gesture, for the Austrian did five stages without brakes that morning and was on the point of deciding that it was madness to continue.

By this time, Sainz's lead over Liatti was up to 43s, but it looked as though the TTE mechanics were gradually improving the fettle



of the Toyota and Sainz was getting quicker and quicker.

Under the clear, morning sky, frost was again in evidence, and two stages into the Saturday Allport spun his Mazda on an ice patch and ditched it at a spot where there were no spectators. He was unable to continue.

There were two very twisty stages in close succession along what is called the Motu Road. Millen went off on an ice patch here, but not so seriously that his co-driver could not heave the car back unaided. Liatti lost time when he broke a left rear suspension arm and bent the shock absorber against a rock, and later caused frontal body damage whilst limping to the finish because the car was so difficult to drive. He had to do another stage with the left rear wheel askew before the damper could be replaced, because mechanics on the spot had none of the correct type.

Dunkerton spun and stalled on SS25, and then spent 15 minutes in a ditch on the next one. Sundström needed a change of radiator fan after his water temperature rose, but he was still leading the Group N category, ahead of Ordynski. On the last stage, Millen spun twice after his brake master cylinder jammed.

The last stage of the Saturday was the only one on which Sainz had not made best time that day. Both Sainz and his car seemed to improve as the day progressed, but he did not appear to be driving at 100 per cent. He had no need to because his opposition was not as formidable as it usually is. By then his lead over Liatti was up to 4m 24s, whilst Dunkerton was nearly another three and a half minutes behind, ahead of Millen and McAndrew.

Even more frost was apparent when the cars left Rotorua on the final leg to Auckland. It certainly caught the leaders out, for Sainz and Liatti indulged in formation autobatics on the road section to the first stage, Sainz spinning and Liatti going very sideways right behind him. Fortunately they hit neither each other nor anything else.

After three of the day's seven stages, no-one expected any more dramatic incidents, but the engine failures hadn't stopped yet. It was Millen who was next when a loud bang came from beneath his Mazda's bonnet. Amazingly, the engine didn't stop, but both oil pressure and power dropped alarmingly. At the end of the stage, he found valves and various other engine bric-a-brac resting on the sumpguard and was quite astonished that it had been able to continue running when so seriously damaged.

A couple of stages later, McAndrew, who had moved up to fourth place, also stopped with dramatic engine failure, a big hole being punched through the side of the cylinder block. It had certainly been an event for engine failures, and one which Subaru will never forget. McAndrew's retirement meant that all four of the Group A Subaru Legacies entered in the rally stopped with engine failures. By way of small compensation, husband and wife privateers Will and Heather Orr drove their Group N Legacy to seventh.

It was the third win in succession for Sainz and Moya in New Zealand. With two wins, one second, one third and one fourth to his credit, Sainz is back in the lead of the World Championship for drivers, 15 points ahead of Kankkunen who has scored only one win this year. In third place, Auriol's points come from three outright wins, which is an indication of the importance of second and third places when enough people are in the running for the title. Dunkerton, by his third place, became the first Australian to gain a FISA A-seeding, but it remains to be seen whether he will succeed in using this achievement to persuade Ralliart Australia to enter him in his major home event after all.

Next round of the World Championship, this time qualifying for both drivers' and makes' series, is the Argentina Rally towards the end of July. After that, it's Finland's 1000 Lakes Rally right at the end of August, followed by the Australia Rally in September, the Sanremo and Ivory Coast rallies in October and the Cataluña and RAC rallies in November.

It's a lot to be crammed in but, since only five of the seven count for both drivers' and makes' series, and drivers cannot compete in more than 10 rounds during the year if they want to be eligible for the championship, no-one is going to tackle the lot. **G P**

Ross Dunkerton was best of the Antipodeans, in third place.



Ed Ordynski ran well to finish fifth, but best in Group N went to Mikael Sundström.



Rothmans New Zealand Rally – 25 - 28 June, 1992

Results

1.	Carlos Sainz (E) / Luis Moya (E)	Toyota Celica Turbo 4wd, Gp A	6h 36m 10s.
2.	Piero Liatti (I) / Luciano Tedeschini (I)	Lancia Delta HF Integrale, Gp A	6h 40m 40s.
3.	Ross Dunkerton (AUS) / Fred Gocentas (AUS)	Mitsubishi Galant VR4, Gp A	6h 46m 22s.
4.	Mikael Sundström (SF) / Jakke Honkanen (SF)	Lancia Delta HF Integrale, Gp N	7h 03m 12s.
5.	Ed Ordynski (AUS) / Harry Mansson (AUS)	Mitsubishi Galant VR4, Gp N	7h 06m 04s.
6.	Yoshio Fujimoto (J) / Hakaru Ichino (J)	Nissan Sunny GTI-R, Gp N	7h 08m 36s.
7.	Will Orr (NZ) / Heather Orr (NZ)	Subaru Legacy RS, Gp N	7h 12m 39s.
8.	Seichiro Taguchi (J) Chris Clark	Mitsubishi Galant VR-4, Gp A	7h 13m 31s.
9.	Barry Sexton (NZ) / Neil Cathcart (NZ)	Mazda 323 GT-X, Gp A	7h 14m 12s.
10.	Craig Stallard (NZ) / Graeme Jesse (NZ)	Mitsubishi Galant VR-4, Gp A	7h 15m 16s.

76 starters; 41 finishers.

1992 World Rally Championship Situation

Drivers (After 7 of 14 rounds)

Carlos Sainz (E)	77 pts.	Colin McRae (GB)	25 pts.
Juha Kankkunen (SF)	62 pts.	Mats Jonsson (S)	20 pts.
Didier Auriol (F)	60 pts.	Philippe Bugalski (F)	20 pts.
Massimo Biasion (I)	34 pts.	Jorge Recalde (RA)	18 pts.
François Delecour (F)	33 pts.	Piero Liatti (I)	18 pts.
Markku Alén (SF)	28 pts.	47 drivers have scored points.	

Makes (After 5 of 10 rounds)

Lancia	97 pts.	Subaru	23 pts.
Toyota	67 pts.	Mitsubishi	20 pts.
Ford	60 pts.	Renault	2 pts.
Nissan	24 pts.		

Small is beautiful



Standards of preparation in the Seven championship are exemplary. (Photography: Keith Perry)

You *know* that Copse is quick, always have known it. And it became more of a challenge a few years ago, when they did away with the Silverstone short circuit beloved of slipstreaming Formula Fords (remember them arriving several abreast at the old Woodcote?), and added a few new fiddly bits suited to greater purity of racing line than the old who-can-be-last-on-the-brakes right-hander. The upshot is that the straight leading to Copse is now longer, approach speeds are higher and Silverstone's first corner has become more of a trap for the unwary.

In a Mini Seven, however, the level of commitment seems not to matter greatly. There always seem to be a few inches of track left that you could have utilised. And you don't so much steer a Mini Seven into Copse. You throw it. In too fast? Simple. Ease the throttle, and the rear end begins to break away ever so gently. It feels as though you have all the time in the world to correct the ensuing slide via a steering wheel which wouldn't look out of place in a Routemaster bus. During the relative calm of a midweek test session, it's worth lifting off at Copse just for the hell of it, make sure you weren't imagining it. Can a front-wheel drive car with such a tiny wheelbase really be so responsive, so progressive, so easy to manipulate via the throttle?

Time after time, you get the same answer.

Yes.

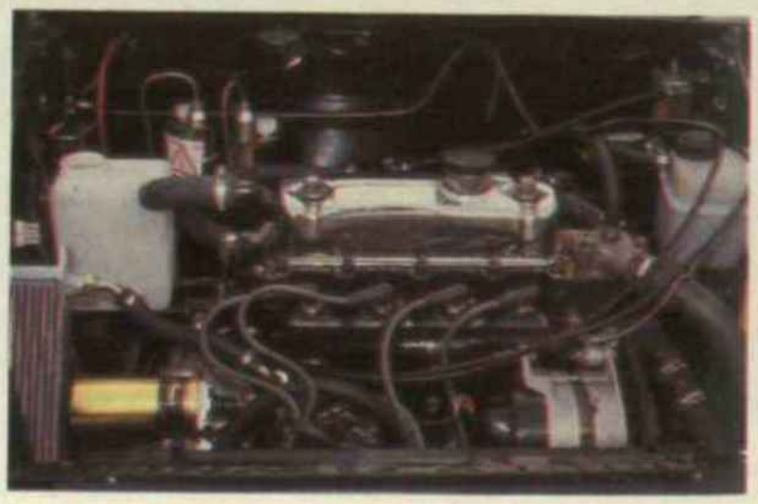
The car in question is Steve Bell's. Beautifully turned out in the colours of sponsor Wood & Pickett, it may be a close relation to the Mini Seven racers of the '70s in terms of technical presentation (although the previously specified 850 cc engine was junked at the end of 1990, in favour of a one-litre unit), but bodily it looks nothing like its forebears. The days of the scruffy Seven, wearing faded, battle-scarred BL paint and looking largely standard apart from the absence of wheel trims and emptiness of the ashtray have long gone. Mini Seven racing, originally the brainchild of the 750MC, which was looking to provide a cheap alternative to special saloon racing in the mid-'60s, is now into its 26th season. Nowadays, the series has official Rover support and the standard of car preparation is, generally speaking, absolutely superb. Bell's Mini, like those of most of his rivals, looks more suited to a concours than a 10-lap thrash around a muddy, wet Cadwell Park.

Despite the increased commitment to immaculate presentation, the Mini Seven series and its more powerful Mini Miglia cousin – of which more anon – remain relatively cost-effective in this day and age. Rover blessing, Unipart sponsorship and administrative assistance from the BRDC (which brings support race status at BTCC and British F3 rounds) help in this respect, of course, but a competitive Seven could cost anything between £2,500-£4500, the cost likely to vary according to individual technical ability and the quality of finish you are looking for in the end product. On top of that, Bell – in his second season of Seven racing, although he's been around for a lot longer, usually wielding spanners for friends – estimates that a 12-race season absorbs about £2500 in running costs. Despite the car's propensity to slide around at the driver's whim, Bell got through just two full sets of Dunlop control tyres in 1991. There are only two tyre choices available – wet and dry, though the slicks are treaded – and Bell simply shifts the rubber from corner to corner during the year, according to rate of wear. "It repre-

"Don't use more than eight."
"Eight thousand?"
"No. Eight."
Bell advises Arron on rev limits.



Mini Seven racing adopted one-litre power last season.



sents value for money," believes Bell. "It's a good series, with close racing right down the field, and there's excellent camaraderie amongst the drivers." The latter aspect is not to be overlooked, either, in an age when suspicions about rivals' 'unfair' technical advantages are unhappily rife at many levels of the sport. Mini racing is happily devoid of protests.

The engine is almost fully race-prepared. The pistons are standard, balancing apart, and the head is pretty similar to that on a Miglia, albeit mildly strangled by the compulsory fitment of a 1.5 in restrictor plate. The camshaft is nicked from an MG Metro, and fuel is distributed via a single-choke carburettor, usually a 45 DCOE Weber with the jets soldered on one side. Maximum power, reckoned to lie somewhere between 70-80 bhp at the wheels, is delivered at 7400 rpm, although the engine will tolerate a few hundred revs more before the valves pogo through the bonnet. To maintain momentum, you need to keep the engine thrashing around between 6000 rpm and the aforementioned power peak.

The cacophonous result makes a pneumatic drill sound like a milk float, the aural assault amplified when the characteristic Mini transmission whine chimes in on backing vocals.

Unfortunately, the transmission was more than just noisy on the day of our test. It was also a shade uncooperative. Bell warned that it was baulking at the change down from third to second for reasons unknown, which turned both Becketts and the complex running from Brooklands to Luffield into hit and miss affairs. The theory is that you turn in in second, feather the throttle (plant it too early, and you'll simply exit stage left in a frenzy of understeer) and get back hard on the power once the nose is firmly on course for the apex. The reality, on this particular day, was that you sailed into both corners *thinking* you were in second.

Leastways, I did.

Neutral is neither tractive nor accelerative; eventually, caution prevailed and both corners were taken in third, which completely wiped out any sensation of what either is really like. Copse, though, was worth waiting for, and brought back happy memories of being bounced around Mallory Park in a Seven some years ago, whilst conducting a similar exercise for *Motoring News*.

Trying to find one adjective to epitomise Seven racing is tricky.

Noisy? Not strong enough.

Bloody noisy, then? Accurate, but doesn't *really* convey what Sevens are like.

The most apposite description is probably 'moreish', although 'profitable' also springs to mind if you are any good at it. The combined Seven/Miglia prize fund is £13,000, and includes a road-going Mini Cooper for the driver with the highest overall points total in either series. For the past two seasons, Bill Sollis has outscored the Miglia champion in winning the Seven series outright, and has thus become the proud owner of two Coopers, albeit briefly. The Westerham fireman has sold on his prize on each occasion, the resulting income being put towards the subsequent racing campaign.

This year, Sollis has used the assets accrued from trading in his Cooper prize for a season in Mini Miglia (a slightly fresher initiative, as it's only in its 22nd season . . .), which is less restrictive under the bonnet, although it shares many of the Seven's chassis and bodywork regulations (silhouettes must be kept standard, although lightening of subframes and other subtleties are permissible). Consequently, the Miglia is a costlier option than a Seven.



Miglia racing is the junior relation. It's only in its 22nd season.

At Silverstone, we tried the front-running car of Richard Wager, which its proprietor felt still needed a little fine-tuning at this early point in the season. Wager is one of those who does much of the labour himself; by his assessment, a competitive car can be built – or bought – for around £5000, and running costs for the season are likely to be as much again.

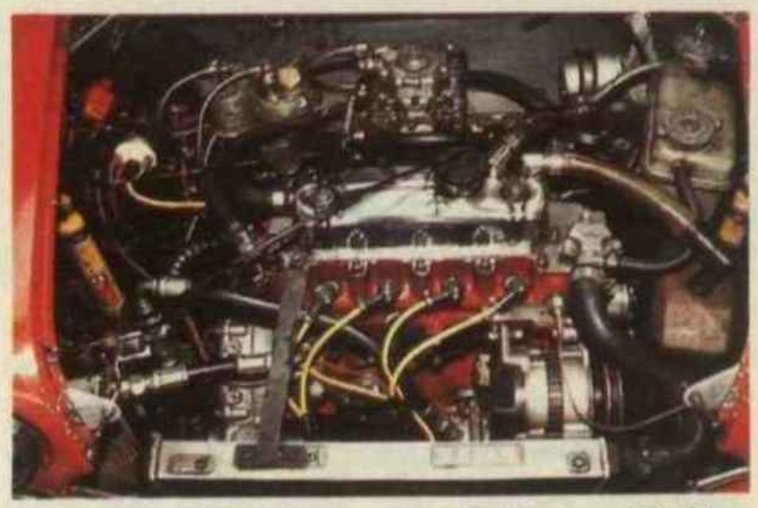
Tyres, reckons Wager, are "expensive", for what they are, but like Seven counterpart Bell he reckons he can get by on eight per season. Again, control Dunlops are mandatory, and these must have at least 1.6 mm of tread at the start of a practice session or a race. Three compounds are available, and Wager uses a pick n'mix selection: the softest at the rear, medium front right and hardest front left.

There are immediately obvious similarities between Sevens and Miglias, notably in the superb standards of presentation. Wager's car, like Bell's, was unblemished by grime. A Miglia field looks like a half-scale replica of the BTCC, thanks to commendable pride on the part of enthusiastic owner-drivers and not a little elbow grease.

And there are equally apparent differences. Although the Miglia just tops 100 bhp, the four-seconds-per-lap difference around Silverstone's 'national' circuit owes as much to greater braking efficiency and superior grip as it does to grunt. With a drag co-efficient similar to that of Ben Nevis, there are limits to how quickly a Mini will go in a straight line, even with the engine zinging along close to 8000 rpm in fourth (ie top) on the approach to Copse.

Where you throw a Seven into corner, a Miglia demands considerably greater precision. When the Dunlops lose grip, the Miglia breaks into more of a fidget than a slide. It's nothing like as progressive as its junior cousin, nor does it feel as tolerant of gorillaesque driving tactics. Nor, when it comes down to it, does it have the Seven's grin factor. It requires an altogether gentler, technically purer approach, though competitive Seven graduates such as Sollis have proved that it doesn't take long to master the Miglia technique. At the time of writing, Bill was third in the Miglia series. In touch, though not *quite* the required form to win a third straight Mini Cooper . . .

If there had to be any gearbox problems on the day, it was a shame that they struck the 'wrong' car. The Miglia has considerably greater torque, and third gear is fine for the tighter sections.



More liberal regulations give Miglia over 100bhp.

As this issue of MOTOR SPORT goes to press, there are four rounds of each championship still to run, at Snetterton (August 1/2), Mallory Park (August 23), Silverstone (August 31) and, lastly, Donington Park GP circuit (September 19/20).

After all these years, the Mini is still a source of some of the best circuit racing in the UK. Despite the proliferation of one-make alternatives, which grow by the year, the level of support for Mini racing, Seven or Miglia, has never once declined.

Its enduring popularity in these times of apparent recession isn't difficult to pinpoint. In the overall scheme of things, it is reasonably priced. It is as much fun to watch as it is to participate, and the paddock retains the happy-go-lucky flavour of the '60s, when the concept was originally launched.

Mini racers are as friendly a bunch as one could wish to meet.

More power to their elbow grease. **S A**

Blackpool Rocker



In 1990 we joined the throng of Birmingham Motor Show, compressed around the TVR stand. In pre-feminist times, this would simply have indicated that TVR had cheerfully decided to exploit another skimpily attired girl.

Not this time.

What emerged was the most gorgeous British sports car since the '60s, and TVR had fittingly exhumed the Griffith name to accompany that seductive prototype.

Recently TVR has turned its breezy Blackpool enthusiasm away from promo girls and towards the manufacture of increasingly effective V8 and V6 sports cars. Production rates have risen and quality is immeasurably improved over that of the mid-'80s. Against this background the TVR Tuscan racing series was initiated. Since 1989 the bellowing V8s have become an established part of the British racing calendar. The series has attracted three MOTOR SPORT writers to participate since its inception, but has – more importantly – honestly helped the development of the Griffith.

In what is arguably the biggest transfer of track technology to a production car, the TVR deploys traditional sporting traits such as low weight, rugged chassis and a simple V8, all encased within a glassfibre body of modest dimensions and outstanding eye appeal. We found nothing but praise for these 'in-house' TVR lines, regenerated in glassfibre under TVR chairman Peter Wheeler's watchful eyes. Regenerated, for the design was substantially overhauled after its 1990 NEC debut.

This was an astonishing piece of self-criticism, for the car was widely admired in its original form. Yet TVR has succeeded in making even more of an impact for the 250 convertible examples produced to date (in rhd only). On a performance-per-pound ratio the Griffith is unbeatable on a regular production basis. Because the technology employed is relatively straightforward, TVR should not fall into the tragically unprofitable trap entered by the late, lamented, new Lotus Elan, RIP. For £27,207 the TVR Griffith offers jaw-dropping, accessible, performance: our second attempt at an acceleration run returned a 0-60 mph time of 4.7s. The 0-100 mph sprint occupied about the same 12s period that a 5.7-litre Chevrolet Camaro V8 offered when tested by MOTOR SPORT in racing trim, years ago. The TVR maximum of 158 mph would have been faster, had we not been baulked (twice) by a BMW 3-series carrying out durability tests. Top speed aside, those are the fastest acceleration figures for 0-60 mph that we have recorded. They line up slightly ahead of the Porsche 911 Turbo (and RS Lightweight) and most machines below the F40 Ferrari price stratosphere.

More relevantly, the TVR has the brakes and chassis to complement its cost efficient muscles, though we are not writing of the perfect sports car. Indeed there are some puzzling basic flaws in a machine of such world class dynamic abilities. What we are saying is that TVR has wrapped up old and new engineering and design practices with an exhaust note that the Japanese are probably even now 'replicating' (hideous word, hideous practice).

UK range

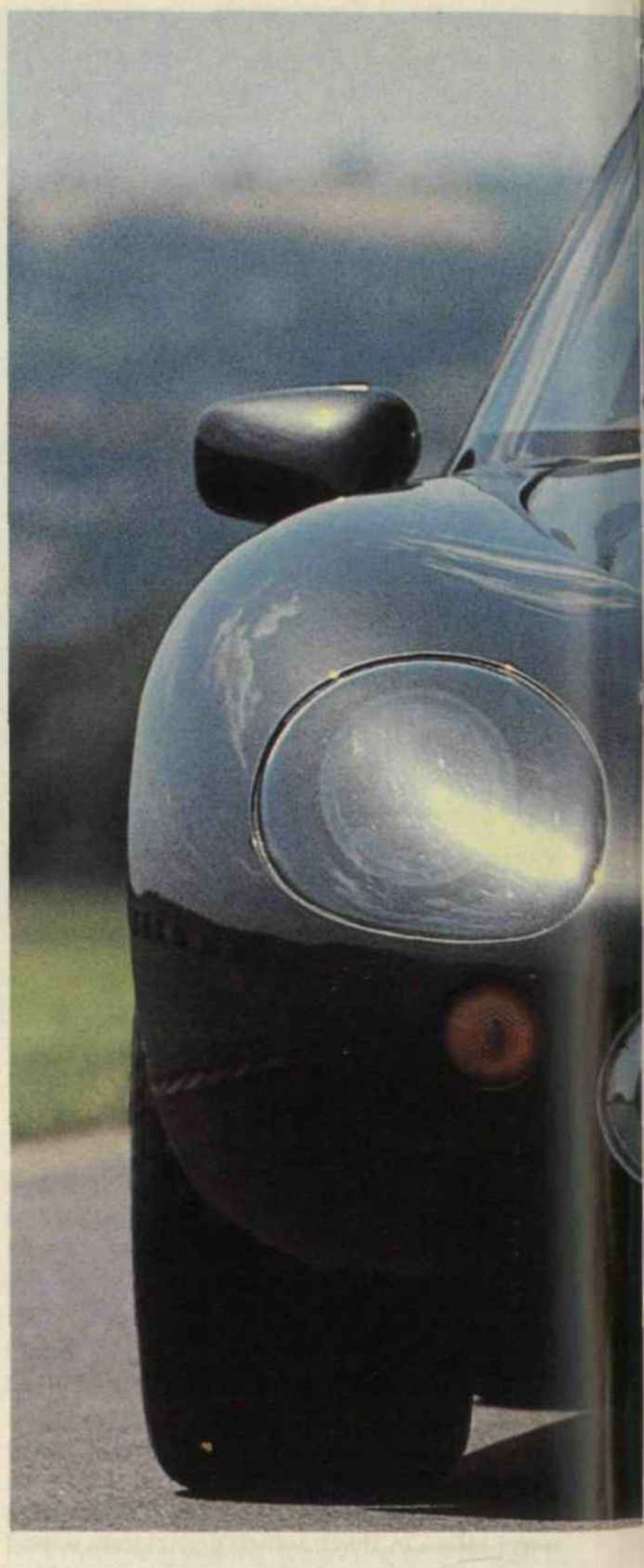
The Griffith is listed in two body styles – convertible and targa – with the choice of 4.0- or 4.3-litre modified Rover V8s that rumble forth 240 and 280 bhp respectively. We had the higher capacity and a 40 bhp bonus at £27,206.72. The smaller unit in the same body saves an appreciable amount, listing at £24,802.89. Since TVR still reckons on a sub-5s 0-60 mph time for the four-litre and a 148 mph maximum, it is worth serious consideration. Especially for those who might prefer to be on the cheaper side of 20 mpg more consistently.

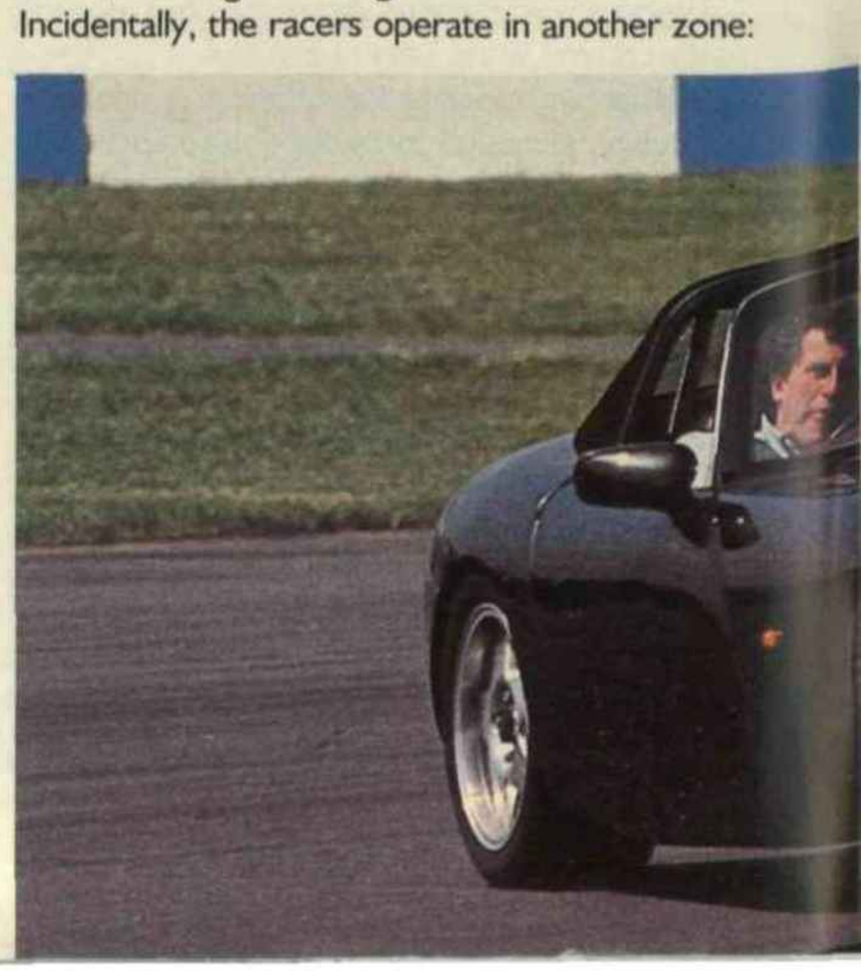
The Griffith Targa – with fixed rear section installed in place of the aluminium strut folding mechanism of the test convertible – "is just beginning to escape our production facilities," says TVR's James Pillar. List prices for 4.0 and 4.3 litres are £25,091.34 and £27,495.19, but you have to be beware the extras list in this case. The Kevlar carbon fibre composite roof panel we admired and utilised on the convertible is listed as a £769.24 extra on the targa. TVR talked only of widely admired full-hide trim (it really is applied on every conceivable surface) at £1480.77 and £278.84 for superb metallic grey paint as extras on the test car. A price list we hold from a dealer suggests that the effective Gemini microwave alarm/immobilisation system is a £250 option. Every Sierra Cosworth should have one . . .

Apart from its Griffith newcomers, TVR still offers the Ford V6-powered S3 and S3C convertible at prices from £18,230.83. The 400, 430 and thundering 450 SE cost from £27,399.04 to £30,764.44 whilst a V8S version of S3 retails at a cost-efficient £22,687.50.

Technical analysis

The traditional steel tubular frame construction with rectangular section outriggers supports a Griffith. It is coated in phosphates and polyesters for corrosion protection. As for many of the components within a Griffith, the chassis backbone was taken from the racing Tuscan. The latter also donated the principles of the unequal length wishbone suspension system, which has been revised during the production run to meet criticisms of its bumpy surface handling. Now the equal rating of 600 lb/in for front and rear coil springs has been dropped in favour of 450 lb/in fronts, leaving the original rates at the rear. Incidentally, the racers operate in another zone:





At its launch in autumn 1990, the Griffith was a stunner. Before it reached production, it was revised to look even better.

800 lb/in fronts, 400 lb/in rears.

The production car continues to run without a rear roll bar, but a hefty front tube restrains body lean effectively and the Koni dampers have been revalved, also providing replacement bump and rebound settings according to TVR. The unassisted rack and pinion steering has been assaulted by the press as well. Here the factory moved from an original 215 specification to the 205 on our test car, which ran slightly different Bridgestone bandings front to rear, as well as 15 and 16 in rim diameters at either end. The spare is a thin emergency cover that clutters up the generous boot, along with a stowed roof panel.

Oversteer is simply provoked, and equally easily countered.



Brakes are derived from discs employed on the Sierra Cosworth, but without the ABS action of the Ford. The 3.3:1 differential started life as a Ford unit before Tuscan employment on a numerically higher ratio. A Quaife limited slip differential is built in rather than the Ford viscous coupling. Gearbox owes its life, and ratios, to the old Rover SD1 family, whence came the simple alloy V8. Then, it was a 3.5-litre unit. Now, Land Rover supplies specialists like TVR, Morgan and many others with hardware that is employed in 3.9-litre production trim for the UK Range Rover.

In the test car, the standard 3.9-litre bore and stroke is enlarged from 94x71.12 mm to an official 94.04x77 mm to achieve 4280 cc. TVR eschews the 400 bhp/8000 rpm levels that can be released for carburated competition variants and settles on an electronic fuel injection system, with an operating range limited to 6500 revs. Maximum power is reported at 280 bhp, but it feels a conservative rating as the low weight permits such sensational acceleration. Power delivery is biased toward torque, over 300 lb/ft available at 4000 rpm. There is an abundant supply of pulling power almost as soon as the hydraulically activated clutch has been eased home. Judging from



The Griffith: "an amazing product of underlying quality".

the temperature readings achieved, TVR prefers the Rover to run close to 90 deg in traffic. Any further escalation is efficiently blocked by twin fans and a capacious radiator, which is inclined forward of the unique industrial plumbing that sweeps to the front of the V8 to begin its twin pipe run to that individually rounded tail.

Action

You can take it for granted that this machine provides the most memorable driving we have experienced, particularly at its price. The performance figures are outstanding, but initial impressions are dominated by some hostile features that are going to deter anyone used to less full-blooded sporting machinery.

We picked the car up at just short of 10,000 harsh demonstration miles from Henley Heritage in Oxfordshire. The brake pads required replacement, which the dealer did quickly and efficiently. Once bedded in, the TVR system proved to be amongst the very best we have assessed in a road car, and we never did feel the need for ABS, even on thunderstorm-stricken roads, for pedal sensitivity and short travel are to racing standards. Our driver's 25 years of road and track experience would not have been sufficient to operate the car without the neat Filofax style handbook and the practical guidance offered by TVR sales specialist Louise Spaven. Just to gain access means pressing down on the hidden metallic door handles that defeat many. The interior door handles are equally obscure – and efficient, once their location is learned – mounted on the either side of the transmission tunnel.

Once in, you admire some beautifully executed details. The polished facia wood would not disgrace an English limousine, whilst the use of aluminium for the rear hood support struts and the gear lever knob is both attractive and functional. The optional leather cockpit finish is extraordinarily thorough, extending inside the hoop of the rear hood. Consuming six hides, whose finish and fit was perfect, it was the nicest convertible cockpit we can recall. Unfortunately, summer cockpit heat meant we wished TVR had stuck with the standard cloth/half-hide showroom equipment.

Operationally, you need to master six unmarked push buttons, four of them for vital lighting functions, including the hazard flashers. A fifth controls the boot release. So what? Ah, the fuel filler is in the boot, and you are going to need regular access at the reasonable 20 mpg or so that we recorded. Even experienced staff members were puzzled as to its precise location, because the leading edge obscures an orifice that accepts leaded or unleaded fuels for UK use. Also unmarked are the heater direction and heat buttons, although the heater output button is to be graduated now. These are neat, but had no discernible effect on the roasting received from the near mid-engine bias of the V8 (weight is distributed 51 per cent front, 49 per cent rear).

Roof easily raised, the TVR delivers a mobile sauna bath, a 158 mph sweat shop that compliments the punishment delivered by animated steering and a transmission that needs a firm foot on the clutch and a strong wrist to release its full capability. The seat belts are slow to retract and the hood panel is a scraping fit within the boot, but such petty annoyances fade when 4.3 litres are activated. The exhaust note is simply fabulous, demanding money with menaces at tick-over and searching out the soul of sports car driving at 6000 rpm.

It is often the case that such a brash display is accompanied by distinctly average performance, particularly where a tuner seeks to disguise a lack of improvement by a loud exhaust. Yet the TVR is the genuine article. For road use, it is the pulling performance that is outstanding. Right from 1750 rpm in fifth there is torque enough to ease by routine traffic. We will treasure the memory of a fourth and fifth gear Leicestershire morning sortie to obtain fuel. The TVR ascending, turning and snuffling through the lanes with hatchback speed, minimal driver effort and that supreme fresh air feeling.

Bliss.

The statistics tell you that this is one of the supreme overtaking machines, as handily packaged as a 911, but appreciably faster at pulling through the high gears in the 50-70 mph band. In public road terms that means you have resources close to that of a 600 plus cc motorcycle with which to overtake. You may plan to overhaul a single car, but the TVR will put a four-car bunch behind it without raising a sweat (unless the roof panel is fitted, in which case perspiring is the duty of the overheated driver). If such manoeuvres are carried out without the full shock of the exhausts being released on the victims, usually holding a higher gear than you would in something like a Lotus 7, the Griffith is socially acceptable.

Using less than 2500 rpm for the best of standing starts, to tap torque versus considerable traction, allowed us to leap from rest to 60 mph in fractionally over 4.7s. Our test track runs to 100 mph did show that having the hood down



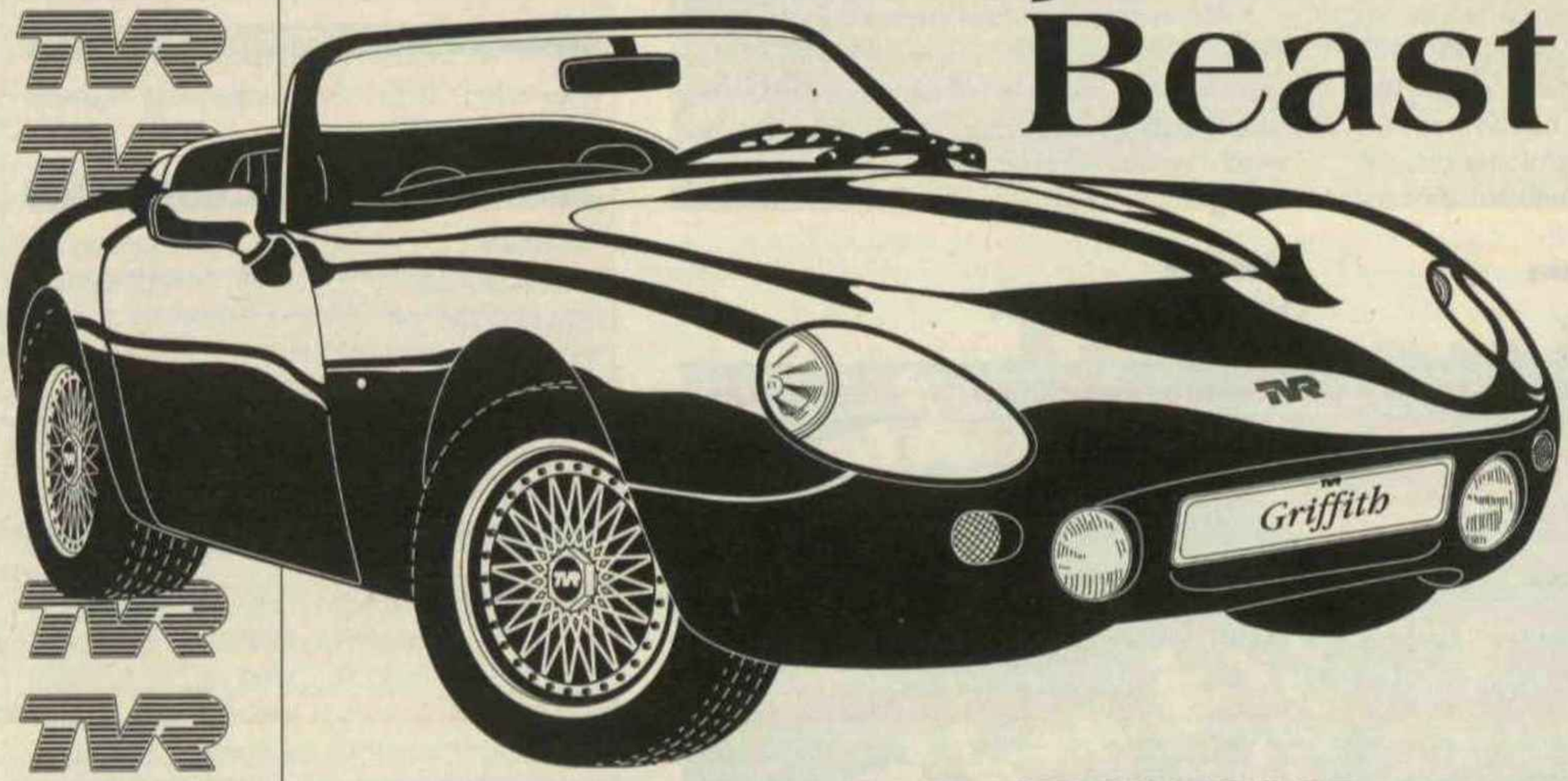
costs about one second in the 0-100 mph sprint, compared to roof raised. It was simply so enjoyable with the hood down that only the maximum speed performance persuaded us to erect the simply operated soft rear roof and self-standing roof panel. At nearly 160 mph the TVR tracked around Millbrook banking with a distinct rocking movement. Mark Hughes, at the wheel, summarised: "It is moving about a bit, but the steering stayed accurate. Although you could feel the suspension working, and working hard, the car had no lack of directional stability."

Courtesy of Mazda and Donington Circuits we were able to investigate the handling at lower speeds with equal vigour, employing the GP circuit loop whilst the new RX-7s pounded round the shorter circuit. Driving the 237 bhp rotary coupé and the TVR back-to-back was rather like swapping employment from Attila the Hun's roving retinue to become conductor of a compliant orchestra. Over smooth surfaces the TVR exhibits enormous grip with a lot of initial understeer to load up the steering. Press harder on the throttle and the expected tail slide develops, rapidly. However, TVR has given you the means to countersteer equally swiftly. The steering lightens the moment that tyres start to slip and the well-geared rack (under three turns lock-to-lock) catches all but egocentric efforts made in the cause of photographic overkill.

Such workouts highlight the strange variations in steering load at the rim. Immediately you get the broad Bridgestones moving above parking speeds, the effort drops from ridiculous to perfectly acceptable. On race tracks, or well kept

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A-roads, you then get a feedback that is unmatched outside the wriggle of an old 911. The only setback appears to be a hard patch encountered when sweeping through a full lock turn at moderate speeds.

Now try to preserve some of this TVR excellence on a B-road . . .

It all goes to pieces.

You find yourself with the original automotive bucking bronco. Allow some acclimatisation and you find that white knuckles are not necessary. As MPH commented of that maximum speed run, the TVR feels worse than it actually is, maintaining directional control when – according to the steering and seat inputs – the good ship Griffith is about to cease terrestrial contact and fly off at a painful tangent.

The suspicion dawns that the Griffith is this way because that is the way chairman Peter Wheeler likes it. There were plenty of diehard sports car men to agree with him in our loan period. The writer's personal opinion is that the car could be just as satisfying without inflicting quite so much physical evidence that it is being conducted rapidly. At the far end of this handling spectrum is the recently deceased Elan, so I can understand TVR wanting to veer as far away from that numbly efficient progress as possible in their bulldog of a sports car. Technically it must be possible for that independent rear end to absorb bumps without fuss and for the steering to tell you what is going on with linear variations in rim load, rather than animalistic antics. I do not believe that the fundamental problem is re-rating the dampers, or springs. I can understand that TVR is a smaller manufacturer and that dealing with an order book that presently stretches to October stretches their undoubted talents.

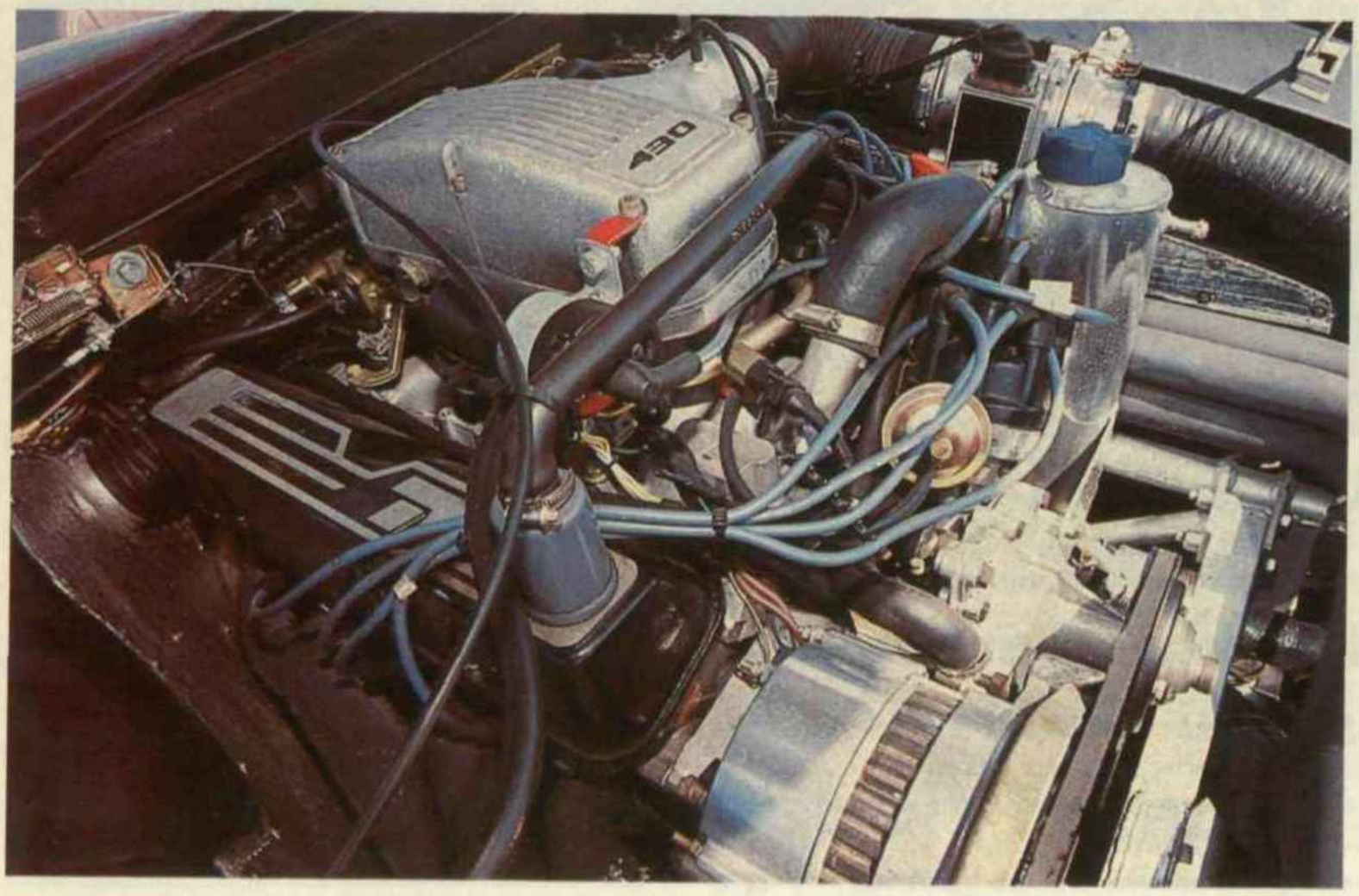
Such reservations should not mask our deep respect for what TVR has already achieved. The Griffith is an amazing product of underlying quality that we would be proud to own, one which would stimulate the senses on every outing.

4.3 V8 produces 280bhp and massive 305lb ft of torque.

Verdict

Flawed, but magnificent.

J W



TVR GRIFFITH 4.3 V8

ENGINE

Location	longitudinally front-mounted
Cylinders	90deg V8
Bore × stroke	94.04 × 77 mm
Capacity	4280 cc
Compression ratio	10.5:1
Valve gear	ohv, two valves per cylinder
Power	280 bhp/5500 rpm
Torque	305 lb ft/4000 rpm
Fuel	unleaded 98 RON/four-star

TRANSMISSION

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

GEARBOX

Gear	ratio	mph/1000 rpm
First	3.32:1	6.44
Second	2.09:1	10.22
Third	1.40:1	15.25
Fourth	1.01:1	21.36
Fifth	0.79:1	27.04
Final drive	3.3:1	

SUSPENSION

Front ..... double unequal length wishbones, telescopic dampers, co-axial coil springs, anti-roll bar

Rear ..... independent via coil springs, telescopic dampers, unequal length wishbones

Wheels ..... AML alloy, 7x15 (f)/7x16 (r)

Tyres ..... Bridgestone Expedia 205/55 ZR15 (f)/RE71 225/50 ZR16 (r)

BRAKES

Front/Rear ..... vented discs/discs

STEERING

Type ..... rack and pinion, unassisted

Turns, lock to lock 2.7

DIMENSIONS

Wheelbase	2282 mm
Front/Rear track	1472/1483 mm
Overall length	3965 mm
Overall width	1950 mm
Overall height	1185 mm
Kerb weight	1065 kg
Fuel tank	12.7 gallons

PERFORMANCE

0-30 mph	1.94	0-60 mph	4.72
0-40 mph	2.60	0-70 mph	6.66
0-50 mph	3.74	0-80 mph	8.24
		0-90 mph	9.94
		0-100 mph	12.41

50-70 mph in third/fourth/fifth gears 2.9/4.5/6.5s

Maximum speed ..... 157.59 mph

FUEL CONSUMPTION

Average for test ..... 20.36 mpg

Government figures:

Urban ..... not declared

56 mph ..... not declared

75 mph ..... not declared

LIST PRICE £27,495

After three generations of the self-styled 'legendary' rotary-powered RX-7 sports car, Mazda is a feared worldwide combatant in the two-seater market. The latest RX-7 is now available in the UK at £34,000 and is a successful attempt to combine significant speed and affordable creature comforts in a stylish fixed head.

Following the MX-5 and a surprise 1991 Le Mans victory, Porsche's well publicised problems and the brutally abbreviated life of the last Lotus Elan, Mazda's western opposition seems scattered.

No longer exhibiting Porsche styling cues and attracting copycat charges, Mazda has opted for a swoopy outline and curvaceous glass that is more likely to be imitated than imitative.

Old habits die hard however, and the big tachometer within looks like the Jones units we often find in big American racing saloons. The interior itself is not a £34,000 class act. Too many cheap trims are on display, particularly in the doors: was the priority low weight or low cost in this area? The well balanced (50/50 weight distribution) front rotary, rear-drive formula has a new, lightweight suit that weighs 209 lb less than its predecessor at the kerb. Most dietary thanks go to a fundamental rethink and details such as thermoplastic panels, aluminium wishbones, hubs and jack. Some of the foot pedals (brake and clutch) are drilled in the old Fiat Abarth tradition.

The cockpit is no longer two-plus-two but a simple two-seater with storage lockers where the old 'plus-two' midget accommodation might have existed. However, standard equipment is far more extensive than before, embracing very effective air conditioning, cruise control and all the electrical assistance you might expect at this price, including the sun roof.

Weighing 2789 lb and powered by a twin version of the twin rotor (13B) motor, the RX-7 has opted to offer serious performance in civilised style. The tiny turbos are arranged to run sequentially, succeeding in overcoming low rpm lag.

Unfortunately, both a *Motoring News* colleague and I occasionally found hiccoughs on two demonstrators, when attempting the middle range rpm transformation to twin turbo boost. It was fine on full throttle, a very satisfying "whoosh" of immediate acceleration underlying Mazda's claim of 0-60 mph in just 5.3s. On part throttle, there were some definite flat spots.

Peak power is now a substantial 237 bhp at 6500 rpm (from 1308 cc!). Maximum torque is 218 lb/ft at 5000 of the 7000 permitted rpm; a beep tells you playtime is over. The trouble is that the rotary is such a smooth performer that unleaded fuel disappears at prodigious rates: Mazda talks of 23.5 mpg "over a mixed variety of road conditions," but the urban figure is quoted as 17.7, and many owners are unlikely to exceed 20 unleaded mpg.

We drove this sophisticated lightweight over 100 Leicestershire and Derbyshire miles. Cabin noise levels were notably low, even under hard acceleration, and the ride was excellent at all but town speeds on poor surfaces. We avoided investigating the claimed 156 mph maximum as our route march was dogged by an unmarked police Scorpio.

These comfortably rapid miles culminated in a session at Donington Park in the company of former Mazda MX-5 UK Cup champion and current British Touring Car Championship Mazda driver, Patrick Watts.

Owing to photographic commitments with the TVR Griffith (see this month's full test), our laps in the RX-7 were confined to a couple of sample laps alongside Watts. Then came three with the Mazda master sitting alongside our short circuit assault. Inevitably the mischievous Patrick saved up his bravest instruction for the last lap with the writer at the wheel.

Plunging down toward Craner Curves at 120 *mph, he commanded: "Come on. You've seen* me do it. Flat through the left. Leave your toe *down."*

Gulp.

I gripped the leather rim hopefully, eased the power-assisted rack into the hidden left-hander, hoping to coax the Mazda through this demanding task uneventfully. Bridgestone 225/50 Expedias on large (8Jx16) alloys co-operated. The RX-7 rushed into the dipping curve without a wriggle. Neither did the newcomer need special treatment to exit the corner cleanly, allowing the briefest smirk of self-satisfaction to develop, a smirk that should be credited to Mazda Motor Corporation and its engineers.

Under sustained braking into the subsequent hairpin, a quartet of 11.7 in vented discs performed reassuringly, not even alarming the ABS under severe deceleration.

It is not often that a pure production car loses weight as the generations develop *around extra standard equipment. Nor is it* often that such a popular car impresses us just as much on the track as on the road.

The RX-7 suavely achieves both objectives and sets new benchmarks in many areas, standards that others will struggle to emulate at any cost. **J W**



Instant heritage

Mission unpronounceable



Mazda is targeting the erstwhile hot hatchback classes with its new sports saloon.

The latest addition to Mazda's range of cars is the only one to carry a name – Xedos. Despite appearances, this has no Greek origins. It is a marketing creation, pure and simple. And the name, which doesn't look like the sort of thing your tongue would want to tackle after a few pints, is simple enough to say once you've learned to ignore the spelling: Ker-See-Dos. Obvious it isn't.

Given the healthy TV ratings of the British Touring Car Championships, couch spuds could soon be very familiar indeed with the anomalously christened Xedos, for it is tipped to succeed the 323F as Mazda's armament in Britain's showpiece saloon series.

To begin with, however, the Xedos will be a rarer sight for the man in the street. Mazda is looking to introduce a touch of exclusivity to the sports saloon market, and only 50 Mazda concessionaires were scheduled to stock and service the Xedos when the first few examples trickled into showrooms in the first week of June. Mazda isn't looking to alienate certain dealers by introducing a two-tier policy, far from it. Eventually, all stockists *will* handle the Xedos, but as a relatively small volume import it will take time to shuffle its way across the network.

The first Xedos coming to the UK was quite pointedly referred to at the launch as the Xedos 6, which suggests that other cylindrical formats will become available in due course. Four versions will be offered, from the £17,200 Xedos 6 2.0i V6 manual to the £19,800 2.0i V6 SE automatic. The SE package adds driver-friendly air bag, hectares of leather and suede cloth trim to an already expansive standard equipment list that includes a decent tool kit, ABS, front fog lamps, heated mirrors, catalytic converter, remote control central locking, alloy wheels and electric operation of all the usual bits.

The V6, which is handily placed for BTCC adoption at 1995 cc (although we gather that the racing Xedos is likely to start off with Mazda's existing four-cylinder touring car unit), is a derivative of those already seen in the 1.8-litre MX-3 and 2.5-litre MX-6. It shares its family cousins' virtues of smoothness and silence and, like that in the MX-6; it is also a willing performer. Mazda claims a top speed of 131 mph for the manual, while 0-60 mph standing start acceleration should take less than nine seconds, which is respectable for a full five-seater saloon laden with electric gadgets (kerb weight is 1195kg, a sack of spuds heavier than a 2.0 Mercedes 190).

The launch drive took place on a superb variety of Scottish roads, and initial impressions gained at the helm of a manually-equipped SE (£19,000) are that Mazda has got the dynamic balance about right. The Xedos is fleet, handles well and is supremely comfortable thanks partly to the quietness of that V6 and partly to the excellent ride.

There are a couple of gripes. Firstly, the plastic facia looks too cheap and contrasts sharply with the cow-wrapped seats; secondly, the steering system, which varies delivery of its power assistance according to engine speed, is incommunicative in the extreme. At low speeds, it is too light, at higher speeds it weights up too much. At no time does it tell you much about what the front wheels are up to. It's ironic that Mazda produces one of the crispest power-assisted systems there is (on the MX-5), yet has several products – MX-6 and old-style RX-7 included (the new RX-7 is almost on stream) – which are let down badly by sloppy steering.

Generally, however, the Xedos 6 hits the target, blending comfort and performance within an understated and distinctive shell that eschews aerodynamic appendages of the type beloved of the performance hatchback classes. It is those who have outgrown the latter whose custom Mazda is keen to attract. **SA**



Xedos V6 has previously been seen in different guises elsewhere in the Mazda range. Its outstanding asset is its smoothness.

THE BID TO KEEP THRUST IN BRITAIN

By record car displays standards, the one featuring Thrust 2 at the Museum of British Road Transport in Coventry thoroughly befits the car. On October 4 1983, on Nevada's Black Rock Desert, Noble drove it to the current record of 633.468mph. The fastest car has the best display.

The problem now is that Noble would like to raise money for other ventures, but without seeing the car that he spent nine years of his life creating fall into foreign hands. It's a sentiment as refreshingly British as his motivation for tackling the toughest record of them all in the first place. Why did he do it? he was asked when he finally began to savour the realisation of a dream that began when, as a six year-old, he saw John Cobb's fated Crusader bobbing at rest on Loch Ness. And the answer had come back: "For Britain, and for the hell of it!"

"Basically what we've done is given the Museum an option to buy Thrust," he says, "and it has until April next year to raise the asking price. We want it to stay in the country above all, because, well you know, of the agony of never actually seeing it again because it could go into some private collection . . . And so we're very happy about this and we think that the Museum has a very good chance of raising that money. It's really the best displayed land speed record car of all time."

Thrust 2 has been in Coventry for the past six years, with pride of place in a stunning audio-visual display that chronicles not only the history of the LSR, but also Noble's ultimately successful quest for it. It's a masterpiece of exhibition, especially when compared to the rather lacklustre display of the 350hp Sunbeam, the 1000hp Sunbeam, the Golden Arrow and Bluebird CN7 at Beaulieu, or the disappointing tucked-out-of-sight showing of Cobb's Railton Special at Birmingham's Science Museum.

How much money are they talking about? Noble wants £200,000 for the car, a reasonable figure by any account for a piece of motoring history, and believed to be a lot less than he was originally discussing with a British racing circuit that was interested. So far Coventry has raised a quarter of that, thanks to the flying start given to its 'Thrust for Britain' appeal by the National Heritage Memorial Fund. This influential body, already under siege from aircraft preservationists, has given the appeal a flying start by classifying Thrust 2 as a national treasure and injecting £50,000. "The grant is good news; it's a start," says Noble.

He's realistic when discussing the price. "Prices and everything have dropped enormously on the world market, that's the first thing. Secondly, we're offering it at a discount basically so that it will remain in the UK."

Besides the national enquiries resulting from the original announcement that the car was for sale, he admits that there has been interest from as far afield as Japan. "We basically marketed around the world. But when it really comes down to it and you actually realise that you might never see it again, we felt that it was important that it stayed here." So, unusually, sentiment was more important than cash? "That's it! Always a poor man!"

The Japanese were certainly interested, but he admits: "I don't know how serious it all was. There was correspondence and there were faxes zapping backwards and forwards, but when it really dawned on us that we'd never see the car again – I can't afford to go to Japan very often! – we didn't exactly sort of encourage it."

Since Project Thrust was wound up in 1983 and his parting of the ways with the ARV Super 2 light aircraft project that he founded the following year, Noble has tried desperately hard to establish his Atlantic Sprinter challenge for a record crossing between Britain and America, but admits that the venture is currently at a standstill in the face of the enormous difficulty of raising the money to build the hull in the current recession. When the man who found the finance for Thrust in the late '70s recession says that, you appreciate just how tough it still is out there for the big projects.



Richard Noble wants Thrust 2 to stay in the UK. That's why a Coventry museum is looking for the money to buy one Land Speed Record-holding jetcar, never raced or rallied . . .

"It's an interesting situation because we now have a German yard that wants to build it, providing there's a race. And we also have somebody else, another organisation saying they would be interested in supporting the rest of it, again providing that there was a race and there was a name change. So, I'm now in discussions with the Americans to see if we can put a race together." The Aga Khan is currently readying an attempt in his boat Destriero and there is a small French project waiting to see how that fares.

At present he says he's doing a little bit of this and a little bit of that – he denies being a Chippendale in his spare time! – "and what we're hoping is that Destriero or somebody will actually break the record, that'll get Tom Gentry on the move and perhaps we can tow along on his coat tails. He's told us he's interested in a race. He's enthusiastic, but the Aga Khan has to break his record first. We're locked into '94 at the earliest. It's such a shame. There's so much effort and money gone into the Sprinter, and it's an absolute winner. But it's just too damn big. People are frightened by it. I suspect that it's a 1980s project that slipped into the 1990s! It got itself out of context, is probably the reality of it."

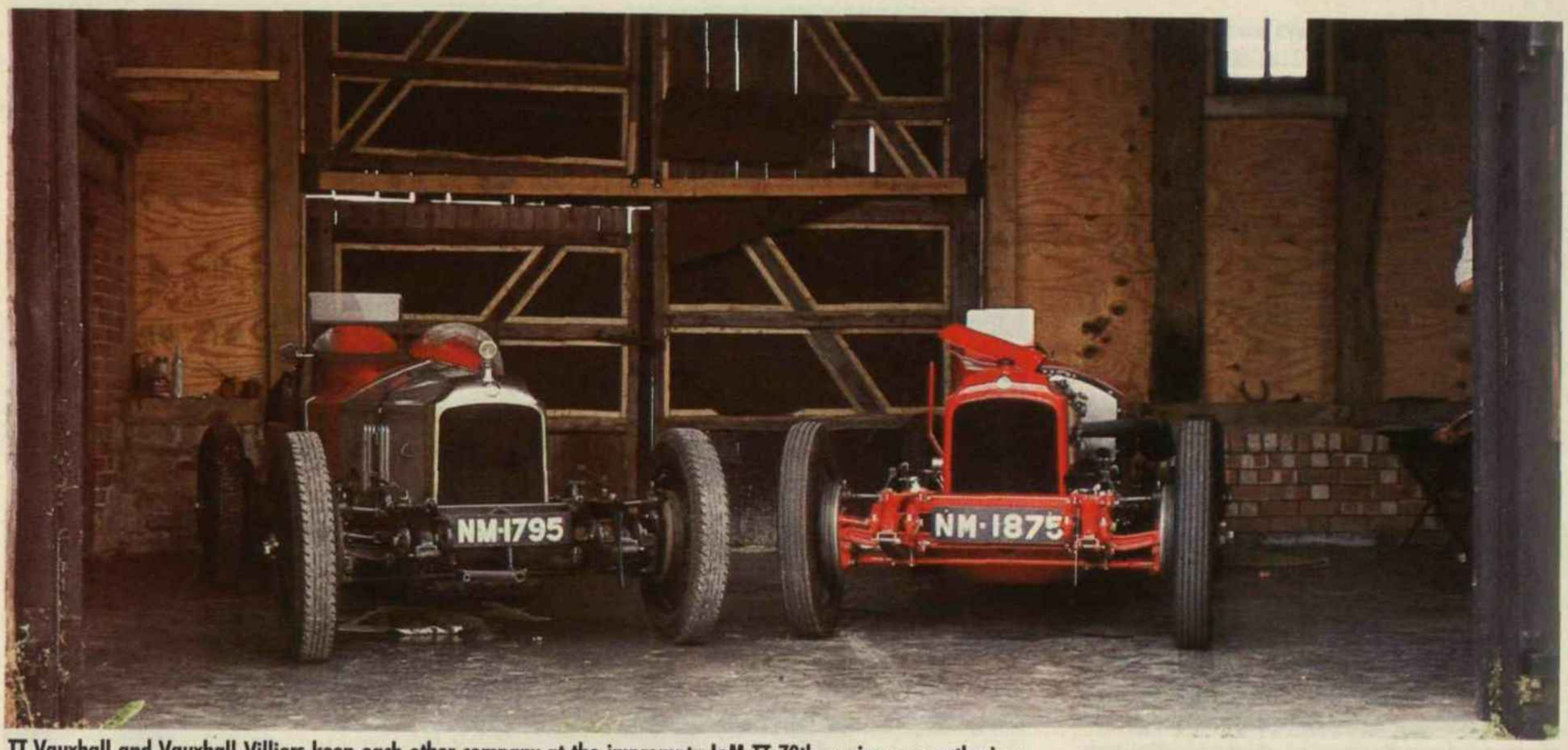
Where does he go now? He says he has a 'neat business concept' which he is slowly warming up, but ask him about a supersonic Thrust 3 and he laughs back on to familiar ground. "Yup. Ackers (John Ackroyd, Thrust's designer) and I are thinking, put it that way. But it's a long, long way off and nothing to really get excited about . . . " And would he drive such a car? "I'm sorry, I didn't hear that," he retorts with a non-commital chuckle.

Instead, he's happier talking about Rosco McGlashan's plans (see MOTOR SPORT, January 1992), clearly hopeful that the Australian succeeds. When Thrust was folded he said, "The pity of these things is that just as you get to be the best Land Speed Record team in the business, you put yourself *out* of business. What we need is a challenge, someone to break our record, so that we can come back and have another go." Well, Thrust 2 is now a museum piece and nothing more, and whatever Noble does in the future, the two will go their separate ways.

The Museum's enterprising managing director Barry Littlewood has enlisted the Mayor of Coventry, the Bishop of Coventry, Coventry-born record producer Pete Waterman and local boy Dave Moorcroft, the former 5000 metre record holder to act as patrons for the Thrust 2 appeal. British Olympic team members Linford Christie, Roger Black and John Regis are also lending their support.

"We're delighted with that," says Littlewood. "Raising the money we need is going to be no easy task but Thrust 2 is part of our motoring heritage and we intend to do everything possible to keep the car for Britain."

If you share that dream, he would welcome any contribution you can make. Donations can be sent to Thrust for Britain Appeal, Museum of British Road Transport, St Agnes Lane, Hales Street, Coventry CV1 1PN, or taken to any branch of the Coventry Building Society. **DJT**



TT Vauxhall and Vauxhall-Villiers keep each other company at the impromptu IoM TT 70th anniversary gathering.

Party!

Any excuse is good enough for a party! The other day the 'phone rang and Julian Ghosh told me he had remembered that the next day was the 70th anniversary of the IoM TT in which three of the Harry Ricardo-engined twin-cam Vauxhalls started and in which Payne's finished third in the big division, behind Jean Chassagne's straight-eight Sunbeam and Clement's three-litre Bentley. As Julian now has the TT Vauxhall which Templeton built-up some time ago (see MOTOR SPORT, December 1982), it seemed a good enough excuse.

So my wife and I set off, to find at the farm not only the TT Vauxhall, as guest-of-honour, but beside it the red Vauxhall-Villiers of Tony Brooke, its bonnet literally full of machinery, big supercharger sucking from three carburettors. And how nice to know that Tony had given the car a run at Loton Park on the Saturday. Seeing this formidable racing car at close quarters again reminded me of how I grappled with a full description of it for MOTOR SPORT before the war.

Also in Ghosh's barn were Brenda Rowley's Wensum 30/98, Philippa Rowley's Velox, Julian's businesslike trials 30/98 with prominent outside exhaust pipes, a car which has returned from the USA, its original body united with another chassis, and Julian's other road-going 30/98 that Alan May, Sydney Allard's brother-in-law, campaigned before the war. Quite a contrast to the Allards . . .

Indeed, with the 30/98s that had assembled outside in the sunshine (I counted a total of eight), were their owners, all in deep discussion over lunch, which Brenda had so thoughtfully and industriously provided – eaten off a table supported on a 30/98 chassis frame! In no particular order, David Marsh, Quartermaine, Rankin, Templeton, Caldicott and Dr and Mrs Grey, were all present, the last-named just back from a continental holiday in their 1924 Velox. An enjoyable occasion!

I had a run in the TT Vauxhall Templeton has built-up and have tried, not entirely successfully (see MOTOR SPORT, February 1983), to sort out who owned which of these desirable racing cars when they were to be seen in action in the hands of Swain, Park, Jack Barclay, Raymond Mays, Cobb, Carson and many others. They are remembered as having three-litre engines at a time when the GP limit had just been reduced to two. Anyway, any excuse is good enough for a party.

The things they say

"Millionaire racing driver Count Luigi Zborowskie, from Melton Mowbray, helped to build the film car Chitty Chitty Bang Bang" – from the *Leicester Mercury* of May 20, all the more amusing for coming under their heading 'Fact'.

Their 'facts' could hardly be in more of a twist! Count *Louis Zborowski* lived at *Bridge* in *Kent*, and he died in 1924 after an accident in a works Mercedes at Monza during the Italian GP, whereas the fake Ford-engined 'Chitty Chitty Bang Bang', which was nothing like the real Chitty Bang Bang, was produced long after the war to co-incide with the film based on Ian Fleming's children's books.

"From its inception in 1841 to his death in 1864, John Leech contributed hundreds of fine drawings which presented, in wonderful detail, every aspect of horse-transport and the horse-trade, and those who lived by and suffered under it. These were matters of great concern to the middle classes in the 19th century. Why had the modern *Punch* failed to produce the Leech of the motor-car?"

Paul Johnson, lamenting the expected demise of *Punch* in the pages of *The Spectator*.

Let's hope not

The confirmation that compulsory tyre changes are to become part of races next year, at Bernie Ecclestone's decree, saddens me. But may I be in a minority?

In the past there have been all manner of restrictions in the top echelon of racing, for the purpose of levelling-up the competition, making for greater safety or with the intention of promoting technical progress. But unnecessary pit pauses simply to liven things up for the spectators and the TV cameras seems to me to be belittling Grand Prix racing. It smacks of those club high-speed trials in which 'imitation' visits to the pits to change an innocent wheel or a faultless plug can be good training for amateur crews and drivers. Even so, I cannot help recalling that, before the war, in those well-supported JCC and MCC high-speed trials (the former with artificial corners, the latter a flat-out blind within the speeds required to qualify), if you had to stop it was because your motor had faltered, not because of some fatuous rule.

As for the idea, given prominence in Eoin Young's widely-read weekly column in *Autocar & Motor*, that Ecclestone had arranged for Williams to "pull Mansell, so that Senna would win the Monaco GP" . . . for once, words fail me! I believe a race was once faked by the drivers at Brooklands, and that appals me – but it was in a two-car match-contest, of no great importance. Not in F1, surely?

W B

Happy Days

Singapore-born of an Australian mother and Scottish father in 1913, Ian F Connell competed in a considerable number of races and other competition events in an interesting variety of racing cars, both before and after the war. A short time ago I paid him a visit to chat about those days.

Connell's father died when Ian was four and his mother and stepfather did not become regular motorists until they returned from the Far East for a spell in England, when her young son taught them how to double declutch on an Austin 12/4. On subsequent visits to England, and when they settled here, they had a series of cars such as Rovers, a Singer and a Wolseley 14.

Before going to Cambridge, Ian had been sent to Versailles to learn French and, with some money left to him by his father, he was able to buy a D-type MG Midget (GW 568). Finding that Montlhéry was just down the road, he tended to spend much of his time there, driving the MG on the road circuit in the company of Mlle Helle-Nice in her Bugatti, and meeting Capt George Eyston, who was nearly always out on the track chasing fresh records in a Panhard.

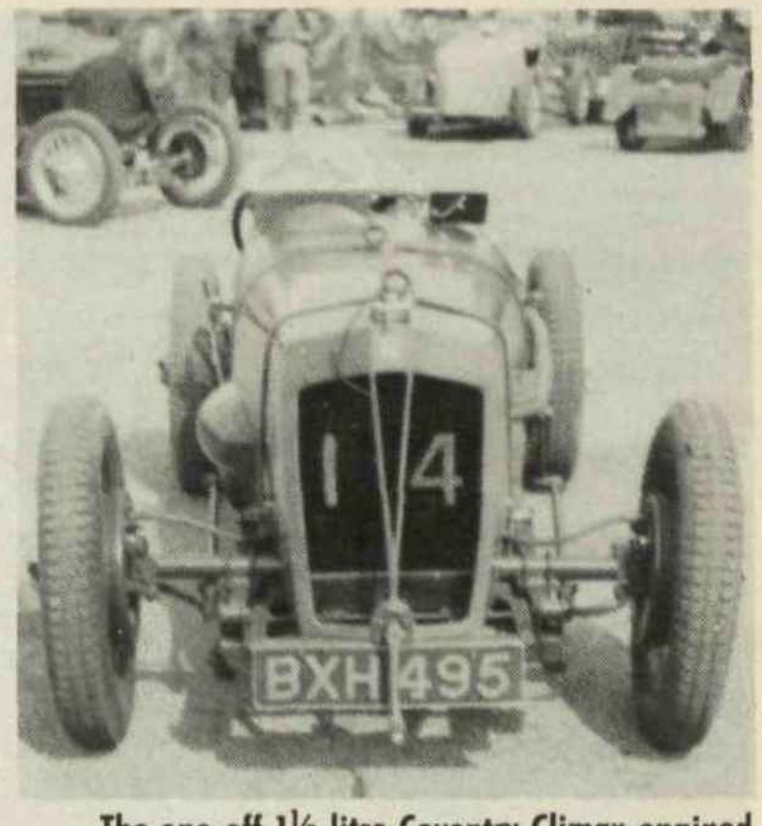
Whilst at Marlborough College, Ian had shared a study with Derek Hall who today is a great Frazer Nash 'Chain Gang' enthusiast. Together, they planned one day to enter the Monte Carlo Rally, writing for the entry forms and planning the route. This, and many visits to Brooklands as a spectator, sowed the seeds for Connell's interest in motor sport.

Although the plans never came to fruitiion, Ian and Derek later entered a Singer Nine Le Mans (AYM 957) in the 1934 Alpine Trial, which was very ably tuned by a modest and helpful mechanic, Harry Spring, at whose London mews workshop members of the Cambridge University Automobile Club would assemble to get their cars hotted up, or to receive freely given advice, often working on their own cars under Spring's watchful eye. It is nice to know that his expertise served him well when war broke out, for he attained senior officer rank. In the Trial Ian was notably successful, winning a coveted Glacier Cup, whereas the works Singers were in trouble as their carburettors had been tuned for high altitudes, but the steepest and most difficult timed climbs took place lower down.

During his three years reading engineering at Cambridge Ian took part in the trials and rallies of those days, first in the D-type MG (including the first Scottish Rally), then in the Singer, an L-type MG Magna belonging to Peggy Blathwayt (later to become Mrs Jim Elwes), an Austin Nippy belonging to her sister 'Bumpy', who married Peter Monkhouse, and so on.

Together with Kenneth Petter he even built, at their digs, a trials special, known as the WAGN, because it had a Wolseley engine in an Amilcar chassis, with GN chain transmission and a bullnosed Morris radiator. The body was constructed of plywood and Connell's mother helped to build it. There was also Ian's 1923 two-litre twin-cam Targa Florio Ballot (XF 2772) "which consumed more oil than petrol" but was used for some trials. Connell later bought, for a few pounds a Ford V8 coupé (JJ 1744), for trials work.

At Cambridge, Connell became treasurer of the CUAC, of which Hugh Conway was the energetic secretary. It was in one of Conway's Ulster Austin 7s that Ian did his first Brooklands lappery, racing it over the Mountain circuit.

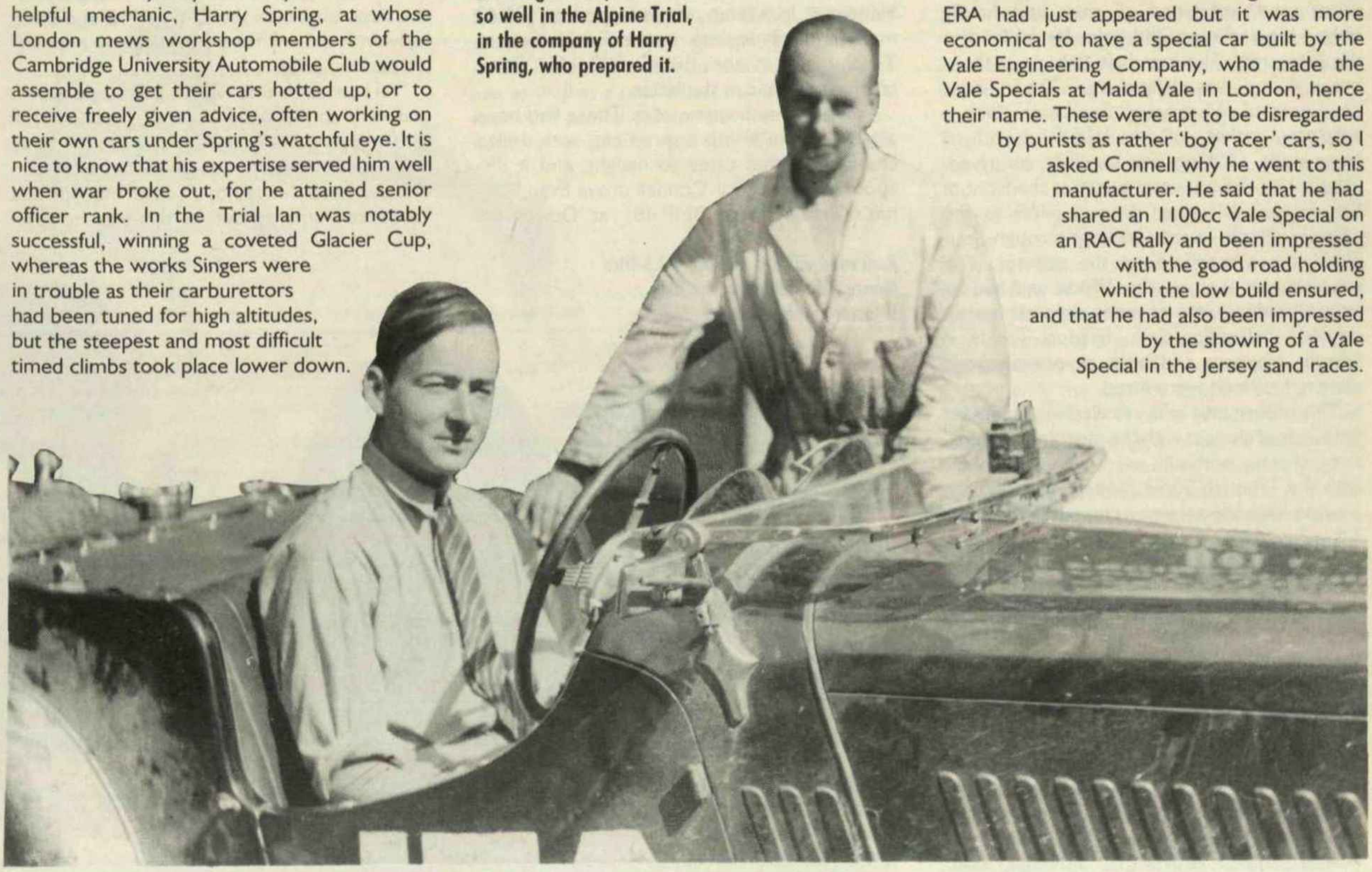


The one-off 1½-litre Coventry Climax-engined racing Vale Special built especially for Ian Connell. It did over 100 mph at Brooklands.

The last project as an undergraduate was the Le Mans 24 Hours of 1935, which regretfully covered the period of the final examinations for his engineering degree. Undeterred, Ian took as his co-driver Nevil Lloyd, who wrote humorous articles and books about motoring. They booked into an *auberge* where the proprietor asked to be taken for a ride on the circuit, so the Singer's owner obliged. The flat-out speed along the Mulsanne Straight was about 75 mph, and it was embarrassing being passed by non-competing cars. In the race, alas, the flywheel came loose and the Singer retired. It did, however, survive an MCC one-hour Brooklands high speed trial at some 70 mph.

Connell now wanted something faster. The ERA had just appeared but it was more economical to have a special car built by the Vale Engineering Company, who made the Vale Specials at Maida Vale in London, hence their name. These were apt to be disregarded by purists as rather 'boy racer' cars, so I asked Connell why he went to this manufacturer. He said that he had shared an 1100cc Vale Special on an RAC Rally and been impressed with the good road holding which the low build ensured, and that he had also been impressed by the showing of a Vale Special in the Jersey sand races.

The Singer Nine, which did so well in the Alpine Trial, in the company of Harry Spring, who prepared it.





Connell's D-Type MG Midget, on left of picture, purchased new and seen here as one of a team in the 1932 Scottish Rally. The L-Type MG Magna in the centre was driven by Kitty Brunell.

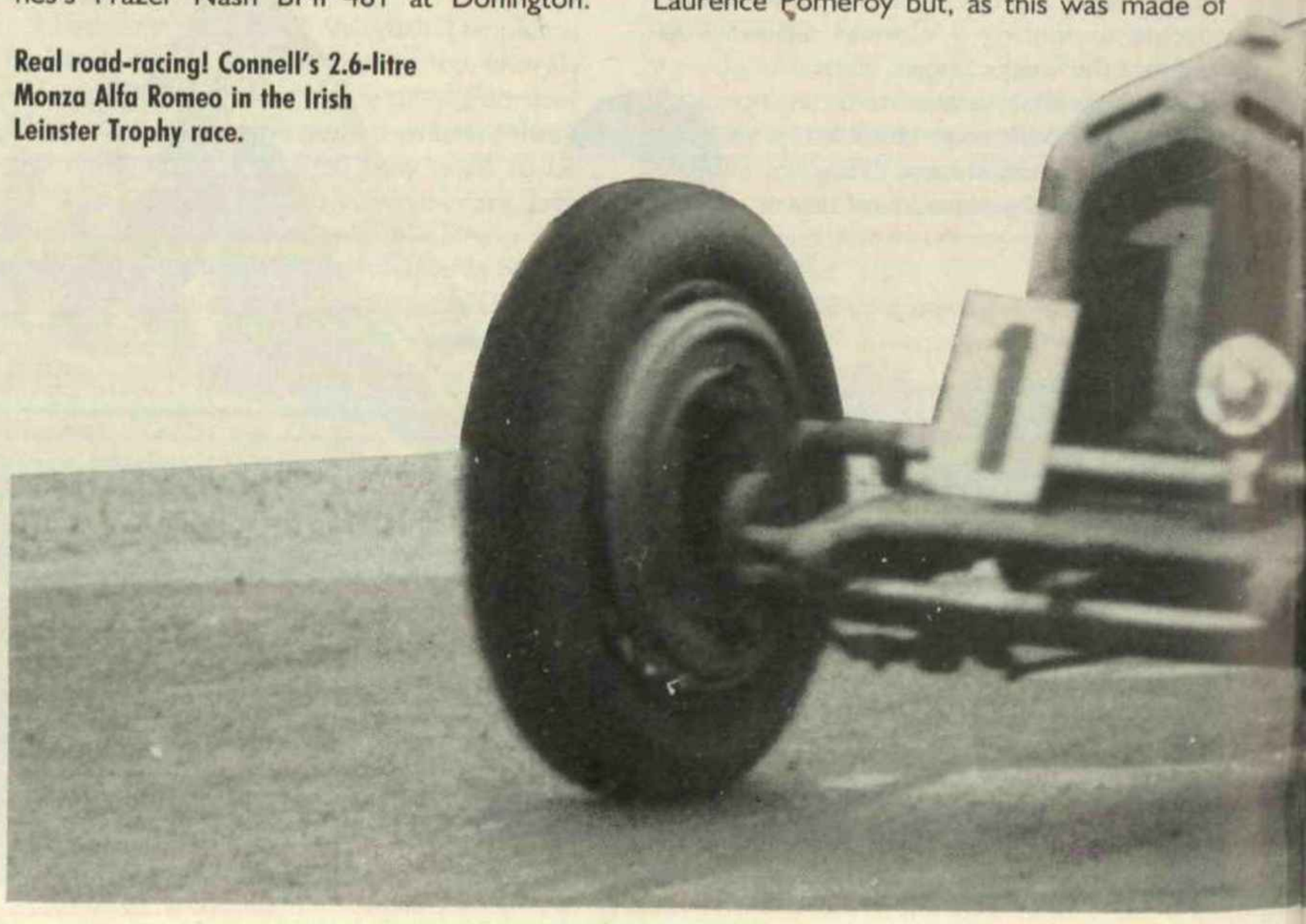
In any case, Coventry-Climax had offered to supply and service a 1.5-litre engine free, so the scheme went ahead. The engine was supercharged at 6/7lb sq in with a twin-belt-driven No 224 Centric vane-type compressor, in conjunction with a compression ratio of 6.7:1, the blower sucking from a 46 mm Solex carburettor. Cam Gears steering was used, with a drag-link on each side to obviate a track rod, and a compact two-seater body was contrived. The inlet-over-exhaust valve Coventry-Climax engine had a massive three-bearing crankshaft with semi-circular webs, balanced and counter-balanced, and substantial con rods were used, machined all over and having ribbed big-end caps, and holes for oil feed to the little ends. The camshaft also ran in three bearings and was chain-driven. The cylinder head was of Whatmough formation, with a solid steel gasket, and was held down with 18 large studs. Cooling was carefully contrived, using a belt-driven water pump at the front of the engine, delivering via two inlets to the cylinder block, water exiting through four pipes into a manifold, to the radiator. The supercharger was on the offside and had its own oil-pump, with its vanes supplied from a separate half-gallon tank. Ignition was by a Scintilla magneto and both air-pressure and electric fuel-feed were fitted.

This power unit was installed in a standard Vale Special chassis, with the customary underslung chassis, normally used for the 8 hp car with the Triumph Super Seven engine. So the 1.5-litre Vale Special was a compact car, with a 7 ft wheelbase, crab-tracked by six inches, with a front track of 4 ft 5 in, in which Connell sat high in its cockpit. The four-speed gearbox had ratios of 14.0, 7.6, 5.2 and 3.8:1 and Ian ordered additional axle ratios of 4.5 and 4.1:1. Hydraulic brakes with 21 in drums were used and the fuel tank held 16 gallons. Twin sets of shock-absorbers damped the back axle. Vale Engineering had hoped to market similar cars at £625.

Connell found that this Vale Special was reasonably reliable, apart from some trouble with the exhaust valves, but that the front wheels flapped alarmingly, although road-clinging was very good. It was registered BXN 495 and raced at Donington, Brooklands and in trials and sprint events. On its first Brooklands appearance, Easter 1935, it lapped at 105.29 mph. Mrs Gordon Simpson (who later married Hugh Conway), whom Ian had known from his trials days, drove the green-painted Vale at Whitsun, going round at nearly 103 mph, and the owner lapped the Mountain circuit at 65.81 mph without either being placed. However, although going more slowly (101.43 on both flying laps, with a fine standing start lap at 89 mph), Connell was rewarded with second place behind Hector Dobbs's Riley in the Long Handicap. In a later race it lapped at 106.42 mph but had no luck in the British Empire Trophy nor in the BRDC 500 Mile Race, cracking its head in the latter.

I asked what became of it. There had been plans to make it into a sprint car, with drilled chassis, but that came to naught, and it disappeared. That year Connell drove Evan Hughes's Frazer Nash BMP 481 at Donington.

Real road-racing! Connell's 2.6-litre Monza Alfa Romeo in the Irish Leinster Trophy race.



Connell had been demonstrating Railton and MG cars for University Motors and when the new R-type MG Midget single-seater, with its revolutionary torsion-bar, all-independent suspension, was announced he was able to buy one for a reduced outlay. He thinks it was intended for George Eyston but when that driver was disinclined to get excited about it Connell acquired it. Brand new, it was fetched from the factory at Abingdon. Having almost the same engine as the Q-type MG and being heavier, it did not have a particularly impressive performance.

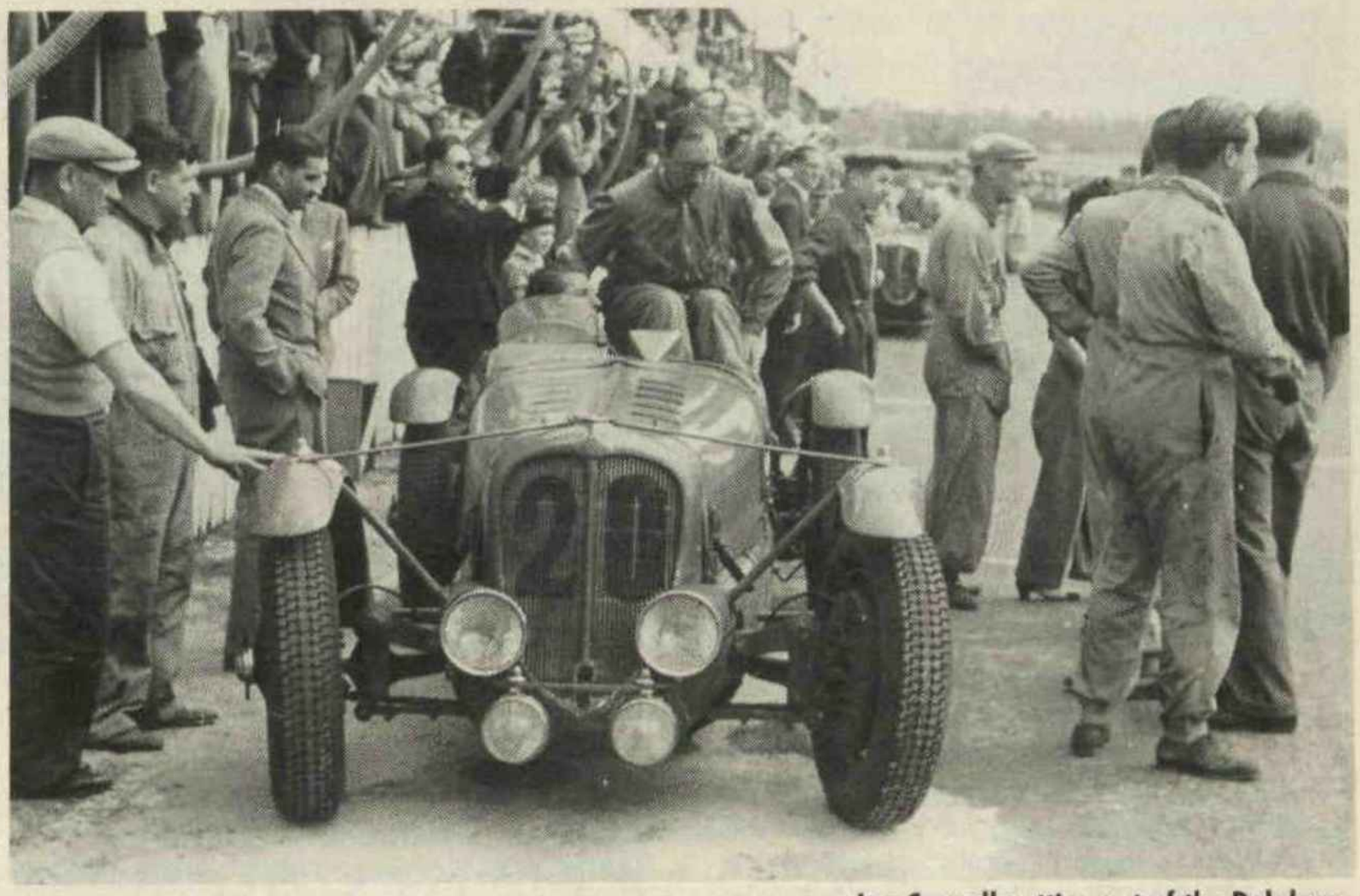
"All I can say is that with its soft suspension it was very comfortable to race," says Connell, remembering the odd way in which the body tilted on corners. It was given the twin-cam cylinder head devised by Michael McEvoy and Laurence Pomeroy but, as this was made of

bronze, the weight differential was not improved! A valve broke at Shelsley Walsh and the MG retired at Donington.

Ian was very friendly with the Evans family, and when they took over the team of NE Magnettes entered by the MG Car Company in the 1935 TT on the Ards circuit, he was entered as spare driver to Dennis Evans. He practised on the circuit but did not get a drive in the race. However, he purchased one of the cars and ran it very successfully in speed trials and hillclimbs.

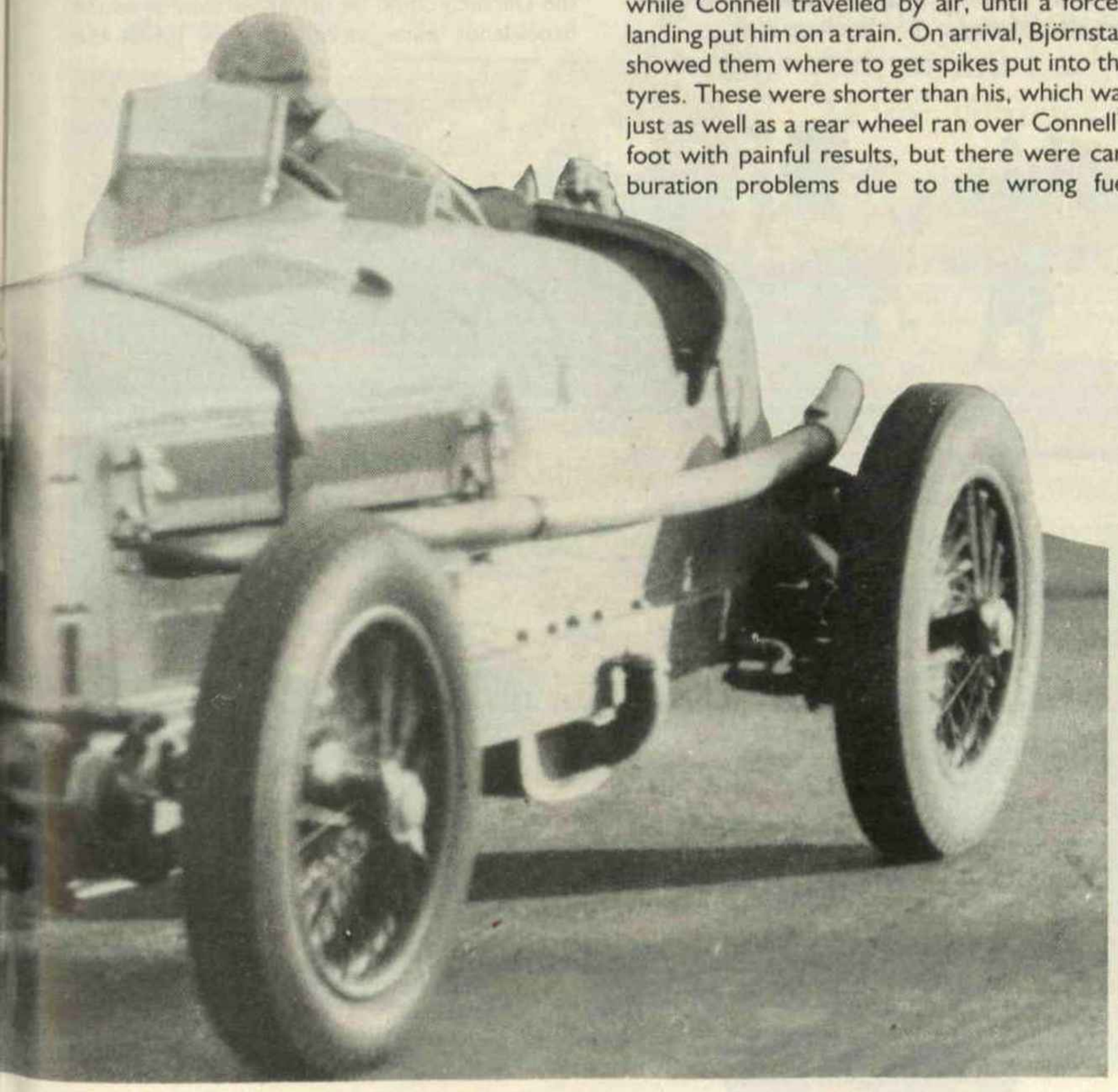
Clearly, something had to be done. The solution was to purchase a 2.6-litre Monza Alfa Romeo. It was the car Penn Hughes and then Dr Benjafield had raced, a car difficult to handle on the outer-circuit; to effect a cure the rear dumb-irons had been lead-filled, although Connell took the lead out. He had Irish races in mind for the Alfa, a car "not easy to drive but admirable nevertheless". It was matched by a road-going 2.3-litre four-seater supplied by that honest motor-dealer in Pembridge Villas, London W11, 'Jolly Jack' Bartlett. This was a car (HY 5053) which the great engine designer, Roy Fedden, had as part of the negotiations by Alfa Romeo for making Bristol aero engines in Italy. It was a very enjoyable form of fast transport and in this car Ian was gonged by the local police for considerably exceeding the 30 mph speed limit, which contributed to losing his driving licence for a month for speeding at 40 mph in a borrowed Fiat 500 on the way to Donington.

When the Monza had a back axle problem at Donington and Ian thought to repair it by using parts from his road-equipped 2.3, he discovered that whereas the latter had a two-star differential, the former had a four-star . . .



Ian Connell getting out of the Delahaye after finishing 8th at Le Mans in 1939.

Nevertheless, there was some compensation when, partnered by Kenneth Evans, Connell finished the 1936 Donington Grand Prix in the Monza, and he also drove it in several Irish races including winning the unlimited class in the Leinster Trophy in pouring rain. His next move was to acquire an ERA, R6B, bought from his friend Douglas Briault, who had had an R-type MG at the same time as Ian. He tried it out in the Swedish Winter GP, although he had not heard of spiked ice-tyres or how to tune the engine for a cold climate. Hounslow (his mechanic) went with the car on a cargo boat while Connell travelled by air, until a forced landing put him on a train. On arrival, Björnstad showed them where to get spikes put into the tyres. These were shorter than his, which was just as well as a rear wheel ran over Connell's foot with painful results, but there were carburation problems due to the wrong fuel having been supplied. The engine behaved well in temperatures of minus 16degC. Connell found that racing on ice was rather like motor-boating (he was a keen sailing man) or skiing, as the brakes were virtually useless and corners had to be broadsided on the throttle. When you lifted off, the car was quickly slowed by the studded tyres.



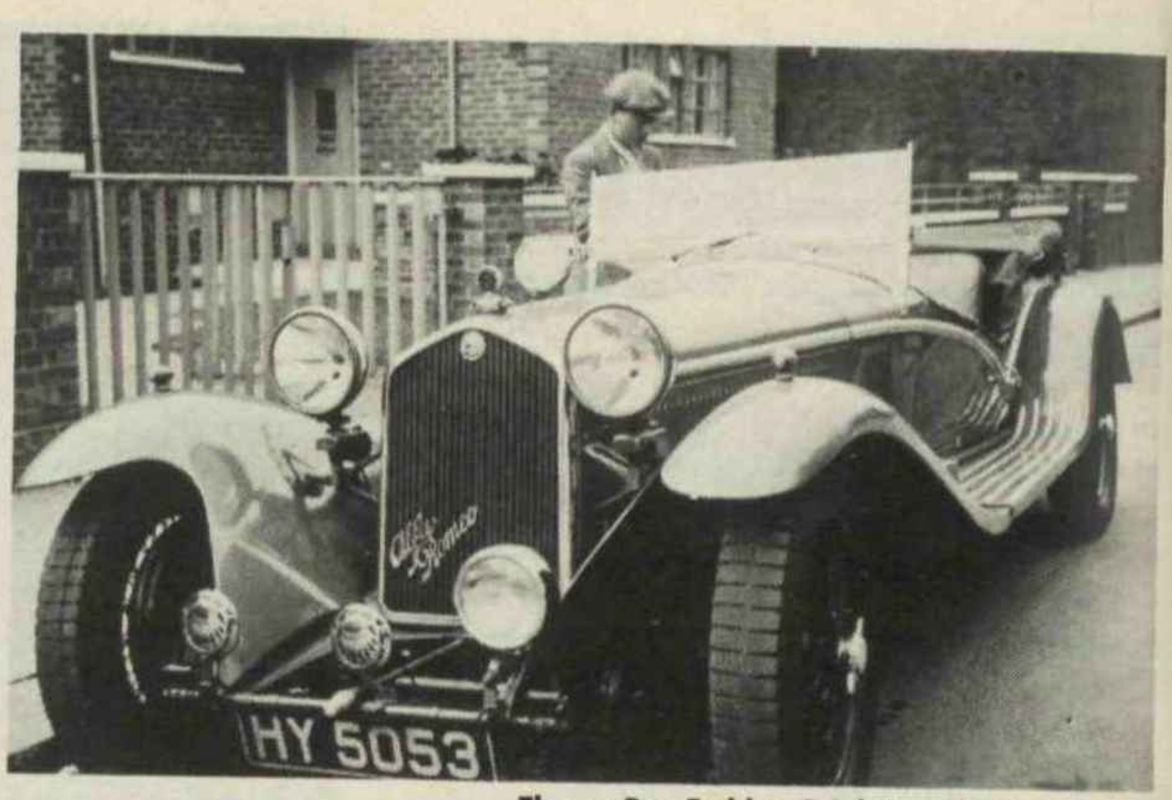
In the race Connell came second to Björnstad's 2.6 Alfa Romeo, and took another second and a fifth place in further races before leaving Stockholm. (I used to see spiked tyres hanging up in T&T's premises at Brooklands, and wondered what on earth they were for!)

The ERA then gave Connell a second place in an Easter 1937 Mountain handicap at Brooklands and finished in the British Empire Trophy race. But in the Crystal Palace Coronation Trophy the SU piston-chamber came off and punctured the oil-tank. In the Campbell Trophy race at Brooklands it finished, but was flagged-off, and the blower-drive sheared during the Nuffield Trophy race at Donington. However, Connell scored a good second place behind Bira in R2B in the London GP at the Palace. He had now joined Peter Monkhouse as a director of the Monaco Motor & Engineering Co at Watford and was able to modify R6B, moving the radiator forward so that twin Arnott superchargers could be accommodated at the front of the engine. Alas, on the try-out in the CP Cup race, the oil-tank supplying them burst, ruining the blowers, and in the JCC 200 Mile Donington race a piston broke and there was further blower trouble in the CP Imperial Trophy race. The car was fifth in its class at the Shelsley Walsh hillclimb, but in the GP at Donington there was blower failure after one lap.

On the whole Connell was not very impressed with the modifications to the ERA. There had been multiple problems and the pre-selector gearbox, with the bottom-gear band forming the clutch, (7.5:1 at Stockholm) was good for a limited number of racing starts, so frequent overhauls were required. However, Connell had been able to buy R1A for Björnstad, who won first time out in it at Turin;



Connell cornering in the wet in his ERA R6B during the 1938 Imperial Trophy Race at the Crystal Palace.



The ex-Roy Fedden 2.3-litre Alfa Romeo was one of Ian's more exciting road cars.

it was later re-acquired by Ian and sold to Bill Humphreys. Memory recalls speeds in the gears of 77, 88, 105 and 120 mph at 6000 rpm, with a 4.25:1 axle-ratio. There was also a race at Angoulême in a K3 MG Magnette, which Monaco had converted to a double-reduction back-axle. Ian was leading when the fuel tank split.

For 1938 the Jamieson supercharger was replaced on Connell's ERA and it rewarded its owner with FTD and a new course-record of 25.67s at the Inter-Varsity speed trials at Syston Park. But lap 13 proved unlucky in the BE Trophy race at Donington, when a piston broke. The car was then raced at Cork in Ireland but after a couple of laps the engine packed up and, back home, faulty air-pressure feed caused the ERA to be flagged off in the JCC International Trophy race at Brooklands.

As some compensation, Connell was to take a second and a third at Donington, behind Tony Rolt in R5B, and two seventh places, at the Palace and Shelsley. Then, sharing R6B with Kenneth Evans, they were sixth in the Nuffield Trophy race, but the Appleton Special was too much for the ERA at the 1938 Poole speed trials. Piston trouble put it out of the BRDC Road Race at Brooklands and it stopped in clouds of steam in the Siam Trophy race, after having done better at the Palace. Peter Monkhouse then joined Ian as co-driver in the Donington GP, won by Nuvolari for Auto Union, and they came in eighth. I asked if it wasn't alarming to have the German cars coming up so fast, but Ian said you could look back after Starkey's corner and judge about where you would need to pull over.

Somewhat disillusioned by his ERA, Ian sold it to Mrs Hall-Smith, for whom Robin Hanson drove. His next racing car was the exciting four-litre Darracq (or Talbot-Lago, EUR 3) which was to become so well-known. It was the car which Connell had shared with Tom Lace in the 1938 Donington TT, where it was nearly disqualified by the scrutineer as the wheelbase on one side was half an inch under the minimum allowance but, on the other side, was half an inch over. It was allowed to compete, and they came home fifth overall, third in class. It was at RR Jackson's premises at Brooklands afterwards, where Ian acquired it. Hopeless on the Campbell circuit, possibly due to the track deformity incurred in a terrible crash in the 1938 International Trophy race, the Darracq could be driven flat-out all round Brooklands outer circuit, coming down the

The well-remembered Darracq which nearly won the "Fastest Sports Car Contest" at Brooklands, and which could lap at nearly 139.36 mph, is seen here after winning a short handicap race.

More real road-racing. Connell's second ERA, 5RB, "Remus" (No. 36) in the 1946 GP des Nations at Geneva, behind Raymond May's ERA. Connell had towed the ERA all the way to Switzerland from England.

banking to avoid the notorious bump after the members' bridge unless other cars prevented this. On the Mountain circuit the Bendix brakes were a thought troublesome. It took the sports-car record at Shelsley Walsh and was driven by Connell in that 'Fastest Sports Car' contest which John Dugdale of *The Autocar* had persuaded Percy Bradley to hold at Brooklands, after Ian had issued his challenge in a letter to that paper, the winner to be the fastest in two races, over the Campbell and Mountain circuits. The Darracq was third in the former, second in the latter, after outaccelerating the winning Delahaye at the start. Count Heydon, who entered the 3.5-litre Delahaye had bet Ian a dinner, if he beat it, but hadn't said that Arthur Dobson would be driving it! It won by 10.4 sec on the overall timing, and Heydon enjoyed his dinner at the Berkeley Arms Hotel near Heathrow afterwards. In compensation, Ian was invited to drive the Delahaye with Rob Walker in the forthcoming Le Mans 24 Hours, in which they finished eighth. Before that, the Darracq had won a Long Handicap at Brooklands' Easter Meeting, lapping at 116.36 mph (Walker, in the Count's Delahaye, lapped at 111.42) with a standing start lap at just over 100 mph, had then finished second in a Mountain race (best lap 70.43 mph) in spite of a re-handicap, was second in the next of these races, twice equalling its previous best lap, and concluded its Easter holiday with a win in another outer circuit race, its lap speed up to 122.67 mph, the first lap clocked at 105.07. No wonder Connell issued that challenge! Indeed, although outhandicapped towards the end of 1939, the blue, silver-wheeled Darracq eventually lapped the outer-circuit at 129.36 mph, the Mountain course at 72.37 and the Campbell circuit at 66.68, and much of this lappery was notably consistent. Connell was awarded the 1939 BARC Track Gold Star, and had been elected a member of the BRDC. And that was it, "for the duration".

After serving as an RASC workshop officer with the 7th Armoured Division in the war, Ian resumed his motor racing. What he did was to



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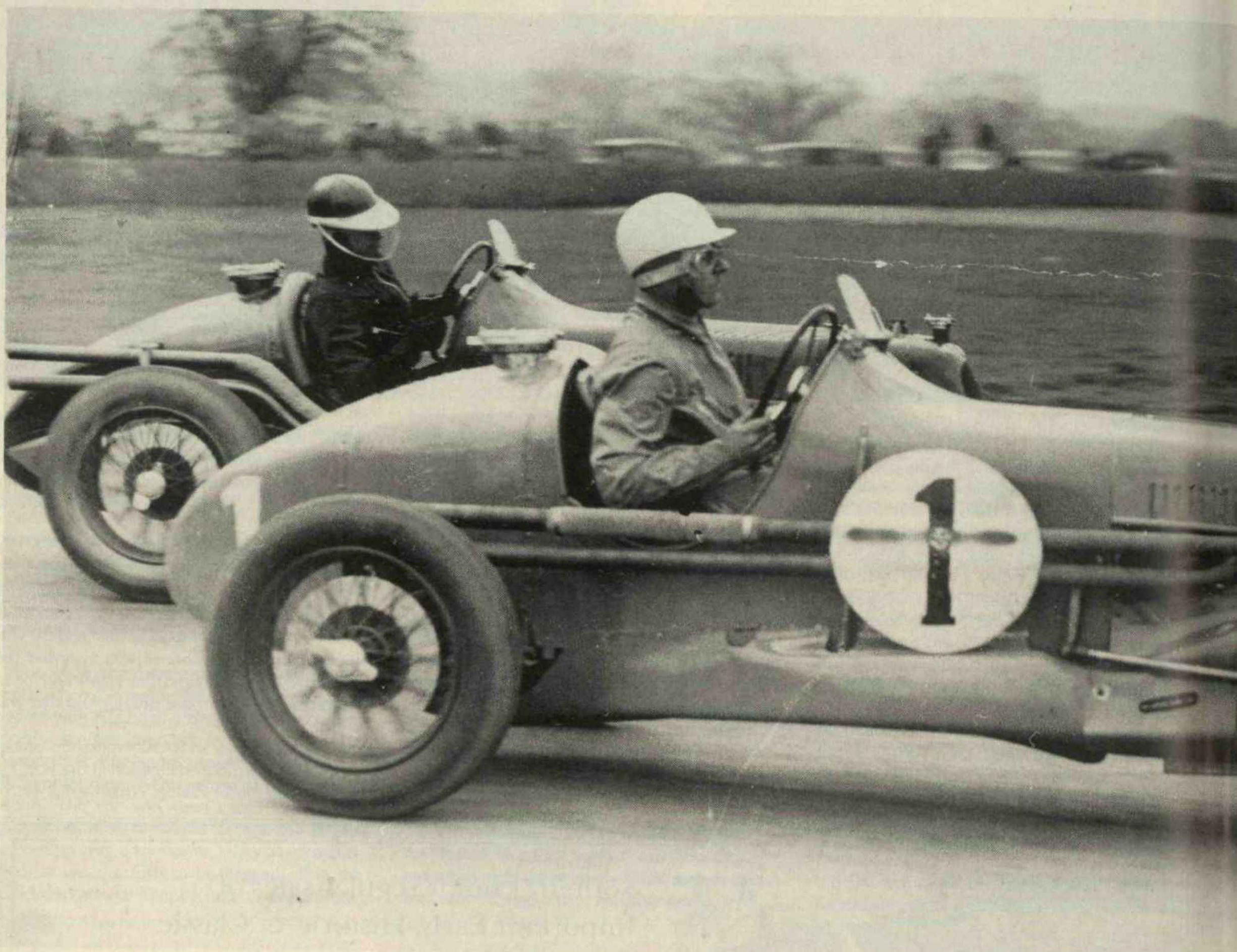
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Connell's R-type MG Midget being raced at Donington Park, in close company with his friend Doug Briault's MG.

buy the famous ERA 'Remus' from Tony Rolt and St John Horsfall, which he towed to Geneva behind a Wolseley 14 saloon on a rigid tow-bar, possible because Freddie Dixon had fitted a non-pre-selector Riley gearbox, taking a couple of friends and his wife as 'mechanics'. (Usually he used an old Ford van, which he often drove himself.)

In the GP des Nations at Geneva, R5B managed seventh in its heat, behind Mays in R4D and in front of Gerard in R14B. It was all high adventure, being their first post-war continental GP for many of the English competitors. In the final the gearlever broke off and the car retired. It was then found that the Wolseley could not tow the ERA up the Alpine pass out of Switzerland, so it was driven to the French frontier, where it was welcomed with open arms at the customs post. Was this the longest road run by an ERA in full racing trim?

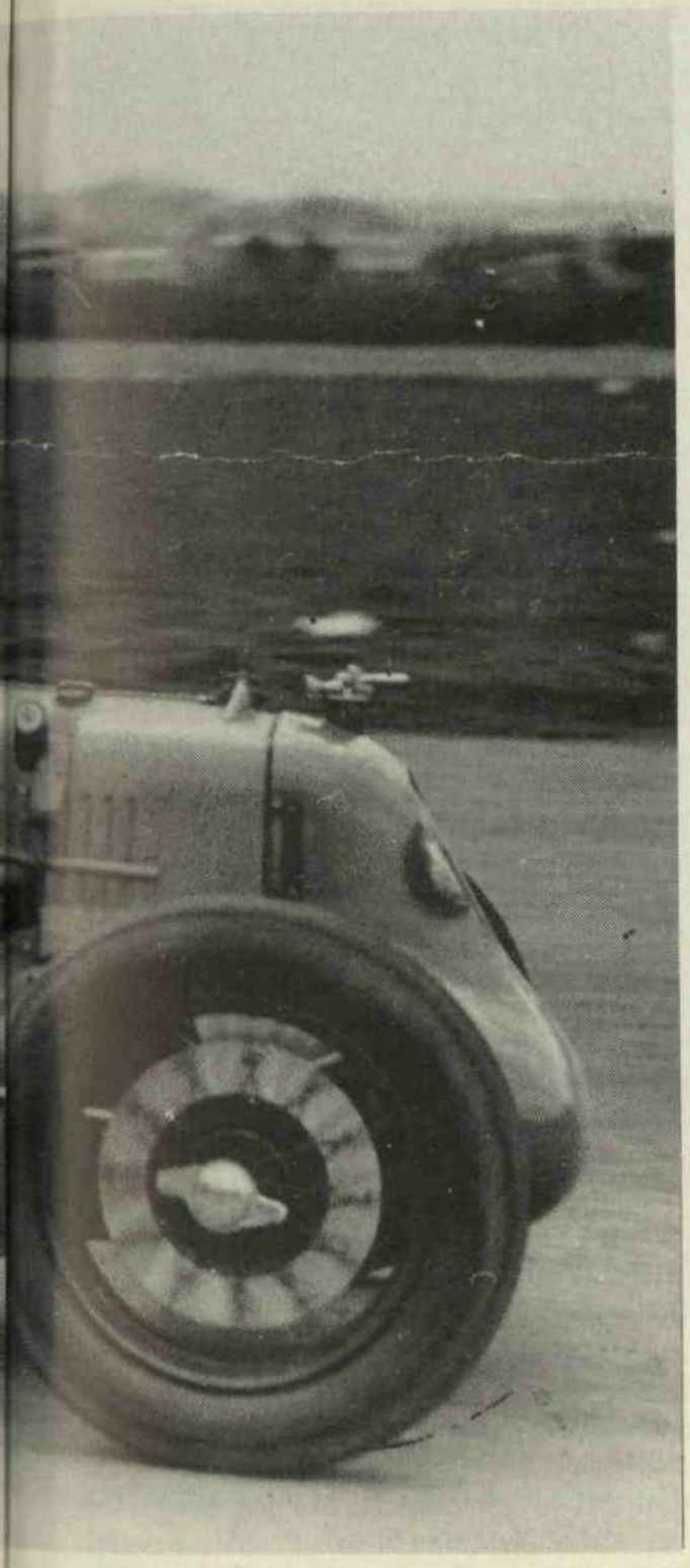
Connell next ran 'Remus' at the Brighton speed trials and was 10th, Mays setting FTD in R4D, 4.19s quicker. Ian's then-wife Eve sportingly had a go, but was 4.12s slower than her husband. At Prescott and Shelsley R5B was fifth, and at the Cofton Hackett speed trials was a mere 0.8s from the course record set by Gerard's R14B. At the end of the 1946 season Connell sold the ERA to Peter Bell, for John Bolster to race. That was not quite his last dice in one of these cars, as he shared R10B with Peter Whitehead in the 1947 French GP at Lyons, where they came in seventh.

Then came an arrangement with Raymond Sommer for Connell and Kenneth Evans to drive Sommer's 4CLT Maserati in continental events if they would provide a mechanic. Entries being restricted in those days, good starting money was offered, but some cars only just got away from the start; not quite as bad as Nevil Lloyd's 'Dud Czech', who rushed to cash his starting money when the flag fell. Sommer is remembered as "a very generous person and a delightful chap", who was most helpful to Ian and Kenneth when competing at Nice, Marseilles, Rheims, Pau and Albi. Here Ian retired, stung by a wasp down his shirt front and needing ambulance treatment.

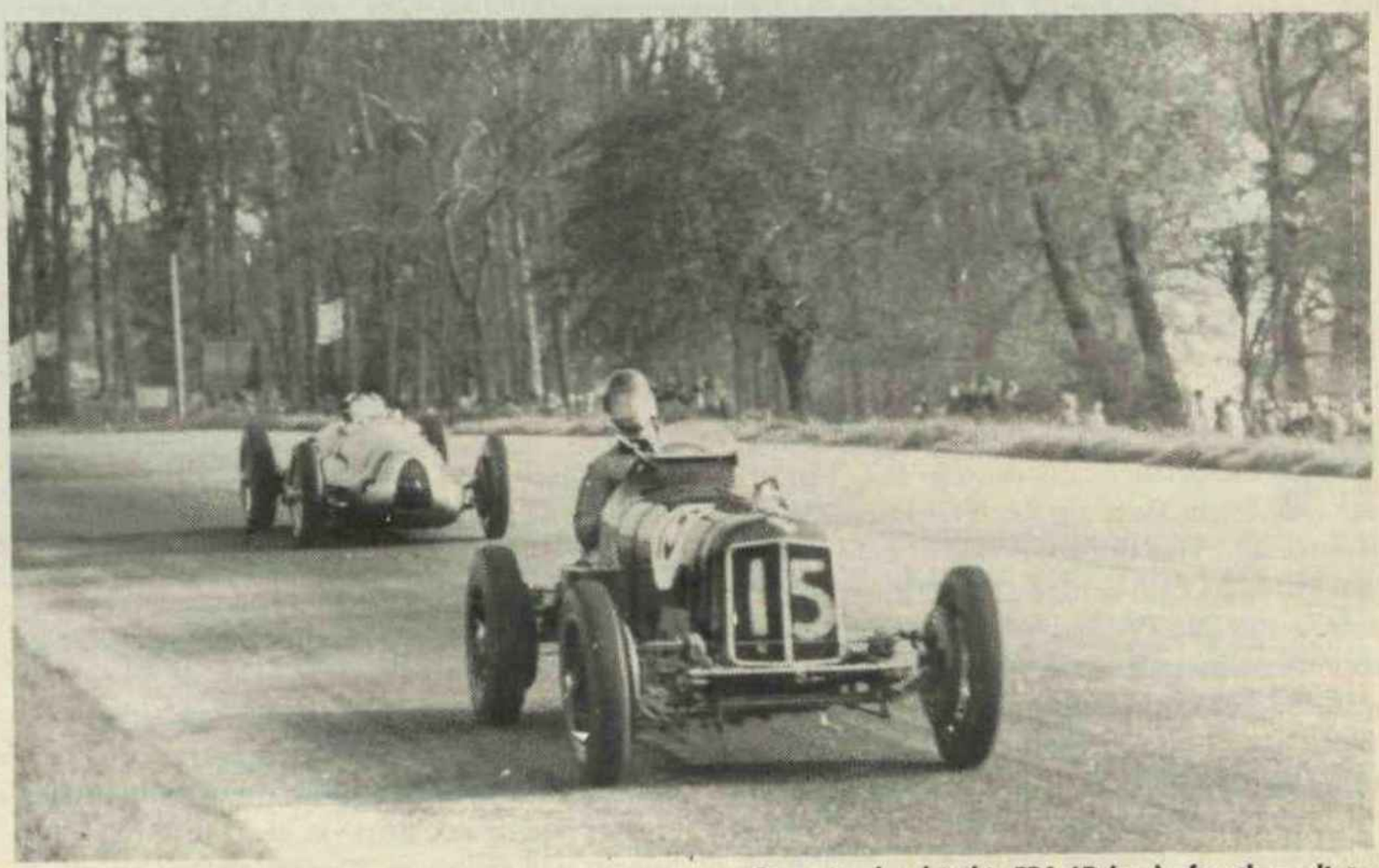
Back to sports cars, Ian drove with Dudley Folland in the 1948 Spa 24 Hours in the ex-Seaman (1936 TT) two-litre Aston Martin, prepared by John Wyer at Monaco. When leading after 21 hours, Connell took over but, with a full tank and mud on the road, he slid off into a ravine. Although the car was almost undamaged, the fuel tank had fractured and they retired. Due to confusion in the timing box, the works Aston Martin driven by Jock Horsfall had been shown on the leader board as lying first. So, to avoid any argument later, the two entrants had agreed that no matter who was given as the winner, they would split the prize money. Jock won and, being the gentleman that he was, kept the bargain.

The last race for this keen amateur racing driver was the Paris 12 Hours sports car race at Montlhéry, in the same Aston Martin, again shared with Folland; they finished third, with the ageing car, behind Chinetti and Lord Selsdon's Ferrari and the Delage of Louveau and Brunet. That was how enthusiastic amateurs raced before and just after the Second World War, a carefree age, never to return. Ian Connell can still recall an IoM race which started in pouring rain, in spite of the drivers' protests, for they had practised on dry roads. In the leading pack after a good start in his ERA, he had no idea how wet tram lines would affect the car at over 120 mph as he came down the hill in Douglas in the company of Baron de Graffenreid (1500 cc Maserati) and turned onto the sea front.

I knew that many pre-war racing drivers took to flying, and I asked Connell whether he did. It transpired that he took lessons at Marshall's in Cambridge on being demobilised from the army, in DH Tiger Moths, and subsequently flew from Elstree in the Auster from which the dismembered body of Setty had been disposed of over the sea – not, I







Cornering hard in his ERA 6B (top) after the radiator had been moved forward to accomodate twin Arnott superchargers. Ian Connell in the 1938 Donington Grand Prix (above) in his ERA 6B, with an Auto Union coming up on him. Ian Connell climbing Cab Calloway hill (below) in the 1923 Inter-Varsity Trial.

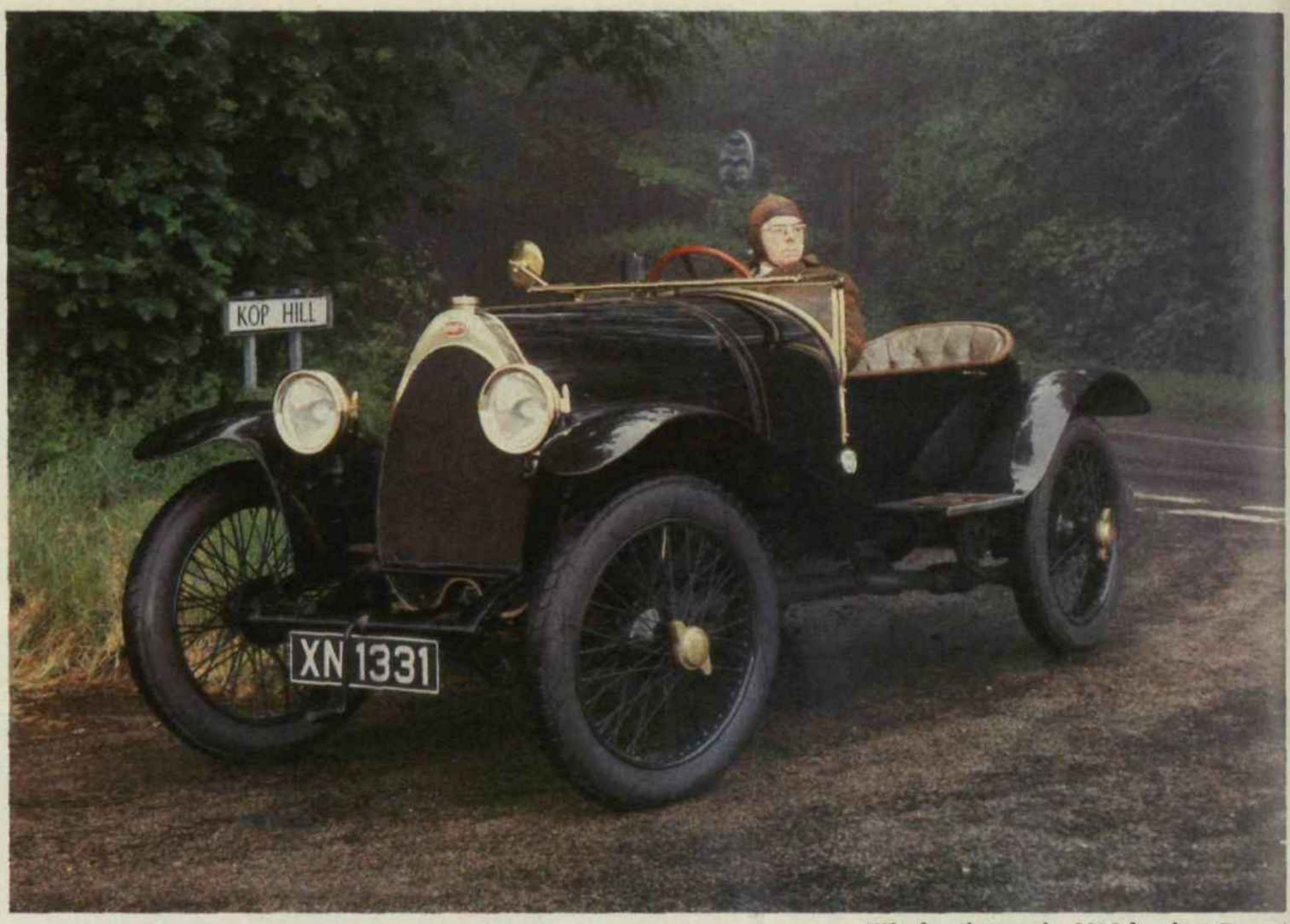
hasten to add, by Connell.

So to the road cars. I have found that racing drivers often go in for staid forms of motoring when away from the circuits. Connell proves the point, although emphasising that he had a very early twin-cam 1500 Alfa Romeo before the war, when he was up at Cambridge, apart from the MGs I have mentioned, and that he drove the Darracq on the road, "a fine way of curing a hangover!" There was also the aforesaid Ballot and the 2.3 Alfa Romeo. While with Monaco, Connell demonstrated anything from small MGs to a Studebaker President. Before he ever began to race Connell had bought a supercharged four-seater Super Sports Lea-Francis from a disreputable dealer, its tyre treads wafer thin, but with re-cut grooves, and the steering geometry suspect. It had three punctures on the way to Brighton but luckily had two spare wheels. Re-shod, Ian took it to Brooklands, paid his 10 bob, and began to lap the track, soon to learn what "expensive noises" meant, considerate as Robin Jackson was to fellow CUAC members. Cars were not permitted to undergraduates in his college, but this was overcome by keeping the car in Royston and using public transport to reach it. After the war there was a Renault Floride, which needed a sack of potatoes in the front to balance the rear engine, but was still unable safely to overtake lorries, whose drivers waved it on, if there was any sort of cross-wind. But Ian's wife Pat liked it, because young men would admire the combination, although while it could get up a snowy hill when taking her daughter to school, it would be out of control when returning. A Mini van as a "going-to-work machine" needed a rubber glove over its distributor in wet weather, with the ignition-leads coming out of thumb and fingers, but a Triumph Vitesse served them well and was followed by a Fiat 125. Then, feeling that driving should again be enjoyable, Connell got an Alfa Romeo GT Junior, which at least reminded him of his one-time Monza. It ran a big-end on the M4 after an 'expert' Italian mechanic who "loved Alfas" had cleaned the oil-filter in a bath of petrol and the resulting disintegration wrecked the oilways. So a part-exchange was done for an Alfasud. That was followed by a Renault 5, a Ford Escort, two Citroën BXs and today this ex-racing driver has a Renault Clio, the only inexpensive car that could be found with power-assisted steering.

His racing is now something almost from another age, although it can be re-enacted to a lesser degree in today's VSCC and historic car events. Asked how he could afford to compete in full-scale continental races, Ian Connell will tell you that after the war France was full of American cars stranded for want of new tyres. The ERA's and Maserati's rear wheels took the size of tyre these required and after having paid a token duty to take the racing covers through the customs, what was wrong with selling the discarded racing tyres at prevailing market prices? Happy days indeed! **W B**



Up Kop



WB after driving the 1913 five-litre Bugatti 'Black Bess' up the one time speed-trial course on which the car competed nearly 70 years ago.

Not long ago, I had the interesting experience of driving the Bugatti 'Black Bess' up Kop Hill, near Princes Risborough. This Bugatti is one of only two of the five-litre cars created by Ettore Bugatti before the First World War to come to this country, although there is another in what was the Schlumpf museum in France. After 'Black Bess' had appeared in Brooklands races and then been driven in speed trials and hillclimbs by Miss Ivy Cummings in the '20s, I discovered it derelict at Michael McEvoy's works in Derby in 1933. It was soon to be restored quite splendidly by Colonel GM Giles of the Bugatti OC. However, there is no need to detail the famous car's history here, as a book about it, commissioned by David Heimann, is in contemplation. The reason why I drove the car up Kop was because this was the scene, in 1923, of one of Ivy Cummings' best performances and it was fun to re-enact the occasion. That David Heimann and I choose the wettest day of June to do this was down to fate! Having driven to the picturesque village of Ickford where 'Bess' was stabled, it was deemed prudent, in view of the almost unceasing torrential rain, to take the Bugatti out to the venue in Ivan Dutton's diesel Mercedes-Benz transporter. There 'Black Bess' was unloaded and quickly energised into its characteristic, exciting bark. I then drove it rather ineffectively up the classic gradient, the one where in 1924 the mild accident involving an onlooker and the ex-Raymond Mays Brescia Bugatti Cordon Bleu caused such public road speed events to be banned by the RAC from 1925. There is a bump about halfway up – was it this, perhaps, that caused the Bugatti driver, Francis Giveen, to deflect onto the bank and over someone's legs?

The hill is still clearly signed and no one objected to our return there with the bigger Bugatti, now of course taxed, insured and with full road equipment, although for the ascent the screen was folded down. I am sure I got nowhere near Ivy Cummings' time of 33.6s – it was the first time I had sat in the car, and the weather conditions were against any heroic runs, which are out-of-place on unclosed roads anyway, so I kept to a safe 2500 rpm in first and second gears . . .

But the experience gave me a good insight into what 'Black Bess' is like, an Edwardian which will cruise at 70 mph all day on more level going.

The seats of the Labourdette body, made for the Bugatti's first owner, the accomplished French aviator Roland Garros, are sharply staggered but the driver's seat fitted me perfectly. The pull-on handbrake is outside, the gearlever on the right within the cockpit, both slim levers topped by press-buttons, one to hold the brakes on, the other to act as a reverse-catch. The gear change, as much as I was called upon to use it, presents no problems and the clutch can be engaged smoothly, given a modicum of care, and the steering is light. There is a small central accelerator, off which I have to confess my foot slipped momentarily. The brake pedal, operating a brake somewhat more reassuring than the hand brake, is up close to the steering column, so that locating it with the right foot can take a moment or three, as I discovered when 'Bess' tried to get away for a yard or two, coming back down Kop. Apologies to Ivan, who was riding with me.

The Bugatti's equipment includes a side-mounted spare wheel, the tyres being 880 x 120 Dunlops, and fine brass Anglolyte headlamps from London's Kingsway. Also, a matching and very well located rear-view mirror. The gear positions, unlike those of later Bugattis are the normal H-pattern 1-2-3-4, with reverse back beyond second gear. The screen frame has glass panels below the main glass. Trying the brakes, I found the hand lever quite reasonably effective, if pulling the car to the left, and the foot brake even more so. The dashboard is most impressively stocked. From left to right one finds a clock, dash lamp, ammeter, an *essence* gauge, the lamps' switches one above t'other, a water heat gauge reading to 100degC, the *huile* gauge below this, calibrated '1, 05, 2', then, nearer to the driver, the speedometer with trip kilometer reading, and to its left the tachometer, which is angled above the dash panel and reads from five to 3000 rpm. The fuel tank pressure pump is conveniently in front of the pilot, and handthrottle and advance-and-retard levers protrude beside it. Even that's not all, for there is the Ki-gass priming pump, a push-pull petrol cut-out, the starter-button and an ignition switch beneath the dashboard. Impressive, even before you start the four-cylinder, overhead-camshaft three-valves-per-cylinder engine.

But, as I said, the full story of this rare and famous chain-drive Bugatti the design of which dates from circa 1908, will soon be told in book form. It was fun taking it up Kop, a three-quarter-mile hill, which starts on the level before rising on an incline to a maximum of one-in-five, an almost straight hill set between T-junctions just outside the built-up areas of Princes Risborough. The grass banks flanking the once timed 902 yards, on which the spectators assembled and where the calamity happened that ended all these carefree events, are now overgrown. Otherwise the scene is much the same as it was when Ivy Cummings competed there, nearly 70 years ago.

W B



1952 MG TD Roadster. Estimate: £4,000 - 6,000

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Nick Ridley's 1914 TT Sunbeam working hard.

VSCC at Loton Park

Apart from continuing to use its other sprint venues, this year the VSCC had its first full-scale meeting, on June 21, at Loton Park, England's longest hillclimb course at 1478 yards. It is normally the preserve of the Hagley & District LCC, which invites the VSCC to its meetings. This delightful venue, on Sir Michael Leighton's Estate, takes one right back to pre-war days, as one enters through ball-topped gateposts, as at Branches Park and similar one-time speed trial courses, to find the racing cars in a grass paddock, with spectators' cars parked in a field opposite. The course has six named corners and both downhill and uphill straights, well-suited to vintage cars. Being narrow, skill is needed to keep to the road and the cornering is, perhaps, slower than at Prescott. It was all delightfully vintage on that sunny Sunday.

On arrival we found Browning having a busy time administering to his 3.6-litre Alvis Special, which was having its brake linings chamfered after snatchy retardation, had had a carburettor fire quickly extinguished (do you carry an extinguisher?) and its battery was being energised via jump leads. All credit that he did a time of 79.07s. Watching from the Triangle, approached downhill, Peacop was using plenty of revs in his MG Midget, Densham in the Aston Martin was going fast, Black approached quickly in the Alfa Romeo and Macmaster was neat in the FN-BMW, but Stops' Riley clobbered the outer bank.

Bruce Spollon was driving the Alfa Romeo, as his ERA had valve-seat trouble. Bronson's Riley did some grass-cutting at the Triangle. Even more spectacular, Drewett's Riley slid straight on between two bollards on locked wheels, recovered and exited via two more bollards, without touching any of them, only to be disqualified for leaving the course!

More exciting still, Baxter's Chrysler contrived to slide backwards off the road between the Triangle and Keepers Corner, but was completely undamaged, and the Giron-Alvis failed to complete its first run, after we had thought how well Jolley was coping with such a big car.

Now to the nitty gritty. FTD was set by Guy Smith in the Alvis-Frazer Nash, in 66.46s, on a smooth ascent with a wild moment or two, although things went badly on his second run. Cardy drove his T35B Bugatti to best vintage time (69.46s), spinning his back wheels from the corners, and fastest sports car was Bronson's Riley (69.29s), after failing on his first attempt. Julian Majzub non-started; his father used to race the Pacey-Hassan, not the Bowler-Hoffman Bentley as stated last month. The class winners were: R Nice (A7, 79.34s), vintage J Gunn (A7, 82.93s); E Dunn (Riley, 69.52s), vintage D Densham (Aston Martin, 77.04s); B Spollon (Riley, 71.82s), vintage Sir J Venables-Llewelyn (Bugatti, 77.94s); J Bronson (Riley, 69.29s), vintage R Pollack (Invicta, 79.07s); Edwardians, R Firth (1913 Th Schneider, 84.22s); R Campbell (Austin-Fiat, 70.24s), vintage, G Bishop (A7, 75.28s); M Saywers (Riley, 69.43s), vintage E Benfield (Alvis, 80.80s); D Day (ERA R14B, 67.39s), vintage T Cardy (Bugatti, 69.46s); G Smith (Alvis-FN, 66.96s), vintage D Biggins (Vauxhall, 76.15s). This sets a standard to beat at this excellent event, which I am sure the VSCC will repeat next year. The Hagley Club has a date there on July 26. **W B**

Brooklands Reunion

This year's Brooklands Reunion on June 28 was another great occasion for the Brooklands Society. Lots of notable cars, ascents of the test hill, timed runs on the runway, with the VMCC having its own motorcycle class and old-timers out and about. Dudley Gahagan opened proceedings as usual, with a lap of the hill and banking with Stanley Sedgwick and Ken Day, in his T57 Bugatti. Later the guest of honour, Charlie Martin, pre-war driver of ERA, Bugatti, MG and Alfa Romeo cars, arrived. Other track personalities present included 'Wilky' Wilkinson, Cyril Posthumus, Ian Connell, George Harvey-Noble, 'Titch' Allen and Tina Nockolds. Car entries with track associations included Gahagan's ERA, Harding's high-speed-trial Frazer Nash, Stafford-East's Akela GN, the Kerr-Bate Special, Booth's Aero Morgan, Ashmead's Bentley once raced there by McKenzie, the ex-Pacey 4½ Bentley of D Benson, the ex-Lones and ex-Hicks Morgan three-wheelers, the Brian Lewis 4½ Lagonda, the ex-Oates Amilcar Six, Delaney's ex-Esplen Lea-Francis, the Bentley-Jackson, an ex-Doreen Evans MG J2, and the 12/12 MG ex-Victoria Worsley. Baldock's ex-Beadle Alta and the ERA-Delage were also there.

Runway results: D Baldock (Alta, 31.37s). Runners-up: S Mann (3/8 Bentley, 35.29s); T Wakeley (Rapier, 36.32s); J Guyatt (Talbot, 36.33s).

During the afternoon, the new model of the track, some 12 ft x 8 ft, was admired and a splendid illustrated programme was on sale, copies of which may still be available from the Society Secretary, B Reynolds, 38 Windmill Way, Reigate, Surrey RH2 OJA. **W B**



John Hayes' Lea-Francis collection: 2 pedal cycles, the 1929 V-Type and the 1920 MAG-engined combination. Photograph: R Sawers.

At the Lea-Francis OC's Stanford Hall Rally, the 13th in the series, over 40 of these cars assembled, together with two bicycles and a MAG-engined motorcycle combination of the same make; the latter were those of John Hayes, who also brought his 1929 V-type Lea-Francis coupé. The prize-winners were: for best new restoration, Sir R Gaskell's 2.5-litre prototype 14 hp sports model; Director's Challenge Cup for winner of the concours d' elegance, P Barwick's 1951 2.5-litre sports model, restored since its return from the USA; vintage class, M Wells's 1926 J-type coupé; post-vintage class, M Morris's 1946 14 hp saloon. In the driving tests, honours went to G Willerton (1953 14 hp saloon).

The *Driving Member*, magazine of the Daimler & Lanchester OC, recently had an article on the Tunbridge Wells eccentric Mrs Haynes-Jackson, who used a 1908 tiller-steered Lanchester until 1939 (it is now in the NMN at Beaulieu), from an age which will certainly never return, SCH Davis's 1962 road test report on a Daimler SP250 for *The Field*, accounts of the life of Edward Turner who designed pre-war, Triumph motorcycles including the Speed-Twin, and then the V8 Daimler cars, including the 120 mph, accelerative, luxury Majestic Major, my 1991 piece from MOTOR SPORT on sleeve-valve engines, and something on early Daimler commercials. A rally of V8 2.5-litre saloons takes place at Bentley Wildfowl Motor Museum on July 26. **W B**

STD at Weston

The Sunbeam-Talbot-Darracq Register changed the venue for its National Rally this year from Wolverhampton, Sunbeam's birthplace, to Weston Park, off the A5. Here a huge field was soon filled with cars of these makes, while the ladies and children had counter-attractions to inspect, the house, the splendid parkland and a narrow-gauge passenger-carying railway, alas not on this occasion with a steam locomotive.

Organisation was under the control of Bill Barrett, with many helpers, and founder members of the Register like Roger Carter and John Coombes were present, as was the President, Winifred Boddy.

Some very sedate DTs were staged on the grass, the winner of which was P Moorhouse (Talbot 90 Brooklands), ahead of C Cooke (1932 Talbot New-14). The Rootes Trophy for age/distance was won by K Robinson (1926 twin-cam three-litre Sunbeam), who was just a point ahead of T Grundey (1930 Sunbeam 16 tourer), with J.Kearley's 1935 Talbot 105 tourer third. T Ward took the Pride-of-Ownership Grammer Trophy with his 1934 Talbot 110 sports-tourer and, on appearance (concours d'elegance, if you like), the D'Arcy Baker Trophy was awarded to R Cooke (1922 Sunbeam 16), the runners-up being Major Collings (1929 20.9 Sunbeam tourer) and S Lloyd's rare 10/23 Talbot saloon, which he rebuilt himself over 19 years, even, we understand, remaking its radiator tube by tube.



Award-winner – G H Wilson's 3½-litre Talbot Speed-Sports Saloon.

There had been some competition between the Coatalen Sunbeams and Roesch Talbots as to which would put in the greater entry; it seems the former won by a narrow margin. It had been hoped the total entry would be 100 cars and this fell short by only 28, although non-arrivals somewhat decimated this figure. Of the owners who declared their annual mileages, the average was around 3500, but some cars could boast much more, like the famous London-Sydney Talbot which was present, and those which have done many continental runs, including Carter's 1934 Sunbeam 20 tourer which claims over 150,000 miles in 33 years. Impossible to mention all the cars present, but James Fack had his 1950 Talbot-Lago 'Record' saloon with the 170 bhp iron-block GP-type engine, Barrott his Monte Carlo Rally Sunbeam 20 Weymann saloon, R Neate a rare and very handsome 1925 20/60 Sunbeam Bainbridge coupé, G Wilson a 1937 3.5-litre Talbot Speed-Sports saloon which I judged the most covetable of the breed present, and oldest of all was a 1920 Sunbeam 16 tourer. **W B**

VSCC's second Silverstone

The VSCC's Silverstone Meeting on June 13, dedicated to the memory of Mike Hawthorn, went very much to plan and pattern. The racing opened with the Bill Phillips six-lap scratch race, which Bronson's Riley won by 1.7s from Burrell's always-impressive Bentley Special, the Riley recording fastest lap at 74 mph. They were followed home by the Alvises of Spiers and Roscoe.

Another scratch race, over one lap less, came next, with Thompson's Lagonda racing Dunham's historic Alvis into first place, having done its best lap considerably quicker, at 70.8 mph to Dunham's 69.5. Upston's Frazer Nash was third, comfortably ahead of Painter's Maserati.

So to the Hawthorn 12-lap race for pre-war racing cars, the peak of any VSCC meeting. As anticipated, Mayman was the victor in the ERA-Delage, but Sir J Venables-Llewelyn tried hard in his ERA R4A, lapping faster than Mayman, at 82.4 mph to 82.1, although at the line they were separated by as much as 54.6s. Closer to R4A was Ure's R9B, with Jaye's Alta fourth and Day's ERA R14B fifth. That over, there was a five-lap handicap to watch; it was an A7 benefit, won by Goode, with Asplin and Bukin the placemen.

The Hawthorn 12-lap event for post-war racing cars saw AJ Mayman again invincible, the ERA-Delage finishing six seconds ahead of Drake's Lotus, which had had no problems holding off Beasley in the Cooper-Bristol. This time Mayman increased his lap speed to 83.8 mph, winning at around 81 mph (no decimal points are now quoted for race distance).

The interesting 10-lap Boulogne Trophy Race was another that was easy to predict – namely, that Julian Majzub would win it, in his ex-Malcolm Campbell Type 35B Bugatti. This he duly did, at 75 mph, from Nick Mason's similar Bugatti and Boswell in the fearsome V8 Bequet-Delage. Majzub had the legs (or wheels?) of both, at 78 mph. Craig Collings managed fourth in the Bentley, leading in Harper's Morgan three-wheeler by 0.4s, with D Caroline in the other Morgan a long way behind its type-mate.

Seber's hard-trying Wolseley Hornet then took a five-lap handicap from Thompson and Dowle in his Bentley, before the 'modern' sports classics had their race, 10 laps of it, with Sytner's Jaguar beating those of Pearson and Harper, at a speed of 78 mph, Lister having lapped quicker, at 82.5, before dropping to fourth place.

Those spectators who stayed to the end saw Davis win another five-lap scratch contest devoted entirely to Rileys, 25 of them, supported by the Gillow Special, from Dunn and Bailies, and Freeman concluded a long, old-time day's sport by securing the final five-lap handicap in the Aston Martin, from Pollock's AC and Seber. **W B**

Brooklands notes

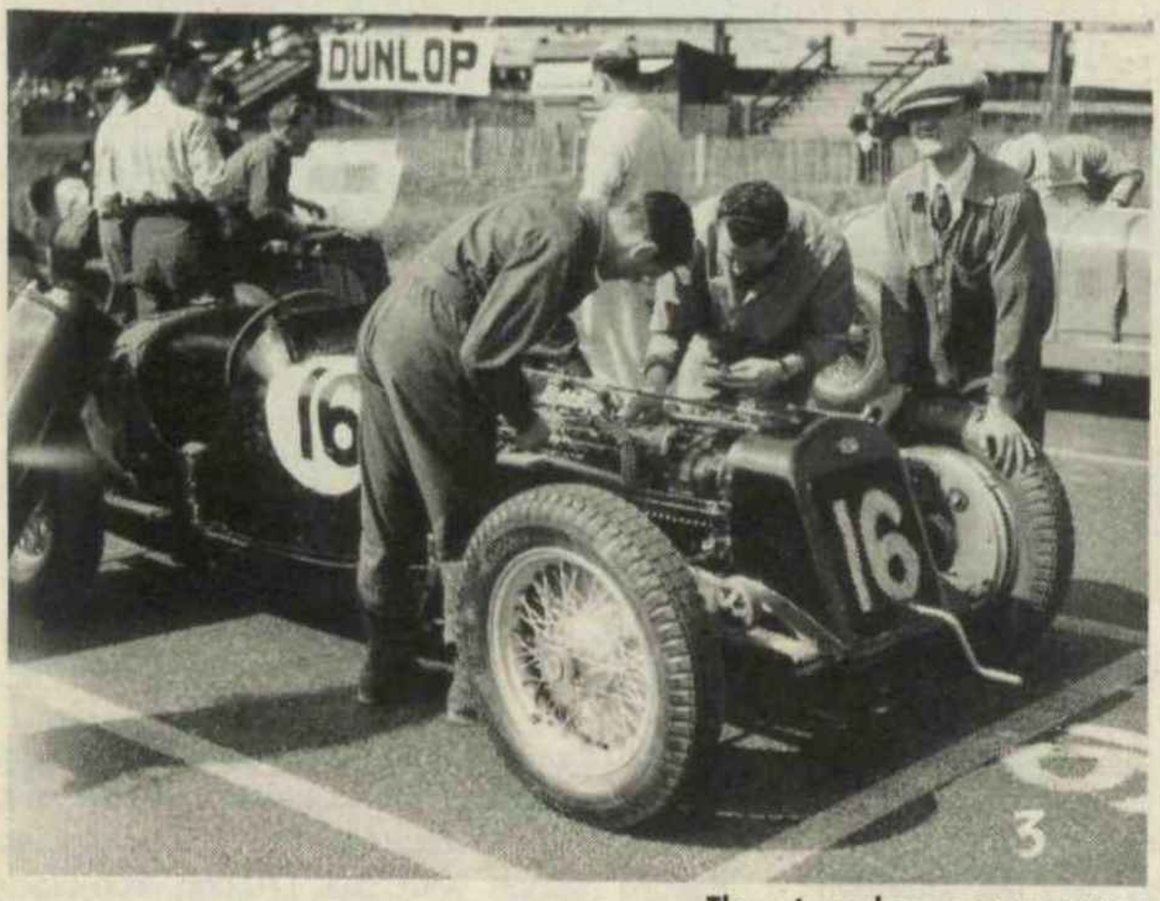
Some 12 days before the Brooklands Society held its annual reunion, with runs up the test hill and sprints along the runway, the Brooklands Museum Trust had a sober, black-tie, evening, also to celebrate the track's 85th year. HRH Prince Michael of Kent, the museum's patron, announced that Nigel Mansell has associated himself with the cause, and that the executor of Hugh Hunter's estate had donated £20,000 and the cost of restoring the 1903 Siddeley to the museum, money that will go towards the £250,000 needed for renovation of the Campbell sheds and other projects.

Cars representative of the racing days were present, including the famous Bentley-Jackson 'Mother Gun', although it did not run, as stated, in the very last race ever to be held at Brooklands. That was won by GL Baker's 5.3-litre Graham-Paige, from B Burton's Talbot and RCK Money's MG, the other runners being two more MGs, two Lagondas, a Frazer Nash, an FN-BMW, two Aston Martins, a Riley, an Alta and an Alvis. It was in the previous race that the Bentley-Jackson competed, driven by the enthusiastic and skilful GP Harvey-Noble, giving him the last-ever 130 mph BARC badge.

W B

Mysteries solved

Sir,
In reply to Mr Timothy Ennor's letter published in July's MOTOR SPORT, concerning the identity of the 1½-litre GP Delage he discovered in the Vintage Car Store, New York, in around 1970.



There is no longer any mystery about 1½-litre Delages. This is Seaman's at Donington in 1936.

This car was the ex-John Rowley, Mike Bradley car, which Mike exchanged in a deal with the museum, for a D-type Jaguar. This car came back to UK when purchased by Anthony Bamford. It subsequently went back across the Atlantic when purchased by Don Young in California. After that it was bought by Eckart Berg in Germany, who has road equipped the car and drove it in the Mille Miglia commemorative run about four years ago. To be precise it is not one of four original chassis of the 1927 team, because it is built up on a 1937 Rubery Owen chassis frame with independent front suspension, which Chula had built for Bira. However, 95 per cent of the car still relates to 1927. According to Stan Holegate's note book from the White Mouse garage days, it was numbered WMG 101, and the Delage engine now fitted is also stamped WMG 101. The Chiron Indianapolis car (chassis no 18488, car no 4) now resides in France with Serge Pozzoli, and is in fact the original Seaman/Rob Walker chassis. The car in the Collier collection in Florida is ex-Briggs Cunningham (car no 1, chassis no 21642, fitted with engine no 5).

There is now no mystery surrounding these important cars. Their present whereabouts are known together with the location of all the spare parts which were accumulated over the years.

Alan Burnard,
Swanmore,
Hampshire.

More on Benoist

Sir,
Perhaps I may be able to clear up some points on Robert Benoist's wartime resistance exploits. I am sure he would not be "delighted" to learn that he was despatched from this world by being 'murdered' and not 'executed'. (CB Draper's letter, page 685, MOTOR SPORT in your July 92 issue). It could so well have been either method used on September 9 1944, when he and 15 other resistants were summoned to the camp commandant's office at Buchenwald and thence went to its *crematorium*; one source mentions they were first hanged. MRD Foot's *SOE in Europe* (HMSO 1966) has many references to Robert Benoist ('Lionel') including the above information, reports from his SOE Personal File and a full copy of one of his Operation Orders dated February 29 1944 when he was the organiser of the 'Clergyman' network near Nantes. The book is an excellent read!

Benoist had first been recruited about May 1942 by Charles Grover-Williams (codename 'Sebastien') who was setting up a small secure sabotage group ('Chestnut') in or near Paris. 'Williams', as that English racing driver was called, had lived in Paris for years, spoke fluent French and had a French wife. This very select group which now included Jean-Pierre Wimille settled on the Benoist estate at Auffargis, south-west of Paris, with their wives and by 1943 had received at least six air drops of arms and explosives on Benoist estates round Dourdan. The small 'Chestnut' circuit was broken by the Gestapo after M Dowlen, its wireless operator, was caught by a direction-finding team on July 31 1943. On August 4 1943 Robert Benoist was arrested in a Paris street, bundled into a car (the usual Citroën *traction avant*?) but flung himself and one of his captors into the road on a tight bend, whilst moving fast, and then escaped. By August 20 he was in London. Shortly afterwards Benoist was back in France organising the 'Clergyman' network in sabotage in the Nantes area before the June 1944 invasion of Normandy. On June 18 1944 Benoist went to Paris to see his dying mother, but was arrested there. His radio operator Denise Bloch ('Ambroise') was captured the following day in the Benoist chateau by Sgt Hugo Bleicher of the German SD (Gestapo).

Robert was interrogated at SD headquarters at 84 Avenue Foch, Paris by Ernst Vogt but was not tortured; Vogt was subsequently apprehended by the Allies but cleared of any charges. Denise Bloch was shot by the SS at Ravensbruck Camp. Certainly, a Benoist biography as suggested by Mr Draper would be truly of value, but surely a volume of the admirable wartime trio of Benoist, Williams and Wimille, and all their pre-war motor racing exploits, too, would be so much better.

Jack Tatham,
Nottingham.

Forza Ricardo

Sir,
Oh history! Re the 1939 V16 Alfa Romeo – Ricardo or Ricart?

In 1947 I wrote to Harry Ricardo asking his advice on having new bronze cylinder heads for the Vauxhall Villiers, a modified version of his 1922 three-litre TT Vauxhall. The last two paragraphs of his reply confirmed that he *did* design the cylinder heads for the V16 three-litre Alfa Romeo.

In later correspondence with a member of Ricardo's staff the writer concluded: "Concerning the V16 Alfa Romeo; as far as I can discover at the moment, all we designed was the cylinder head . . ."

600 bhp with Nuvolari driving? That would have been quite something.

Tony Brooke,
Moreton-in-Marsh,
Glos.

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Formula One Fact Book, by Ian Morrison. Guinness Publishing, £11.99.

Is this another subject suffering from overkill? Time was when any motor racing literature was welcome. Nowadays, there's so much of the stuff that one can afford to be choosy, whether you're looking for marque histories, driver biographies or reference manuals.

This is presented in more digestible form than Trevor Griffiths' rather more comprehensive *Grand Prix* (Bloomsbury, £16.99) which appeared last winter, and also has a few photographs scattered hither and thither, the complete absence of which made Griffiths' tome an eyesore.

The layout is messy, though, and the reproduction of the black and whites, in particular, is poor, and the selection thereof peculiar. Why show Graham Hill at Monaco in a Brabham BT34, for instance?

Several shots are plain out of focus, and the caption writer is a couple of seconds off the pace at times. Check out the picture of Jody Scheckter (captioned Mario Andretti . . .) and James Hunt talking to 'Lord Hesketh'; Hunt is sporting McLaren overalls, a subtle hint that Hesketh had pulled out of F1 when the shot was taken. The 'baron' in question is in fact Alan Henry, erstwhile contributor to this magazine and *Motoring News*, and nowadays F1 correspondent of *The Guardian* . . .

While on the subject of captions, many are trite in the extreme. I quote: "Didier Pironi survived a career in Formula One only to lose his life in his next sporting venture, powerboat racing." Can't see this figuring in the Booker Prize for Sensitivity nominations, somehow.

Much of the factual material here is useful, and will serve the office well.

A lot of the padding, however, is abject. **S A**

Land Flying – The Terraplane, by James Fack. £5 (plus 40p p&p).

To celebrate the 30 years of the Hudson Terraplane, that lively writer James Fack has come up or out with a bubbly little spiral-bound 76-page booklet on this rather remarkable car. It makes instructive as well as enjoyable reading, because Fack not only shows us why the Terraplane was such an effective car (it led on to the best of the Anglo-American hybrids, the Railton, debunking the myth that the performance was derived from a lump of engine in a lightweight chassis, whereas the reverse was the case), but compares it with other makes such as Derby Bentley (Rolls-Royce engineers were warm in their fulsome praise of it), Roesch Talbot and so on.

He also covers the development of both six- and eight-cylinder models in much detail. I note that Fack quotes freely from MOTOR SPORT, in his refreshingly controversial style and although most of the 28 pictures, one incorrectly captioned, have been seen before, they are adequate. Reproductions of appropriate descriptions and road test reports, from *The Autocar* and *The Motor* make up 24 of the pages. Most entertaining. I liked this one! And just as, after reading Anthony Blight's Talbot book you felt the urge to rush out and buy a Talbot, this book makes you feel the same about the Terraplane.

A pity rusting was ever invented! Contact the Railton OC, Fairmiles, Barnes Hall Road, Burncross, Sheffield, S30 4RF. **W B**

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W B



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Gilles Villeneuve: just outside the top 10?

All-time greats?

Sir,
Just as a bit of fun, as it serves no purpose, I have listed in order, who I consider the best drivers since the 1930s. It might be of interest and may even spark off a barrage of objections and further debate so here goes (I would prefer not to have put the top three in any order, but if pushed I would put them in this order):
1. Nuvolari; 2. Fangio; 3. Clark; 4. Ascari; 5. Rosemeyer; 6. Moss; 7. Caracciola; 8. Senna; 9. Stewart; 10. Wimille; 11. Villeneuve; 12. Peterson; 13. Rindt; 14. Varzi; 15. Piquet; 16. Hawthorn; 17. Brooks; 18. G.Hill; 19. Pryce; 20. Andretti; 21. Ickx; 22. Mansell; 23. Farina; 24. Villoresi; 25. Surtees.

Honorable mention: Campari because of his great smile and ample character.

In no order: Ireland (fantastic on his day!); Brabham; Collins (being a nice guy isn't enough); Gurney (ditto); Musso.

John Olliver,
Ashford,
Kent.

Rover 8 Register

Sir,
Since the 1960s an informal register of Rover 8s and their owners has been maintained. We are aware that many changes have taken place in recent years, and I am now attempting to contact every owner of a Rover 8, and parts thereof. We need to confirm all details in order to eliminate anomalies and to benefit from the shared knowledge thus obtained. I have sent questionnaires to all known contacts and to those who have responded, or will respond, I intend to send a copy of my findings.

Inevitably there are some of whom I have absolutely no knowledge and I wonder whether I may prevail upon you to enter a small plea for information in your publication. I can assure anybody who responds of total confidentiality if this is so required.

Kent Robinson,
Wedmans Farm,
Basingstoke,
Hampshire RG27 9BX.

Treading carefully

Sir,
On the TV programme *Top Gear* on March 5, they were showing the effect of tyre tread on braking distances on a flooded road, and showed that, on a road with a layer of water on it (about half an inch deep), 1.6mm of tread gave better stopping power. Their tests also showed that, on a dry road, stopping power was proportional to the amount of rubber on the road, and they actually said that, on a dry road, a smooth tyre gave the most grip.

The people who accelerate dragsters at Santa Pod have known this for a long time, as have the makers of aircraft tyres, whose tests show that the tendency to aquaplane depends upon the square root of the pressure in the tyre, not the tyre tread. I remember being shown round the first Concorde in England at Fairoaks, and remarking that its treadless tyres with canvas showing all round, would be illegal on my motor car. I was told that these tyres were specified by competent engineers, to gain the best braking. They were not ordered by ignorant politicians with a vested interest in the tyre manufacturers.

My annual mileage is now about 10,000 miles, in vehicles ranging from a Mini to a vintage Rolls-Royce. At least two thirds of this is done on dry roads. Very occasionally I might meet a yard or two of flooded road, but my total mileage when there is half an inch of water on the road is less than one mile per year. Under these conditions, I drive carefully.

Why is it that the law requires me to use tyres suitable for this one mile per year situation? Surely tyres suitable for the generally prevailing conditions would be logical choice? The village where I live is approached by a downhill section of 1 in 10, followed by a series of 'difficult' bends. We have nearly one accident per week, due to cars going too fast. Most of these are on dry roads, and involve cars with good tread on their tyres. Is it possible that a few of these accidents could have been avoided if the cars had the extra grip of smooth tyres?

One cannot expect a motorist to change his tyres according to whether the road is wet or dry, as racing cars do, but would it not be possible to design a tyre, for example, with tread on the edges and smooth in the middle as a compromise? In any case, it is time to dispel the myth that a tyre with less than 1.6mm of tread is dangerous. The tests done for the *Top Gear* programme show that it is the safest for the greater part of normal driving.

John Linegar,
Lincoln.

Latin lesson

Sir,
With regard to *Boddy Language* in the June issue of MOTOR SPORT, you are in trouble! 'Verbum sapient est' should be 'verbum sapienti sat'.

On the subject of Latin tags, when a friend and I both owned 1936 Triumphs some time ago we reckoned that 'sic transit gloria mundi' roughly translated as 'shouldn't have drunk so much on Sunday night'.

After 30 years of reading MOTOR SPORT, may I take this opportunity to thank you for such a literate and intelligent publication, a constant delight.

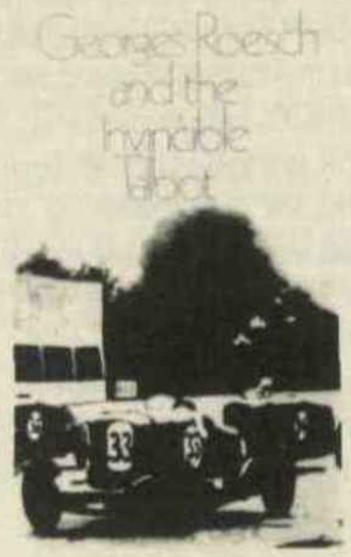
John Eden,
Sutton Coldfield.

The price is wrong

Sir,
I was most interested in the article *A time for change* (MOTOR SPORT, June, *Arront Nonsense*), much of which I agree with. Perhaps I can give a view from club level.

Over the last 20 years I have raced in Mini 850s, Sports 2000, production sports cars,

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production saloons, historic GTs, historic F3, F2, Formula Libre, Group C sports cars, Thundersports, Group 6 and five Willhires. But I have not driven for over a year and, at present, have no plans to do so this year. It has become a question of value for money and the feeling now of being ripped off by circuit owners, clubs and the RAC.

Race entry fees and RAC charges have gone up far and away ahead of inflation. Take the ARP two-litre F3 series, for 1981-87 F3 cars. Last year, entries were £100; this year, they are £120. There's no start money, no bonuses and no prize money unless you finish in the top six. By definition, at least 70 per cent of competitors will never get any prize money.

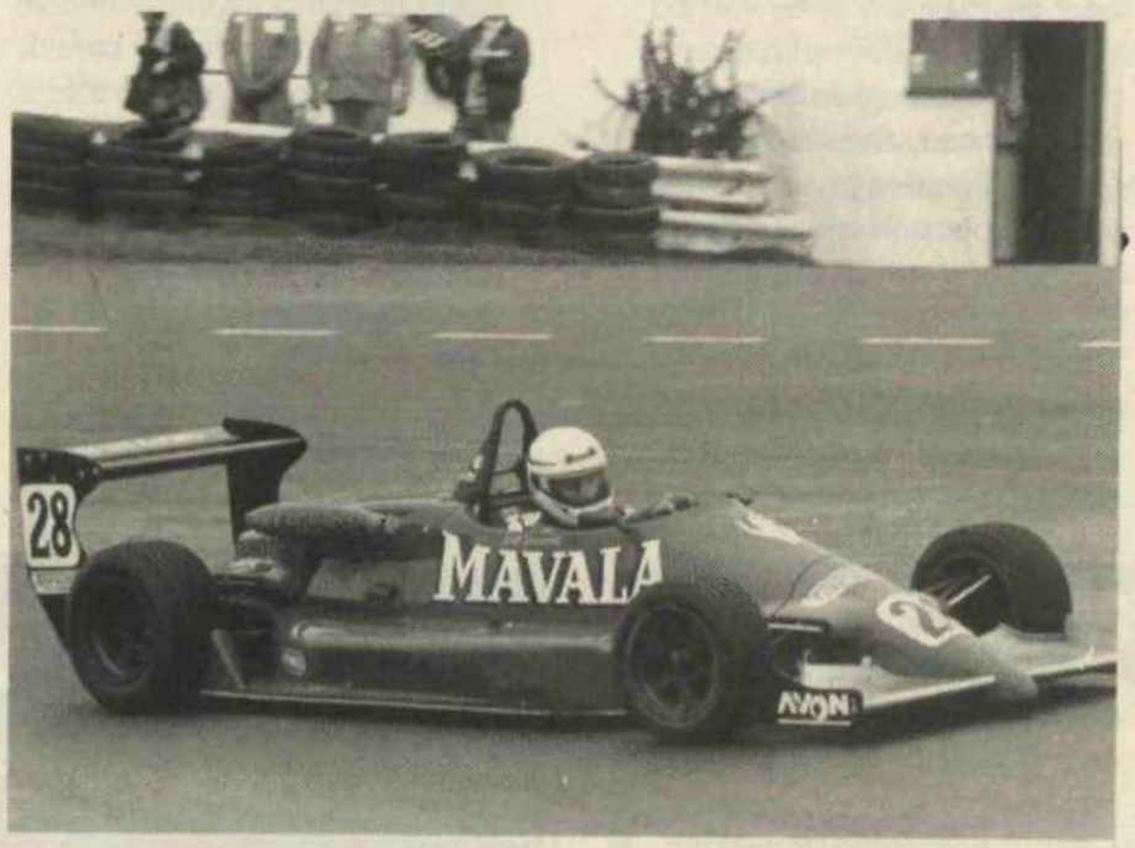
I have a car for this series, but £120 for 15-20 minutes track time is outrageous and I will not do it. Add this to the costs of just getting on to the grid, with travelling and minimal consumables, and you're up to £250 before you turn a lap. All organisers should realise that competitors provide the spectacle that enables them to have a business, and thus make a profit. No competitors, no racing, no business. You do not make up the shortfall caused by a drop in entries by charging the hardy few a great deal more. This is a recipe for going out of business.

Racing administration is poor, drivers are not welcomed, are made to wait and every effort is made to trip them up on the smallest trivial detail. Pass checkers behave like Gestapo. Competitors are generally treated badly; no one smiles. The whole atmosphere is wrong and heeds a completely new approach. A friendly, welcome attitude is needed and it should be made easy to take part. Competitors put their lives and their expensive equipment at risk to provide motor racing. There should be incentives to take part: start money, finish money or abolition of entry fees. This would turn around competitor support and produce full and over-subscribed grids.

Look at the VSCC. They have hugely successful meetings without any publicity. Entry fees are £30 and all the races are oversubscribed. The whole thing gains momentum and crowds go up, club racing becomes what it should be and what it was – not what, in the main, we have now. There is no sponsorship at club level, just rich fathers, family business support or the blackmailing of suppliers into sponsoring your race car. Most people have to pay for it all themselves out of taxed income, with no help at all. Cost should be addressed and acted upon at all levels. There should be drastic reductions at each point, from F1 down to the 750MC; cut out all the frills, and let's get back to grass roots. Frame the regulations across the board with a firm hand to make it cheaper for everyone. This would reflect reality and if our sport is to survive and thrive this has to be done *now*.

Sensible consideration should be given to what sort of racing takes place. There is a lot of old rubbish being raced these days: tatty, ex-MOT failure saloons which look unprofessional; too many races for one make hatchbacks which all look much the same. I find one-make racing not to be interesting because racing is a technical sport, and a large part of it is competition between different car makers. If you don't have that, you lose a lot. The same for one make single-seaters. I agree with you about F2. Get it back to the F2 of 1970-1980; the engines in F3000 are just way too expensive at £50,000 plus for a competitive unit, and pure racing engines get little manufacturer support. I would suggest F2 cars with chassis much as F3/F3000/Formula Atlantic, but without all the expensive materials. A plywood floor costs £10, a carbon fibre floor £4000. Rules should be framed to make the chassis as cheap as possible to buy, maintain and repair, using simple and cheap materials but maintaining present safety levels. For engines, use the BTCC two-litre formula, with 8500 rpm limiters, catalysts and standard unleaded fuel. Get the price down to £10,000 and attract manufacturer support at a stroke. All the development has already been done for the BTCC, and 300 bhp would yield exciting racing with no venturis and minimal, low wings which would produce no more than balance adjustment.

Please write many more articles on this subject. Expose competitor disquiet, and encourage clubs to offer more competitive packages which might appeal to drivers. Publish the costs and benefits of all the different formulae and use the powerful weapon of publicity to get British racing back on to the right track. Quality with quantity *could* be achieved.



Are series for older F3 cars, for instance, too expensive?

At the moment it's in a slow decline and needs some pleasure brought back into it.

It was a good article. We need much more of it, in greater detail.

Richard Hinton,
Ware,
Herts.

Power cut

Sir,
Due to the inherent nature of top level racing such as Formula One, place changes between the leading cars will always be relatively infrequent. This doesn't mean the duelling isn't close or the competition fierce, but is more a reflection of the advanced technology now gained and the resulting higher speeds achieved. This suggests that overtaking is more difficult than in the past (after all, most circuits were designed years ago for much slower cars than those of today), but does not mean the sport is devoid of drama.

The Monaco and Montreal GPs stand proof to that and render the proposal to introduce the previously banned and dangerous procedure of refuelling as preposterous. Even compulsory tyre stops could work to the detriment of the sport by reducing some of the suspense of pit stop tactics. The most obvious idea would be to limit the amount of horsepower the engines produce and thus counter the glaring power discrepency between the leading teams and those further down the field. If Formula One racing needs spicing up then the governing bodies should produce something which makes a difference on the track rather than trying to make it happen in the pits.

MG Baldwin,
Cricklewood,
London NW2.

Still the best

I have recently returned from my 10th consecutive visit to the world's greatest motor race. Although I was sceptical beforehand, I must say that it was again a great event. The 3.5-litre cars lasted better than anyone expected, and were most impressive from the trackside – particularly the number five Mazda.

Although the number of entries was low and the number of spectators greatly reduced, I enjoyed every minute. In terms of value for money, the 24 Heures du Mans is a real bargain.

I congratulate the ACO in its ability to organise such an event (Silverstone please note, there are no traffic jams at Le Mans).

Whatever happens in the next year, I am sure that the Le Mans 24 Hours will always be the world's greatest motor race. Let us hope that in 1993 the glorious sounding BRM will be competitive and that the race will attract a larger entry.

John Hickman,
Dudley,
W Midlands.

PS: To all Sprites, beware of Tertre Rouge rabbits.

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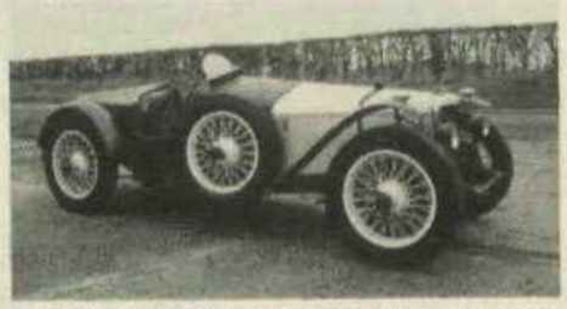
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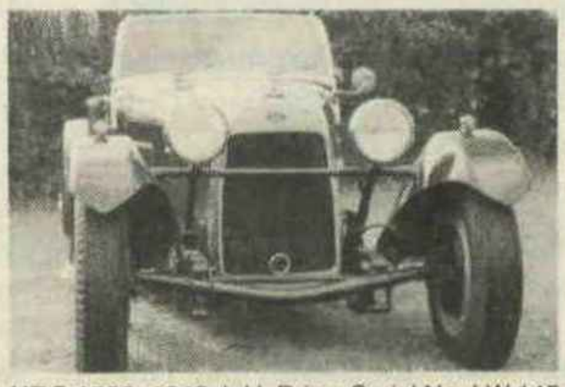
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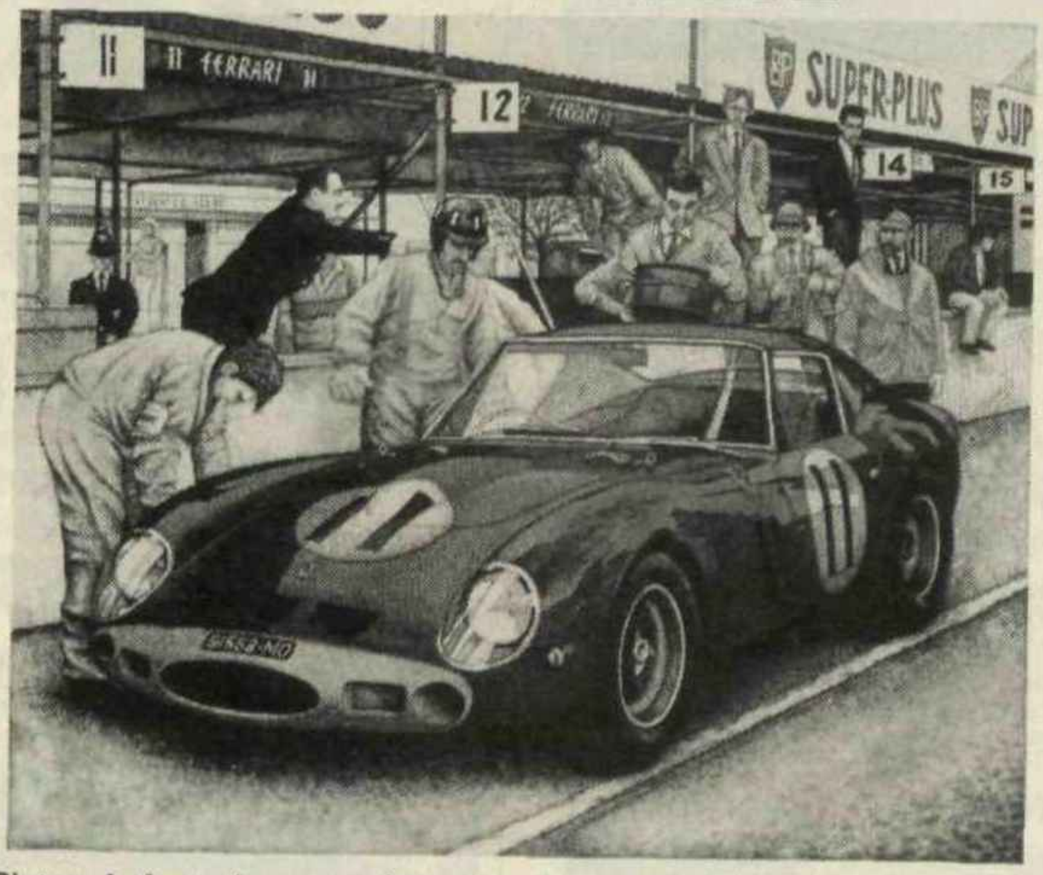
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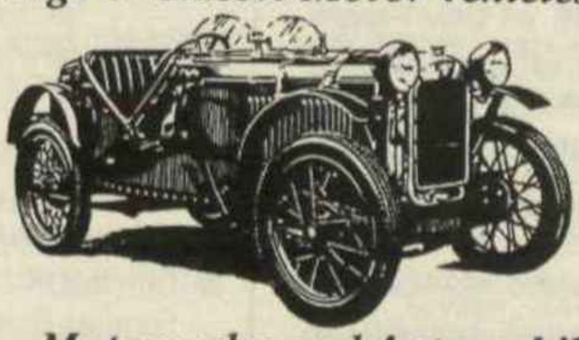
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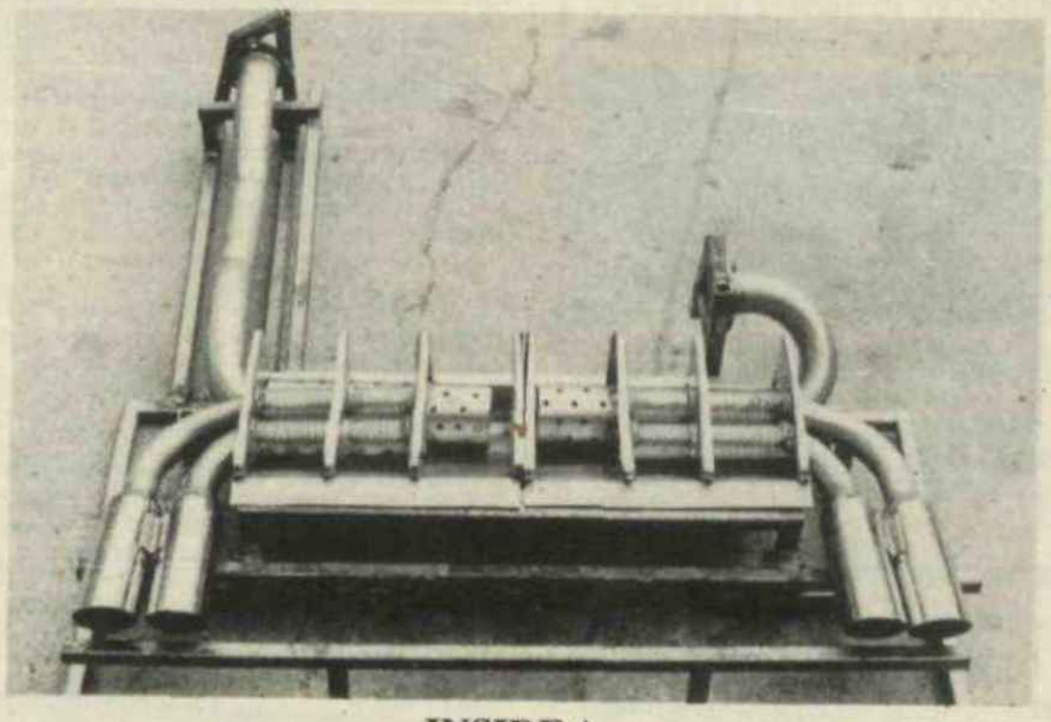
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1983 Boxer 512 BBi	Black	21,000m
1979 Boxer 512 BB	Carb, Blue	17,000m
1974 Boxer 365 GT4 BB	Red	19,000m
1978 308 GT4	Red	49,000m
1986 Mondial 3.2	Red	25,000m
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1985 911 Turbo Coupe	Graphite	20,000m
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1991 Carrera 2 Coupe	Red	3,000m
1990 Carrera 4 Coupe	Blue	6,000m
1990 Carrera 4 Coupe	Red	22,000m
1990 911 Carrera 2 Cabriolet	Blue	14,000m
1970 911 Carrera 2 Coupe	Black	21,000m
1990 911 Carrera 2 Coupe	Blue	17,000m
1990 911 Carrera 2 Targa	Red	8,000m
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1989 911 Carrera SSE Targa	Graphite	21,000m
1989 911 Carrera SSE Cabriolet	Black	11,000m
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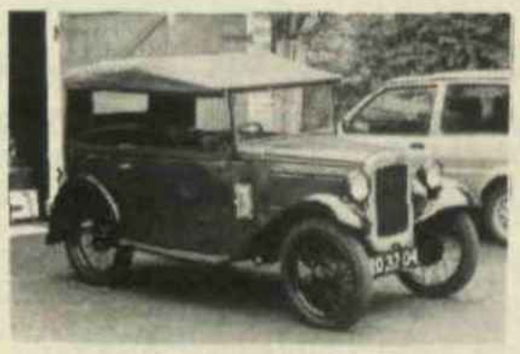
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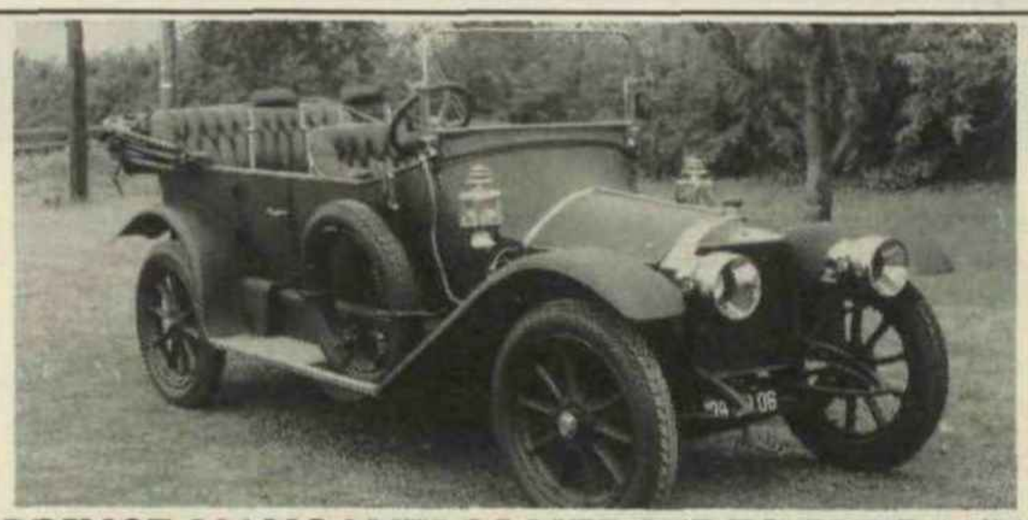
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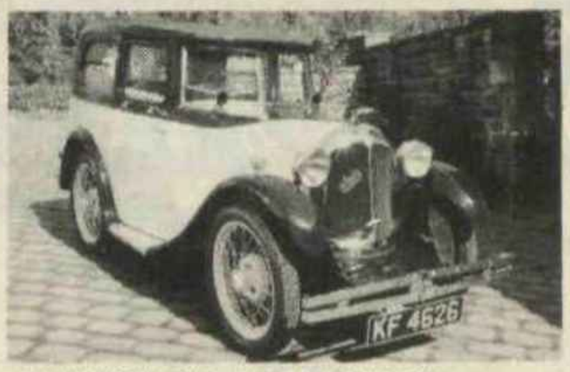
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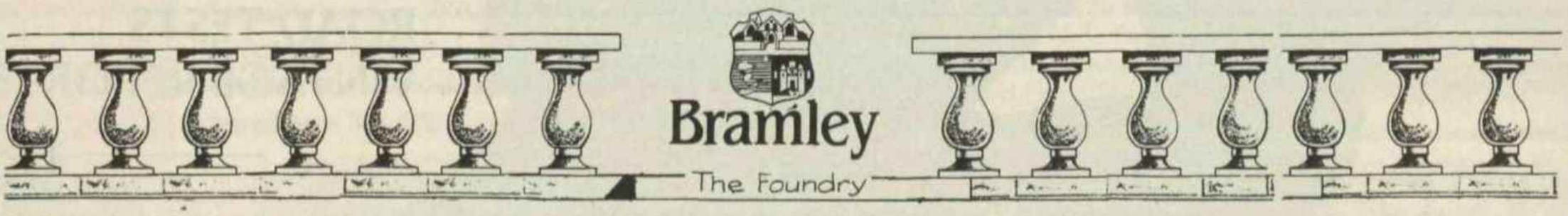
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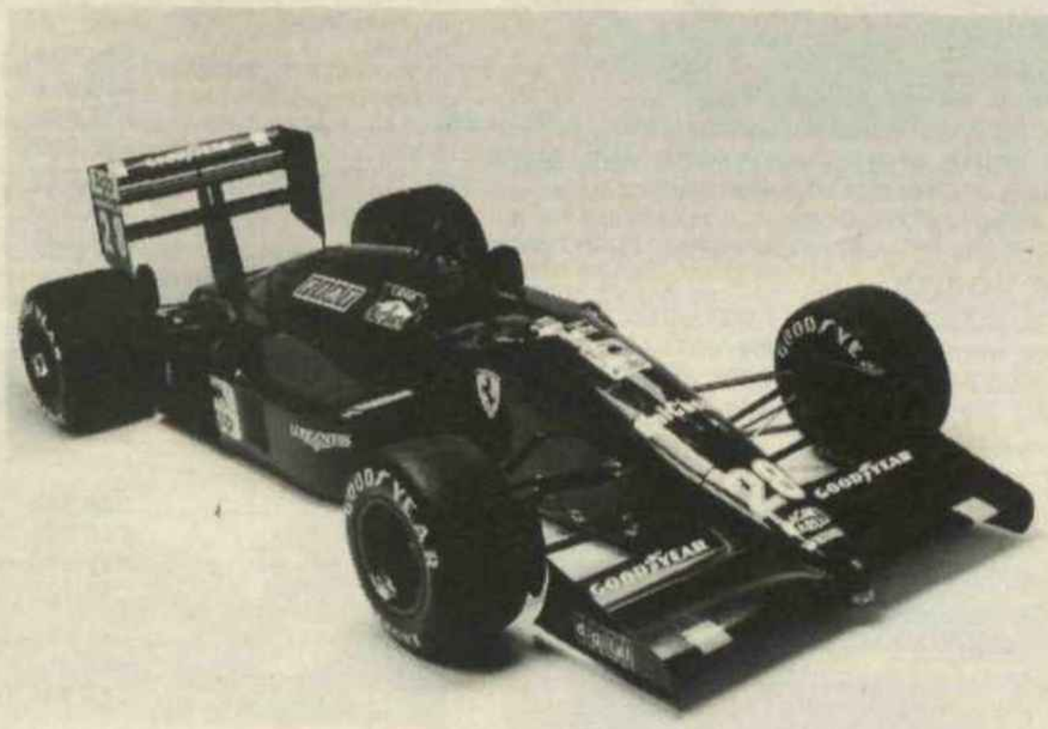
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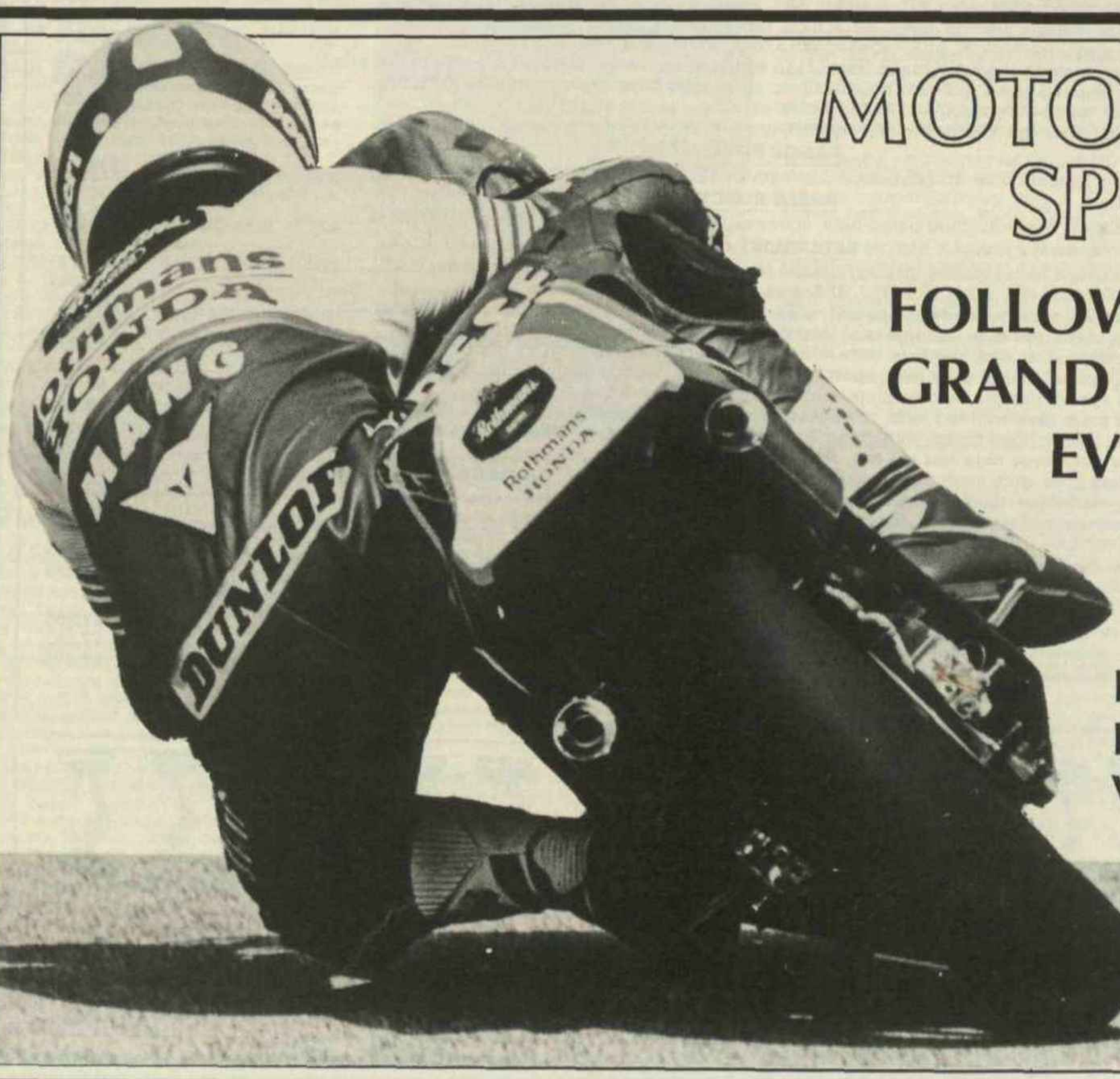
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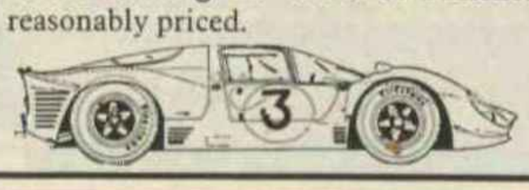
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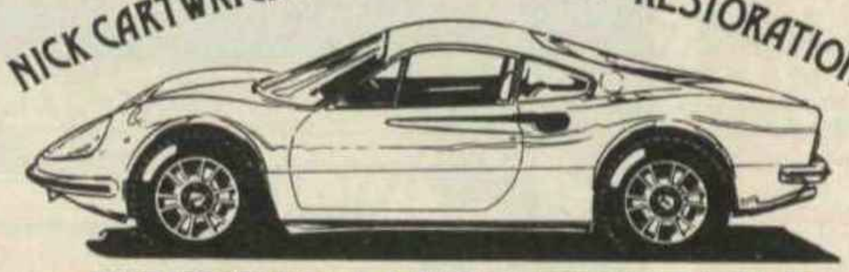
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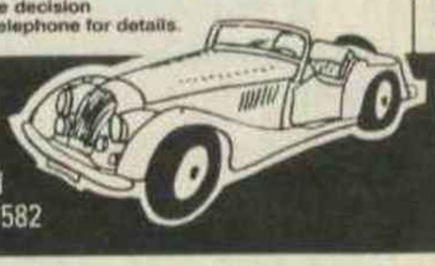
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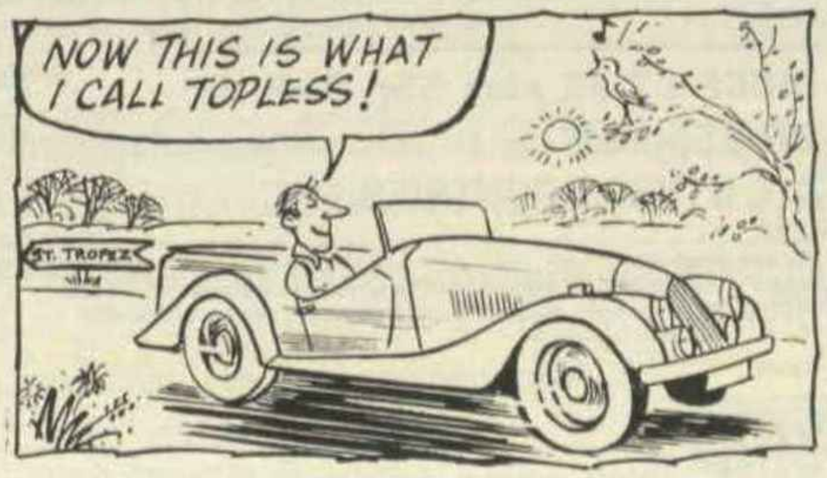
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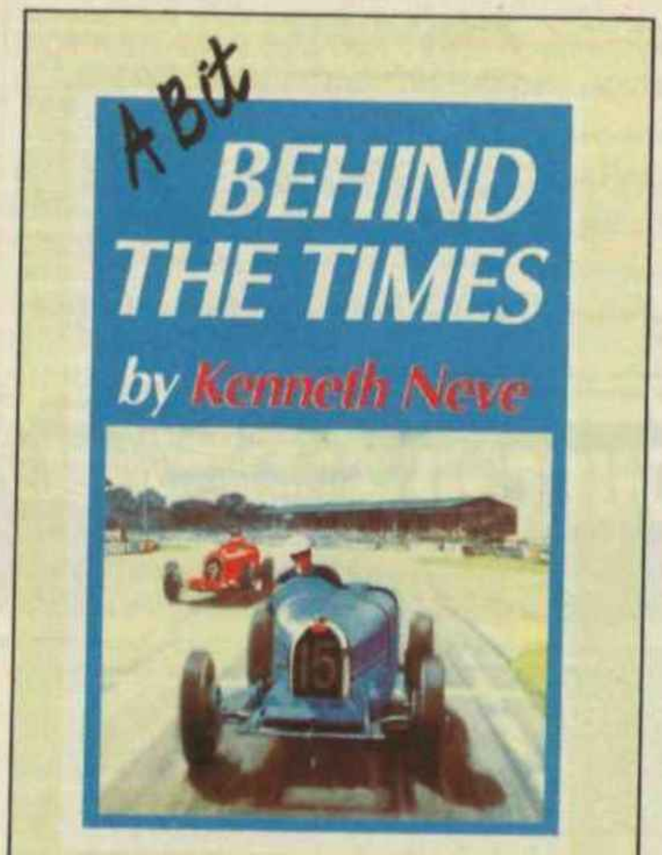
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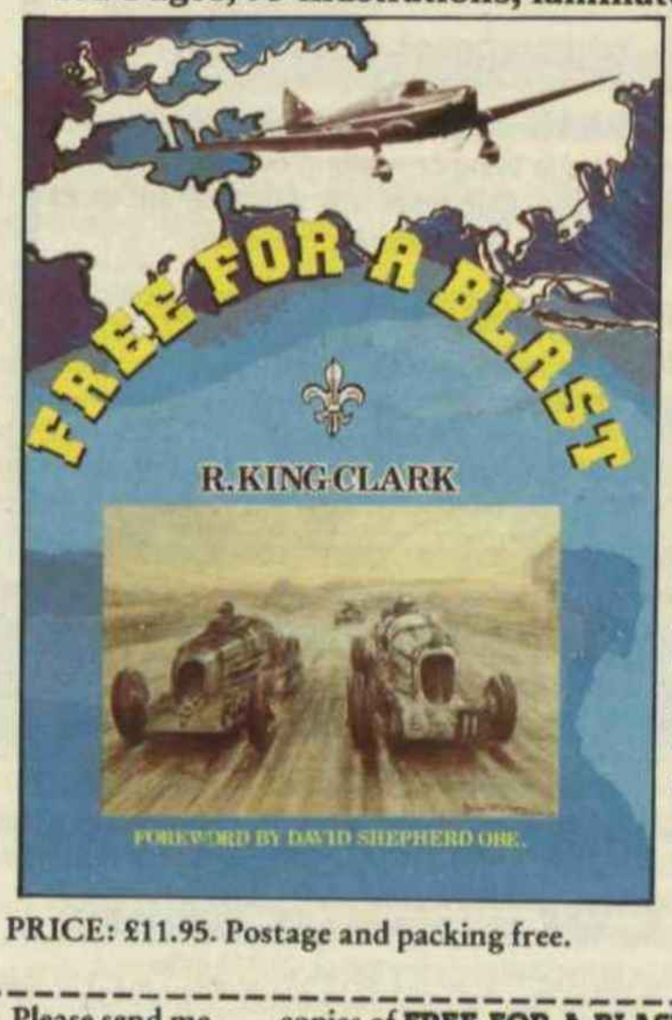
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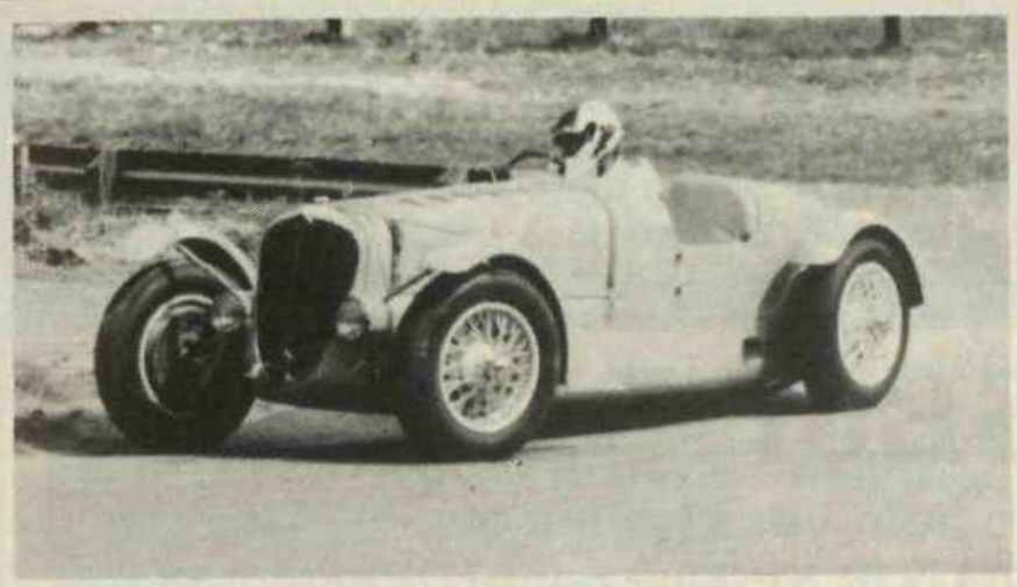
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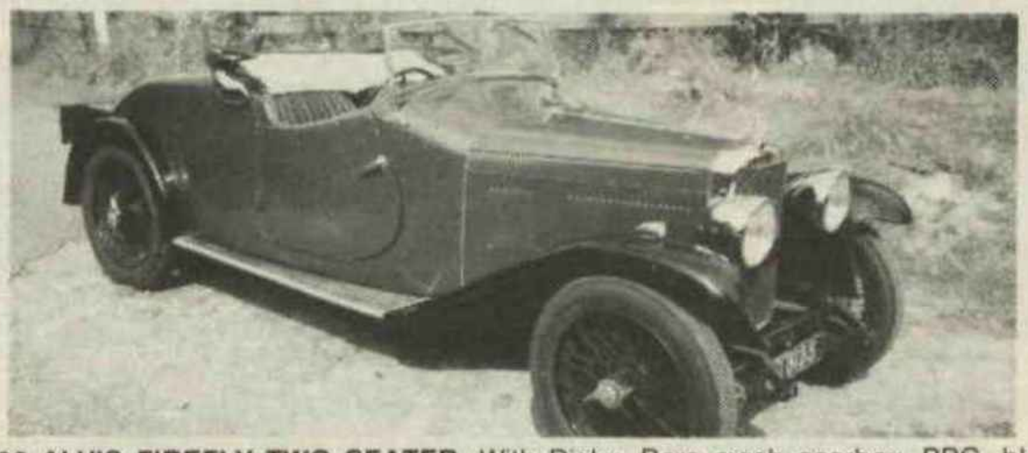
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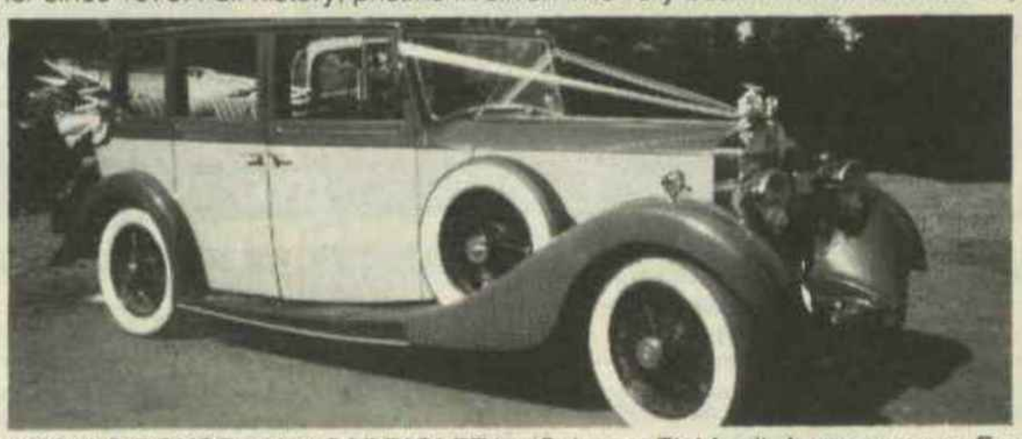
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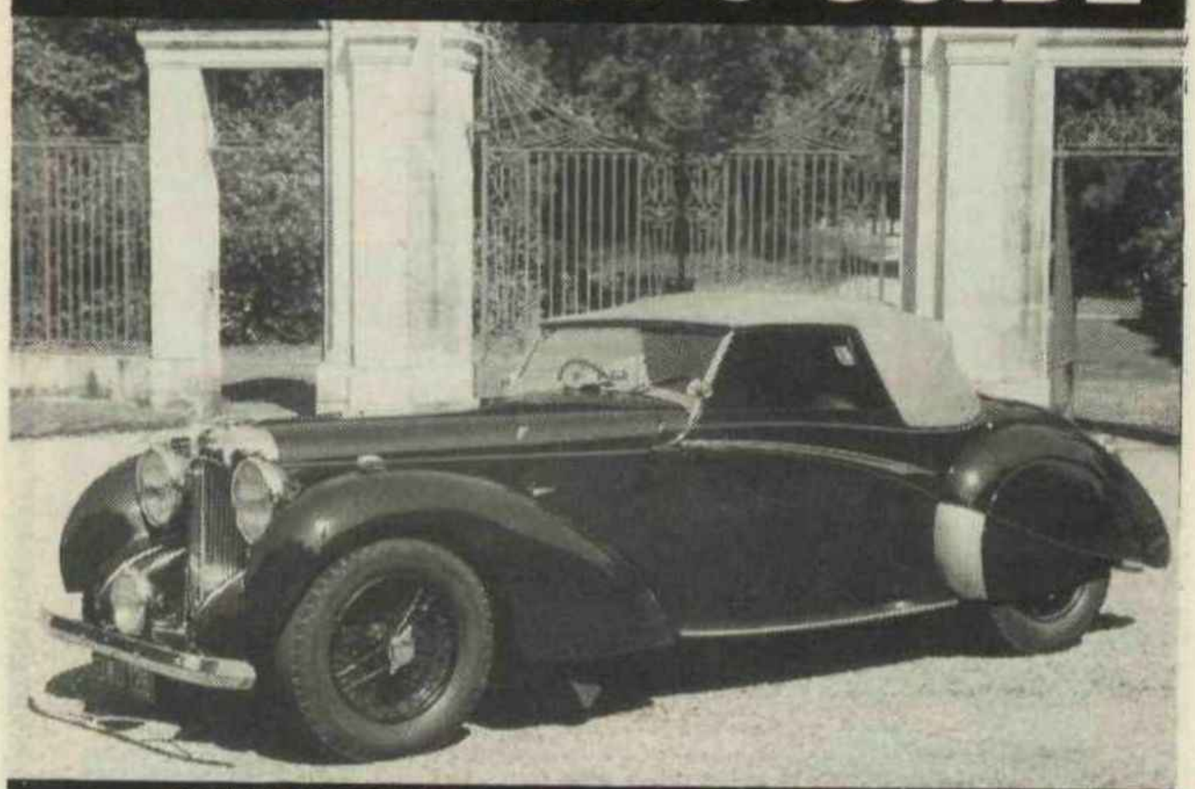
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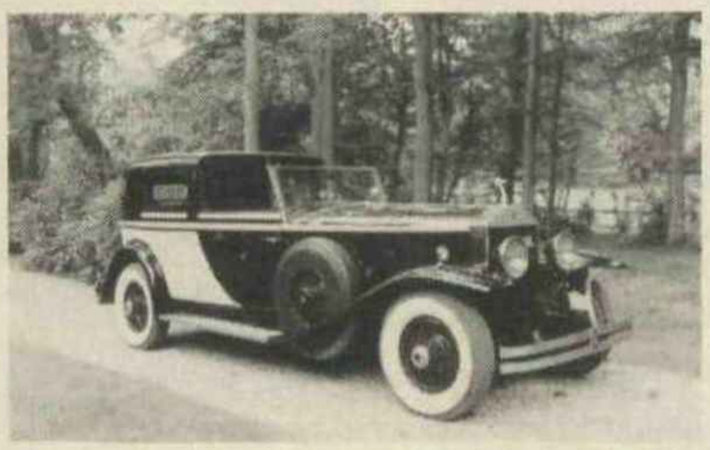
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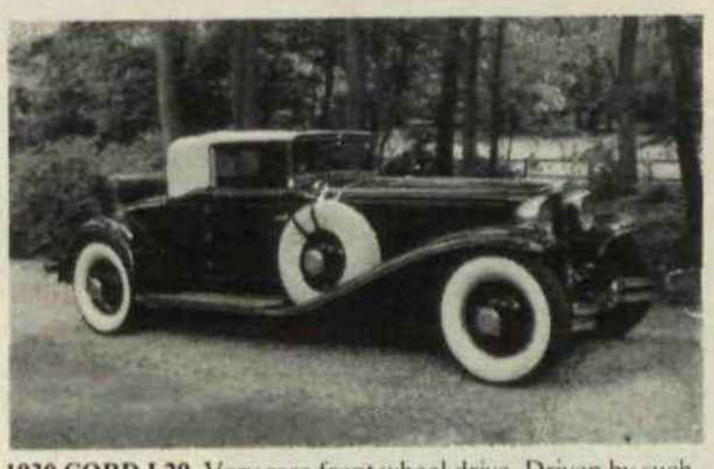
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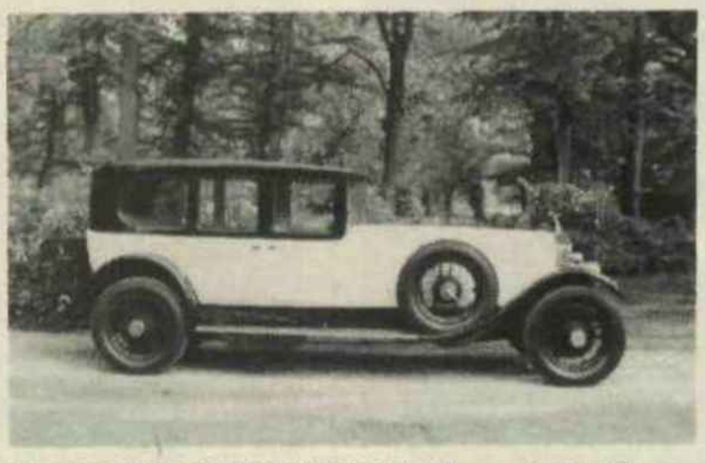
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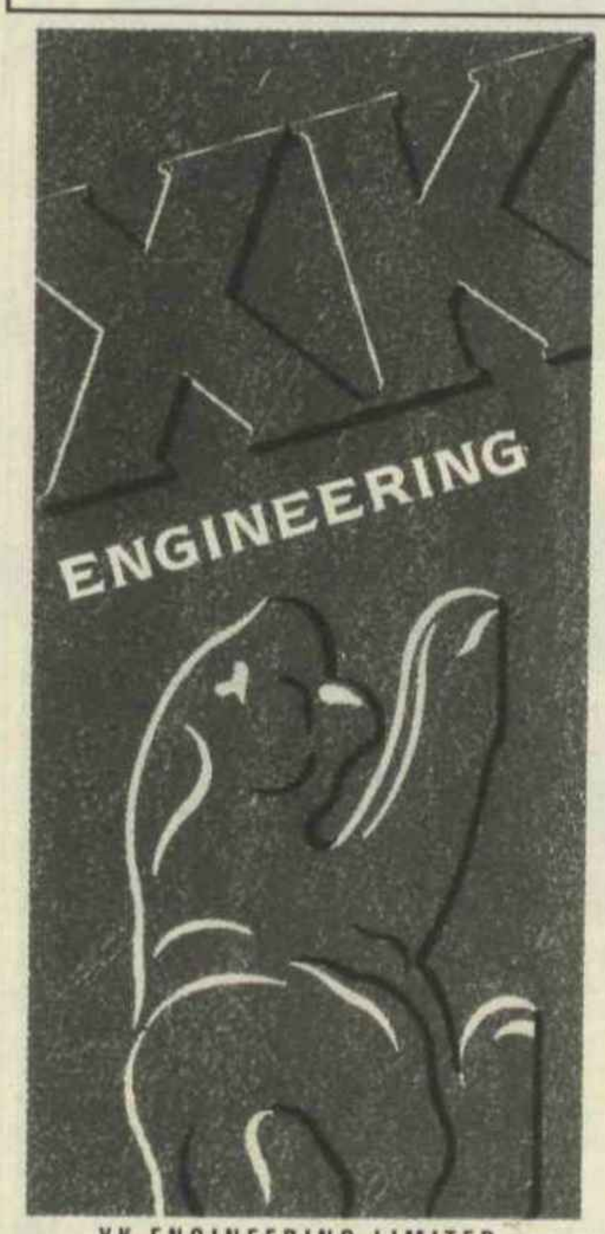
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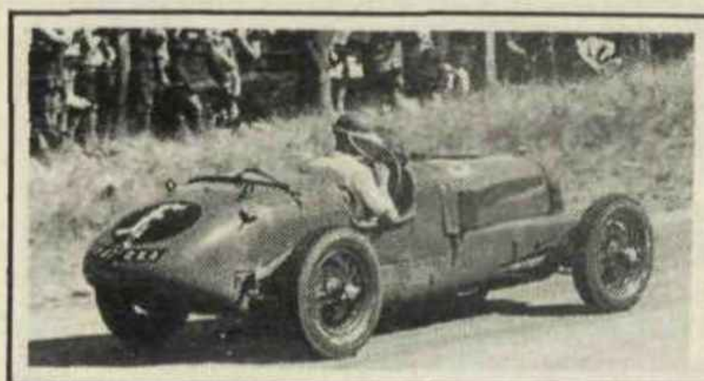
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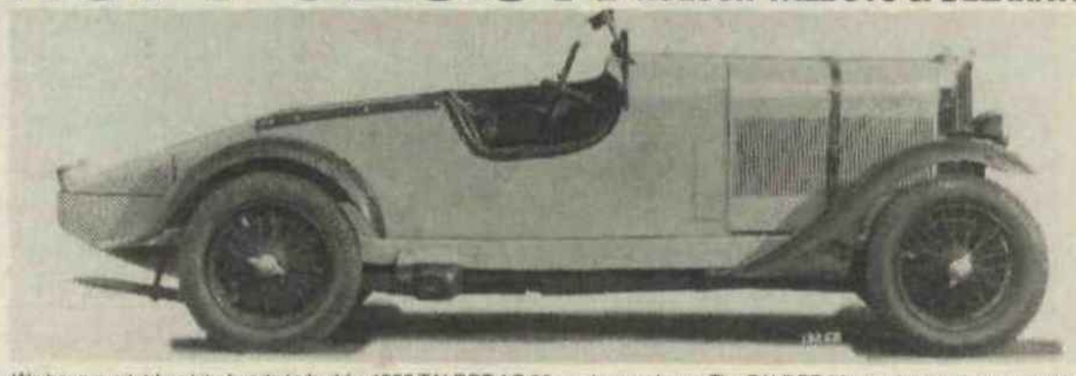
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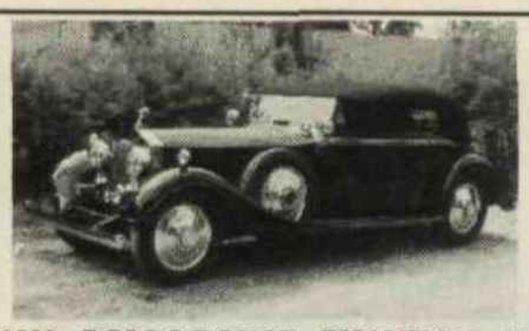
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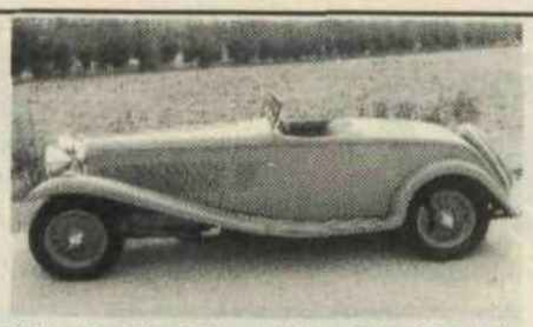
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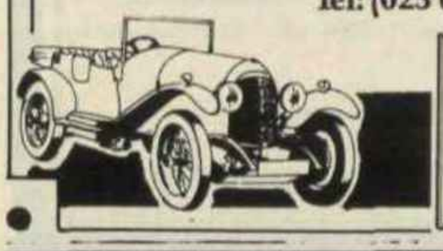
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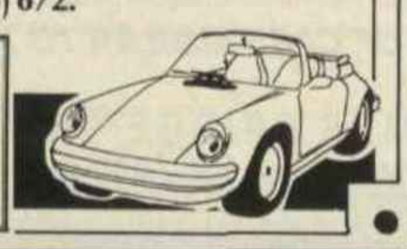
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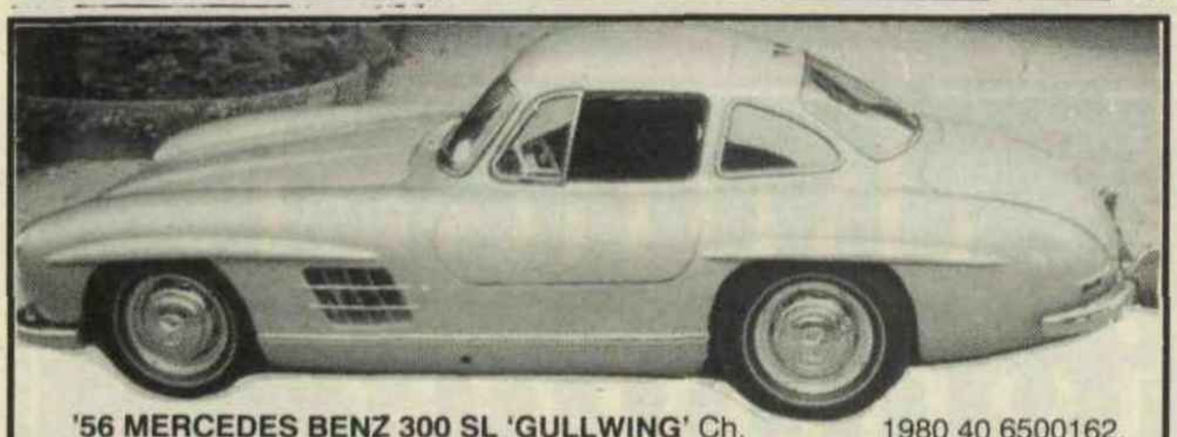
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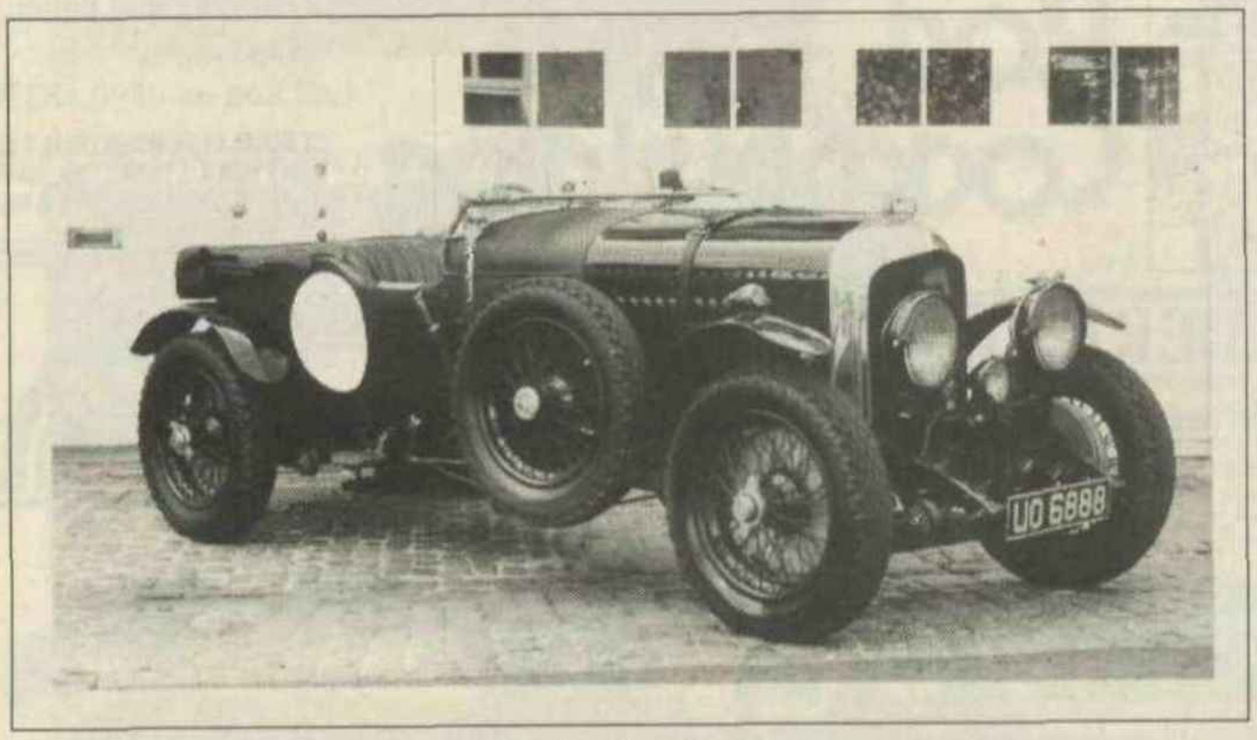
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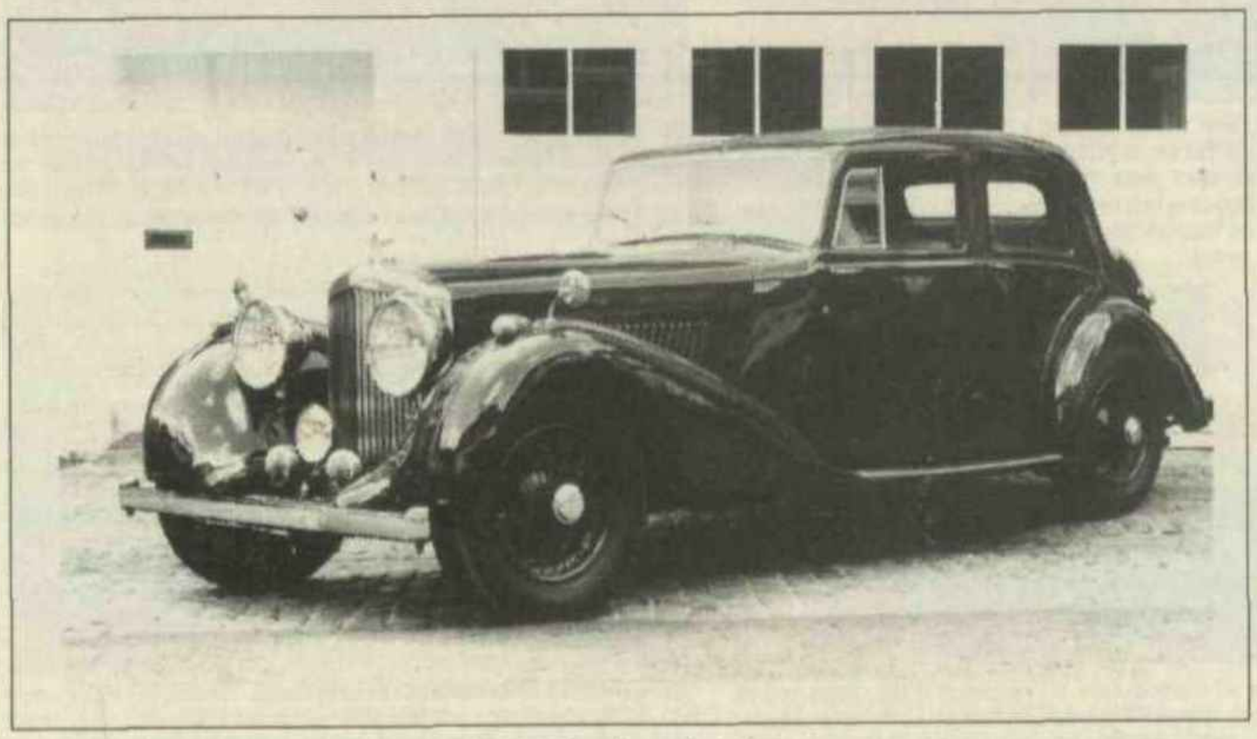
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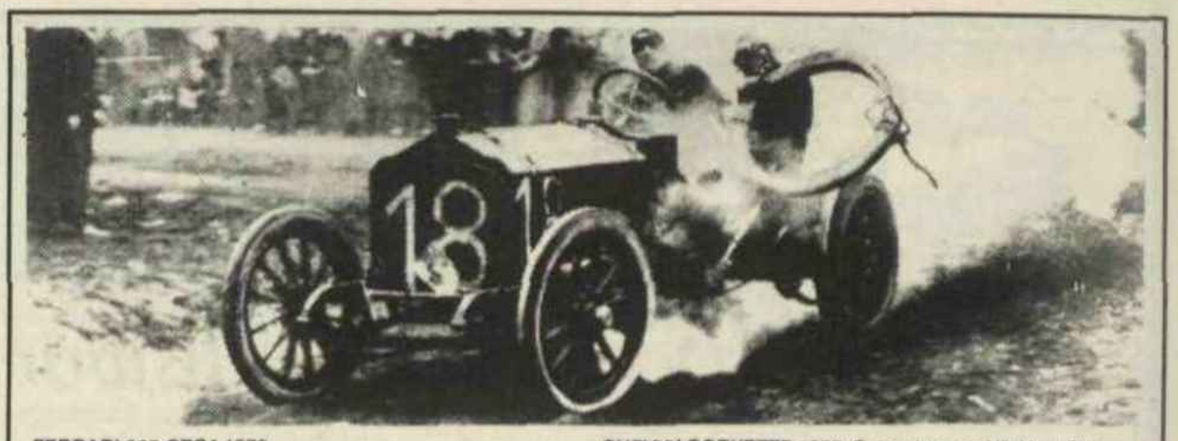
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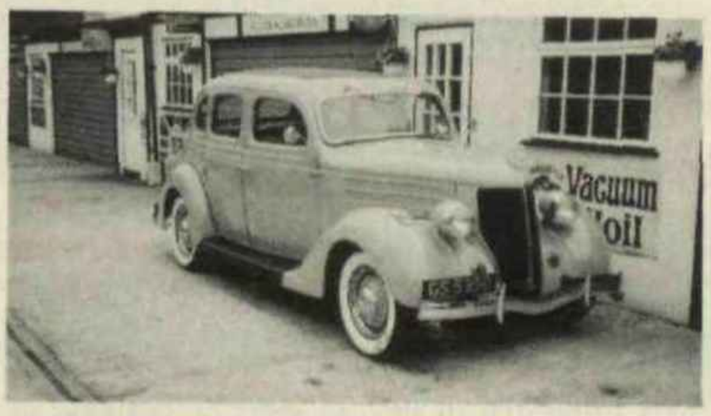
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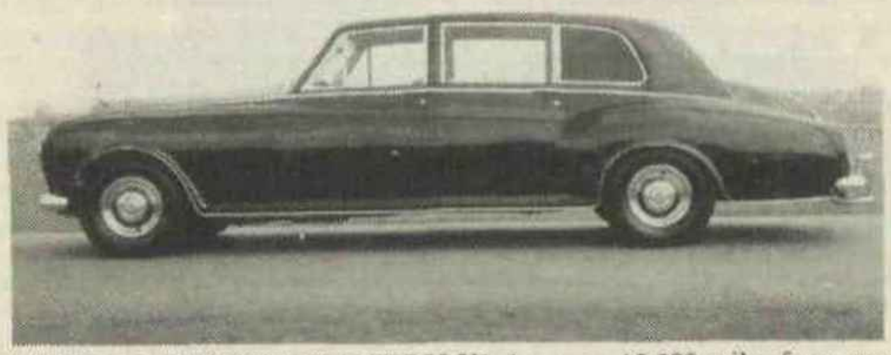
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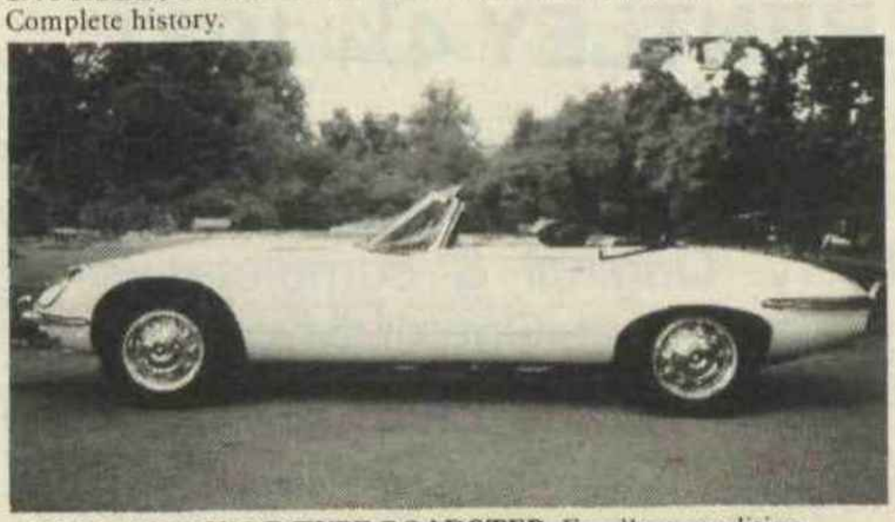
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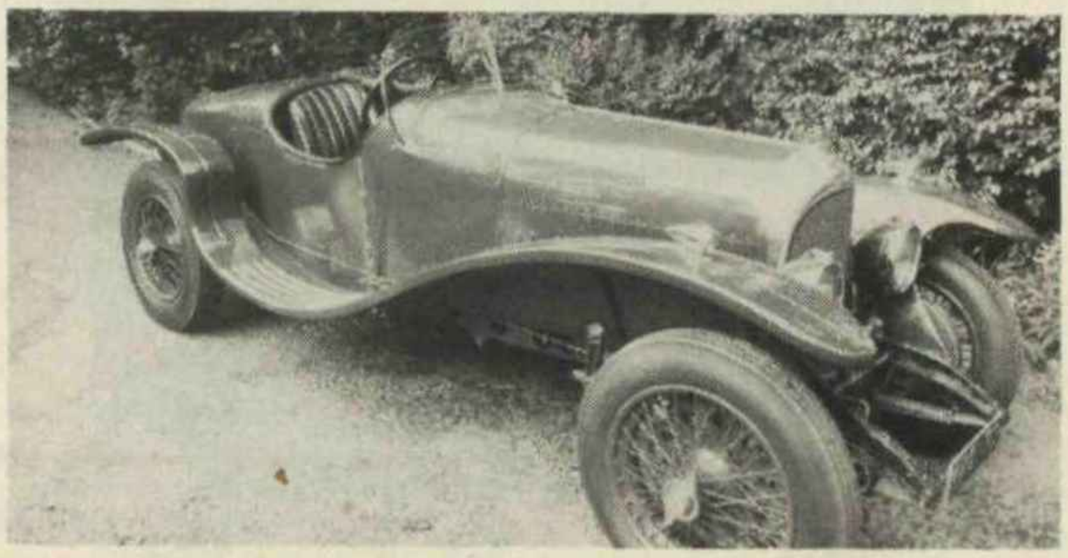
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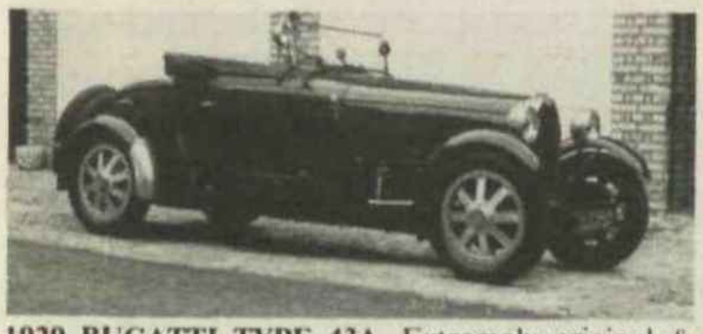
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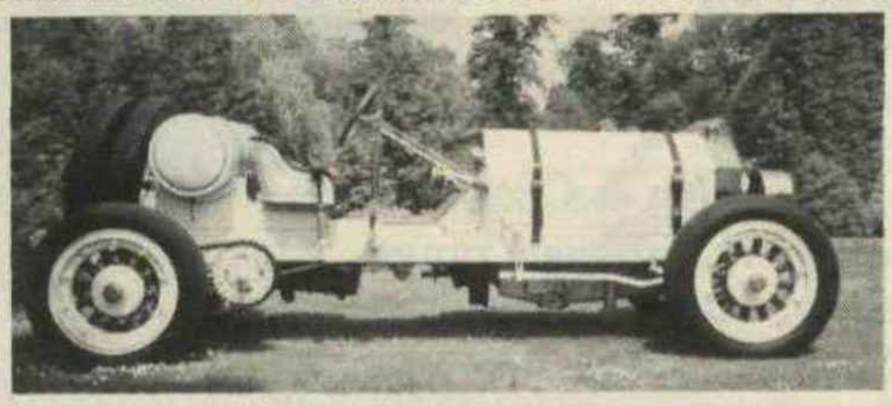
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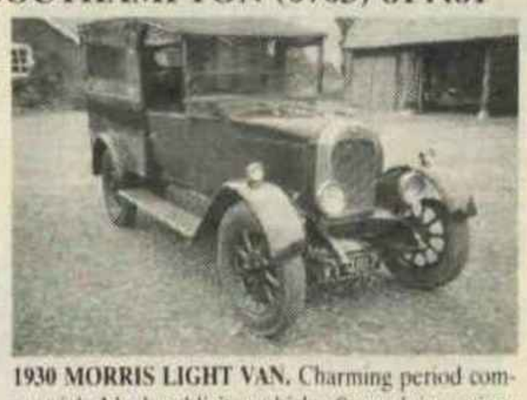
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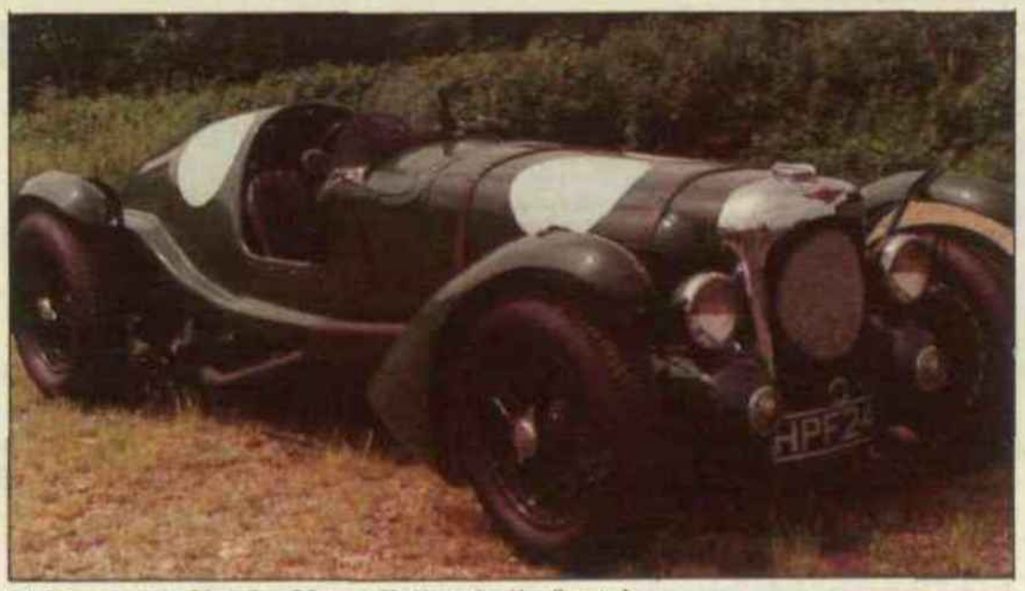
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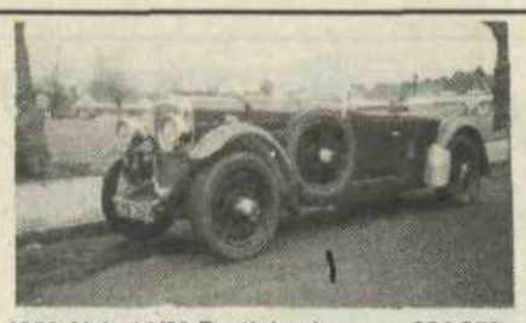


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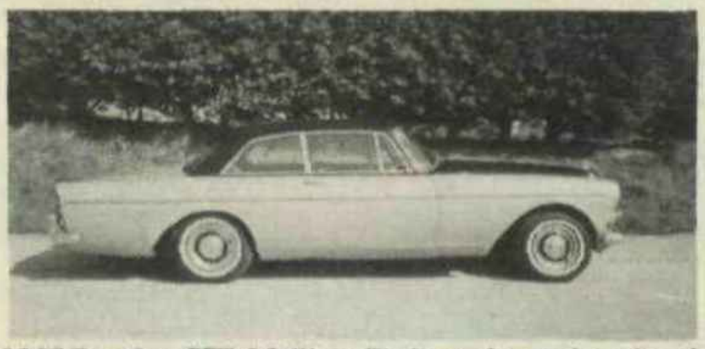
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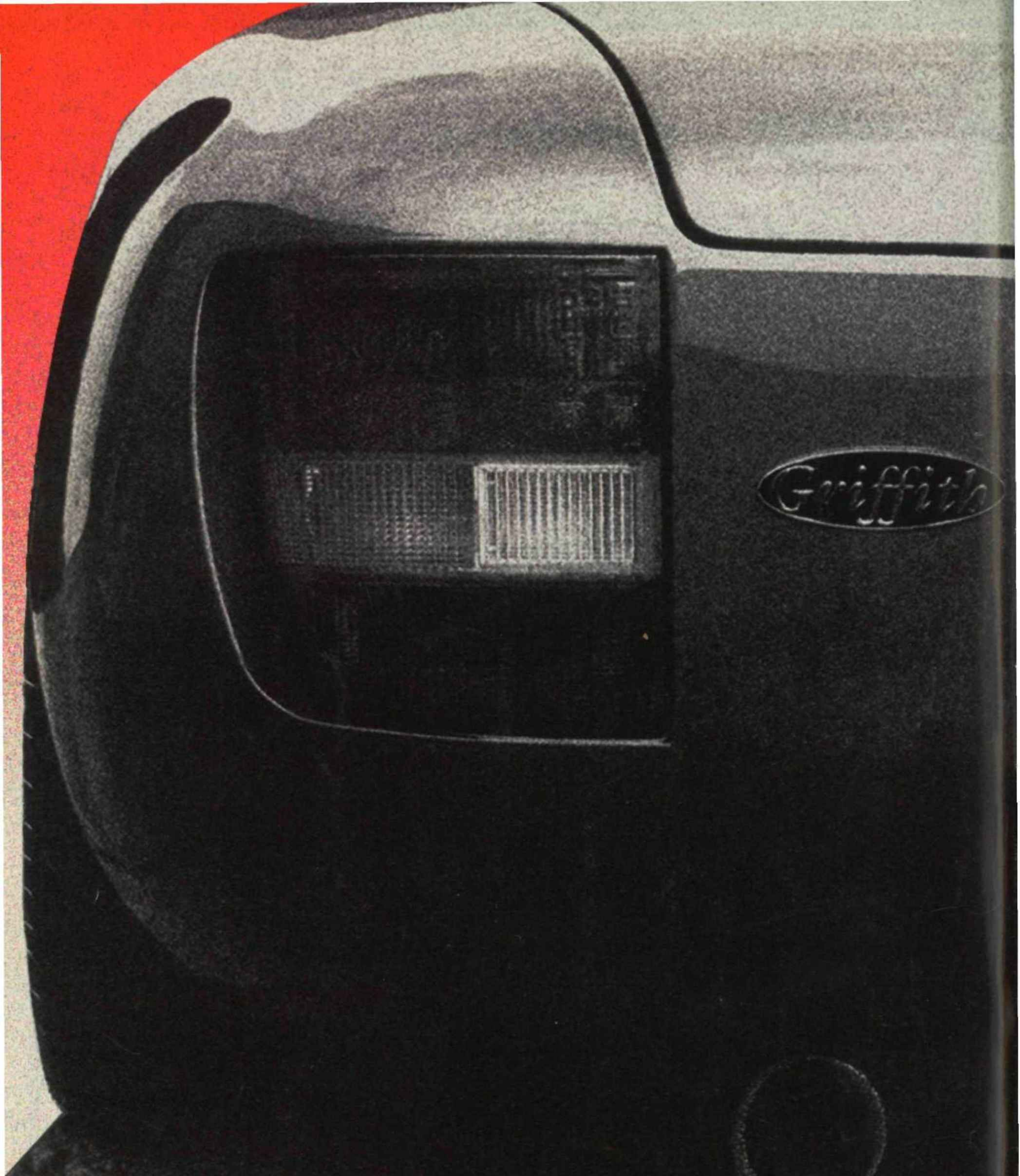
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