MOTOR SPORT

JANUARY 1995

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Colin McRae – ready to take on the world

Plus

Motor racing in China

TVR Griffith road test

British Formula 3

1994 – the year in pictures

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95

BROOKS

Sale Calendar



21 February
Collectors Motor Cars and Automobilia,
Olympia, London

19 March
Collectors Motor Cars and Automobilia,
Olympia, London

22 April
Pioneer, Vintage and Classic motorcycles
and related material

20-22 May
Collectors Motor Cars and
Automobilia, Monaco

23 June
Sports, Competition and Collectors Motor
Cars, Goodwood Festival of Speed

28 July
Summer Vintage
Collectors Motor Cars and Automobilia

21 September
Collectors Motor Cars and Automobilia
Olympia, London

19-28 October
Collectors Motor Cars and Automobilia,
London Motor Show, Earls Court, London

16 November
Collectors Motor Cars and Automobilia
(provisional)

2 December
Pioneer, Vintage, Sports and Classic
Motorcycles and related material,
Olympia, London

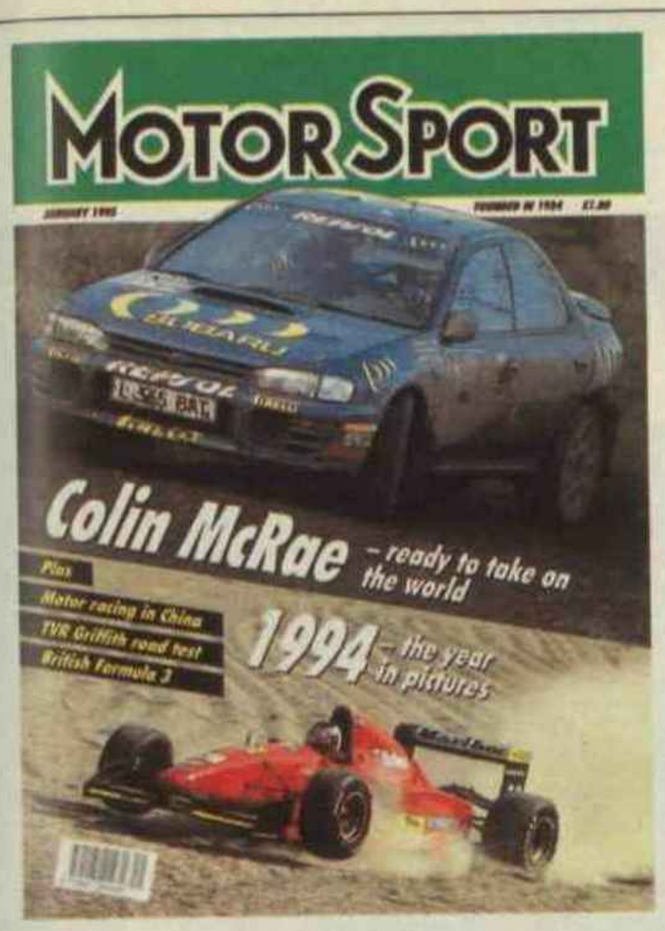
4 December
Important Collectors Motor Cars and
Automobilia, Olympia, London

Brooks sets off towards a new season with a well- established calendar of sales for 1995 and further dates to be advised.

The full programme promises action throughout the year with the now traditional Goodwood Festival of Speed and the popular London Motor Show sales promising to be two highlights.

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Top: Colin McRae scored the third, and most notable, WRC success of his career on the RAC Rally. Below: Gerhard Berger in trouble at Monza. Our pictorial review of the year starts on p49.

MOTOR SPORT

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The month in MOTOR SPORT





Lola's T95/30 F1 car (above) will undertake a full test programme during 1995 with a Cosworth ED 3-litre V8 before the team officially enters Grands Prix in 1996.

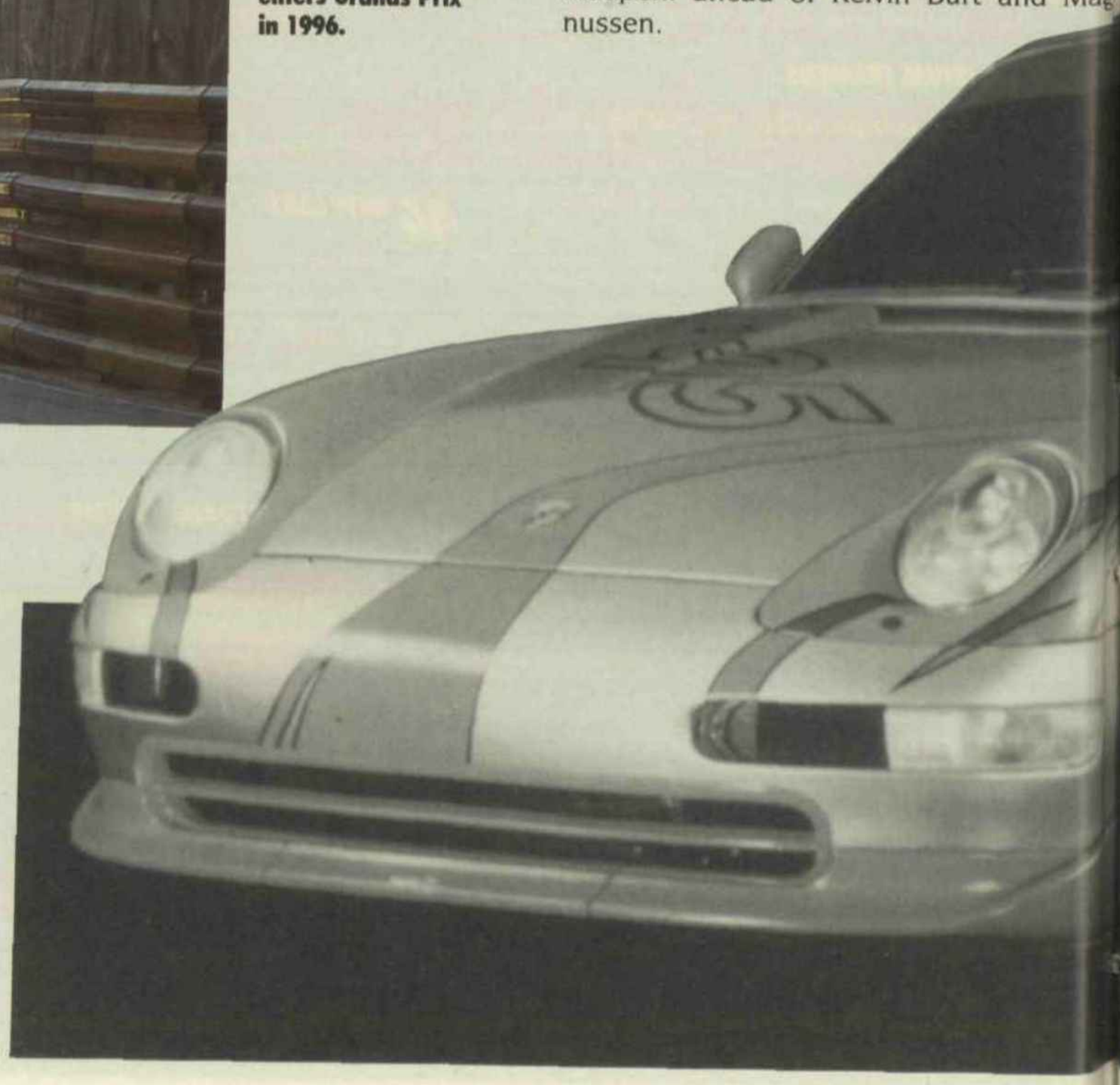
NOVEMBER

17: Porsche unveils its new GT racer, the 450 bhp Turbo GT2, at the Essen Motor Show, right.

18: Forti Grand Prix applies for an official F1 entry with the FIA. It is the only new team to have done so by the deadline.

20: The Network Q RAC Rally starts in Chester. Colin McRae takes his now customary early lead. Father Jim heads the concurrent RAC International Historic Rally, but is eventually overhauled by fellow Porsche 911 driver Åke Andersson. The National Rally Britannia falls to Richard Tyzack's Alpine-Renault A110.

20: Giancarlo Fisichella and Jan Magnussen (shown left) win the two heats of the Macau F3 GP, but aggregate victory goes to Sascha Maaβen. ahead of Kelvin Burt and Magnussen.



21: Super Nova F3000 team boss confirms that Glenn Waters will run an affiliated F3 team on his behalf in 1995.

21: Veteran race car designer Ron Tauranac admits that he is working on a new project. The Ronta will compete in the new Formula Renault Sport category.

22: Having completed its studies of all the available evidence, the FIA quashes the need for further speculation about whether Michael Schumacher might be deprived of the World Championship title. The German will not be penalised for his part in the Adelaide accident. Neither he nor Hill will be required to attend the next meeting of the World Motor Sports Council, on December 9.

22: The FIA announces an F1 calendar for 1995. Argentina appears at the top of the 17-race list; Hungary is listed as a reserve; the Nürburgring is slated to host the European GP. All other venues are as per 1994.

22: It becomes public knowledge that Tyrrell has not renewed its option on Mark Blundell, though the Englishman hopes to retain his place alongside Ukyo Katayama.

23: Having retained his lead since day one, Colin McRae becomes the first Briton to win the RAC Rally since 1976. Gwyndaf Evans wins the Formula Two section. Carlos Sainz's accident on the final morning makes it certain that Didier Auriol will be France's first world rally champion.

23: FIA F3000 champion Jules Boullion impresses Williams with his pace at Paul Ricard.

25: Eddie Irvine gives the interim Jordan-Peugeot a shakedown at Silverstone.

26: A Johnny Herbert Fan Club-organised kart race in Acton earns £11,000 for SPARKS, the charity which uses sport to raise funds for needy children. Herbert and fellow racing stars David Coulthard, Mark Blundell, Dario Franchitti and Allan McNish are amongst the participating cast, which also includes Olympians Adrian Moorhouse, Du'ane Ladejo and Greg and Johnny Searle.

27: A first corner shunt between All-Japan F3000 title pretenders Andrew Gilbert-Scott and Marco Apicella decides the issue in the Italian's favour. His chassis supplier, Dome, is said to be gearing up for F1 in 1996.

27: The seventh round of the Brazilian F3 series ends acrimoniously with the crews of the two leading drivers, Cristiano da Matta and Hélio Castro Neves, indulging in a mass pit lane brawl.

28: Reynard reveals its updated F3000 chassis, the 95D.

28: Honda's BTCC Accords will be driven by David Leslie and James Kaye in 1995. The team will be run by MSD.



MATTERS OF MOMENT

Uniting for the common good



You can read full details of Racing Ahead's objectives elsewhere in this issue. On paper, they may not look like much, but. . .

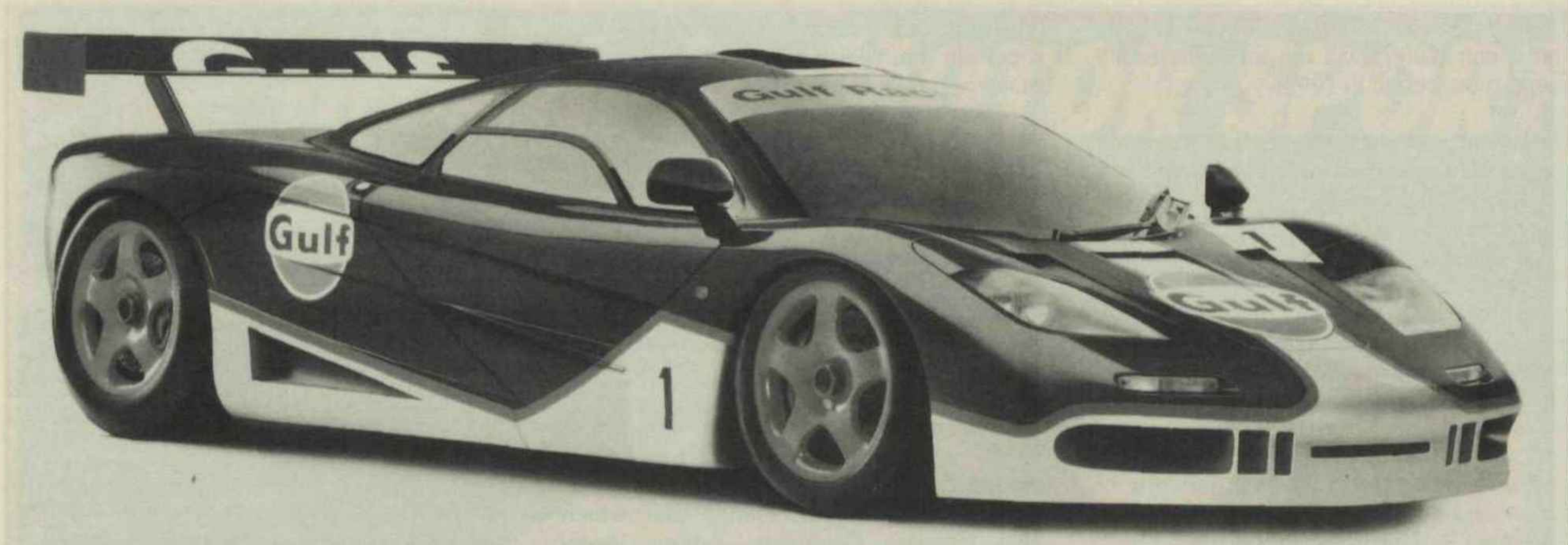
In recent years, the available range of Sunday leisure pursuits has multiplied manyfold: professional soccer (live and televised), horse racing, more and more shops opening. . . It's little wonder that the public has sometimes opted to stay away from grass roots motor racing, where running a seven-race programme could sometimes occupy a whole day.

In the past, self-interest has often prevented race organisers uniting for the common good, but we are pleased to see that the launch of Racing Ahead indicates unprecedented co-operation between clubs, circuit owners, race promoters and, not least, the RACMSA.

For far too long, motor racing as a spectacle has been stymied by the rigid refusal to place common sense before the rulebook. Racing Ahead's ideas, however, allow scope for much-needed flexibility.

Purists may shudder at gimmicks such as grid positions being decided by a spectators' poll, but we implore them to look at the broader picture. The sport has long needed to be shaken from its complacent perch, and to wake up to the type of entertainment demanded of a family day out.

Racing Ahead's ideas are an appealing blend of the traditional and the modern. We encourage spectators and competitors to support this fresh initiative. Together with sound marketing plans, a little fine-tuning of the RAC Blue Book could just prove to be the best thing to hit British motorsport for many years. **S A**







28: Gulf announces that it will back Ray Bellm's McLaren F1 at Le Mans (above).

28: Piero Liatti is tipped to join the Subaru WRC team, as third driver.

29: Jordan confirms that Rubens Barrichello and Eddie Irvine will team up once again in 1995. Backer Sasol, however, will not be staying. Total is tipped to assume title sponsorship.

29: The FIA announces that Grégoire de Mevius has been excluded from the Rally Australia for fuel irregularities. When GM's subsequent appeal fails, it hands the Two Litre Cup title to Skoda.

30: Jan Magnussen impresses Mercedes with his handling of a DTM car at Hockenheim. The Dane is slated to dovetail a DTM programme with Formula 3000.

DECEMBER

1: Pacific confirms that it has clinched a Ford engine deal for 1995.

1: Derek Warwick (left) signs for Alfa Romeo's BTCC team, as partner to Giampiero Simoni. Michele Alboreto, meanwhile, will drive for Alfa in the DTM.

1: Renault confirms its BTCC line-up. Will Hoy (shown testing, left) will join Alain Menu. Elsewhere, Johnny Cecotto will head the Warthofer-run works BMW team.

2: Lawyers representing Williams and McLaren meet with the Contract Recognition Board in Geneva, as legal tangles cloud David Coulthard's future. The Scot acknowledges that he has signed an agreement with McLaren. Its validity remains in doubt, however. The matter had still not been concluded as we closed for press.

2: Lola says that it won't return to F1 until 1996, although the Ford-powered T95/30 is ready to shake down. Allan McNish will commence the evaluation programme.



A car similar to the 1939 Frazer Nash BMW 328 two-seater sports to be sold by Brooks on 21st February.

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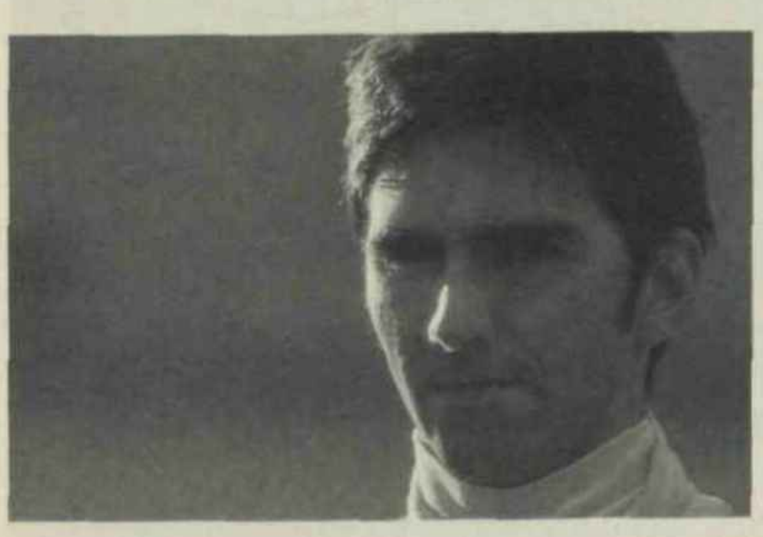
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3: Yoshio Nakamura dies (see *Delirium Tremens*).

4: Kenneth Hansen wins the Autoglass British Rallycross Grand Prix at Brands Hatch (top).

5: Ligier is thought to have secured a supply of Mugen-Honda engines for 1995.

5: Ford is said to be on the brink of changing its mind about closing its Boreham rally HQ.

5: Carlos Sainz finally signs for Subaru again, albeit for just one season.

7: Team Lotus's new owner David Hunt advises staff that they are to be laid off, hopefully on a temporary basis. Hunt remains optimistic that funds will be raised to restart the 112 build programme in time for the start of the 1995 season.

7: Eddie Irvine tries Peugeot's 3.0 F1 engine at Barcelona, and laps faster than he does with the 3.5. Jordan also gives Peugeot touring car star Laurent Aïello a run. The other team present is Sauber, for whom Karl Wendlinger, Kris Nissen, Pedro Lamy and Norberto Fontana all drive. Peter Sauber says he wants Karl to race in 1995, if he's fit.

8: Lola shows the first public photographs of its F1 test chassis, the T95/30.

9: The FIA presents its annual awards at the Monte-Carlo Sporting Club.

9: The FIA confirms that F3000 will be replaced by a monotype formula in 1996.

9: Racing Ahead is launched, to change the face of national motorsport (see pages 26/27).

9: Having just lost his appeal against a six-month rally ban, following a chase car infringement in August, Dom Buckley falls on a glass bottle at home and is rushed to intensive care having lost five pints of blood. Mercifully, doctors are able to stabilise him and he makes a full recovery.

10: BMW says Steve Soper will contest both the Japanese and German touring car series in 1995, when time permits. . .

11: The sport is deeply saddened by the death of nine year-old Cadet kart racer Daniel Spence in a race at Kimbolton.

11: Damon Hill (left) is voted BBC Sports Personality of the Year.

12: Reynard acquires a stake in Venson Motorsport, which will run a one-make British F2 series for Reynard 95D-DFYs in 1995. The aim is to make F2 a direct stepping-stone to F1.

12: Andrea Aghini signs a three-rally deal with Mitsubishi's WRC team.

JANUARY FIXTURES

Date	*Venue*	*Event*	*Type*
Jan 2	Lydden Hill	Rallycross	R
Jan 7	Epynt Ranges	Mewla Rally	N
Jan 21/26	**Monaco**	**Monte-Carlo Rally**	**INT**
Jan 29	Lydden Hill	Rallycross	R

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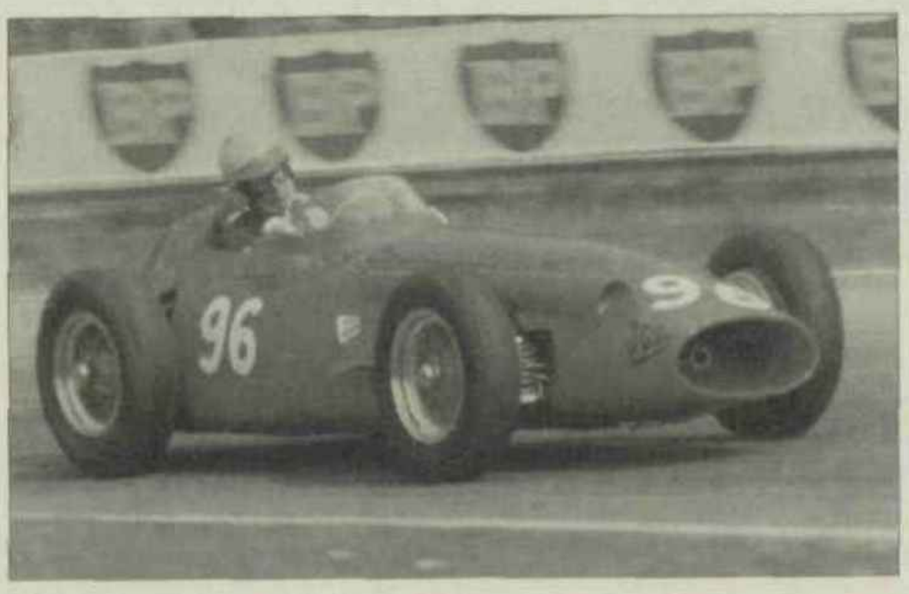
MONACO & GOODWOOD

Entries are now invited for our Monaco and Goodwood Sales. Please contact Brooks on 0171 228 8000

Les Grandes Marques à Monaco
20 - 22 May 1995

Brooks return to Monaco in 1995 with a sale of fine sports, competition and performance motor cars. Monte Carlo in May will become once again the focus of motoring enthusiasts with the Mille Miglia Retrospective taking place just over the border and the Monaco Grand Prix absorbing the Principality.

Brooks sale provides a rare opportunity to sell at auction the finest motor cars in this extraordinary cosmopolitan environment.



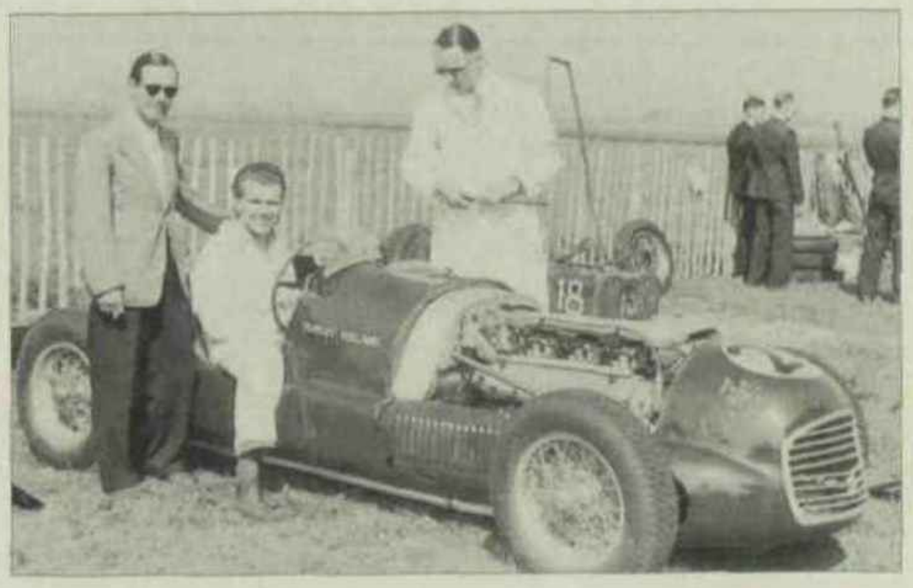
1958 Maserati 250F

Sold at Brooks Monaco sale for £996,000

Goodwood Festival of Speed
23 June 1995

The 3rd Brooks Goodwood Festival of Speed sale promises once again to be a highlight of the year. Classic aeroplanes and boats will feature alongside sports, competition and other collectors motor cars from veteran and vintage to more recent classics.

Vendors will enjoy the unique atmosphere that surrounds this historic motor racing location and the most important British sale of the year.



1947/48 Ferrari 166 Spider Corsa

Sold at Brooks Goodwood Festival of Speed sale for £211,000



McRae o

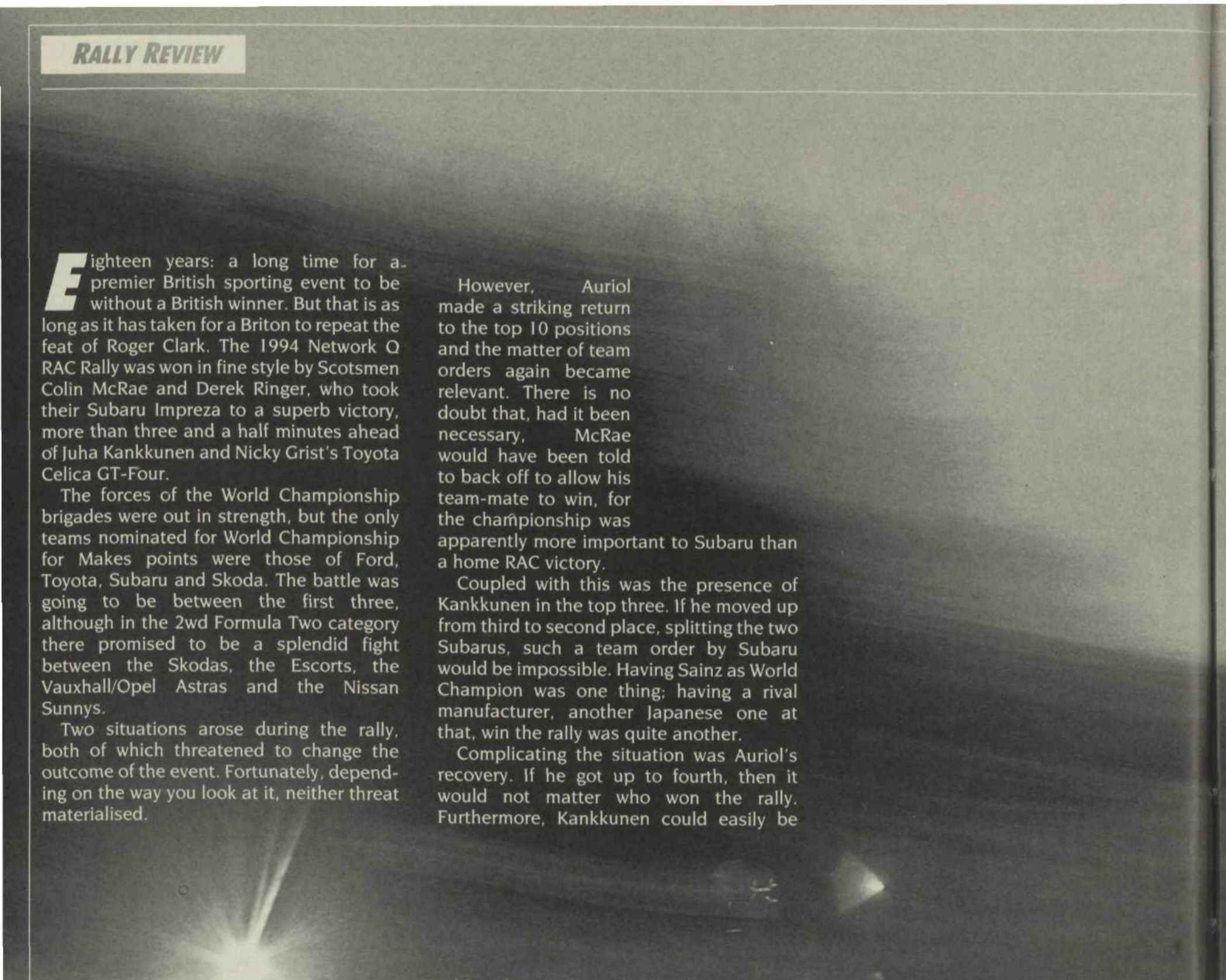
As threat of a controversial staged finish evaporated, Britain's rising star completed a deserved victory – the first such home success since 1976

sunshine

Eighteen years: a long time for a premier British sporting event to be without a British winner. But that is as long as it has taken for a Briton to repeat the feat of Roger Clark. The 1994 Network Q RAC Rally was won in fine style by Scotsmen Colin McRae and Derek Ringer, who took their Subaru Impreza to a superb victory, more than three and a half minutes ahead of Juha Kankkunen and Nicky Grist's Toyota Celica GT-Four.

The forces of the World Championship brigades were out in strength, but the only teams nominated for World Championship for Makes points were those of Ford, Toyota, Subaru and Skoda. The battle was going to be between the first three, although in the 2wd Formula Two category there promised to be a splendid fight between the Skodas, the Escorts, the Vauxhall/Opel Astras and the Nissan Sunnys.

Two situations arose during the rally, both of which threatened to change the outcome of the event. Fortunately, depending on the way you look at it, neither threat materialised.



In the first place, the tussle between Toyota and Subaru for the drivers' World Championship weighed entirely on the result of the rally. After the previous nine rounds, Didier Auriol (Toyota) led with 110 points and the only man capable of beating him was Carlos Sainz (Subaru) who had amassed 99. If Sainz won, Auriol needed to finish no lower than fourth to become the first Frenchman to be World Rally Champion.

The first question arose when McRae and Sainz got their Subarus into first and second places. Would team orders dictate that McRae should give up his win so that Sainz could take both the rally and the championship? This would only arise, of course, if Auriol became close to gaining enough points to stay ahead of Sainz, and when the Frenchman dropped right down the field in the early stages of the rally it seemed unlikely that such orders would become necessary.

However, Auriol made a striking return to the top 10 positions and the matter of team orders again became relevant. There is no doubt that, had it been necessary, McRae would have been told to back off to allow his team-mate to win, for the championship was apparently more important to Subaru than a home RAC victory.

Coupled with this was the presence of Kankkunen in the top three. If he moved up from third to second place, splitting the two Subarus, such a team order by Subaru would be impossible. Having Sainz as World Champion was one thing; having a rival manufacturer, another Japanese one at that, win the rally was quite another.

Complicating the situation was Auriol's recovery. If he got up to fourth, then it would not matter who won the rally. Furthermore, Kankkunen could easily be told to drop back so that his Toyota team-mate would move up a place, and the Finn would have obeyed such instructions just as readily as McRae would have responded to the order to back off.

Kankkunen had two options. The first was to try to separate the two Subarus so that McRae could not be told to slow down and the second was to slow down himself to allow Auriol to move up a place.

In short, Subaru was prepared to sacrifice McRae and Toyota to sacrifice Kankkunen. Such is the modern world of big bucks rallying.

Happily, though not for Sainz, none of the team orders became necessary and the rally was decided on merit alone. Auriol continued his relentless advance (though he admitted that he was driving "not so good") and, on the final day, Sainz went off the road and blew all his chances of taking the title. No team orders were therefore issued.

Another issue to raise its head during the 1994 Network Q RAC Rally was that of deliberate obstruction of special stage roads. Everyone knows that in the Monte-Carlo Rally, where spectators are often seen openly carrying shovels, snow can suddenly appear on otherwise dry roads, but in this case we are referring to the mysterious appearance in the road of rocks, boulders, logs, nails or even diverted streams.

Sainz was completely disconcerted in the first stage of the rally's last morning when he came upon two logs in the middle of the road through Coed Pantperthog. He avoided them, but the incident may have caused him to be sufficiently rattled to go off on the next stage. The logs were not there when McRae went through ahead of Sainz, nor when Kankkunen passed, the next driver after Sainz.

Rallying tales abound with such mysterious appearances, some based on fact, some not. Which it was in this case is anyone's guess. Sainz and Moya are not given to inventions such as this, especially as they reported the incident *before* they went off the road in Dyfi, not afterwards.

Assuming that the logs were deliberately placed, several questions spring to mind. Were they placed by hooligans and, if so, why were they there for the passage of Sainz and no one else? Were they placed at the behest of someone who wanted a Toyota driver to become World Champion? Were French Auriol fans responsible, or were they planted by McRae supporters who realised that Sainz, as a possible World Champion, posed a threat to the Scot?

Whatever they may be, the answers have no bearing whatsoever on the result of the rally. Colin McRae and Derek Ringer emerged victorious after a clean fight, their position hardly ever being challenged, and it is to their immense credit that they remained unruffled and in excellent humour throughout the four days. There are some



Carlos Sainz (main shot) was in a position to wrest the world title from Didier Auriol (with Bernard Occelli, above) until the final morning . . .



who said that McRae had yet to mature. Let them say it no more. . .

In the end there were 178 starters, though it's sad to say that in Britain's number one motor sporting event there was not a single car that could be said to be 100 per cent British, unless you consider heritage, when Minis, Rovers and MGs could be considered part of the equation.

There were six Ford Escort RS Cosworths entered by the factory, two of them built at Boreham and driven by François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero. Malcolm Wilson/Bryan Thomas drove a car built at Wilson's own workshops, whilst the only other Michelin-shod car was that of Bruno Thiry/Stéphane Prevot, built by RAS and backed by Giesse, the two Belgians driving on their first RAC Rally. The two Pirelli-shod Escort Cosworths entered by the factory were driven by Stig Blomqvist/Benny Melander (Mike Little Preparations) and Ari Vatanen/Fabrizia Pons (Konrad Schmidt MS). Another Escort was driven by South African visitors Jan Habig/Douglas Judd, whilst Group N versions were in the hands of Jonny Milner/Steve Turvey, Richard Holfeld/Ednyfed Morgan and Matthew Clark/Robert Dyson. A 2wd Escort RS2000, built by Gordon Spooner Engineering, was driven by Gwyndaf Evans/Howard Davies.

The Toyota team consisted of three cars, one new Celica GT-Four for Juha Kankkunen/Nicky Grist and two older Celica Turbos for Didier Auriol/Bernard Occelli and Yoshio Fujimoto/Arne Hertz. Apart from a Group N Celica Turbo driven by Will Hoy/Mike Corner and a Corolla driven by Don Whitehurst/Terry Atherton, they were the only Toyotas in the entire event.

The Subaru team, represented by Prodrive, brought three Imprezas which were driven by Carlos Sainz/Luis Moya, Colin McRae/Derek Ringer and Richard Burns/Robert Reid, whilst a Group N version was in the hands of Masao Kamioka/Iain Stewart.

Mitsubishi Germany entered a Group N Lancer for Isolde Holderied/Tina Thörner, whilst a similar car was brought from Holland by Erwin Doctor/Theo Badenberg. What was called a Mitsubishi Proton Wira came from Malaysia to be driven by Karamjit Singh/Ron Teoh Boon Sim.

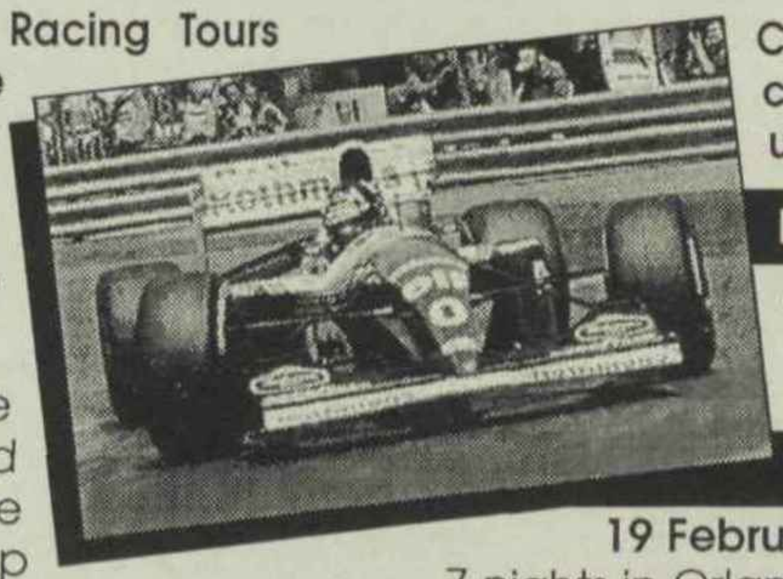
Among the two-wheel-drive brigade were two Nissans entered from Holland, each a Sunny, for Tommi Mäkinen/Seppo Harjanne and Alister McRae/David Senior, whilst David Llewellin/Ian Grindrod were in a Vauxhall Astra GSi and Grégoire de Mevius/Willy Lux the equivalent Opel. The Skoda team brought two Favorit 136Ls for Emil Triner/Jiri Klima and Pavel Sibera/Petr Gross, whilst a third car entered by the factory was driven by Timothy Johnson and Roger Burkill. A touch of nostalgia was introduced by the Mini Cooper of Russell Brookes/Neil Wilson.

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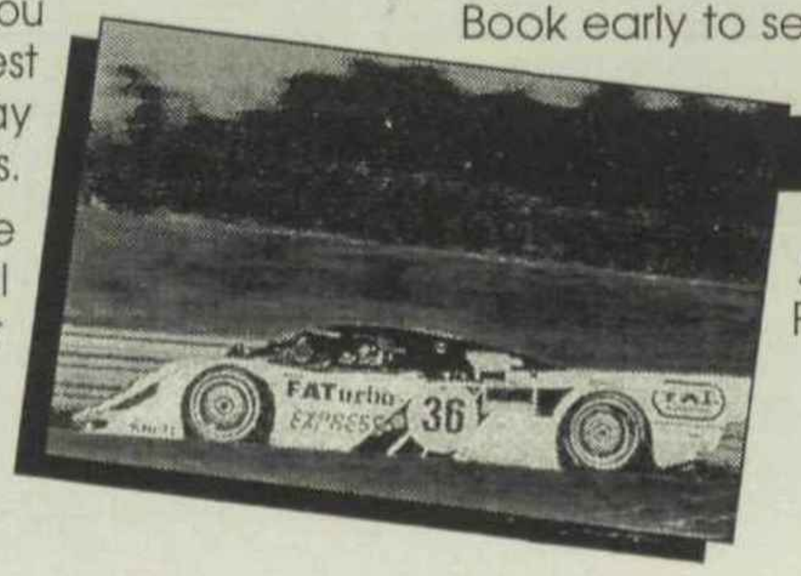


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Monte Carlo - 28 May 1995

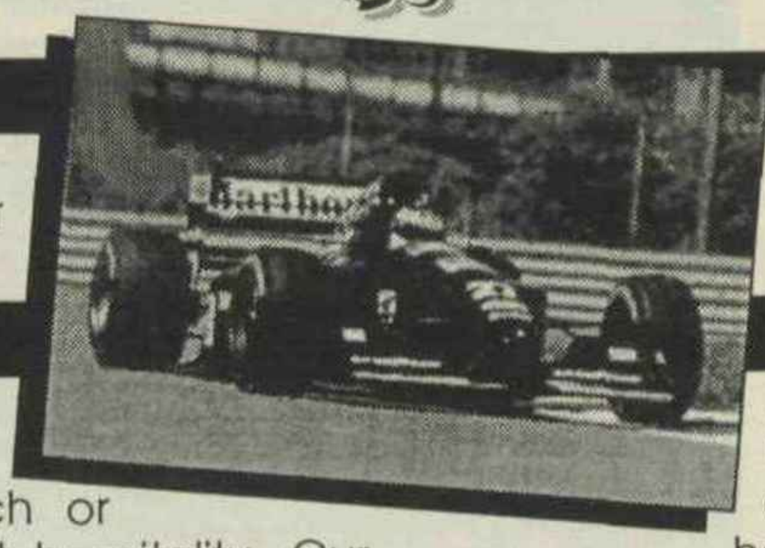
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On the Friday evening there was a splendid get-together of past winners of the RAC Rally to celebrate its 50th running (it was first held in 1932) and that occasion alone was well worth a visit to Chester. The only pity was that Erik Carlsson was unable to attend, due to Saab business commitments abroad.

Whilst the RAC Rally ranks were assembling in Chester, so those of the historic brigade were joining forces in Nottingham for the Historic RAC Rally. Among them were three crews in Porsche 911s who finished in the first three places, Åke Andersson/Lars Thorell, Jimmy McRae/Richard Tuthill and Jerry Larsson/Torbjörn Henrysson. McRae,led the event for much of the time but was eventually overhauled by past Gulf London Rally winner Andersson who finished with a 14s margin over the Scot.

Pace notes have now become part of the RAC Rally, and now, with FIA blessing, each competing team which has registered its participation in the World Rally Championship is allowed a maximum of four 'opening' cars to travel through the stages prior to the passage of the rally itself, passing on details of conditions to their team drivers and making any required amendments to their pace notes.

I appreciate the value of such last-minute information, but there is something intrinsically wrong about note-making in British forests. Some overseas drivers who have not competed in the British championship have, for years, claimed that British drivers have an advantage on the RAC because they have driven so many times over the same stages; so how come no home driver had won for so long? In my book, pace notes have no place in the RAC Rally. Stick maps in the co-drivers' hands and the men will soon be sorted from the boys.

Rain fell in torrents in the weeks before the rally, but it took place under fairly clear skies. However, the downpours had left their legacies and most of the special stages remained wet, often muddy, very slippery and punctuated with many watersplashes caused by standing water.

The rally started and finished at Chester, but spent its first night at Harrogate, after the opening Sunday of what are still called "Mickey Mouse" stages through parks and private estates in the North and Midlands. After Harrogate came a trip to Kielder via Hamsterley, though not through the famed forests of the Yorkshire Dales, and back to Chester via two stages in Grizedale Forest. Both third and fourth days went into Wales, returning to Chester each night.

On the first day, during which it is far more important not to lose something than it is to win anything, the seven special stages amounted to some 25 miles, not enough to allow the Monday restart to be in classification rather than numerical order.

The first stage was at Carden Park, a few miles outside Chester. Burns hit a post here, damaging a track control arm and hurting a thumb, whilst Llewellin got a fright by spinning on to the grass and hurtling through trees, fortunately without hitting any of them. Biasion found that his engine was overheating, due to his fans not working properly, whilst Delecour spun and stopped just inches from a very stout tree.

In Tatton Park Alister McRae moved into the lead of the 2wd category, although that was not to last. Sainz lost a few seconds when he slid straight on at a junction.

In the Chatsworth estate it all went wrong for both Auriol and Sainz. The Frenchman hit a rock in his Toyota (the blame being graciously taken by co-driver Occelli) and finished the stage without his front left wheel, losing some four minutes in all. It was a huge chunk of time and Auriol dropped right down the leader board to finish 32nd at the end of the day.

Sainz damaged his radiator whilst going through a deep ford in Chatsworth and this led to another controversy. No service was allowed for some miles after the stage, but a chase car was despatched to follow the overheating Subaru, its crew having strict instructions not to lay a hand on the rally car until it was clear of the "No Service" zone. The problem was complicated by the loss of a belt, losing both alternator drive and steering power assistance.

"Wilson remarked that he had been off the road more times than he had in the whole year"

The question arose whether the competing Subaru was pushed along by its chase car. Such a practice is strictly forbidden, of course. Other teams lodged queries about the matter, but nothing was done due to the absence of any firm evidence. Again, the matter lost its significance when Sainz crashed on the final day.

The Chatsworth watersplash cost time for the Nissans of both McRae and Mäkinen, each suffering a misfire, whilst Wilson needed a bent steering arm replaced and Vatanen repairs to his handbrake, the loss of which meant that he had to resort to reverse gear more then once.

In Clumber, partly on tarmac and partly on the dirt roads of the adjacent forest, Delecour lost a few seconds when he spun, whilst Wilson emerged with a car looking like a specimen from a camouflage school. His radiator grill and air intakes were all full of foliage and he admitted afterwards that missing the trees had been "a miracle".

Will Hoy put his Celica off the road on this one and came to a firm stop against a tree. Jonny Milner's Escort was having periodical engine stoppages; it was later found, after much work had been done, that it was due to inadvertent flicks of the electrical master switch by the intercom cable to a crash helmet. Needless to say, the switch was moved!

The Escort of Spaniard Jesus Puras might not have been out of place in a wartime convoy as it went around the two stages at Donington, again on mixed surfaces. It was pouring black smoke the whole way. Biasion's engine cut out for a second or two here, whilst Alister McRae's Nissan also suffered electrical failure.

The last of Sunday's stages was at Harewood, and it was here that another of the rally's controversies arose. Delecour completed the 1.86 miles with a time no less than 34s better than anyone else. It transpired that he had gone off the road and found himself back on the stage route, some distance further along. The outcome was exclusion for the Frenchman when he arrived at Harrogate, a decision which was later that evening confirmed by the stewards.

At the end of the day, Wilson remarked that he had been off the road more times than he had in the whole year, whilst Puras was among those who needed new turbochargers. Nearly everyone expressed relief than the opening day of tricky, non-rhythmical stages was over, although Thiry did actually say that he liked 'the little stages'. He must have been the only one who felt that way, although he must have been feeling good for he was in fourth place overall, the highest of the six Fords.

McRae led by 11s from Sainz, whilst Kankkunen was another 9s back, 13s ahead of Thiry. Masao Kamioka (Subaru) led the Group N contingent, four seconds ahead of Milner (Ford), whilst Mäkinen was at the head of the 2wd brigade, 11th overall and marginally ahead of de Mevius and Evans.

The awesome Hamsterley Forest, far way from any other, was the first of Monday's stages and it was here that both Didier Auriol and Carlos Sainz were delayed. Auriol rolled, got going again, only to lose yet more time when his car, minus its rear window and with its fans not working properly, stalled in a water crossing.

The Frenchman lost a good 10 minutes, his championship situation then looking far from good, but Sainz lost no more than about half a minute when he slid off the road. Biasion had the misfortune to hit a deer, breaking a pipe leading to the gearbox oil-cooling radiator. The pipe could be replaced easily, but any damage to the gearbox itself as a result of oil starvation would have to wait until the end of the leg – and there was a whole day to go. Ford's Italian driver was also troubled afterwards when oil sprayed on to his windscreen and on Hamsterley he was seen driving with his head stuck out of the side window.

Thiry had his clutch release arm break, whilst Evans lost some time when he caught up with both Brookes and Puras. He nevertheless got up to second in the 2wd category, behind Mäkinen.

On to the five stages around Kielder and the Border country, the first of which was in Shepherdshield. The unfortunate Burns went off here and broke his front left wishbone. No service was allowed after this stage and, when the wheel finally came off on the next



Juha Kankkunen pushed on to finish second, once the threat of team orders had been averted.

stage, he was told on the radio to remain where he was and not to put himself and the car at risk by continuing with a missing front wheel.

Alister McRae stopped in the middle of Shepherdshield with failed electrics, whilst Wilson bent his rear suspension beam by hitting a rock which may well have been the same one which put Burns out. Wilson continued, with a broken halfshaft and out-of-line tracking, and went on through the next stage before he could have service, losing at least two minutes.

Mākinen was slowed by a puncture in Pundershaw and handed the 2wd lead to Evans, even though he, too, finished the stage on a flat.

At the 18-minute regrouping stop before Chirdonhead, Auriol remarked, "The car is fine now even though I rolled it. It was not much damage and the mechanics are fantastic." Kankkunen later said that he chose the wrong tyres for Chirdonhead, whilst Wilson came off that stage with his right rear wheel missing. "I didn't hit anything. It just fell off." The Michelin Pilot driver was nevertheless fifth at the end of the day.

After Wauchope, where Biasion hit a rock and broke a front suspension arm, came Kershope, where Auriol lost another crucial four minutes after his turbocharger failed. With the two Grizedale stages to go on the way back through the Lake District to Chester, this was a major setback for the Frenchman, for top-seeded drivers are allowed only one turbocharger replacement per day.

The Grizedale stages have as fearsome a reputation as those of Kielder, especially as no service is allowed between them. Kankkunen spun on the first and collected both front and rear body damage. More significantly, his auxiliary light cluster was torn off and he had to tackle the gloom of the next stage (getting on for 5pm) with minimal front illumination. On the two stages, he lost more than a minute to McRae.

It was here that Ford lost Biasion. On the first of the Grizedale stages, the Italian lost a good two minutes as a result of a bad misfire and, after he had stopped before the next stage (where service was not allowed), Wilson pulled up to offer assistance, without putting a hand on the other car, of course. Unfortunately, the problem could not be resolved and Biasion went no further, the victim of an electronic bug in the fuel system.

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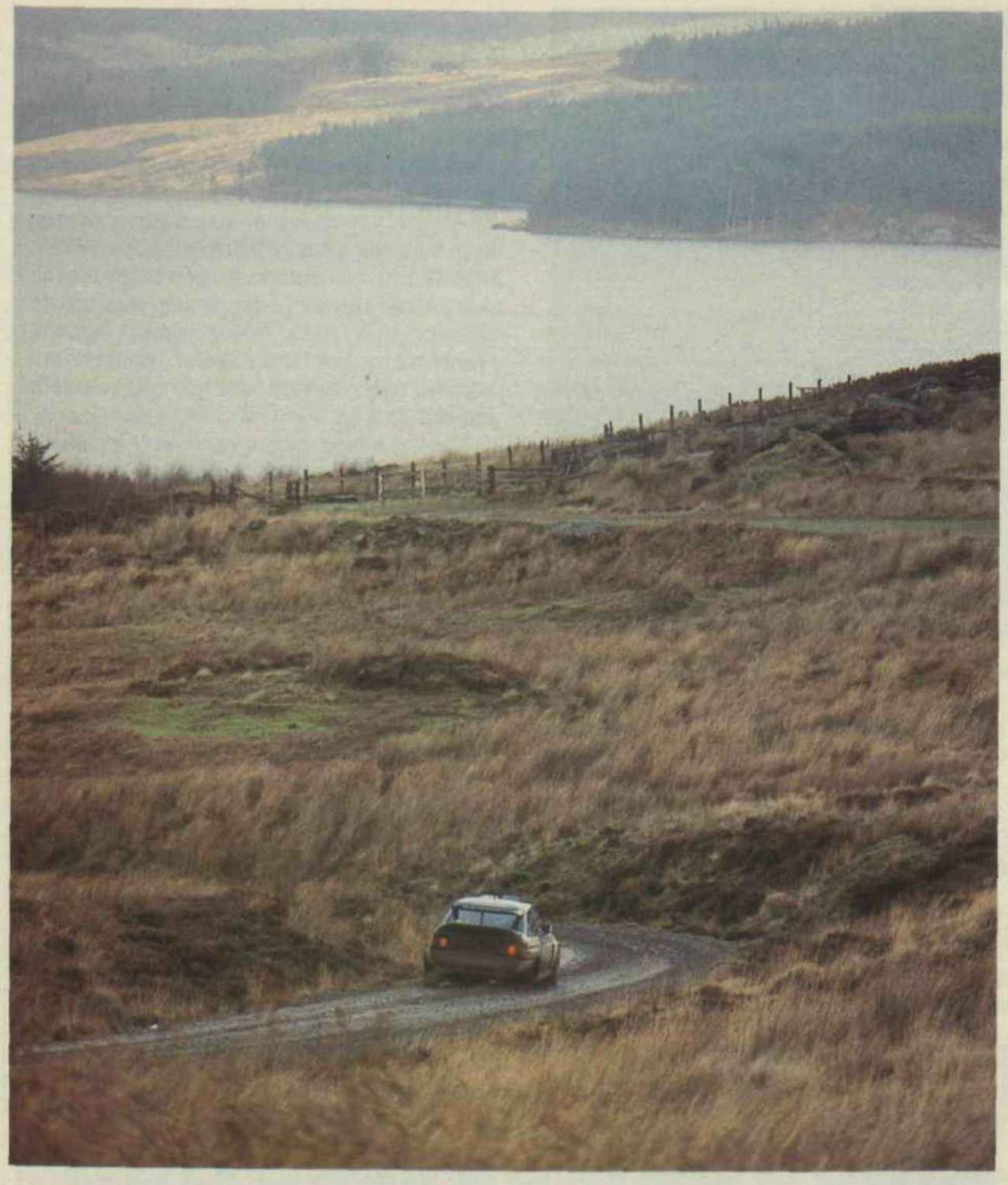
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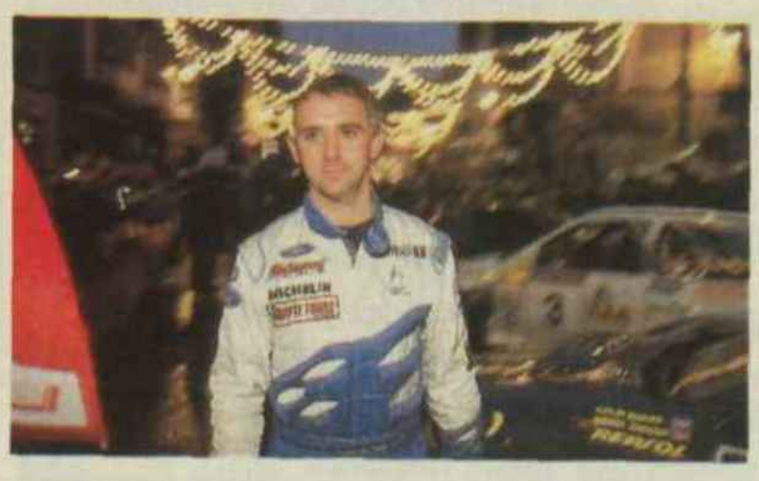
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CAA AITO



There was no joy for Wilson (above), who dropped out when lying fourth. Delecour (below left) was excluded by the stewards. Fujimoto (below right) excluded himself.





Vatanen lost several minutes due to turbocharger failure and laid a trail of dense blue smoke throughout Grizedale Forest. Mäkinen had trouble with his rear brakes, later found to be due to incorrect front/rear balance, whilst Milner lost some of his gears and had to nurse his Escort Cosworth for the remainder of the day. He got to Chester, however, still leading the Group N category.

What now remained comprised a day and a half in Wales. McRae's situation was excellent. His car was in good fettle; he felt in even better shape and his lead over Sainz was 1m 16s. Kankkunen had dropped to third, 29s behind Sainz, whilst Thiry, the best of the Ford drivers, was just over three more minutes behind.

The only thing left in question was the matter of team orders, for Auriol had got himself back up to 17th place and looked certain to improve on that during the third day. However, no orders went out, both Toyota and Subaru leaving their decisions until the final day.

The first Welsh stage was in Coed Dyfnant. The temperature was still very much on the mild side for November, and, although a light drizzle fell occasionally, serious rain kept away.

Kankkunen, who, strangely enough for a Finn, prefers mud to snow, set best time in Dyfnant, whilst Thiry and Prevot were really beaming with enjoyment of their first RAC experience. De Mevius lost some time when he had to resort to reverse gear to emerge from a slight excursion, whilst Mäkinen was fastest of the 2wd runners. Llewellin also went off for a few seconds. Down the field, Innes Marlow had a couple of sticky soles when a chocolate bar got under his pedals and melted!

Several of the works drivers reported not having made contact with their 'opening cars' before the Dyfnant stage, which suggests that there was much traffic in the locality, hardly surprising for the Welsh stages of the RAC.

After Hafren, where Vatanen got stuck momentarily at a hairpin, came two stages in Brechfa, scene of that terrible incident years ago when Per-Inge Walfridsson rolled his Stratos during a Welsh Rally, he and co-driver John Jensen only surviving because watchers who defied a no-spectator decree were there to drag them clear of the inferno.

In that case, the presence of spectators was a godsend, but on this year's RAC Rally one wonders. It is no disgrace for a driver to go off the road. Spectators must therefore position themselves accordingly, not where one hapless gentleman placed himself in Brechfa, right in the path of Habig's Escort when it went off the road, his leg being broken in the collision. The stage was held up as a cas-evac operation took place and was not then recommenced when the evacuation was over 35 minutes later.

Rather than being sent through the stage as a road section, subsequent cars were diverted to the second Brechfa stage. In theory, this sounded fine, but that diversionary road was in heavy use by service and spectator traffic and many competing cars had trouble getting through.

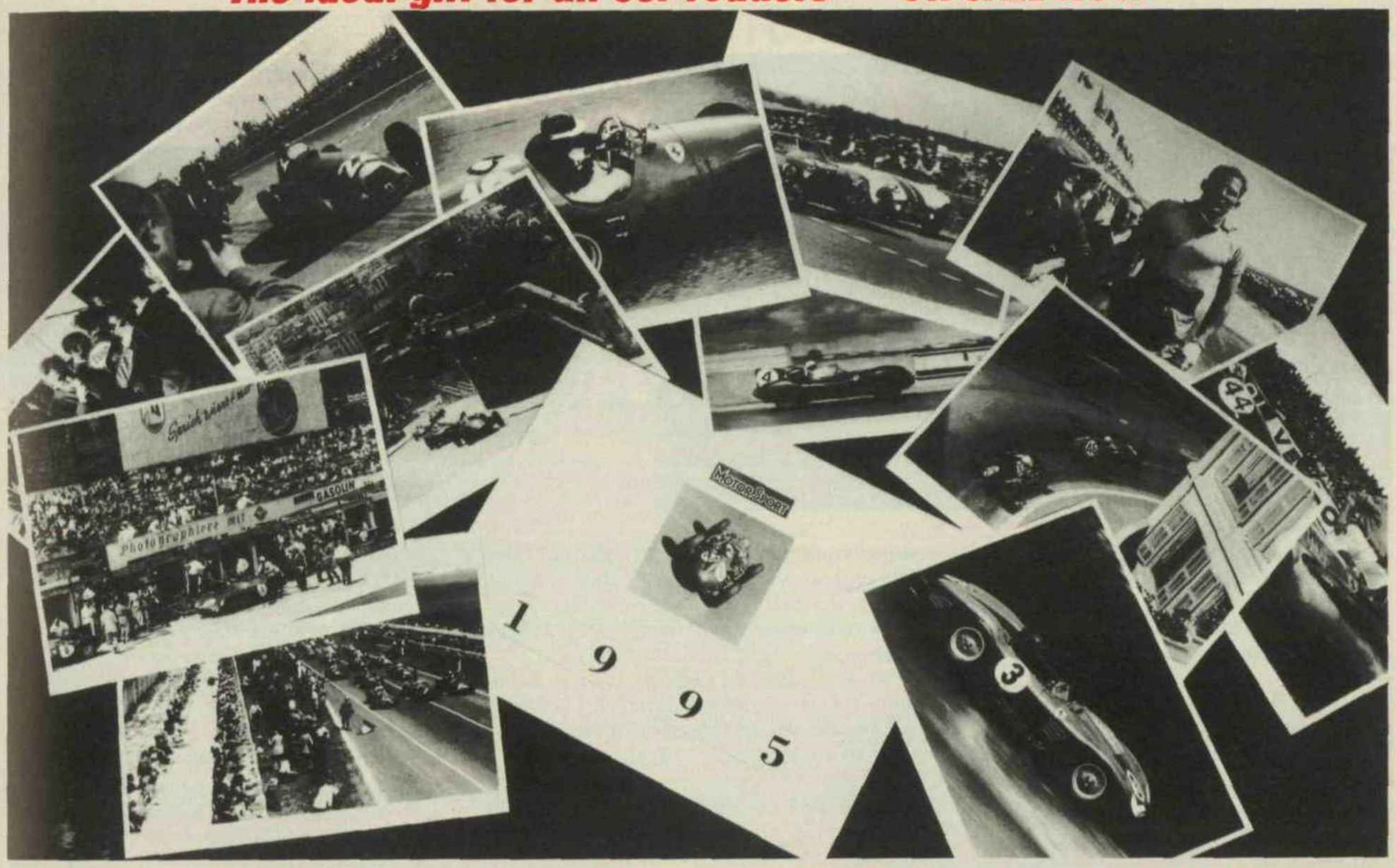
Evans, having lost a few gears, was given a new gearbox in 10 minutes flat, whilst Wilson had to replace his electronic crankshaft sensor after his engine stalled and refused to restart. The engine did not run properly, however, and it was some time before it was made to give full power. Blomqvist was slowed by overheating due to fan failure. It was noticeable after the stage that Sainz, Kankkunen and Auriol were tense, stern-faced and saying little. The only affable driver among the leading group was leader McRae. He was very relaxed.

One of Toyota's trio went out in the first Brechfa stage when Fujimoto put his works Celica down a very steep bank and couldn't regain the road.

After a brief stop at Llandovery, the rally moved to Coed Crychan. Kankkunen had his turbocharger intercooler radiator break, but did not lose much time, whilst Steve Hill was struggling on with a cracked sump on his Mitsubishi Galant.

Moving back towards Chester, the rally made a return visit to Hafren, and we echo the doubts expressed by many of the wisdom of visiting a forest twice during a rally of this magnitude. The surface was certainly smoothed over by the time cars got there for the second time, and tyre choice was tricky. The roads around the stage were thronged by spectators' cars, which were parked bumper-to-bumper even five or more miles from the nearest stage access point.

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First RAC, fourth overall: Bruno Thiry and Stéphane Prevot had an excellent result for Ford, despite their lack of experience of the British event.

Kankkunen came out of Dyfnant with his throttle jammed, whilst Wilson lost a place to Blomqvist when he slid into a ditch and spent a good three minutes as the ever-obliging spectators heaved the car back to the road.

Due to the delay at Brechfa, the fading light towards the end of the day was even more faded than it should have been. Habig got into trouble because of this when he failed to find his service car and was not able to fit his auxiliary lights. He thus tackled the second Hafren with just one headlamp!

After another run through Dyfnant, the rally arrived back in Chester with McRae's lead then up to 1m 45s. But the man behind him was Sainz, so the possibility of team orders being issued on the final day became very real. To make matters more delicate, Auriol had got himself up to ninth place, with the prospect of climbing higher on the last day.

Would he get up to fourth? Would Kankkunen be told to slow to let his team-mate gain a place? Would McRae be told to hang back so that Sainz would have a better chance of getting the world title? These were questions in everyone's minds, but there is no doubt that British fans would have gone berserk had McRae been told to forfeit his undeniably deserved victory.

McRae set himself apart from the controversy by confining himself to saying, "Mud needs one tyre. Dry dirt needs another. It's difficult to make the right choice." Kankkunen was another 1m 8s behind McRae and Sainz, while Thiry remained the best Ford driver, another 4m 46s adrift, leading Blomqvist by 3m 21s. Wilson was just another 13s back, nearly four minutes ahead of Vatanen.

Mäkinen led the 2wd contingent, in eighth place overall, whilst Evans came up behind Auriol, just inside the first 10.

The final day's first stage was at Pantperthog, where Sainz encountered the two logs in the road. He managed to swerve around them without losing much time, but on the next stage, the 14.5-miler in Dyfi itself, he went off the road not far after the start. The ground was soft and it beat the concerted efforts of a huge gang of spectators to get the Subaru back on the track. Once there, the question being bandied between Sainz and Moya was simple. Was it worth continuing? They had lost well over half an hour so they decided, after discussion on the radio, to call it a day and head back to Chester, their championship hopes dashed.

When Kankkunen came to the end of the stage he was grinning, saying, "I saw Carlos off in a ditch and I thought of stopping to push him further in. . . " For all his humour, it was a relief for Kankkunen, for it meant that there would be no chance of his being asked to slow down to elevate Auriol in the classification. At the same time, McRae must have gasped in both disbelief and relief. He was now unhindered by team orders and he could go on to win, which he did in fine style.

On that same stage, Auriol went off for almost a minute, but when he passed the ditched Subaru of Sainz his frame of mind changed completely as he finally took on board that nothing could now prevent him becoming France's first World Rally Champion.

Dyfi was the turning point in several fortunes, for Mäkinen rolled and lost some three minutes before his car could be heaved from the ditch. He lost his lead of the 2wd category, which was thereafter led by Evans, and even went off the road in the road section which followed when a steering arm broke, but he nevertheless carried on to take ninth place overall and second in the category.

The two usual stages were held at Penmachno, although there is now little possibility of unmarked 'service' cars creeping along the road which divides the two. At least, that is what we have to say officially. What happened in actual fact must remain unchronicled, as must the surreptitious activities around the later Clocaenog stages. We wonder why the hamlet of Nilig, to the north of the forest complex, was mentioned in some service plans!

Penmachno has many steep drops, but when Wilson went off and rolled here he didn't drop very far. However, he could not get going again, and he could not even inform his team of his plight, for it was about that time that the aircraft hired by Ford, Subaru and Nissan to carry radio relay equipment suffered an engine failure and had to make an emergency landing at a small airstrip.

Both Evans and Mäkinen experienced gear selection trouble, the former being able to change his gearbox whenever time allowed, but not the latter as he is a seeded driver for who transmission changes are limited to once per day, at the end of each leg.

Triner collected a puncture, whilst Llewellin had to change a wheel between the two Penmachnos after having clipped a rock. The tyre did not deflate, but there was a serious risk of a puncture on the damaged rim on the stage that followed. De Mevius was resigned to scoring no higher that third place in the 2wd category, but he was happy nevertheless to take the F2 World Cup for General Motors, albeit briefly. Subsequent confirmation that the Belgian had been excluded from the results of September's Rally Australia, for a fuel irregularity, meant that the title would eventually be Skoda's, a matter that was confirmed on December 7 when GM's appeal failed.

The remainder was merely academic. McRae eased off fractionally to take no risks and arrived at Chester Racecourse to a tumultuous welcome.

Toyota scored a double, not by winning the rally but by winning both the makes' and drivers' series, and preparations for another successful year are already under way, with testing and recceing for the Monte-Carlo Rally which takes place towards the end of January.

G P

Network Q RAC Rally — November 20-23 1994

1	Colin McRae / Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 17m 25s
2	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica GT-Four, GpA	5h 20m 58s
3	Bruno Thiry / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	5h 27m 37s
4	Stig Blomqvist / Benny Melander (S)	Ford Escort RS Cosworth, GpA	5h 30m 13s
5	Ari Vatanen (SF) / Fabrizia Pons (I)	Ford Escort RS Cosworth, GpA	5h 34m 25s
6	Didier Auriol / Bernard Occelli (F)	Toyota Celica GT-Four, GpA	5h 47m 57s
7	Gwyndaf Evans / Howard Davies (GB)	Ford Escort RS2000, GpA	5h 52m 24s
8	Jan Habig / Douglas Judd (ZA)	Ford Escort RS Cosworth, GpA	5h 53m 16s
9	Tommi Mäkinen / Seppo Harjanne (SF)	Nissan Sunny GTi, GpN	5h 53m 25s
10	Grégoire de Mevius / Willy Lux (B)	Opel Astra GSi, GpA	5h 53m 54s

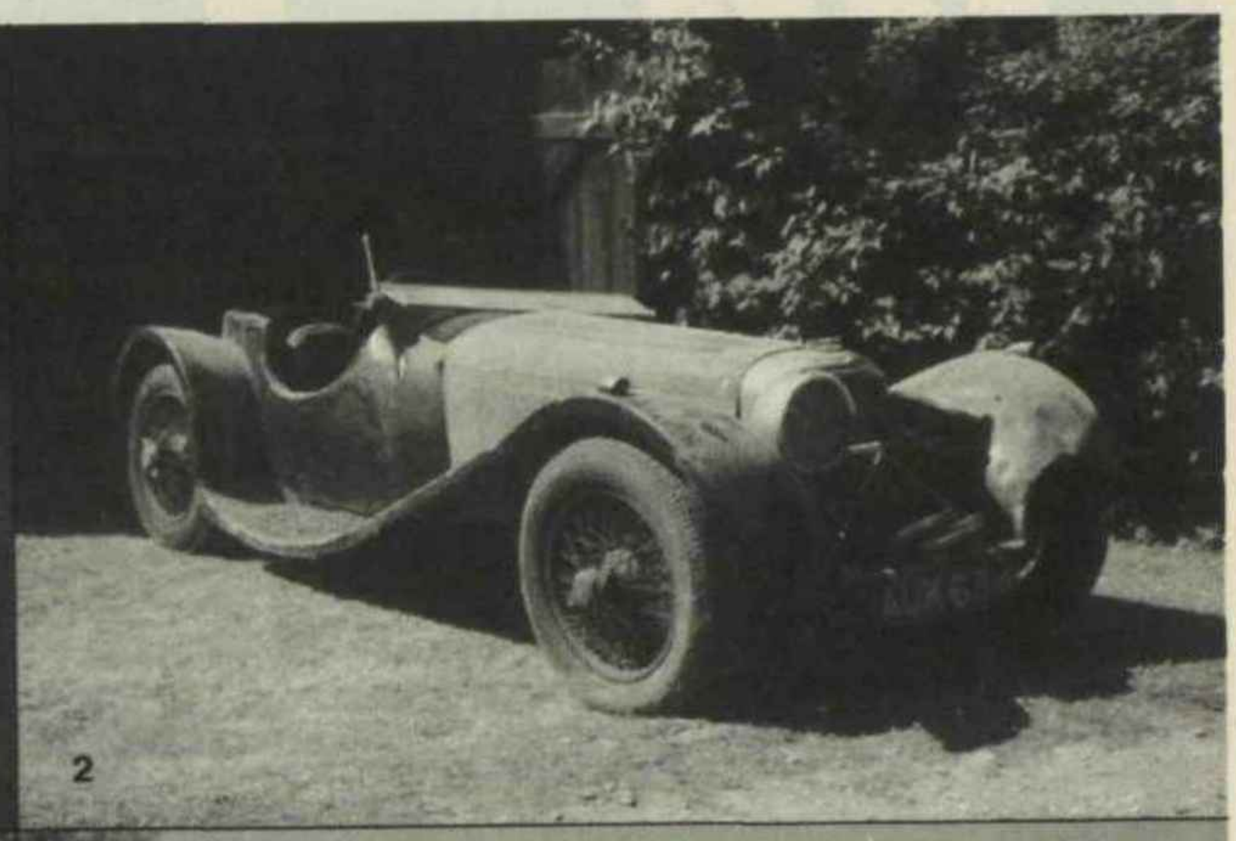
Final World Rally Championship points

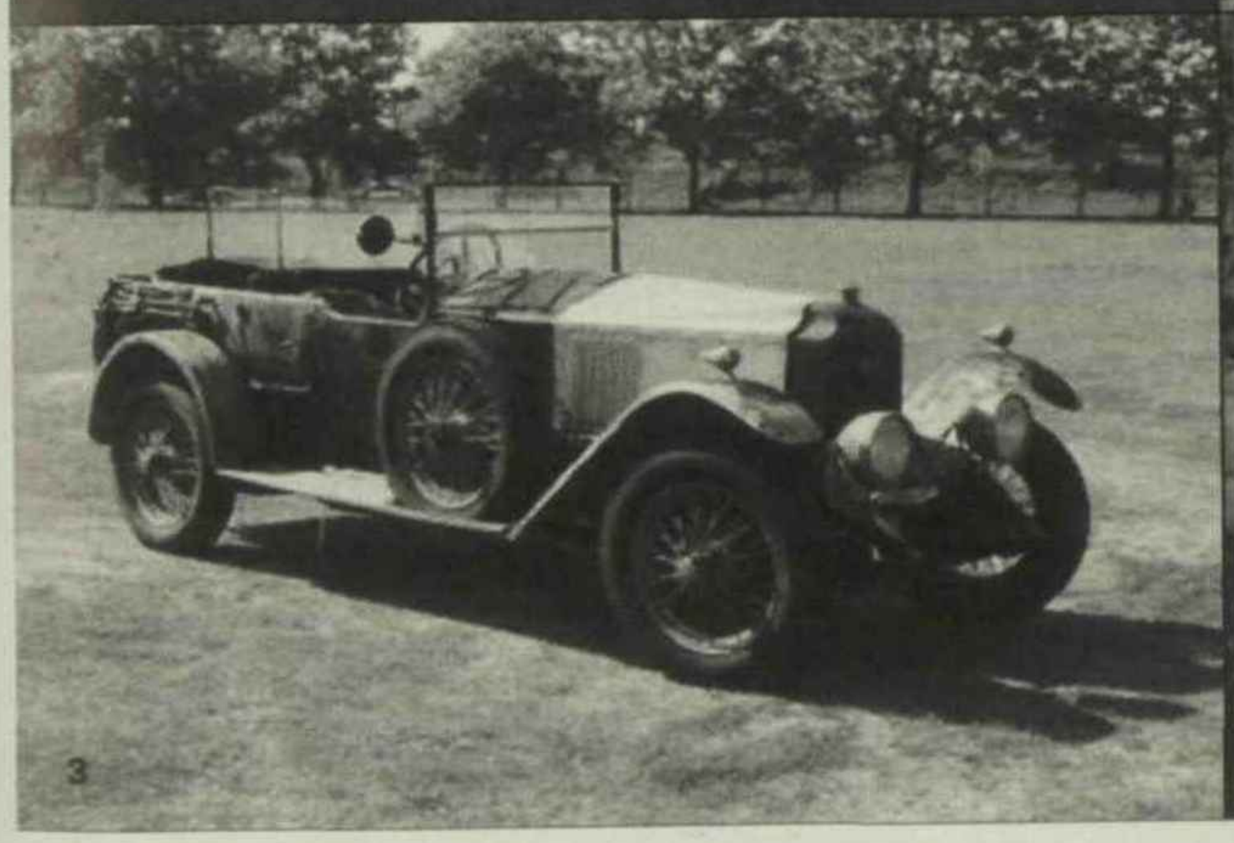
Drivers – 1 Didier Auriol 116; 2 Carlos Sainz 99; 3 Juha Kankkunen 93; 4 Colin McRae 49; 5 Bruno Thiry 44; 6 Miki Biasion 42; 7 Armin Schwarz 31; 8 François Delecour 30; 9 Ari Vatanen 28; 10 Tommi Mäkinen 22 etc

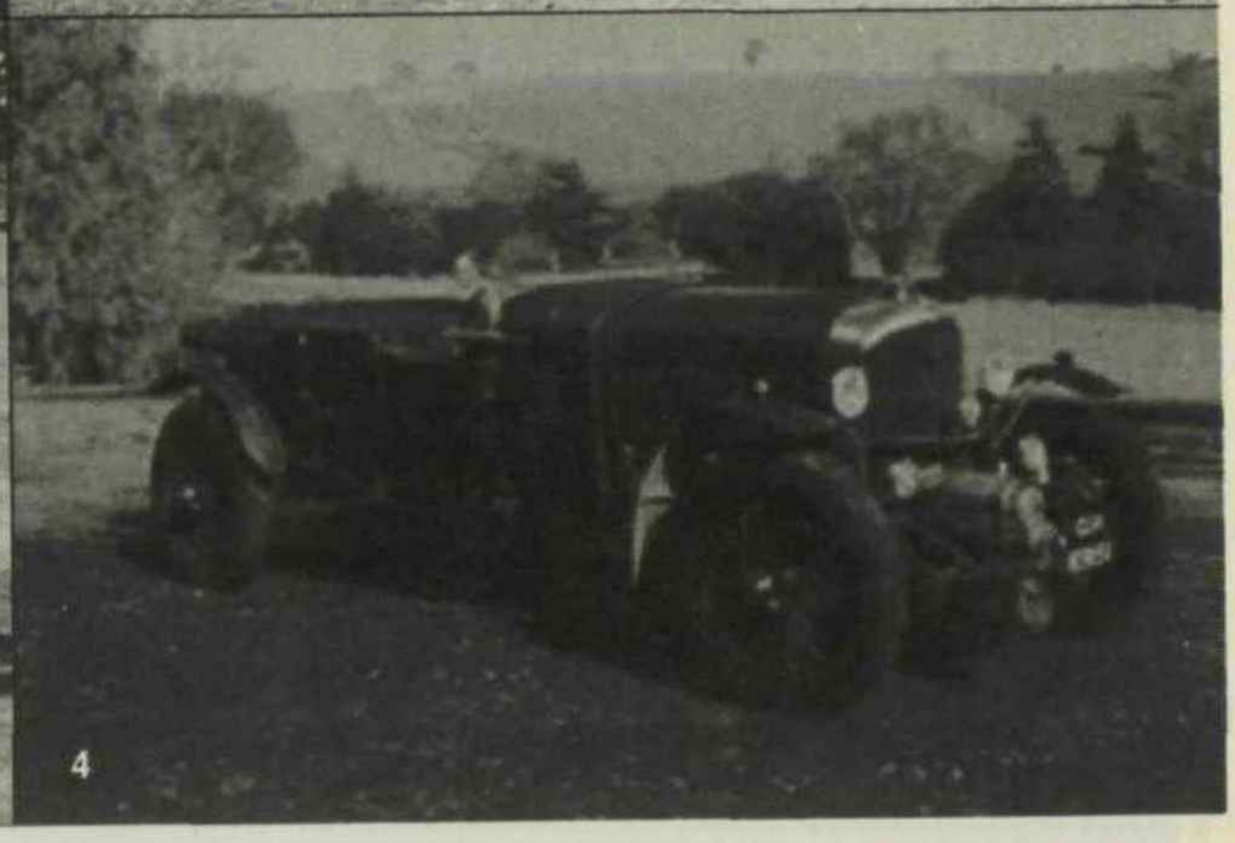
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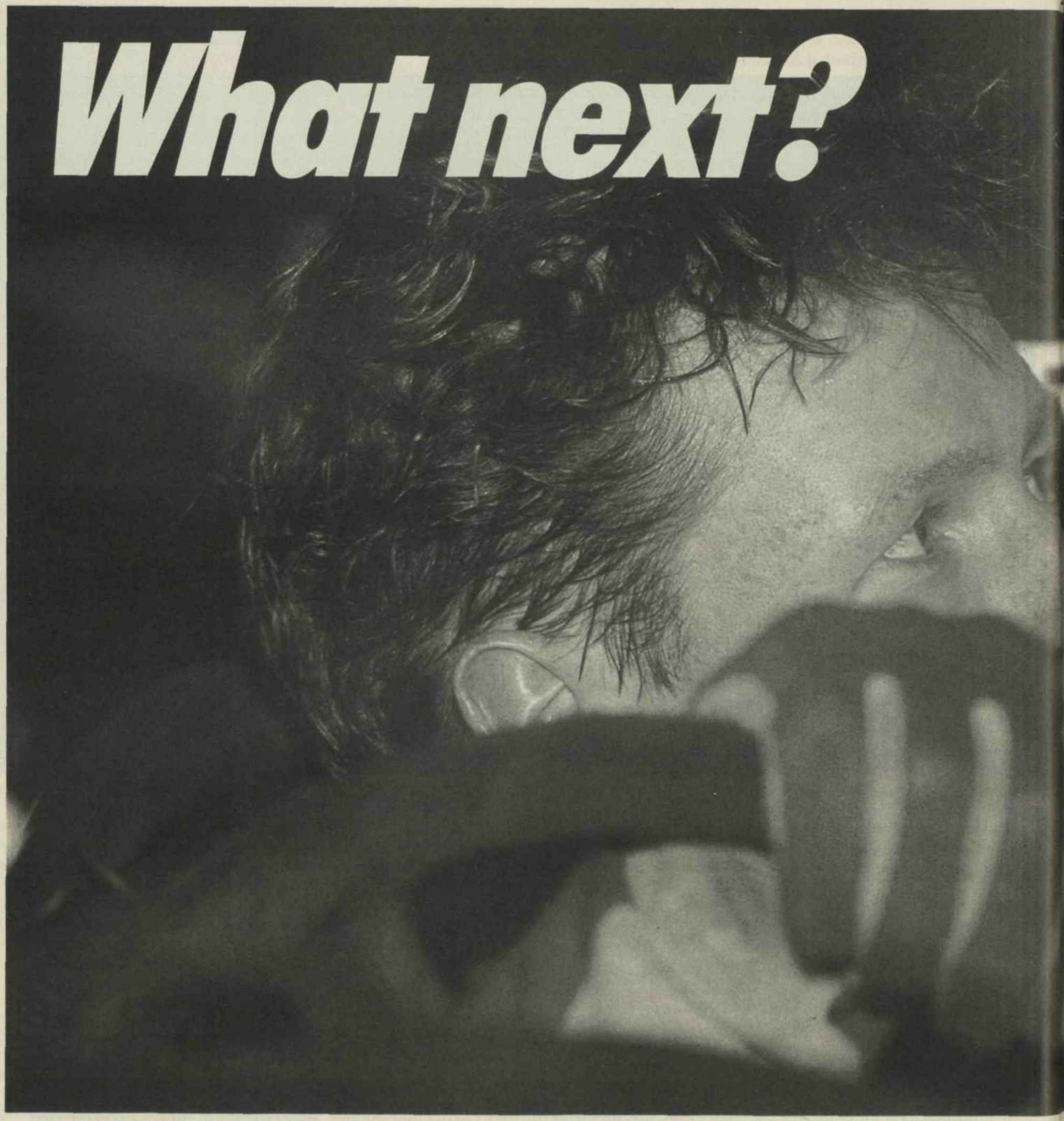
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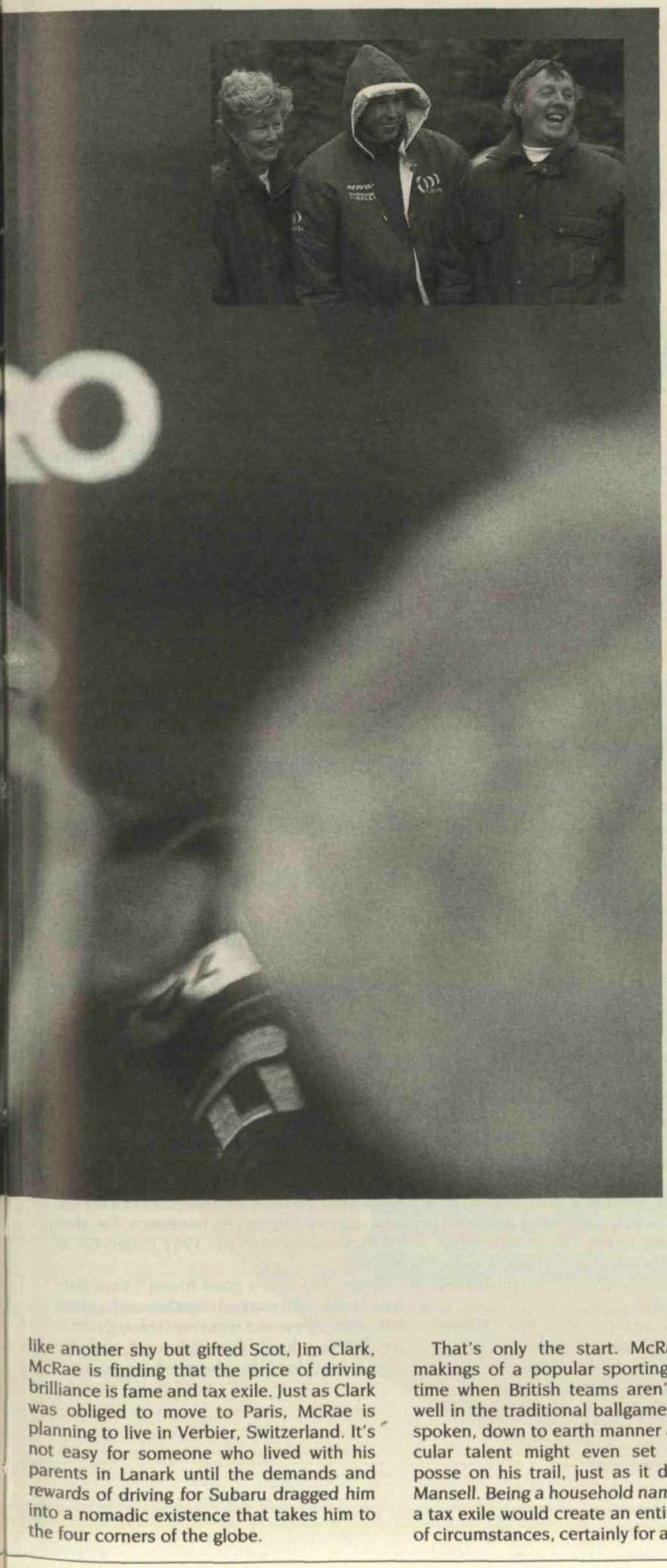
What next?



Colin McRae's third World Championship rally victory was unquestionably his most important. So where does he go from here?

Colin McRae held out a glass with a slightly resigned air. This was the whisky glass – not the one he was drinking from at that moment as it happened – but then it doesn't do for a Scot to turn down a whisky when in England. This was the post-RAC Rally party in a Chester night club and he seemed as much in control now as he had during the previous four days.

Ask McRae if winning the RAC has changed him and he will answer, "No, and I hope it never does – apart from more money!" In practice, he may find that he has to change, whether he likes it or not. Rather



like another shy but gifted Scot, Jim Clark, McRae is finding that the price of driving brilliance is fame and tax exile. Just as Clark was obliged to move to Paris, McRae is planning to live in Verbier, Switzerland. It's not easy for someone who lived with his parents in Lanark until the demands and rewards of driving for Subaru dragged him into a nomadic existence that takes him to the four corners of the globe.

That's only the start. McRae has the makings of a popular sporting hero. At a time when British teams aren't doing too well in the traditional ballgames, his plain-spoken, down to earth manner and spectacular talent might even set the tabloid posse on his trail, just as it did for Nigel Mansell. Being a household name as well as a tax exile would create an entirely new set of circumstances, certainly for a British rally driver; they haven't sparked much recognition with the man in the street since the '60s.

The important change has already occurred though and, while it had everything to do with winning the RAC, it most certainly preceded it. Outwardly, he is the amiable if slightly reserved man he always was, but there has been a significant change in attitude over the last six months. By the beginning of 1994, there was no longer any doubting McRae's speed. This wasn't confined to the rallies he knew well, such as the RAC and New Zealand. He has set equally impressive times on events as different as the Rally of Portugal, the Tour of Corsica and the Rally of Argentina, but he drove his team boss, David Richards, into a fury with costly accidents that betrayed a persistent lack of judgement.

Richards is usually the master of his feelings and is quite capable of using journalists to dress down a wayward driver. If Colin was going as quickly as Carlos Sainz in Corsica, or setting four successive quickest times in Argentina, on stages he had never driven at full speed, why on earth couldn't he see that he was perhaps pushing his luck? The word "immature" was used like a brand; even the mechanics were close to despair.

McRae has taken this like a guilty schoolboy. When the press asked him if he had "matured" after the RAC, he replied that he thought he had; there was no hint that this was an impertinent question to a 26-year old.

The results certainly suggest that he has grown in stature. Since Argentina, he has scarcely put a mark on an Impreza. He has won three of his last four rallies, faced down Juha Kankkunen in a direct confrontation in Australia – on a rally that the Finn has lost only once before – and scored the most convincing World Championship victories of the 1994 season, in New Zealand and Britain. His opponents will be delighted if he stops maturing right now. They can no longer sit back and wait for the impact.

In the post-RAC euphoria, both Richards and McRae himself spoke of winning the 1995 World Championship. This tends to happen when a young star wins his home rally; people were describing Tommi Mäkinen as a future World Champion after he won the 1994 1000 Lakes, possibly forgetting that Juha Kankkunen was often as quick in a corkscrewed Celica with the handling properties of a supermarket trolley.

McRae is realistic enough to know that there are a number of other drivers with as much or more chance of winning the 1995 title. He says that he won't be disappointed if he doesn't. That said, he will start the new season with a serious chance of winning the title for the first time and the RAC victory will be a significant factor. Every win is a confidence boost and his first World Championship success in Europe was proof that he is more than a New Zealand specialist. It has also lifted the burden of winning his home event. Now that that is out of the way, he is free to concentrate on his wider ambitions.

D K W

A man of t

When he first came to the notice of Europeans, Yoshio Nakamura was pigeon-holed with the usual 'inscrutable' tag so beloved of westerners encountering an Oriental for the first time. Few of the reporters in 1964 who covered Honda's first tentative steps in Formula One even appeared to know his first name, as if Japanese were different and didn't have them. They called him Engineer Nakamura, which accorded him an even greater air of mystery.

As history would reveal, however, Nakamura-san was a man of great stature despite his small, slim frame. A man who breached the world not only in the purely geographical sense as he liaised between Honda's headquarters in Tokyo and its European bases in Belgium and Holland, but in the cultural sense too. Almost single-handedly, as manager of that first project, he drew together the disparate threads of East and West.

It was Nakamura who had pushed hard back in Tokyo for a Formula One project. He had joined Honda as an engineer in 1958, and he would be actively involved with the company until 1987. For a time he was Managing Director. Thereafter, he remained an advisor. Back in 1964 Honda was feeling its way with cars, not only in its nascent Formula One project which would take over from its domination of motorcycle racing, but in the road car world too. The company could not have chosen a better man to make things work.

When Honda began casting around for a driver for its RA-271, it was Nakamura who cleverly avoided the trap of opting for a Japanese pilot. He appreciated that at that stage his countrymen lacked the sheer knowledge and experience of European racing. Instead, it was he who advised the telephone call to Californian surveyor and amateur SCCA racer Ronnie Bucknum. It was not a logical choice by any means, but again it was smart. With a rookie there would be no expectations from the media; Honda could learn at its own pace. "We needed to select a new face," said Nakamura quietly.

When it was apposite, he chose Richie Ginther to lead the team in 1965, because he knew that Honda now needed someone who could *mature* a car. That year the RA-272 was more competitive as the team learned how to make its complex, transversely-mounted V12 engine work, but by the American GP the end was in sight. Soichiro Honda made his one and only appearance at a European GP, and having watched his lead car qualify on the second row but finish only seventh, two laps down, there was a mood of terrible depression within the camp. There was talk of closing the project. It was Nakamura who grasped the nettle, and who bullied, cajoled and persuaded Tokyo to give him complete charge of the team for the final race of the 1½-litre formula, in Mexico City. Aware of how critical it would be to set up the low-pressure fuel injection system at Mexico's 7500 ft altitude, he had the team test at the Autodromo Ricardo Rodriguez for two days before the race. Ginther qualified on the second row again, but this time he led by the hairpin on the first lap, and was seven seconds ahead of Dan Gurney after 20. That had been reduced to five by lap 35, but Ginther had Dan under control that day and went on to win by 2.89s. Nakamura cabled Tokyo: 'Veni, vidi, vici. . . '

It was Honda's, Ginther's and Goodyear's first GP triumph, and thus created a little bit more motor racing history, but it was much more than that for it laid the foundation for the dramatic Honda successes that were to follow in the 1980s.

When Honda again looked like closing down its racing operation at the end of an unsuccessful 1966, it was Nakamura who appreciated that he could persuade the management to continue if he had a driver such as John Surtees in the camp, and who duly arranged precisely that. Looking back on it all, Big John recalls the message he received from former mechanic Tadashi Kume after Nigel Mansell had beaten Nelson Piquet to the line in their Williams-Hondas in the 1986 British GP. "Effectively he told me that if it wasn't for what we had achieved together in the '60s, none of the latest success would have happened."

On December 3 a 76 year-old man succumbed to renal insufficiency in Tokyo, and with him died a slice of the history of the Honda Motor Company

Surtees and Nakamura worked well, and it was Nakamura who bulldozed acceptance of the RA-300 'Hondola' through in Tokyo as Surtees and Eric Broadley worked on the new car in Slough in readiness for that dramatic success in the 1967 Italian GP at Monza.

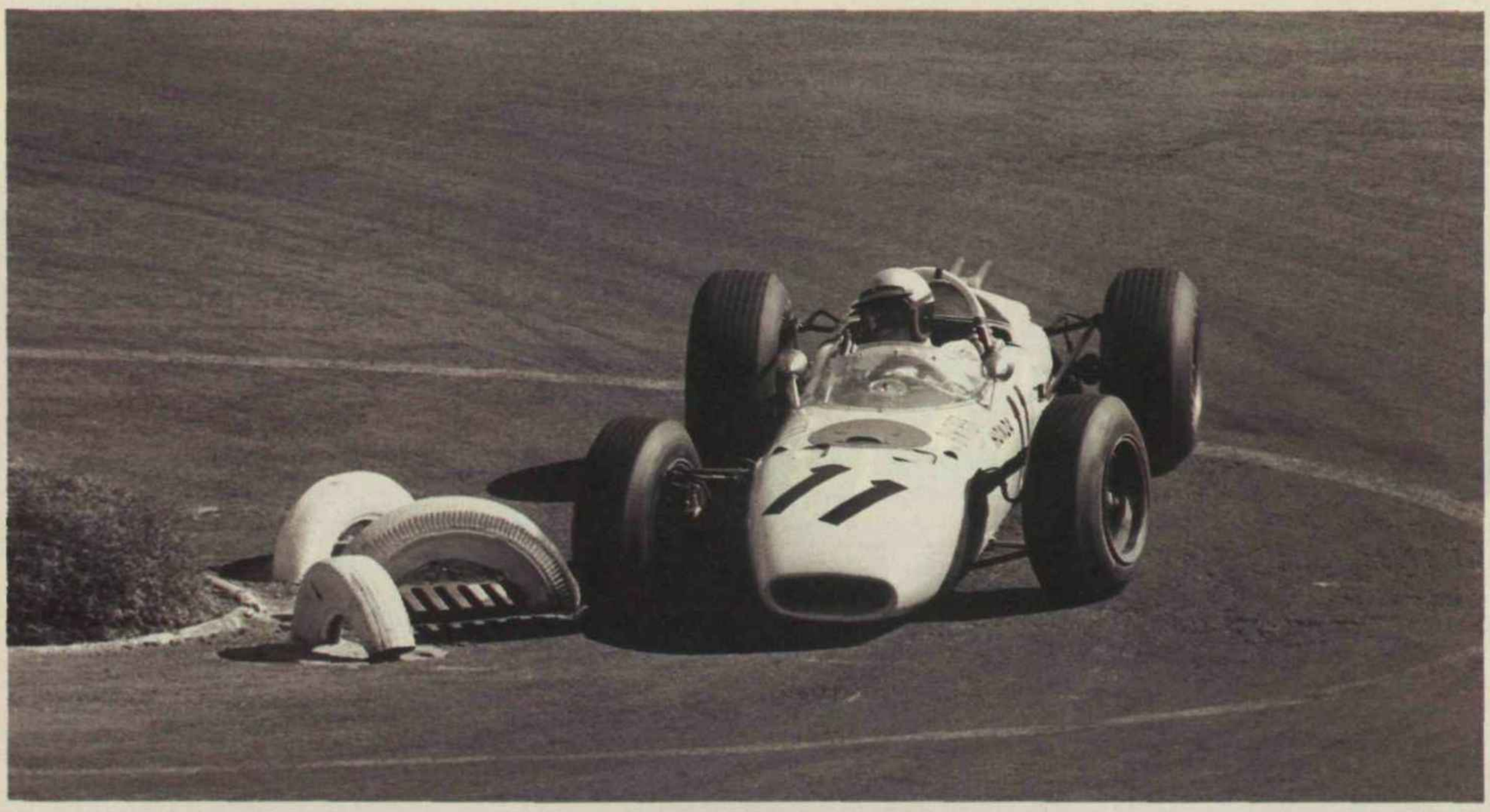
"Naka-san was a good friend," says Surtees today. "We worked together and a great friendship grew and remained through time. He was very loyal, *intensely* loyal, and the important thing is that he was his own man.

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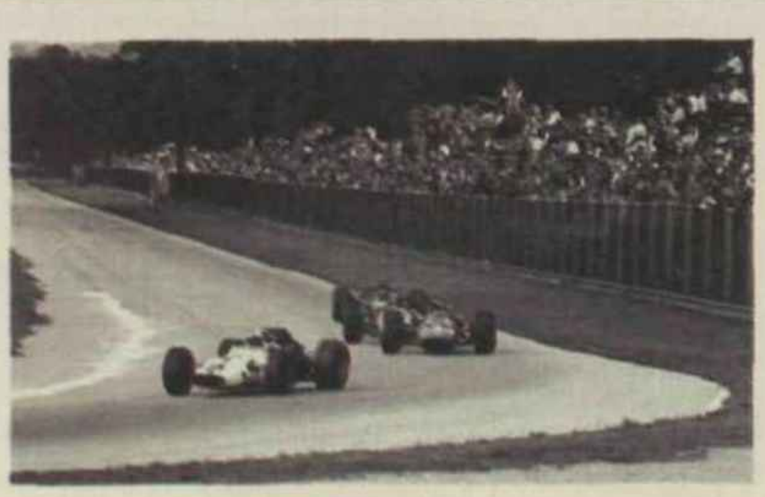


Yoshio Nakamura and Richie Ginther fête success in the 1965 Mexican Grand Prix.

YOSHIO NAKAMURA



"Veni, vidi, vici . . ." Nakamura's faith and determination plucked a victory from a difficult season with the 1½-litre — Ginther, Mexico City, 1965 — and another two years later with the 3-litre V12, right. John Surtees heads Amon, Gurney and Rindt in the Broadley-designed RA300.



He was not a yes man, and that led him into conflict with Honda's management at times. But he would stand up and be counted.

"That little Slough team that we had together was headed by Nakamura with me sitting in. There was Nobuhiko Kawamoto and Tadashi Kume too as mechanics, and we know what happened to them as they went on to lead the Honda company. There was quite a lot of dissent, between those who were based in Europe and had European knowledge, and those based in Japan. And it was Nakamura who had to sell everything to Honda in Japan. Everything was dependent on Tokyo, but he would make the decisions and then try to sell them to the management there.

"When we did that car in 1967 we had a *slight* nod from Tokyo and Sano the chassis man got stuck in and effectively we created one of the first partnerships of that sort. If Nakamura hadn't taken the positive points and pushed them through. . . He was totally devastated when Honda introduced the air-cooled car, and then ended the project in 1968."

Nakamura had a knack for making the right decisions in the field, and frequently set things in motion without waiting for authorisation from Tokyo. He requested Bucknum to push the RA-271 hard enough to break it because that was the way that Europeans learned, whereas the Japanese way called for finishes at all costs. He understood the imperative of pressure in development.

Bucknum told Honda's biographer Chris Hilton: 'Nakamura was a wonderful man. At the race meetings he was very compassionate, very concerned. I think he was considered a bit odd by his own people because his outlook was more western. He thought about things in the way that I did.'

"There are no words to adequately describe the sadness we felt when we heard of the sudden loss of Mr Nakamura," said Kawamoto, now President of Honda Motor Company but still typically deferential to a man so many held in great reverence.

"Mr Nakamura, with his detailed knowledge of automobiles, dedicated himself to international communication of automotive technology, through numerous activities as the chairman of IMMA (International Motorcycle Manufacturers Association) and of FISITA (Féderation Internationale Société d'Ingénieurs et Techniques de l'Automobile).

"Additionally, he left a copious amount of books and works in an expanded field, hoping for the further development of F1 racing.

"It was a great loss to the automotive world as everyone expected that he would continue his activities for many years to come. His loss will be felt by everyone at Honda as well as the automobile community."

"In recent times perhaps he was shunned a bit," thought Surtees, "because he had been openly critical of Soichiro Honda, but he believed that change only came about through standing up and speaking. That was not the standard Japanese way of doing things, but the future of Honda to a large extent was formed by that little team."

Nakamura was a true engineer. Friendly, inquisitive, quick to learn. Yet self-effacing and easy to overlook in the F1 paddocks, especially in modern times. He continued coming to the races in recent years, and wrote a popular series of interview columns for the Japanese magazine *GP-Express*, but despite the massive influence he wielded in his time only the cognoscenti now recognised him. Those who engaged him in conversation found him not just an affable companion, but a complete enthusiast and a man who could laugh at himself. He once related the tale of how he imbibed a little too much of the scotch that he favoured, during an international flight, and lost his false teeth when he visited the toilet. He still thought that was hilariously funny, and had no qualms about telling a story against himself.

"He was," said Surtees, "someone I respected deeply, and for whom I had great affection."

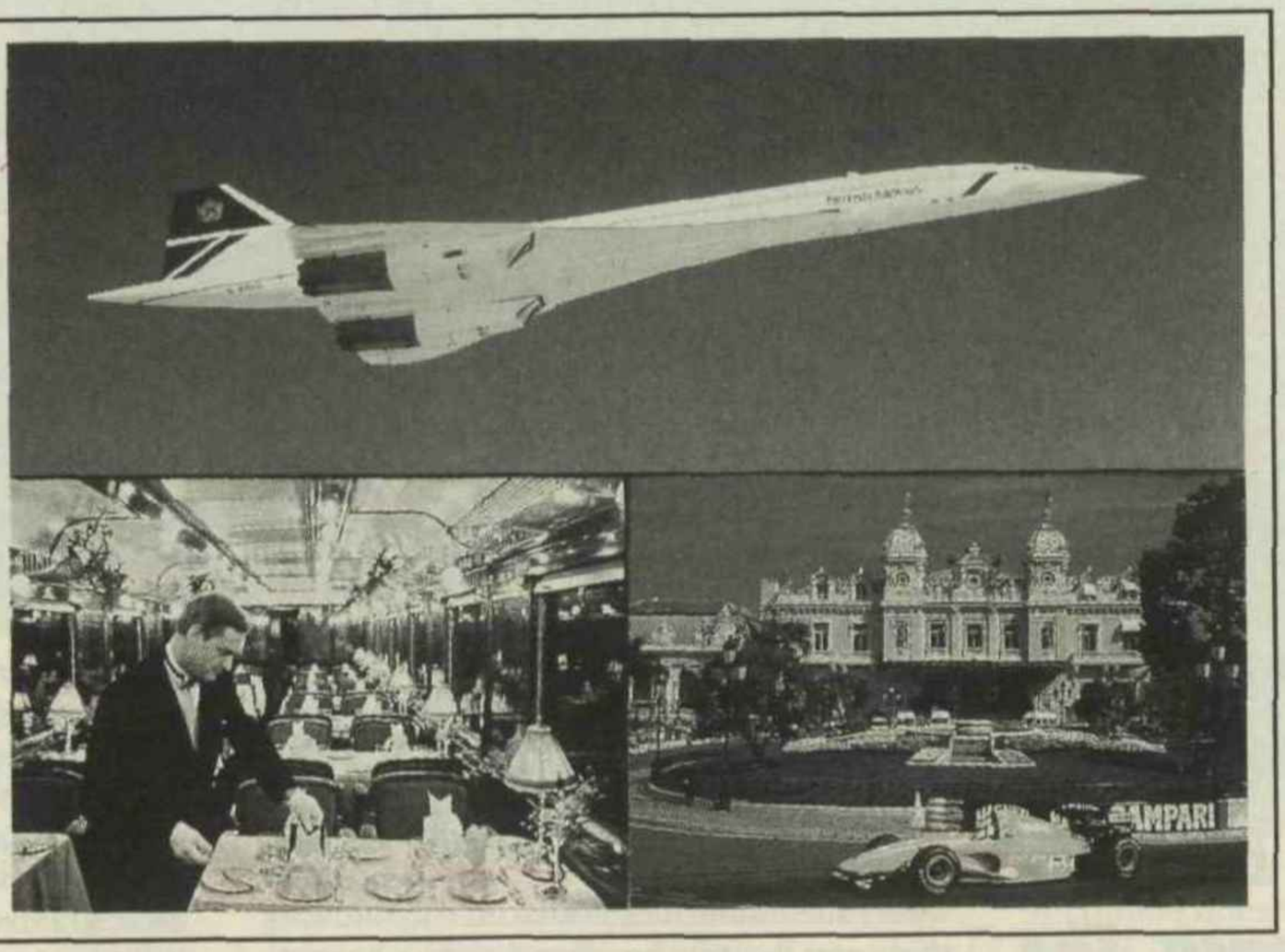
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It's logical, captains



Racing Ahead is a forum dedicated to striking a blow for common sense. The shape of motor racing in this country may never be the same again...

The tannoy crackles into life. "Will all competitors for race three go to the assembly area now please." Two minutes later, the message is repeated. A short wait, and it is heard yet again. Finally, you think about directing your racing car to where the authorities wish to see it, knowing that you'll still be faced with hanging around once you get there. With formation laps, parade laps and other bureaucratic rigmarole, it may still be some time before you get anywhere near the pit lane exit, let alone the green light.

It's a familiar enough ritual, and if it's laborious for you, the racer, imagine how Joe Public must feel trying to persuade his or her family that this is *excitement*, as there's yet another 20-25 minute break between races.

But, no more.

At Brands Hatch on March 19, a minor revolution will give club motorsport in this country a much needed kick in the pants. Imagine, if you're on road tyres, the procedure will be as follows: assembly area, grid, one-minute board, green light, race. If you're on slicks, you'll get a formation lap.

Lights. Action. Camera. Bang!

Brands will stage the first meeting run to the new Racing Ahead regulations, which have seen sections of the RACMSA Blue Book chewed up, spat out and reconstituted in a way that is utterly logical. So much so, that it's hard to see why it hasn't been done before. There has never, however, been such concentrated accord between racing promoters in this country. The BARC, BRDC, BRSCC and 750 MC have all agreed to experiment with this new initiative next season. Dwindling audiences have seen self-interest cast aside for the common good.

"It's a case of motor racing talking to itself for the first time ever," stresses the BRSCC's Executive Director John Nicol, who will act as Chairman of Racing Ahead. "There have unprecedented talks between racing clubs and circuit owners. It's all happened in the last 12 months. Nicola (Foulston, CEO of Brands Hatch Leisure) called us all together to discuss the state of the sport, and it turned into something of a brainstorming session. Bob Armstrong (of the BRSCC) and I then went away, worked on chunks of the Blue Book and presented our ideas to the RACMSA. They gave us the thumbs up straight away. I'm amazed, and delighted, that we've been able to push things this far so quickly. Support from everybody has been fantastic."

Racing Ahead's proposals, which will be used experimentally in 1995 at a total of 30 meetings (on four wheels and two, as the ACU has also become involved), include: the aforementioned abolition of time-wasting startline activities (no personnel other than officials will be allowed on the grid); the reduction of practice sessions to as few as six laps, to allow more time for actual racing; the introduction of two races per formula per raceday, the first of which will line up according to qualifying times, the second of which could have a random grid, decided by ballot, spectators' poll, championship positions, reverse qualifying order or, indeed, some other selection

method; the provision for more clerks of the course per meeting, to accelerate administrative matters; faster deployment of the green light at race starts; the abolition of aggregate results for races red-flagged before half-distance (for the benefit of public understanding, the finishing order *on the road* will be decisive); in the event of an aborted start, the countdown will recommence from one minute, not three; irrespective of race distance, jumped starts will now carry a 10s penalty across the board.

The combined effect of the above, hopes Racing Ahead, will be speedier, more spectator-friendly motor racing. It has taken the sport a long time to cotton on to the fact that there are an increasing number of alluring alternatives on Sunday afternoons: traditional Saturday pursuits such as shopping and professional soccer are, after all, now accessible all weekend.





F3 (opposite) will be the least affected of the categories operating under Racing Ahead regulations. Official pre-race test sessions will compensate for loss of qualifying time on the day. Club racers (above and left) will get the same track time as before, but more actual racing.

"The second (race) could have a random grid, decided by ballot, spectators' poll . . ."

My personal recollection of motor racing sticking most rigidly, and absurdly, to the Blue Book goes back to Oulton Park, circa 1980. It was approaching the end of a two-day meeting, and there had been various delays during the second of these. As a result, when the Renault 5 field emerged for the final race, the circuit was approaching an 18.30 curfew. There was time for a formation lap, sit on the grid for three minutes, another warm-up lap and then, on returning to the grid, drivers – many of whom had taken the previous day off work to practise – were flagged off, as there was no time to stage the race. . .

Motor racing will always be prone to the occasional delay. One can not legislate against drivers doing time-consuming damage to circuit ancillaries, but at least Racing Ahead should ensure that such occupational hazards leave behind a less painful memory for the paying punters.

"Racing Ahead," stresses Nicol, "is a forum. It is not a package along the lines of TOCA or BBM. We are simply seeking to promote change for the better. BBM fully backs our ideas, and will dovetail its racing activities with what we are trying to achieve." The five manufacturers within the BBM package (Rover, VW, TVR, Caterham and Porsche) have already pledged total support. True, there was initial apprehension from the Formula Three Association, FoTA. F3 drivers, after all, need practice time to learn about car adjustments, how to pace themselves to get the best out of new tyres and so on. In F3's case, therefore, the aspiring young professionals will still be allocated sufficient track time to assist the learning process, although qualifying sessions will be sliced from 30 minutes to 20. "We want to offer better value for competitors," says Nicol, "let them have the same track time but give them more racing. It's better for them, and better for spectators."

"The profile of our sport below F1 is struggling," admits Nicola Foulston. "Racing Ahead is all about working together to promote it, and to address its future. We'll be lucky to see any change this year. It'll be a gradual process. We want to build it up so that the word spreads that 'This is a good place to be'. At Brands Hatch, for instance, we want to promote other activities while the racing is going on. The price of admission will include the cost of a couple of laps alongside an instructor at our rally school, perhaps, or maybe an opportunity to sample our off-road driving school. We've got to create a more entertaining day out.

"Motor racing has not kept pace with the rest of the leisure industry. While it might have been thrilling 50 years ago, some of what you see now is tame compared to the virtual reality experiences you can have at Disneyland, or wherever.

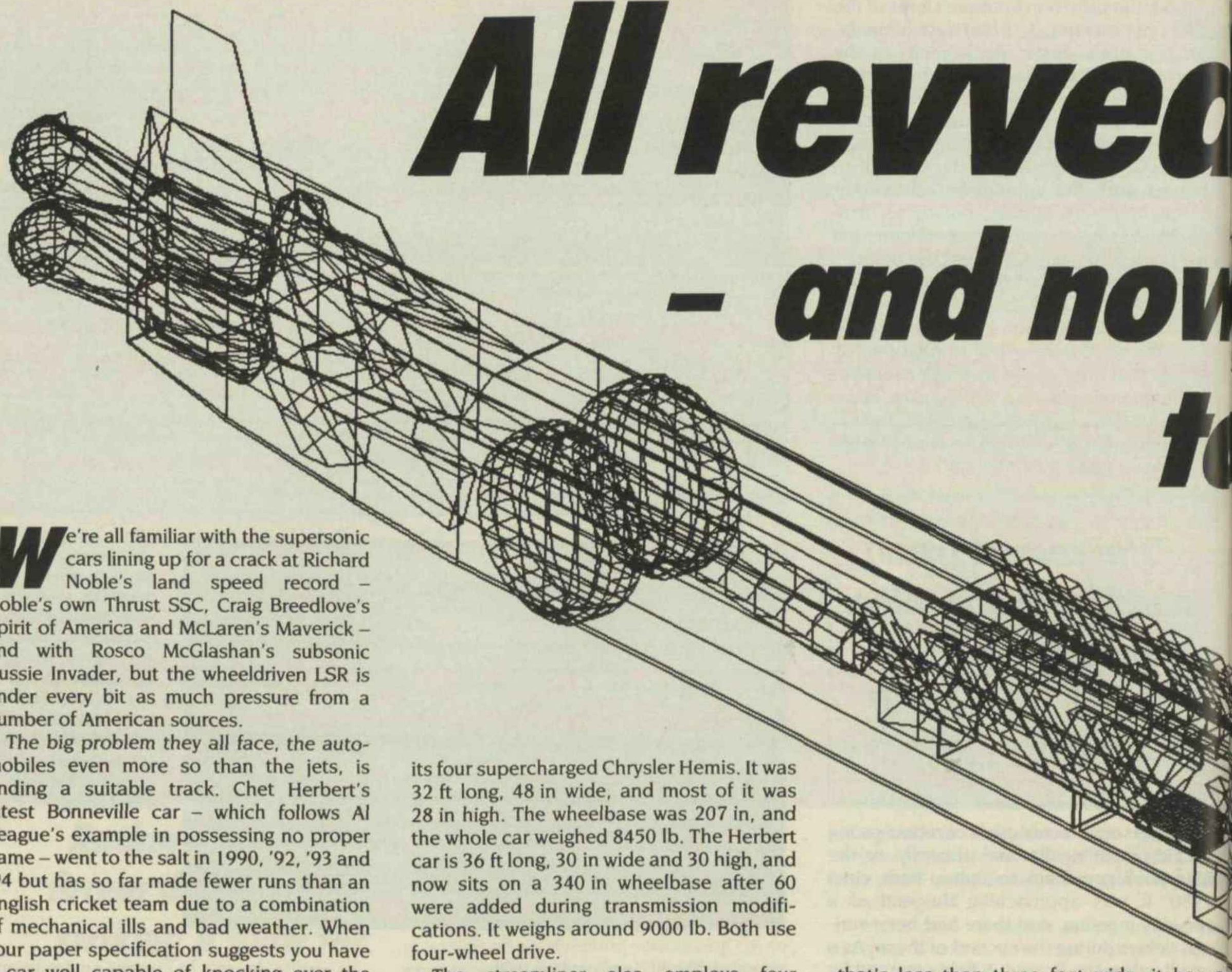
"Motor racing is always going to cost more than it does to kick a football around a park, or hit a golf ball around a course, and its profile doesn't fit current environmental trends. These are all issues we are going to have to address. But it's going to take time before we see the results, maybe four or five seasons."

"If the measures prove popular," says Nicol, "then they will be carried over beyond 1995. I'm sure we'll make a few mistakes, but we've got to try these things. It'll be an educational process for all of us. We won't know until we try them."

And not, some would point out, before time. Something along the lines of Racing Ahead may have been a long while coming, but the initial gestation period has been short enough to suggest that the often procrastinatory ways of motorsport are about to be kicked into touch. On paper, Racing Ahead's proposals are sensible rather than revolutionary, but they are none the less welcome for that. **S A**

PS: As a further indication of how the sport is trying to adapt to increase customer appeal, Ladbrokes used the launch of Racing Ahead to announce that it will provide a full on-site bookmaking service at all BTCC rounds and selected other racing events in 1995. The betting facilities don't affect Racing Ahead meetings as yet, but the concept is likely to be expanded in 1996. . .

All revved – and now ta



We're all familiar with the supersonic cars lining up for a crack at Richard Noble's land speed record – Noble's own Thrust SSC, Craig Breedlove's Spirit of America and McLaren's Maverick – and with Rosco McGlashan's subsonic Aussie Invader, but the wheeldriven LSR is under every bit as much pressure from a number of American sources.

The big problem they all face, the automobiles even more so than the jets, is finding a suitable track. Chet Herbert's latest Bonneville car – which follows Al Teague's example in possessing no proper name – went to the salt in 1990, '92, '93 and '94 but has so far made fewer runs than an English cricket team due to a combination of mechanical ills and bad weather. When your paper specification suggests you have a car well capable of knocking over the existing record of 409.277mph set in 1965 by Butch Summers and equalled by Teague's 409.986 in 1991, that spells Frustration with a capital F.

Herbert himself hides it well. Wheelchair-bound since contracting polio as a teenager, this champion of the roller cam knows enough about the capriciousness of Mother Nature in general and the salt in particular. Back in the '50s his cars which bore the name Beast were legendary before he switched his attention to drag racing with partner Roy Steen. Where Herbert runs his thriving camshaft and hot rod accessory business in California's Orange County, Steen and his sons Josh and Clayton run their machine shop up in Idaho Falls. Herbert drew the streamliner on his CAD system in 1989, having taught himself its rudiments, and the Steens then built the aluminium pencil. Long, low and narrow, it boasts a very competitive drag coefficient, and its 5000 bhp promises solid speed. As and when nature cooperates. . .

"I decided it would be nice to be back at Bonneville again," he says, "and I talked to Roy about being partners. We'd done a twin F85-engined car before, and he was keen. . ."

The Summers Brothers' gorgeous Goldenrod produced 608 bhp from each of its four supercharged Chrysler Hemis. It was 32 ft long, 48 in wide, and most of it was 28 in high. The wheelbase was 207 in, and the whole car weighed 8450 lb. The Herbert car is 36 ft long, 30 in wide and 30 high, and now sits on a 340 in wheelbase after 60 were added during transmission modifications. It weighs around 9000 lb. Both use four-wheel drive.

The streamliner also employs four engines, also mounted in-line, but the 6.9-litre Rodac Chevrolets now conservatively provide 1250 bhp apiece on Hillborn fuel injection and a diet that is 25 per cent nitro. Air scoops add around a pound of extra manifold pressure per hundred miles an hour, which at the vehicle's estimated maximum should generate some 200 bhp more per engine. The exhausts are stack pipes, like the 1962 BRM V8 and like most drag cars. It's one of Herbert's signatures. "I had the first drag race zoomies back in 1958, and now they all run them! They stabilise the cars because they help to hold them down on the road, and they work just fine on our car."

The streamliner has about double Goldenrod's power. Consider that the latter was still in the third of its four gears the day the late Bob Summers set his record, and the newer car's potential is put into even greater perspective.

Initially two three-speed BJ transmissions were used, in conjunction with a third transmission which helps to minimise wheelspin and ties all four engines together so they run at the same speed. This one is located between the front and rear pairs of engines. The front two V8s are mounted back-to-front to counteract the vast torque, estimated at around 5000 lb ft. In a car that's less than three feet wide, it has a serious influence on dynamics! The front engines, logically enough, drive the front wheels, the aft pair the rears.

Subsequently the BJs were modified to seven speeds, "because we didn't need so much bottom-end torque and too much gear reduction was snapping driveshafts," explains Herbert. After their initial trial, the seven speeds were reduced to five, which has proved the best compromise. A pneumatic drag-race shift is used. The Steens made the differentials themselves, utilising tank gears!

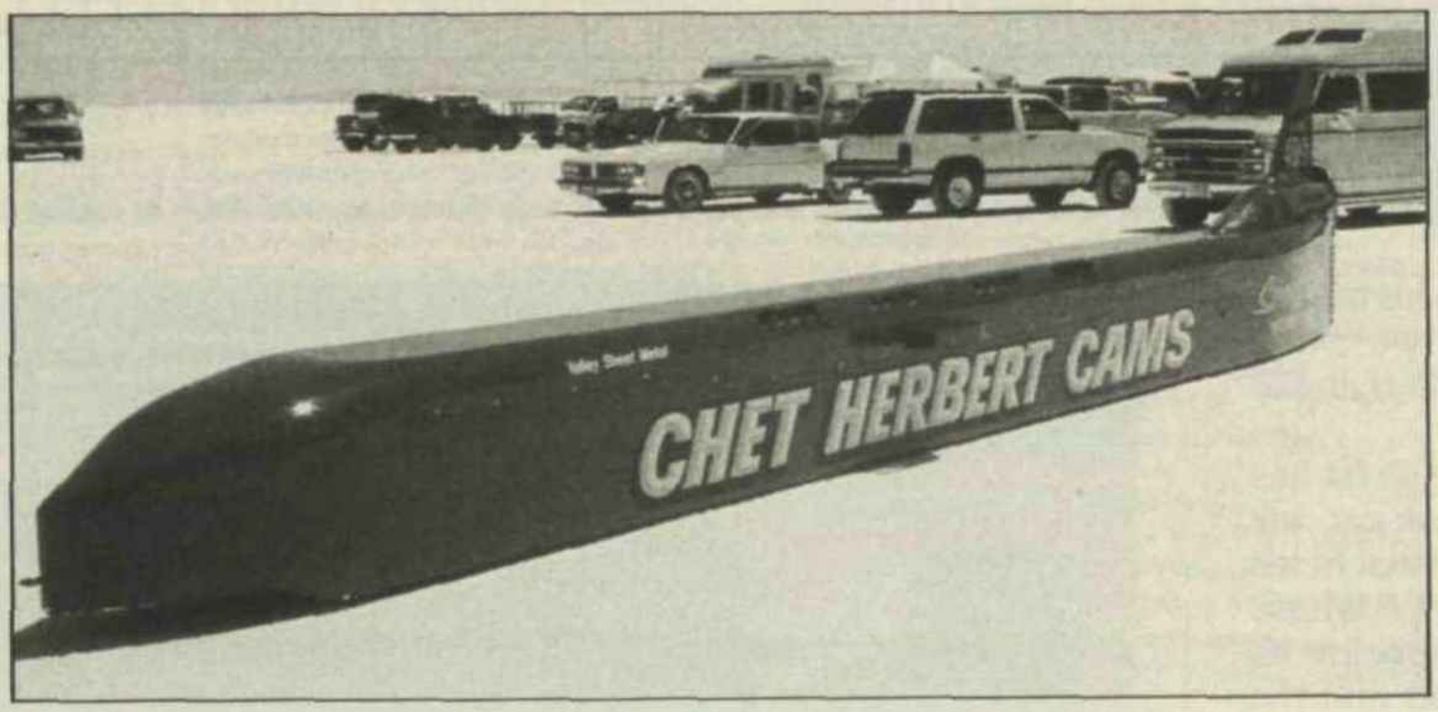
Where Goldenrod had an uptilted nose and spats around the lower extremities of the wheels, the streamliner is squarer-bodied, dissuading air from flowing beneath its fuselage.

"It's '50s thinking to throw air under the car," Herbert declares. "There's no air going under ours. It has the lip at the front so the air has to go over the top, and the flow is very stable from that lip backwards."

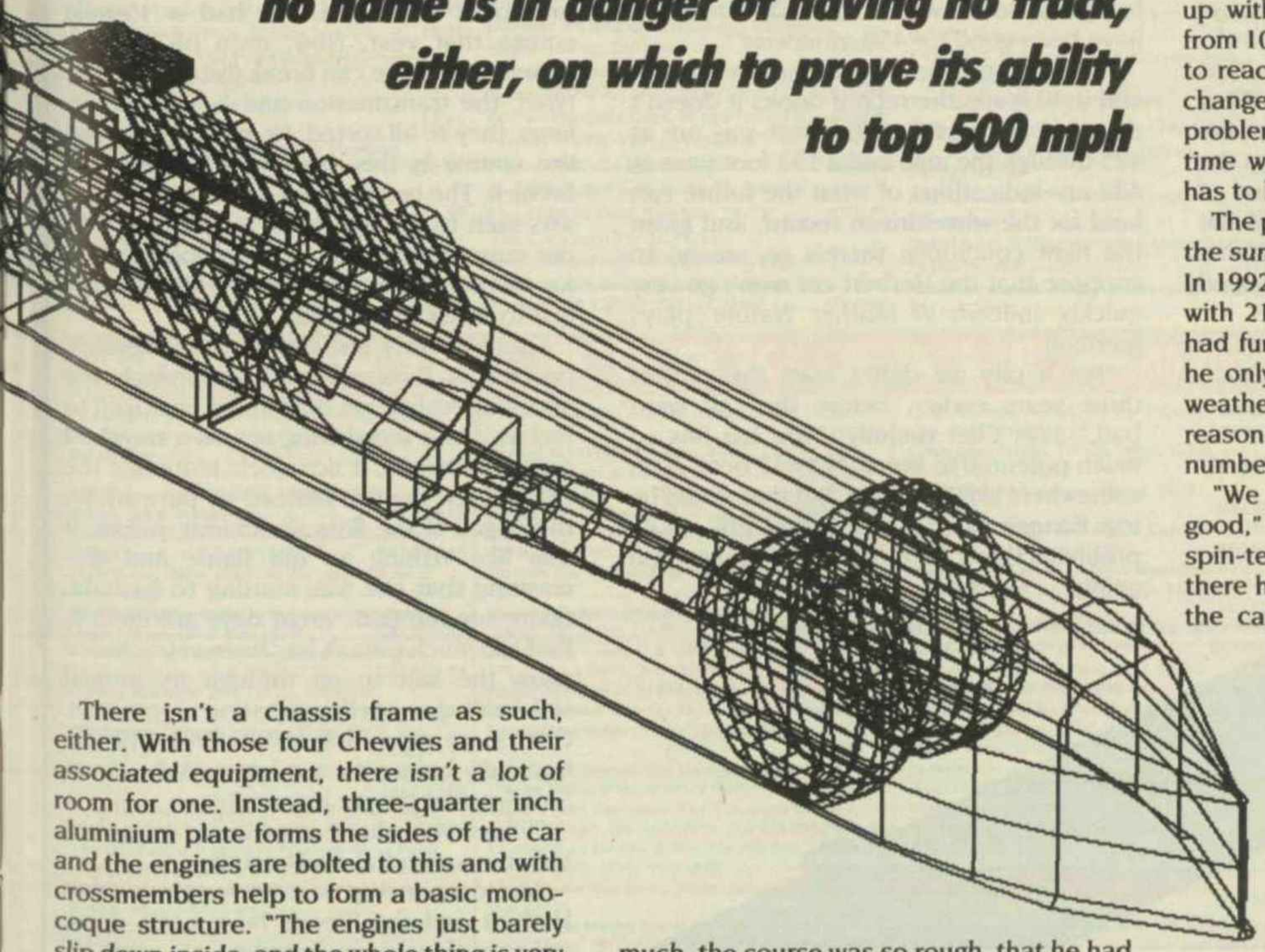
Surprisingly, however, the car hasn't been in a wind tunnel, because he believes: "The shape could basically be refined two or three per cent, but to get the basics like that there's not a hell of a lot you can do." There are many engineers who would disagree with that, but he continues: "It's as little and as smooth as it can be."

...up ...here ...go?

Computer image shows how two engines drive rear wheels and two the fronts. Stub-sided body forms a sort of monocoque with stressed blocks.



It's got 5000 bhp and the aerodrag of a knitting needle, but Chet Herbert's streamliner with no name is in danger of having no track, either, on which to prove its ability to top 500 mph



There isn't a chassis frame as such, either. With those four Chevvies and their associated equipment, there isn't a lot of room for one. Instead, three-quarter inch aluminium plate forms the sides of the car and the engines are bolted to this and with crossmembers help to form a basic monocoque structure. "The engines just barely slip down inside, and the whole thing is very stiff. Even though it's 36 ft long, you can lift one side of it at the front and it'll lift the same side at the back. That's how stiff it is. The car's so strong, if it did go over it'd probably lay down and just slide."

Motorcycle land speed record legend Don Vesco was the first man to try it, back at Bonneville in the days when the vehicle sat on solid aluminium wheels and had no suspension. He didn't have to test out Herbert's latter suggestion. "We did half a mile down the course and it vibrated so much, the course was so rough, that he had to shut it off," recalls Herbert. A year later they installed some suspension and added tyres and planned to try again, with Dan Soran driving. Roy Steen designed a neat suspension system allowing three inches of travel, using doughnuts like lock washers which would compress under load. By adding or subtracting washers the team could stiffen or loosen the springing medium, which took up little of the precious space. The wheels were now 18 in tractor wheels. Unglamorous, but practical and strong. Herbert says: "They're the same as Al Teague's, and if they're good enough for him, they're good enough for us." Like everyone else who's ever met him, he likes Teague (who featured in MOTOR SPORT, January 1992), rival or not. "What he's done, he's done the hard way."

Tyres were initially a problem. "In '90 we briefly tried some old-style Mickey Thompsons but they threw the rubber at high speed, and we also had trouble with the transmissions; they just weren't strong enough. The three-speed units we had then gave us a big problem with a big rev drop-off between shifts which bogged the engines down. For '91 as well as the suspension and tyres we fitted the seven-speed transmissions," he adds. With the original drop-off problem the driver had to resort to slipping the clutch to get the car going fast enough for the gears to take over, with the inevitable supplementary problem of burnt-out clutch linings. Now heavy duty drag racing bronze clutches have been installed, which will put up with any slippage and which lock up from 100 mph on. The streamliner is geared to reach 200 in low gear, with subsequent changes in close steps to avoid the original problem. "We can still spin the tyres any time we want," says Herbert, "so Clayton has to be easy on the throttle."

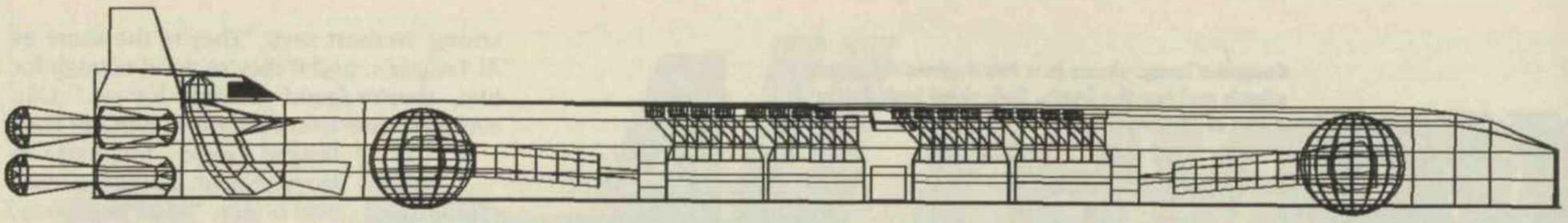
The problem was that all the work ate into the summer, and they missed the salt time. In 1992 they made a couple of passes, now with 21 year-old Clayton at the wheel, but had further trouble with the tyres. In 1993 he only got one good run because of the weather, in 1994 only two for the same reason. They were sufficient to indicate a number of things, however.

"We know that our new M&H tyres are good," enthuses Herbert. "They've been spin-tested to 700 mph and our problems there have been solved. Now we know that the car could run 500 if we got a good course and enough passes. Clayton hit over 400 in two and a half miles according to the tach, but he had to shut it off before the lights. We got a bearing problem in the engines, but we now hope that a new dry-sump system will have fixed that. We have 20 quarts of oil in each engine, but it just wasn't draining back enough.

"The good thing is that we know the car has very good traction and accelerates faster than anything else. It was 60 mph quicker than anything into the first mile in '94."

What's it like to drive? Clayton laughs. "It takes off pretty good. I pulled one and a half gees off the startline. . . As far as the driving characteristics are concerned, it drives fine. Unless you get yourself in trouble, you'll go straight. You just need to be relaxed and not jerk on the wheel."

In 1992 he averaged 364 mph one-way



With twice the power of Goldenrod, a small frontal area and 4wd, the streamliner has potential. If only there was somewhere to realise it . . .

through the mile, and that's been his best to date thanks to the conditions. "We didn't get a return, because we were still trying to get the bugs out of its one way."

The current problem is that life so far has proved anything but a case of have car, will travel. If they are to avoid the fate that befell Donald Campbell's Bluebird CN7 – whose eventual 403 mph record was way below its own 500 mph potential – Herbert and the Steens must find the right track. Naturally, they're interested in the activities planned for 1995 at Lake Gairdner in South Australia, where the International Speed Challenge body is hoping the establish the salt used by the Dry Lake Racers of Australia (DRLA) as the new mecca for high speed seekers. But Clayton is also hopeful that Bonneville will yield up suitable salt in July.

"I don't know what it's all from," says Clayton of the Utah course's surface problems. "'Cause you know, they mine that potash out from underneath the salt. They moved the race course further down the flats the last race this year, further from the access road and down around the end of the first dyke. And there was fairly good salt in the middle of the course. The beginning and the end were soft, but the centre stayed good and hard."



"We estimate that he hit 437 before the lights on his run in 1994," says Herbert. "A lot of figures have been blagged around, but he was taching around 440." Steen is more circumspect. "That was just from the onboard data on our own computer system, what the rpm readings were versus where we were at on the course. That's nothing official."

"It was the first time he'd been full throttle for so long," Herbert continues. "Then the oil pressure light came on because of the bearing problem, so he had to shut it down. We reckon that run would have been good for 450 otherwise."

Such figures are easy to bandy around, and until it's in the record books it doesn't matter. But Teague's 1991 best-way run at 425 through the mile and a 132 foot pass at 432 are indications of what the future can hold for the wheeldriven record, and given the right conditions there's no reason to suppose that the Herbert car won't go very quickly indeed. *If* Mother Nature plays hardball.

"It's a pity we didn't start the project three years earlier, before the salt went bad," says Chet ruefully. "The car has so much potential to break Al's 432 best, even somewhere like El Mirage. But that would be too dangerous. If Clayton had any chute problems there, he'd probably just keep on going!

"Back in '54 we broke the 10-mile record at Bonneville and we had two, three miles run-up at each end. We had a 15-mile course that year. Now, even on a short course, I think we can break the record. The tyres, the transmission and bearing problems, they're all sorted. No matter how bad the course is this year, I reckon we can break it. The car's now on 26 in M&Hs and it was built to do 500 on 30 in tyres, so with our current gear ratio we're probably good for 450/460. The way the salt is, I'll be happy just to break the record."

Opinions vary just how bad Bonneville's problem is. A recent visit there brought the shocking realisation that where one used to feel as if one was driving across a snowbed on Interstate 80, it now feels more like the Black Rock Desert. Instead of pure white, the edges of the flats are muddy yellow. It was like visiting an old flame and discovering that she was starting to go bald. Some say the flats' great days are limited, that too much potash has been extracted to allow the salt to go through its annual self-healing, self-generating process. Others are more optimistic. Time will tell, hopefully before it's too late and the Great Salt Scandal proves irreversible.

"I'll tell you what," says Chet, "it's a drag race now, with the short course."

And drag racing, lest we forget, is what Herbert and the Steens have been doing rather well for many decades. **DJT**

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US enterprise?

IndyCar owner Jim Hall's recruitment of Gil de Ferran has furrowed a few American brows, but it's a move which makes sense from all sides



No doubt Gil de Ferran's decision to go IndyCar racing next year generated considerably less hysteria on Fleet Street than Nigel Mansell's similar decision in late 1992. Certainly the news of de Ferran's deal with Jim Hall Racing was greeted with a certain indifference – at best – in some quarters of these United States.

Nevertheless, de Ferran's defection from Europe's pre-Formula One mainstream holds important lessons to those on both sides of the pond who fancy themselves students of the business of motor racing. From the European point of view, de Ferran's decision underscores IndyCar racing's increasing recognition as a world class racing series. Concurrently, the fact that a prospect of de Ferran's stature sees IndyCar racing as a viable alternative to Formula One should be a source of satisfaction to American racing fans. And the way that he got to IndyCars should be a lesson to wannabe racers the world over, no matter their ultimate aim.

Disregard the superficial similarities between the paths taken by Mansell and de Ferran. Mansell had run out of viable options in September of 1992 and took a sizable pay cut to join Newman/Haas Racing in order to satisfy his interest in IndyCar racing, not to mention showing the racing world he was bigger than Formula One. It is, however, doubtful that Nigel ever saw himself racing IndyCars into the sunset. . .

While de Ferran may not have had to hire armed guards to keep emissaries from Williams, McLaren, Ferrari and Benetton from his door, he tested with Footwork in 1993, was hired by McLaren to assist with some filming work last September and had discussions with a couple of mid-level teams about 1995.

But. . . Gil jumped at Hall's offer rather than climb aboard the money-hunting merry-go-round just for the chance to drive an F1 car that, when all the planets were in perfect alignment, might have been good enough for the top six.

"To me IndyCar racing was always an interesting proposition, even when I was racing Formula Three," says de Ferran. "IndyCar is one of the top two series in the world, it's single seaters, fast cars and the idea that you can be competitive with a good team is very appealing. For sure there are good and bad teams in IndyCars, but I think the difference between the top teams and the good teams is not so big as in Formula One."

Equally noteworthy is the process by which Mr Hall came to take an interest in de Ferran. Texas and Brazil were brought together at last year's Michigan 500 at the behest of Reynard's international diplomat Rick Gorne.



From Pau to Pennzoil: Gil de Ferron's decision to skip from F3000 (left at Pau) to Indy (opposite) without queuing for an F1 ride may make other hopefuls ponder.

"Gil came over to have a look at IndyCars," says Hall. "Rick sent him over to introduce himself to me at Michigan and, later, he said 'If you're thinking of making a driver change for next year you might want to think about Gil.' He filled me in a bit on Gil's background, which of course included a long association with Reynard, and said they'd been very pleased with his showing."

A couple of weeks later, Hall's regular driver – Teo Fabi – had a scheduling conflict with a test session and the call went out to de Ferran. Impressed with his attitude and understanding of vehicle dynamics, Hall ultimately signed the Brazilian in October.

"Reynard's incentive for backing Gil is, I think, the same reason a team owner hires a driver," says Hall. "They don't promote a driver just 'cause he's a nice guy, they promote him because they think they'll make their car look good.

"From my standpoint, I know that Gil has worked with Reynard for a number of years. He knows them and he knows who to go to if needs to find something out. On the other hand, Malcolm Oastler and I have had a good relationship right from the beginning. So while I don't expect any special treatment from Reynard because I hired Gil, it can't hurt. I think it will help make for a real close-knit group." As noted, de Ferran's nomination didn't exactly capture the imagination of the American racing press or some of its fans. The old school reacted predictably, scorning yet another "foreigner" they'd never heard of. And while those whose racing knowledge extends beyond the boundary of their local dirt track were well aware of de Ferran's talent, they questioned the logic from Pennzoil's standpoint.

"When Jim first presented the name Gil de Ferran to us our response was 'Who's he?'" says Pennzoil racing director Ron Winter. "And we kept after Jim to justify Gil as the best guy for the seat, the best possible chance of getting us up on the podium. After all, we want to win races – that's why we're here. Time after time Jim came back to us saying Gil is the man for the job, and in October we said 'OK, let's go for it.'

"Frankly, some of us were still a little sceptical – initially. But I'll tell you, his test results have been simply phenomenal."

"In the end, I run the race team," says Hall. "I try to keep Pennzoil informed of what we're doing and try to take their desires into consideration. But you have to look at what's available and balance that with the wants and needs of the team and the sponsor. Some may say 'Another foreign driver' but my response is 'Who's out there that's not a foreign driver?' Winning races is what counts. And while it's too early to say we'll be winning races in 1995, I think with Gil we're definitely going to be in contention. And that's something we haven't done for our sponsor."

"The old school reacted predictably, scorning yet another 'foreigner' they'd never heard of"

In the 1980s when talents like Davy Jones, Ken Johnson and Price Cobb were squandered for lack of opportunity while the likes of Jean-Pierre Frey, Guido Dacco and Fulvio Ballabio seemingly found rides at will, the critics of IndyCar racing's foreign contingent had a valid point. But of course, it was not the cases of Jones, Johnson and Cobb that got the critics' goat, but those of men like Sammy Swindell and Steve Kinser who plied their trade on the dirt tracks that, like it or not, have become increasingly irrelevant to the upper echelons of contemporary single seat racing.

Fortunately, times have changed and for every Gil de Ferran who gets a ride with Hall, there's a Robby Gordon driving for Derrick Walker, a Bryan Herta driving for Chip Ganassi, a Scott Sharp driving for PacWest.

Did Herta, Gordon and Sharp come to IndyCars through midgets and sprint cars? No. Did they buy their way into IndyCars? No. Did they spend their nights wringing their hands about how IndyCar team owners only care about foreigners? No. They did what every driver with a lick of sense who wants to get anywhere has always done: they raced in the series that the people they needed to impress pay attention to. And when they weren't racing they were busy making friends in high places – in the case of Gordon at Ford; in Herta's case, at Ford and (dare we say) the racing press; and in Sharp's case at Chevrolet.

As for de Ferran, he's been driving Reynards since 1989 – and making believers out of Adrian Reynard, Malcolm Oastler, Rick Gorne & co in the process. It paid off in what may surprise some people as one of the most improved teams in IndyCar racing in 1995. For Fabi had a strong September and October in the Pennzoil Reynard, starting or finishing the final four races in fifth place or better. And if de Ferran has as good a season as many observers expect, how do you think Ganassi, Derrick Walker or PacWest will react when Rick Gorne suggests they give some new prospect a look?

It's the way of the world, and the sooner a would-be IndyCar driver – or F1 driver – understands it, the better off he'll be. **D P**



Latent Orient

A Chinese Grand Prix? As Western influences grow in the Far East, just such a race is fast approaching feasibility

Zhuhai, we learned soon after arrival, is "one of China's top 10 cities in Ideological and Cultural Advancement", and a "Model City of Harmonies between Army and People".

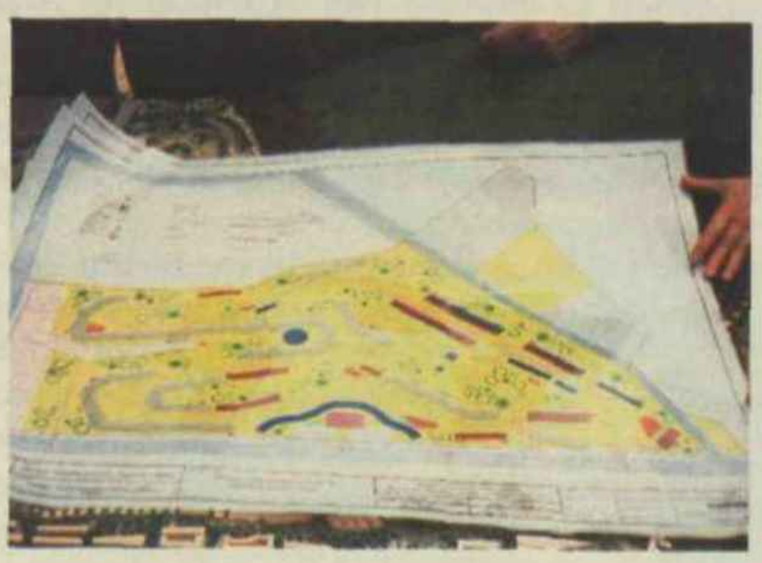
Not bad, you'd say, for a place that was little more than a small port and fishery some 15 years ago, when the decision was taken to make the province an economic free zone and to expand the economy vigorously.

What, you ask, has this to do with a specialist motoring magazine?

Curiously, motor racing is one of the showcase events chosen by the Zhuhai Municipal People's Government to promote the area and earn hard western currencies, and China's first international motor race was held in mid-November to test the waters.

The event, through the bumpy streets of Zhuhai City, was surprisingly successful. Bob Wollek, Jean-Pierre Jarier and Jacques Laffite, who won in the Larbre Competition Porsche Turbo S Le Mans, are not the only competitors who'd love to go back next November.

The Zhuhai International GT race won the hearts and minds of all the competitors, officials and media people who travelled





Above, the planned track should be ready to race in late 1996, following the good reception of the GT race in Zhuhai City.

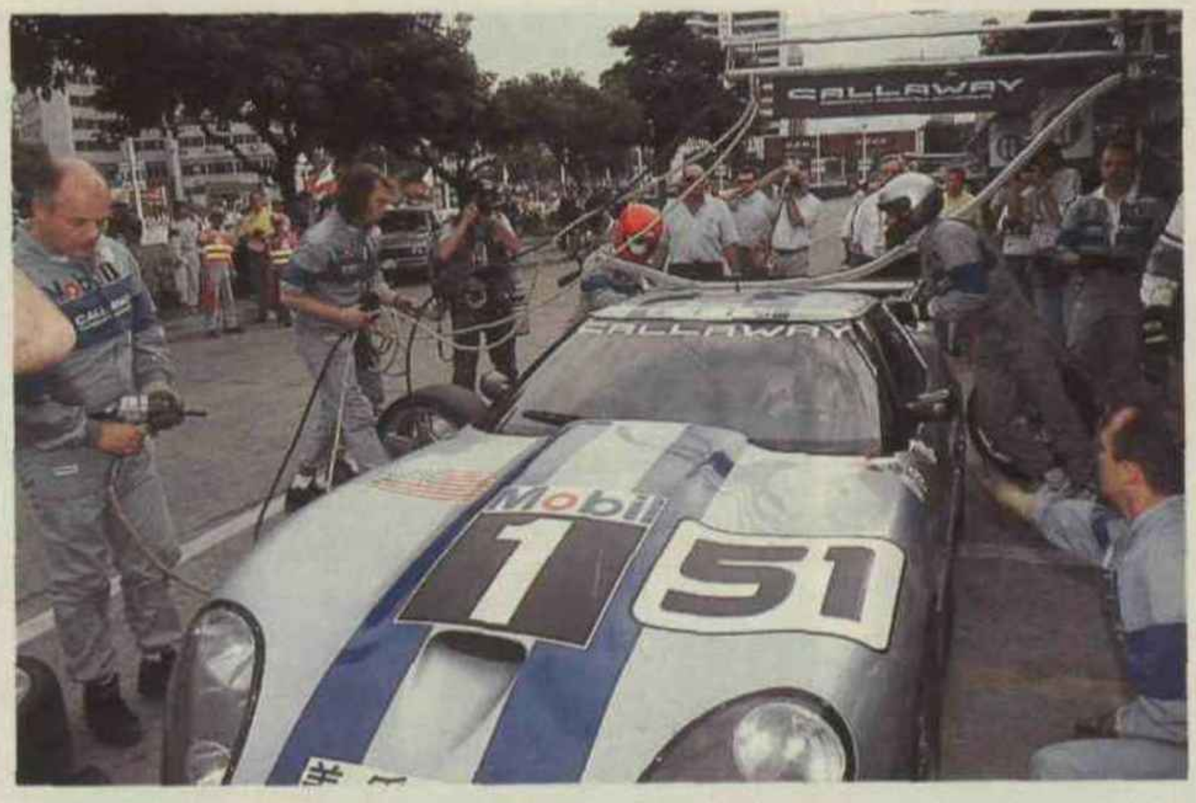
with the BPR Organisation to the inaugural event, and who were shown the plans of the FIA approved, Formula 1 standard track which might become the official venue in 1996.

Going further, the Zhuhai International circuit may be the setting for the first Chinese Grand Prix, perhaps as soon as 1997. Should this give Michael Schumacher and Damon Hill any sleepless nights, pondering their chosen career?

They will, in fact, step into another world, one of cosseted luxury and Oriental charm. The grand titles bestowed on Zhuhai were certainly mentioned in the executive vice-mayor's 45-minute welcoming speech (attendance was optional) but once the formalities were over a normal life began.

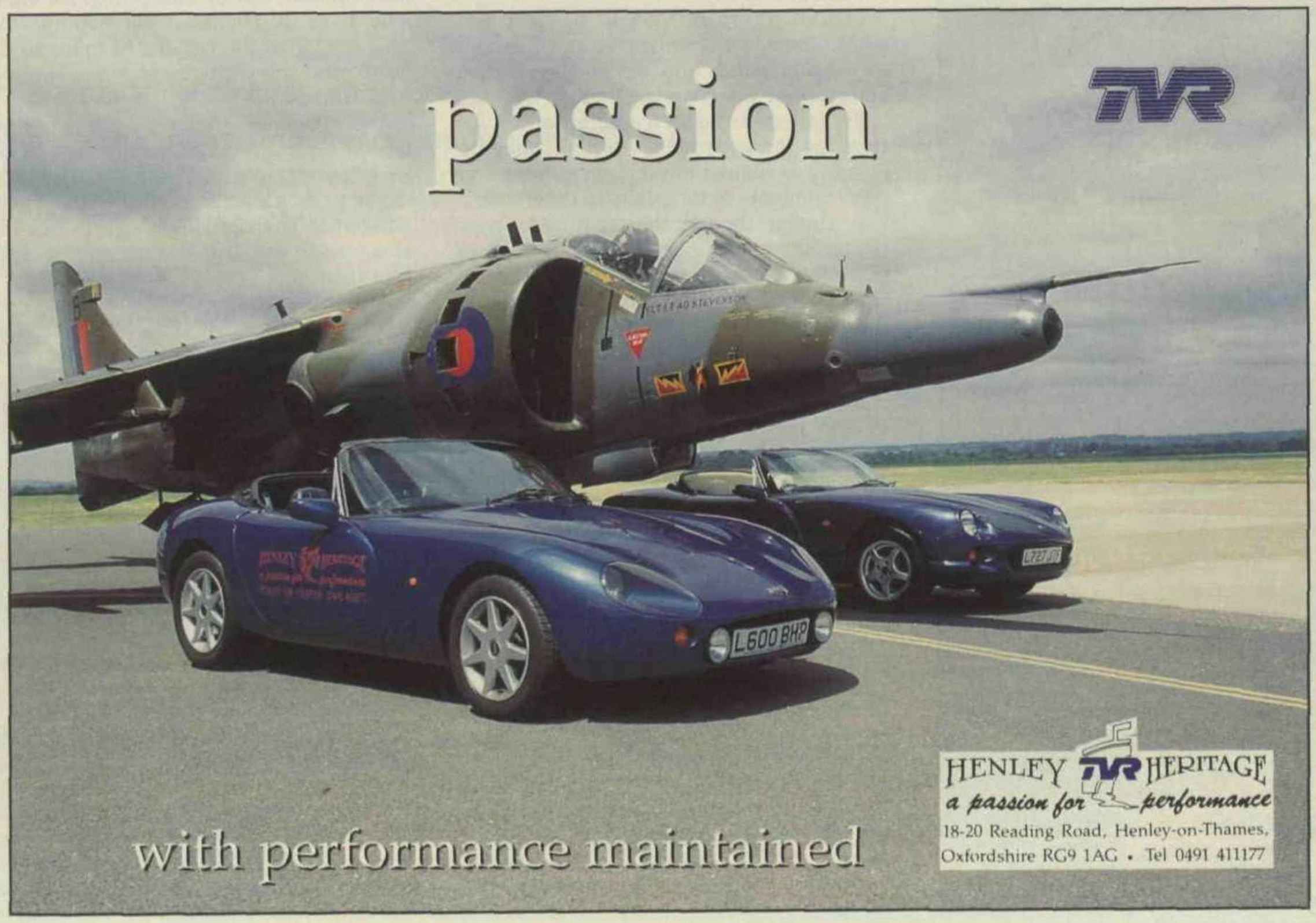
For a start, forget the Chairman Mao boiler suits and red-starred forage caps. Almost everyone in Zhuhai is dressed western style, some in snappy Italian or Parisian outfits, and there are almost as many hand-held telephones in the hotel lobbies as in the streets of Hong Kong. The majority ride bicycles but a few drive in Mercedes and BMWs, and seem to be treated with respect.

"Communism no longer really exists in China," says Hong Kong financier Adam Topping, who crossed the water to drive the Chamberlain Engineering Lotus Esprit S300. "What they have is capitalist communism which means that it's alright to do business, invest, advertise and make a profit.





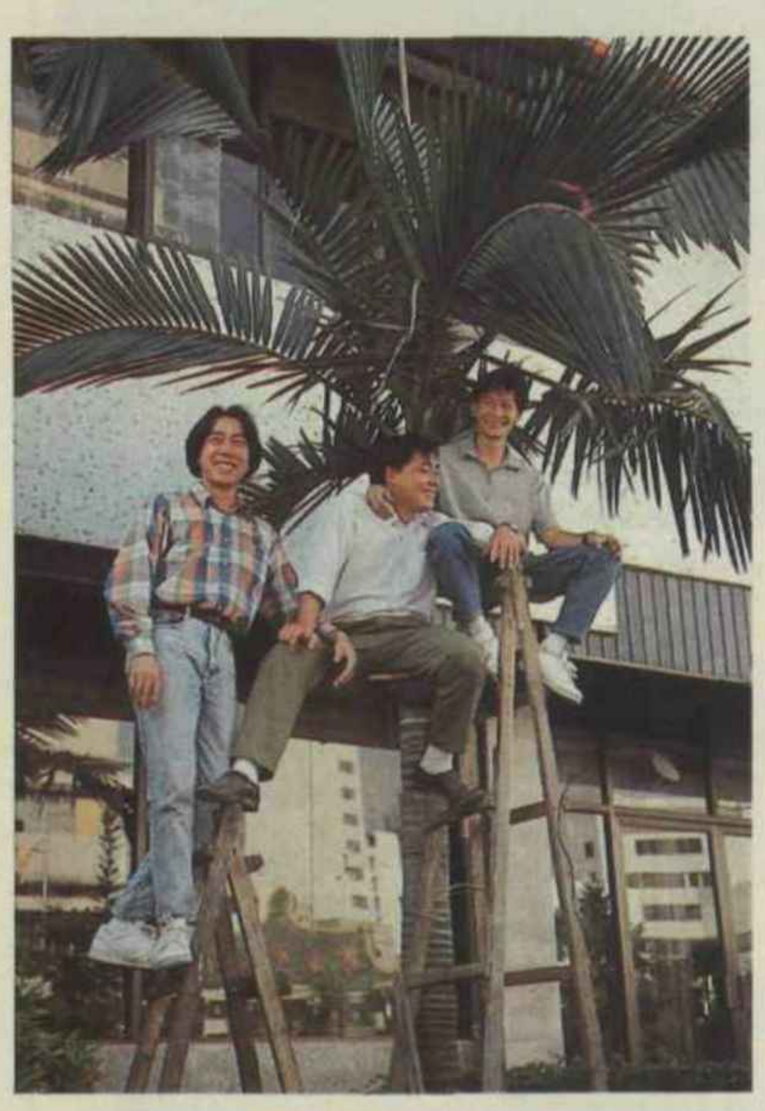
First ever international motor race in China, November's BPRO GT event brought well-known European names, and was a surprising success.

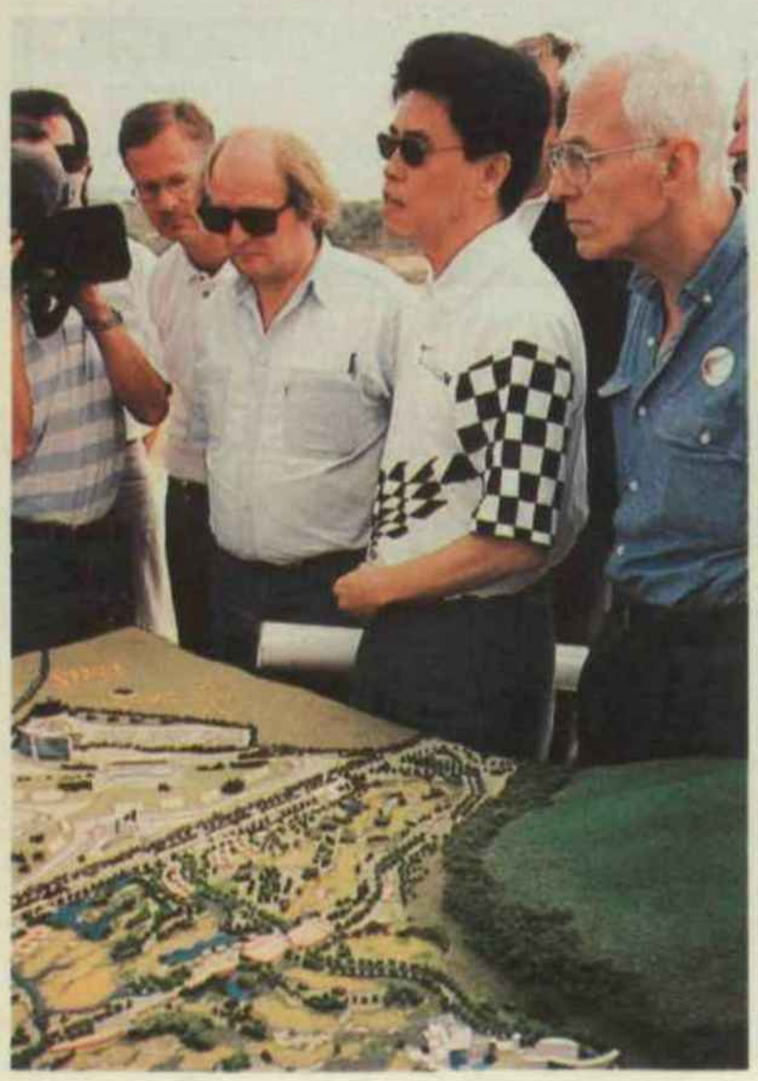






Another "great leap forward": the romantic backwardness of Zhuhai in Communist days is being supplanted by Western commercial concerns, stoked by Grand Prix schemes. Bottom left, architect Laurence Loh unveils the plans.





"Communism is a brand of central government which has to control a population of 1.2 billion. Democracy probably wouldn't work because you need strong government to control rampant crime and anarchy."

China's record on human rights is not good. Tiananmen Square is still fresh in westerners' minds and, undeniably, justice comes from the barrels of guns. Whether bullets are reserved for murderers and mobsters, as the government says, or may be directed as rumour has it at prostitutes and petty criminals, is for others to determine.

In Zhuhai, though, the great majority of people seemed to have nothing to fear. In the streets, and even in the back-streets, they laughed, chattered and gazed curiously at European visitors. Street scenes could just as easily have been seen in the poorer suburbs of Tokyo.

Some of the world's leading economists believe that China will have the world's strongest economy within 25 years, and Topping agrees. "A lot of people will become very rich. The government is shaping things so that this can happen."

A total of US$200 million will be invested in the next three years in the Grand Prix circuit, two 18-hole golf courses, two luxury hotels and 4000 apartments. The entire facility will be world class, and the Grand Prix circus might feel more at ease at Zhuhai's Pearl Land facility than at Silverstone or Suzuka.

Little of this money will be raised in China, though. The Zhuhai Municipal People's Government provides the land and the labour, a comparatively straightforward matter.

A Malaysian consortium, Lamdeal Investments, is responsible for raising the bulk of the money, and there are signs that it is not flowing as freely as was hoped. The first 18-hole golf course will be opened in 1995, but that is the easiest part of the exercise.

Eventually, the scale of the Zhuhai development will be staggering. An eight-lane Phoenix Highway will extend from Zhuhai City to the circuit, 12 miles to the north, and will continue to a new international airport.

The Phoenix Highway will continue further, in due course, to the foot of the Lingdingyang Bridge. This will make history as the world's longest, no less than 33 miles altogether, linking the Zhuhai Province with Hong Kong via two islands in the Pearl Delta.

Although the official target is to complete the bridge before the end of the decade, sceptics believe that it will be nearer 20 years before it is finally ready.

Twenty-twenty is the date that trips off many tongues.

It is a quarter of a century ahead, but in that time China could make more progress in the world than in the past two millenia.

Motor racing seems incongruous in a society where fewer than one in a thousand actually possess a car, and where the average wage of £20 a week leaves precious little disposable income.

Could it be, then, a signal to Hong Kong, and beyond that to the western nations? It must seem very important to the Chinese to soothe fears in Hong Kong that the colony will become a rigidly Communist society when power is handed over in 1997.

If the Chinese can say: "Look, we are like you," to Asia at large, and be believed, the transition for Hong Kong (and later for Macau) will be a good deal less anguished.

M L C

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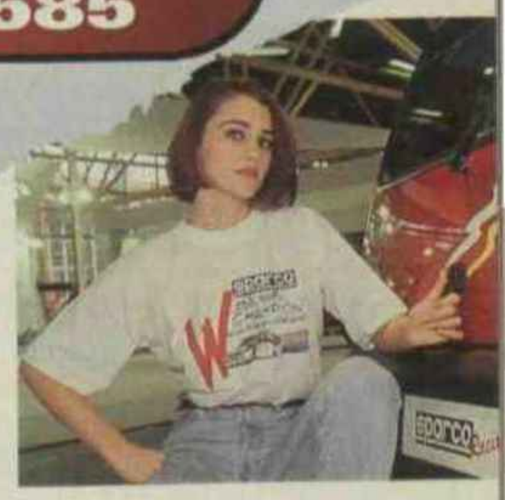
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Great Dane

Paul Stewart Racing's monopoly on the British F3 title continued last season, as Jan Magnussen racked up a record tally of seasonal victories



There was one moment in the 1994 British Formula Three Championship when Jan Magnussen looked vulnerable: March 26, 12 noon. He had just stuffed his pristine Paul Stewart Racing Dallara F394-Mugen into the unforgiving Copse wall in the very first qualifying session of the year. It allowed team-mate Dario Franchitti to steal a brief march on him.

Only third in that opening race, the Dane went on to win eight of the next nine. And after a two-race blank in mid-season, he concluded the season with six consecutive triumphs.

Comparisons with the late Ayrton Senna, previous holder of the record number of victories in a British F3 season, were inevitable. Deep down, you get the feeling that Magnussen *knows* just how good he is.

His racing performances have not been visually startling. He proved, at Macau, that he knows how to overtake when the need arises, but generally he has simply done exactly what was necessary, especially in qualifying. He claimed 12 poles, four of which were the product of victories in part one of double-header race meetings, and he was always able to raise his game to stay that one step ahead of the rest.

True he was driving for the team of the moment, Paul Stewart Racing – which has now claimed the last three British F3 titles – but after a year of watching him in action you would be stupid to assign Jan's success solely to the Milton Keynes team. F3 nowadays is pretty much a one-chassis formula (albeit with different engines), and wringing those extra few mph from the monopolising Dallara required an extra splash of talent.

His immediate future was assured when he was snapped up by McLaren in *June*, although F1 isn't on the cards for 1995. F3000, or even a Mercedes DTM ride, will keep him busy until F1 beckons.

Faced with an opponent like Magnussen, it was difficult for others to stamp their mark on the championship.

Vincent Radermecker won two of the races which eluded Magnussen. Briefly, it looked as though the West Surrey Racing man might be able to sustain a season-long title challenge. The Belgian was always quick, and in the GP support race he was untouchable. The bottom line is that he could, and should, have won more races, Pembrey being a case in point. As it was, Magnussen left the Welsh circuit with two more wins under his belt and the title was





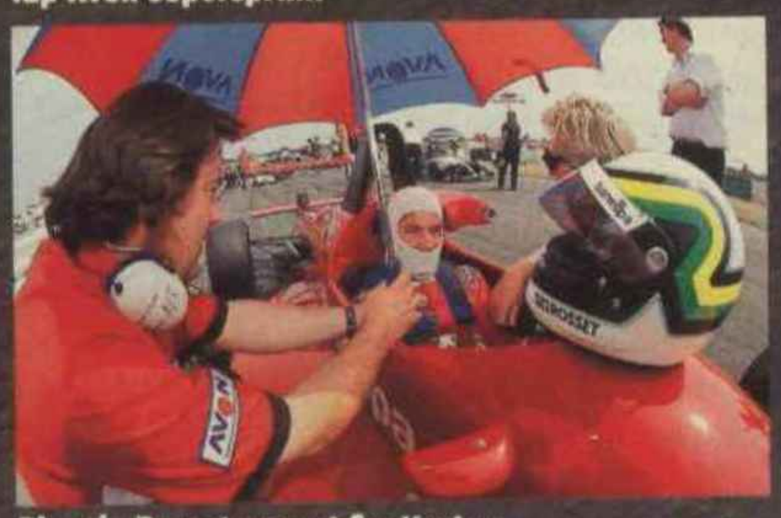
Opposite, Jan Magnussen was dominant. Above, his team-mate Dario Franchitti in trouble at Oulton.



Rees and Radermecker hound Franchitti.



Drawing lots for grid positions at Donington's seven-lap Avon Supersprint.



Ricardo Rosset won at Snetterton.

virtually settled. In his first, and possibly only, season of F3, Radermecker gained a bit of a reputation early on for being a trifle overambitious, but by the end of the season he had developed into one of the favourites for the '95 title *if* he chooses to stay on.

Gareth Rees started 1994 as one of the favourites, and his season certainly had its high points. Most notable was Zandvoort, when he won the prestigious Marlboro Masters crown against the best the rest of Europe could offer. That was Gareth's only victory of the season; in Britain, he was ever the bridesmaid. It took Alan Docking Racing a few races to get going, but four second places and four thirds bore testimony to consistent front-running, which hoisted Rees to third in the points.

Dario Franchitti's season went downhill after the first race. The Scot's championship challenge faltered disastrously at the first two double headers, when he scored two points from four races. His confidence took a bit of a battering, especially when he would be quicker in the FOTA test before a meeting and then end up qualifying behind the Dane, but at times he was the next best thing to his colleague. If he should remain in PSR's F3 line-up, his experience, and pace, will give him a real chance of bringing the team a fourth consecutive championship title.

Ricardo Rosset missed the chance to overhaul Franchitti for fourth when he spun in the last race at Silverstone. Had F3 newcomer Team AJS not been so rushed at the start of the season, then maybe he could have posed a threat more often. He had been quick in 1993 with Alan Docking and a win always looked on the cards. It was no surprise to see him triumph at Snetterton, his favourite circuit. Thereafter, he was second only to Magnussen in terms of speed and consistency.

"His immediate future was assured when he was snapped up by McLaren in June"

The first non-Mugen engined Dallara, the Vauxhall-powered Edenbridge F394 of Marcos Gueiros, was a disappointing sixth overall. The Brazilian's form at home had promised more. Team-mate Luiz Garcia's second in round two was easily the high point of his season; it was only when Oliver Gavin returned to the team for the non-championship Donington International race that it looked truly capable of winning.

Frenchman Jérémie Dufour was as quick as he was erratic: he bagged six fastest laps, and nobody else, Magnussen included, recorded more than two. He gave Fortec Motorsport a welcome victory in the Avon Supersprint at Donington and second in the GP support race, but there were times when he would have benefited from greater circumspection.

Scott Lakin showed great promise, and despite limited funds – which stunted his season after a startline prang at Donington – he was still classified eighth. By that stage, he had a pole position and two second places to his credit.

Dino Morelli (P1 Lotus Dallara-Fiat) and Gualter Salles (WSR Dallara-Mugen) completed the top 10 in a generally competitive season (Magnussen aside).

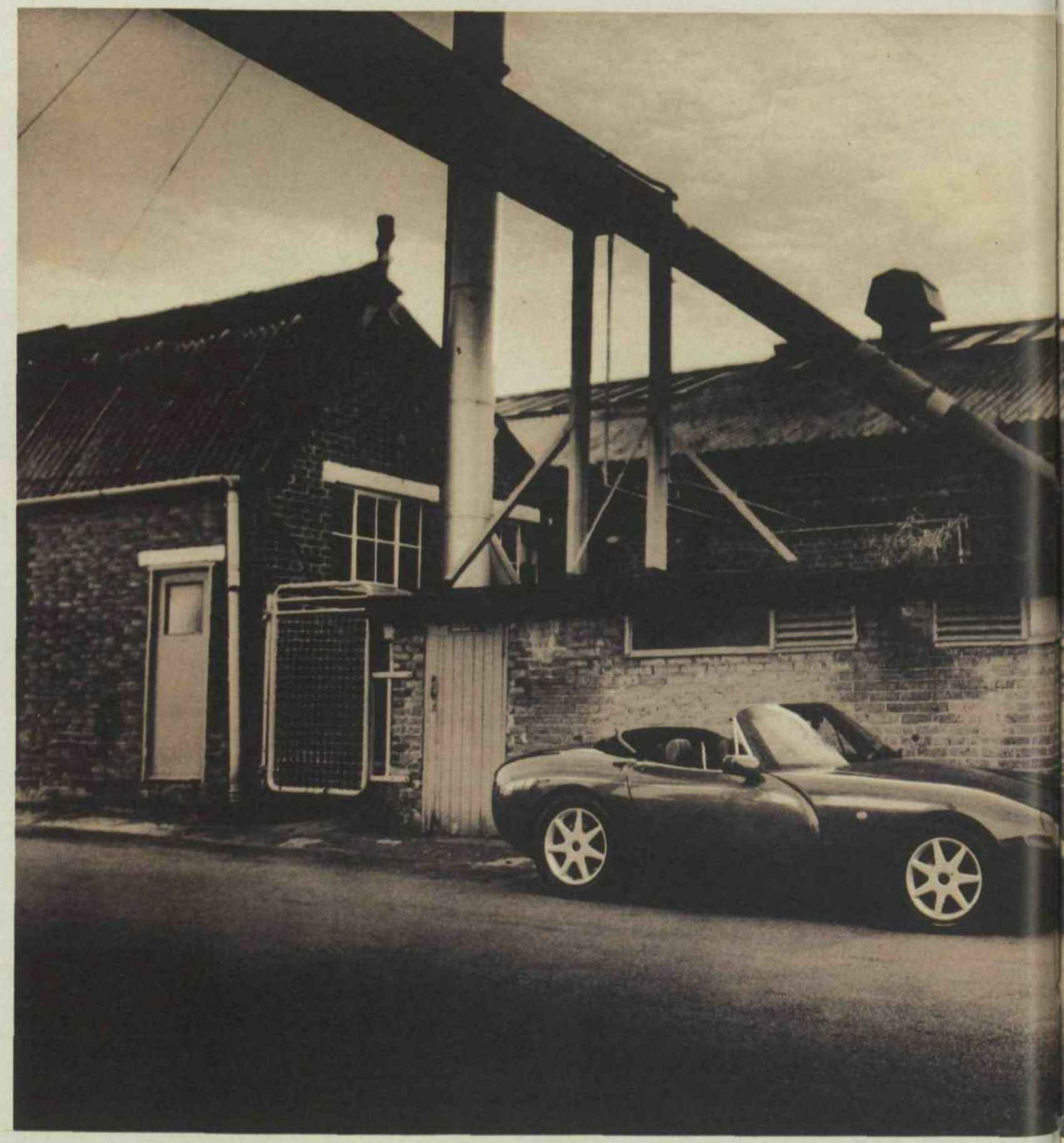
The introduction of double headers and a new scoring system definitely spiced up the championship up and grids, dominated by Class A, were healthy all year.

Class B was poorly supported, Duncan Vercoe winning at a canter for DAW.

The introduction of a stepped floor for 1995 should make the cars a little less Scalextric-like, and hopefully a bit more exciting to watch, even if they are all, once again, Dallaras.

S W

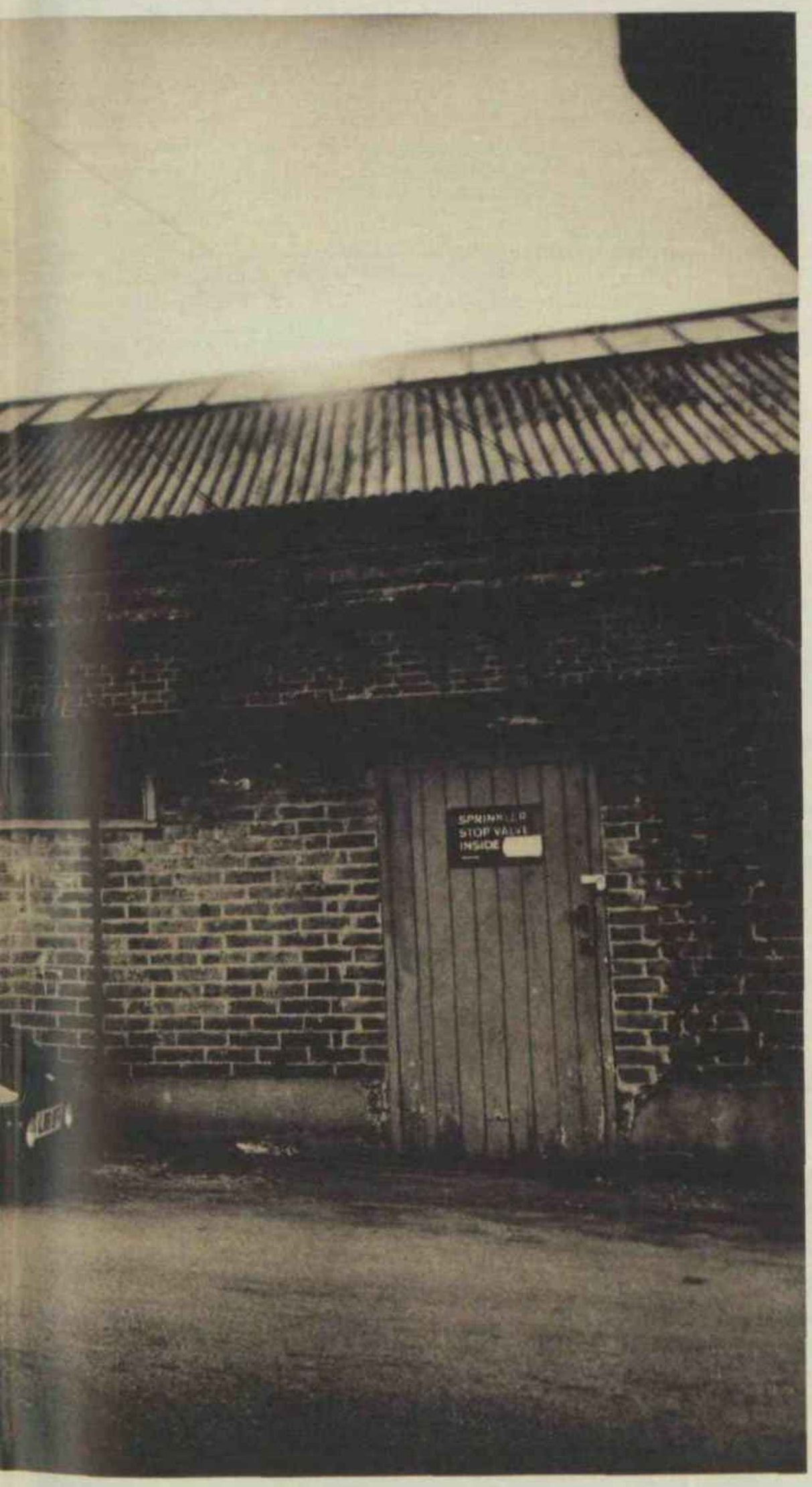
Muscle for



Photography: Matt Cooke

The best thing to come out of Blackpool since the M55? Actually, the Griffith is one of the best things to have come out of anywhere. Ever

pleasure



Rightly or otherwise, motoring as a leisure activity has been tethered by the shackles of political and environmental concerns. The words 'motoring' and 'freedom', once compatible, have long since gone their separate ways, perhaps for ever. Leastways, that appears to be the case in England, what with Captain Gatso rearing his ugly grey metal head on quiet leafy lanes in selected counties.

Ideals may have changed but, happily, there are still hopeless romantics whose fingers cling stubbornly to the few surviving threads of true motoring *pleasure*, a concept subdued by the diminishing number of desirable roads and the decreasing number of modern cars with which to enjoy them.

The letters TVR sound not a bit romantic (the acronym was, after all, derived from the christian name 'Trevor'), but the sensuous two-seater sports cars emerging from its little Blackpool factory every week embody the very essence of what motoring *ought* to be. There's no giant corporation's deep yet cynical marketing philosophy behind the TVR concept. It's just a small car with a big heart, a detachable top and rear-wheel-drive.

Everything about it is refreshingly simple, little is superfluous: no computers, no active ride, no wings – just the most powerful of TVR's own 90 degree alloy V8s (based on the old Rover lump). It has more throb than finesse, and does not want for excitement. The 340 bhp unit is mounted to a very rigid, welded tubular steel back-bone chassis, as is the double wishbone and coil spring suspension. The quick steering (1.9 turns lock to lock) is lifted straight from the spectacular Tuscan racer.

These basic elements are cloaked in a glass-reinforced polyester resin body, noticeable more for its subtle aggressiveness than dramatic outlandishness. The hood, which is lowered in seconds without catches or clips, is one of the very few which look good when raised. We tested the Chimaera 4.3 (February 1994) which, though powerful and extremely fast in its own right, pales beside the Griffith 500's five litres of blood-curdling power. Less elegant, more bulbous and purposeful than the Chimaera, the Griffith is all about driver *involvement*.

You sit low in the narrow, divided cockpit containing natural materials and organic shapes which brim with the kind of attention to detail that makes TVR the most innovative and attractive of British manufacturers (not to mention the second most prolific nowadays, behind Rolls-Royce/Bentley). You can't miss the contrasting blend of tradition and eccentricity: conventional white-on-black dials laid across a swooping walnut dash, door-pulls located not on the doors but on the shoulder-high transmission tunnel, and aluminium knobs that would look more at home on a shirt at a Milanese fashion show than on an automotive heating system. These certainly require a little acclimatisation before you become operationally fluent.

However, TVR never loses sight of its customers and the design quirks do not

stretch beyond such minor ergonomic details. This is a pure hairy-chested sports car – you understand this from the moment you depress the industrial-strength clutch, 'clonk' into first and shake in harmony with the idling V8's deep rumble. You can feel every one of the 340 horses resonating through your body as the clutch bites, the tail squats and the initial throaty burble develops into something closer to a banshee wail.

Such is the power that in first gear the traction is out-stripped and full throttle simply cannot be used, even on dry roads, without stripping layers of rubber at an appreciable rate and raising more than a few unwelcome eyebrows. The gear-shift isn't the slickest; it's precise, but firm movements are required, particularly from second to third. Then again you don't *need* to use the stubby lever. The massive 360 lb ft of torque peak at 3750 rpm. If you feel like it, you can dawdle around town in fifth. It just sounds much better if you do it in second. . .

In performance terms, if you don't allow the tail to become too wayward, you could not ask for more. According to TVR, you will hit 60mph in 4.1 seconds. That's quicker than any exotica from Stuttgart or Modena, bar a Lamborghini Diablo 5.7. You'll be up to 100 in 10.5 seconds, and according to the gearing it won't run out of puff until around 160, although we suspect aerodynamics may stop you short of the 167.1 maximum for which the car is theoretically geared.

"Grins can quickly turn to grimaces if you fail to pay the Griffith the enormous respect it demands"

The thing is that you don't *need* to be chasing such figures to have fun in this car, and you don't *need* to change down to swallow a line of traffic and disappear into the distance.

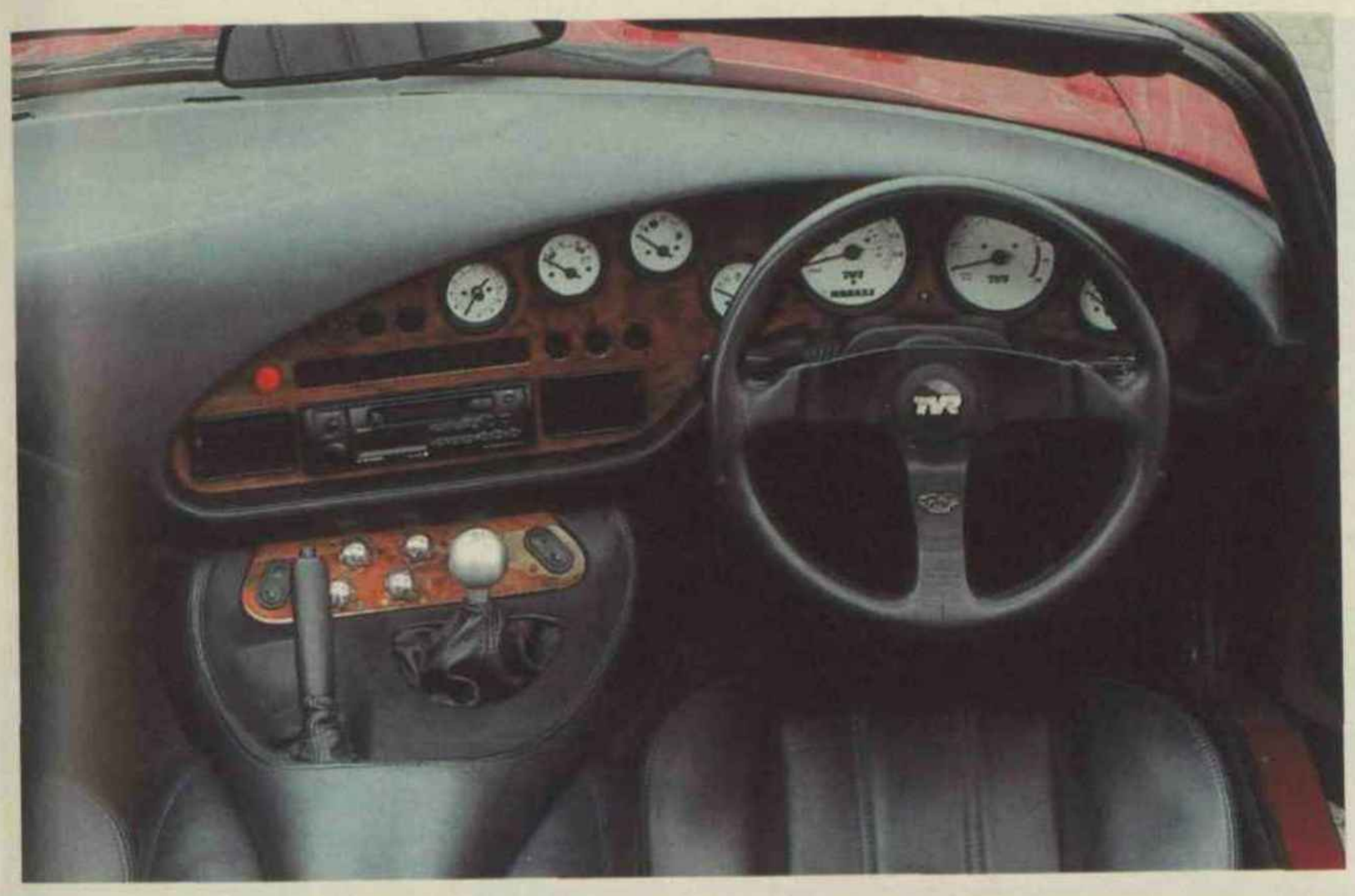
Out in the open, the Griffith barks its way round to the 6000rpm limit with remarkable ease for such a docile engine. Throttle response is instant, and the quick steering feels nervous and the chassis often teeters on the verge of roll-oversteer if prodded through bends. Here lies one of the Griffith's disappointments. The steering feels rather dead until some lateral forces come into play, but by way of consolation it isn't feather-light in the modern Japanese supercar idiom.

The Griffith corners neutrally with little roll until such power is applied that, once again, traction is broken and, simultaneously, the tail steps out and your face cracks into a smile.

Grins can quickly turn to grimaces if you fail to pay the Griffith the enormous respect











it demands. There's no bank of electronic aids to prevent you making an expensive twerp of yourself. It does have a means of traction control, however. It's called your right foot. Use with care. You get yourself into a slide – then it's up to you to get yourself out. In overall terms, however, the Griffith generates prodigious grip.

We don't need to explain how tricky things can get in the wet. . .

Stopping the car provides the second (and only other) disappointment. Servo assisted, the four ventilated disc brakes are mighty and fade free, hauling the car down efficiently from great speeds, but it's a great shame that on such a machine depressing the middle pedal feels like stamping on a block of wood. Care is needed during this potentially unsettling act, particularly in the wet, as there is no ABS.

There are several minor idiosyncrasies: the procedure required to raise the flimsy bonnet; the total absence of rear visibility when the hood is retracted; the low-slung doors that catch all but the shallowest kerbs. Rough edges, yes, but tolerable in the circumstances. The Griffith is, after all only £32,995. And we do mean 'only' in this context.

Verdict

Brilliant. Enjoy!

RRB

ENGINE	
Location	longitudinally front-mounted
Cylinders	V8
Bore × stroke	94 × 90 mm
Capacity	4997 cc
Compression ratio	10.0:1
Valve gear	dohc, two valves per cylinder
Power	340 bhp/5600 rpm
Torque	360 lb ft/3750 rpm
Fuel	unleaded, 95 RON

TRANSMISSION	
Type	five-speed manual, rear-wheel drive

GEARBOX		
Gear	*ratio*	*max spd*
First	2.95:1	n/a
Second	1.95:1	71.1
Third	1.34:1	103.1
Fourth	1.00:1	138.6
Fifth	0.73:1	167.1
Final drive	3.31:1	

SUSPENSION	
Front	independent via unequal double wishbones, coil springs, gas shocks and anti-roll bar
Rear	independent via unequal double wishbones, coil springs and gas shocks
Wheels, f/r	OZ alloy, 7J × 15 / 7.5J × 16
Tyres	205/55 ZR15 / 235/50 ZR16

BRAKES	
Front/Rear	ventilated discs all round

STEERING	
Type	rack and pinion, unassisted

DIMENSIONS	
Wheelbase	2282 mm
Front/Rear track	1460/1470 mm
Overall length	3892 mm
Overall width	1943 mm
Overall height	1205 mm
Kerb weight	1060 kg
Fuel tank	12.7 gallons

PERFORMANCE	
0-60 mph	4.1s
0-100 mph	10.5s
Maximum speed	circa 160 mph

Figures supplied by TVR Engineering Ltd

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Sweet Swede



The benefits of the current Saab 900 became most apparent during a Sunday soccer tournament. . .

Despite the conclusion, not so many hours earlier, of a return drive from Hockenheim, the absence of sleep necessitated by an early start *and* the fact that said football-fest was in west London, rather than western Germany, both parties who had undertaken the trip felt comfortable and fully awake. The latest 900 is a long-distance tourer *par excellence*.

As with the development of the 9000, which shared its floorpan with the Fiat Croma, Lancia Thema and Alfa Romeo 164, Saab wore a co-operative mask for the new 900, the floorpan of which has been adapted from GM's Calibra. Despite which, there is no doubting the car's inherent 'Saabness'.

Its appearance retains the generic weirdness of the marque. Saab styling may be an acquired taste, but being different has its merits. The new 900 shell is said to be 60 per cent stiffer than the old, despite which it is lighter by 6 kg. It certainly has fewer awkward angles than its predecessor, but you wouldn't mistake it for anything else.

The interior smacks of Saab tradition, too, from the flimsy feel of the gearlever (though it has a positive enough change action) to the heated seats.

Saab's turbocharging methods have progressed immeasurably over the year, and we tested the latest 2.0T four-pot Coupé. With its twin counter-rotating balancer shafts, it picks up without fuss from only a fistful of revs. Maximum torque (194 lb ft) is sustained all the way from 2100-4700 rpm, hence you are endowed with plentiful flexibility. Despite its willingness, however, the engine remains eerily quiet. At *autobahn* cruising speeds, you could almost be gliding. Even at an indicated 130 plus mph (quoted top speed is 143).

For non-turbophiles, the Coupé is also available as a 2.0 (the 140 bhp entry model, at £14,995), a 2.3 (155, £18,495) or a 2.5 V6 (175, £22,295). Our test example tops the range, at £22,495.

On the road, the 900 lacks the outright sporting manners of certain other executive saloons (the 5-Series springs to mind), but its blend of adequate handling and exemplary comfort make it a highly desirable touring companion. **S A**

Mint Polo

Volkswagen is nothing if not thorough, and the new Polo is a demonstration of corporate efficiency in that it not only conforms to all current legislative requirements, but meets many for the future as well. Needless to say, the little car is scooping up awards left, right and centre. Almost before you get to try it, you know that VW has got it right again.

All new from the base up (and it needed to be), the latest Polo is shorter, taller and wider than its predecessor, and is available as a five-door for the very first time. With the introduction of the 1.9 diesel, VW is confident that the Polo now caters for all sectors of the small car market.

For the moment, the 75bhp 1.6GLX is the flagship of an 18 model range clothed beneath an all-new, stiffer shell. The overall dimensions of the Polo are similar to those of the Mk 1 Golf, though 20 years down the line the GLX could never evoke the same emotions. Still, it looks neat alongside the current bloated Golf and is one of the more handsome (if one can apply the term to hatchbacks) cars in its class.

At £11,750 the GLX is competitively priced considering the level of standard equipment: this includes power steering, alloy wheels, sports front seats, driver and passenger air bags, fog lights and stereo system with removable front panel. For the first time, ABS is an option.

Instantly noticeable is the power steering. In this respect, the new Polo is further removed from its predecessor than Manchester United are from the European Cup



MG RV8

Classic mistake

Question: what do the following statements have in common: "A delight to own and drive"; "A car for enthusiasts"; "A classic car without the drawbacks"?

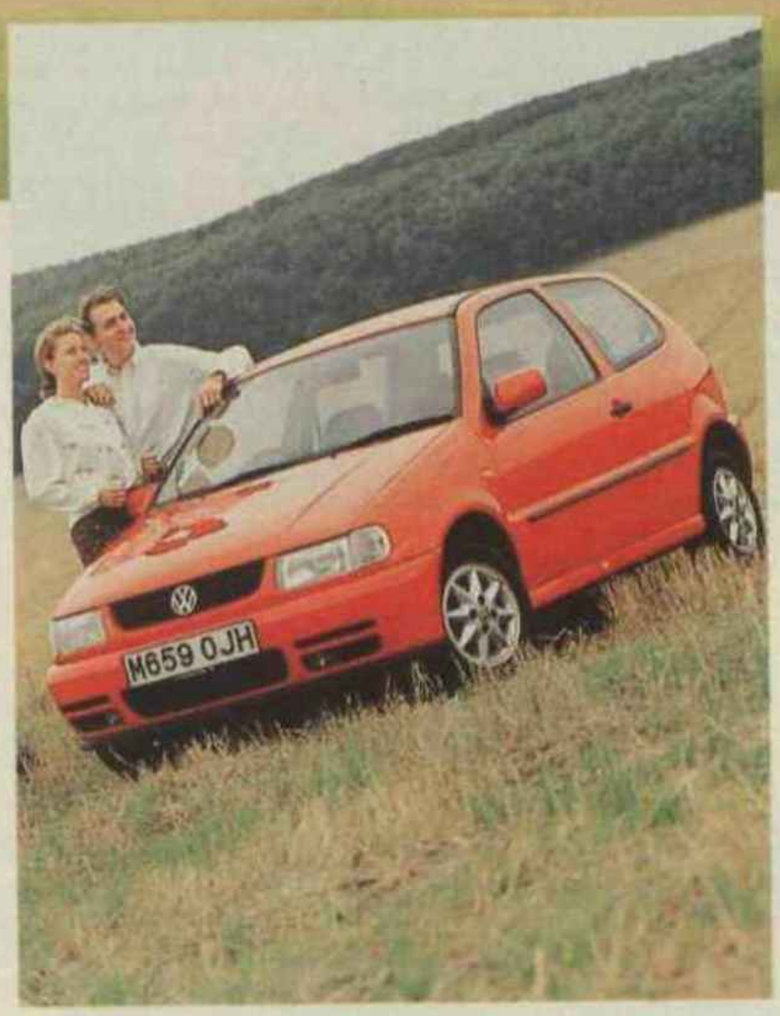
Answer: they all apply to the MG RV8.

Unfortunately, the remarks are attributable to the Rover Group. Independent



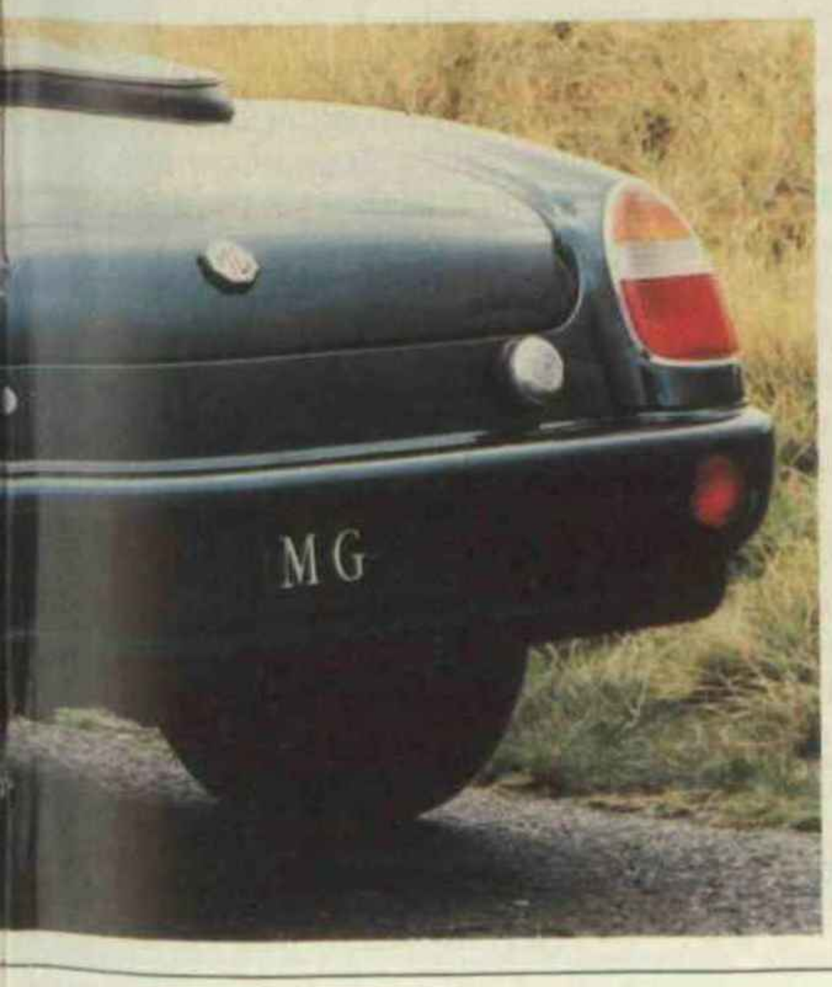
final. The GLX feels more like a Golf than a Polo thanks to its more substantial controls and more robust body. Refinement is now in a different dimension: the suspension is firm, the ride supple; there is little noise intrusion until you hit the higher octaves in the rev range, at which point harshness overcomes the deadening benefits of the pendulum mounting system, a concept geared towards reducing vibration.

Disappointments in the GLX are few. Performance is modest, as yet. There is nothing to touch the old supercharged G40; the 1.6 GLX takes over 12s to reach 60 mph from rest. The 107 mph top speed would be marmalised by the cheaper, more distinctive Fiat Punto GT. But that's not the whole story. The Polo's chassis is sure footed, agile and hysteria-free with reasonable turn-in and modest understeer. There is plenty of roll, albeit controlled, and the steering is quick and communicative enough to make the Polo as much, if not more, fun to drive hard than any rival.



Braking efficiency has been improved immeasurably, though VW could hardly have failed in this respect, so poor was the old Polo.

With increased passenger compartment and boot space, the new VW baby is altogether a more efficient package than ever before, combining all the necessary ingredients in the right quantities to provide an almost flawless supermini. **R R B**



assessment could never be so generous.

The RV8 was originally introduced to 'celebrate' the 30th anniversary of the MGB. Since then, it has continued in low-volume, hand-built production to satisfy a small number of masochists who have, quite clearly, never heard of TVR. It looks not unlike an MGB on steroids, but beneath the more aggressive new clothes lies some older, and familiar, technology. Not that there's anything wrong with the 3.9-litre Rover V8. It may have been around for a while now, but it possesses lashings of torque (235 lb ft at only 3200 rpm) and adequate reserves of power (189 bhp / 4750 rpm). The fact remains, however, that an RV8 is listed at £25,440. It is a fact of life that low volume equals high price. It is equally true that a Marcos Mantara Spyder, with the same engine, is lighter, has superior handling and costs £24,801. The R may make a lovely noise, and it performs well in a straight line, but the leaf spring rear axle is an unwieldy anachronism. The R feels lively on any surface, and while that is not necessarily an unpleasant characteristic in a sports car the R simply isn't a pleasure to drive in the same way as, say, the aforementioned Mantara or a TVR Chimaera (the 4.0 example of which is pricier, at £27,850, but well worth the difference). The MG's steering is heavy, and horribly vague.

It doesn't matter how much leather and wood you plaster over the cabin; it doesn't matter that there's a nice CD player occupying some of what little space there is in the boot.

You can always polish an antique.

I think I've now seen about three RV8s on the road since it was introduced in 1992, and one of those was the press car. . . **S A**

Hot Seat



How perceptions of a nation's place in the scheme of things can change. According to recent statistics, Spain now lies third in Europe's car production table, behind Germany and France, but ahead of the UK and Italy. As Seat looks to double its annual output to around 320,000 units, this position of apparent strength should be sustainable.

Under VW's patronage, Seat has steam-rollered its way to respectability. No longer is Spain simply a cog in the used-Fiat recycling industry.

The Cordoba GT (about £600 cheaper, at £12,235, than the range-topping, similarly powered GTE) is testament to just how far the company has progressed since it first tried to establish its own identity with the distinctly rickety Ibiza Mk1.

Quite simply, it's hard to pick any major faults. The Cordoba is a handsome enough three-box saloon, which rides and handles well and features a long list of equipment for the price (the 'E' specification adds ABS and traction control): sunroof, electric mirrors, central locking, electric windows, six-speaker radio/cassette with RDS, split folding rear seats, immobiliser, seat-belt tensioners, front fog lamps. . . You must also consider comfortable accommodation for five, generous boot space (which, at 16.1 cubic feet, compensates for the absence of a hatch) and a standard of build quality which should be a lesson to other mainstream manufacturers. Indeed, you could almost be sitting in a VW, and not *just* because of the familiar switchgear. . .

The GT's performance (0-60 mph should be attainable in just under 10s, and top speed is around 122 mph) is good by class standards, but it is the manner of its delivery which impresses.

The Cordoba is an unpretentious, likable workhorse with far higher abilities than its price might suggest. **S A**

Slow burner



Mazda continues to innovate. Diesel engines become socially acceptable; turbodiesels start to acquire a (justified) reputation for providing a blend of enjoyable performance *and* economy; so Mazda produces a supercharged diesel instead. It's just a pity that this interesting technical approach is wrapped blandly beneath a 626 shell.

The 626 D-CX is presented in similar fashion to the 2.0i GLX petrol model, with all the executive blandishments that entails. At £14,995, it is £200 cheaper than the GLX, and naturally it consumes fuel rather more slowly.

It also goes more slowly. A lot more slowly. The (75 bhp) engine is smooth, and picks up strongly enough low down, but it simply never increases this initial enthusiasm. It travels quietly at motorway speeds, too, but it takes about half the length of the M6 to attain cruising speed. Almost 15s from 0-60 mph. . . that's about on a par with a Hillman Hunter, circa 1969. Mind you, the Mazda will (eventually) go on to 104 mph, which would have shaken the wheels off the Hillman.

Most buyers will be prepared to concede a little performance when choosing a diesel; the 626 D-CX takes the sacrifice too far. It is comfortable, sure, but it is simply too slow, and – the bottom line – a well-equipped 405 turbodiesel is available for less.

The concept is not without its merits, and the engine's silky manner has much to recommend it. It just requires a little more development, and a fair bit more punch. **S A**



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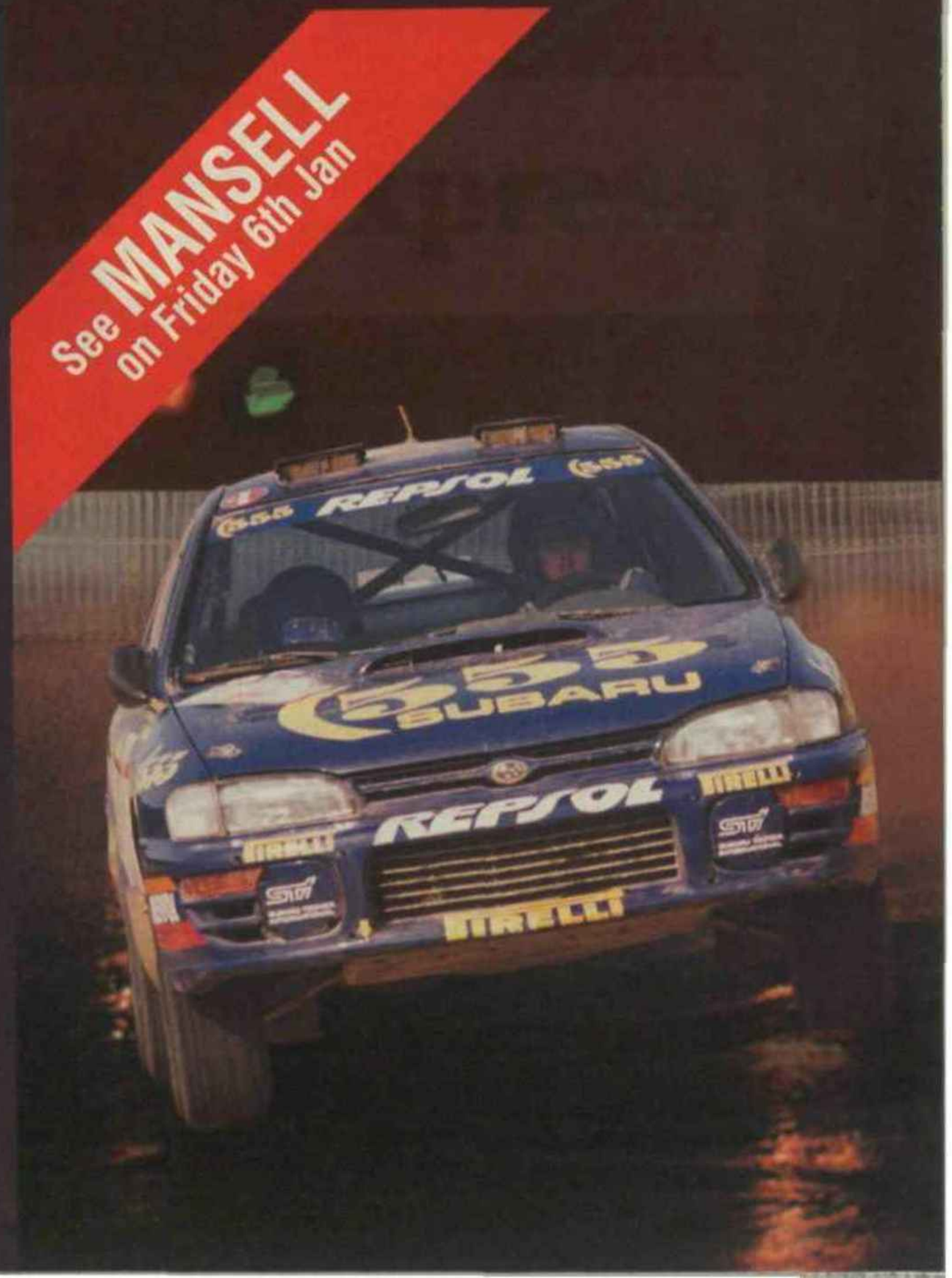
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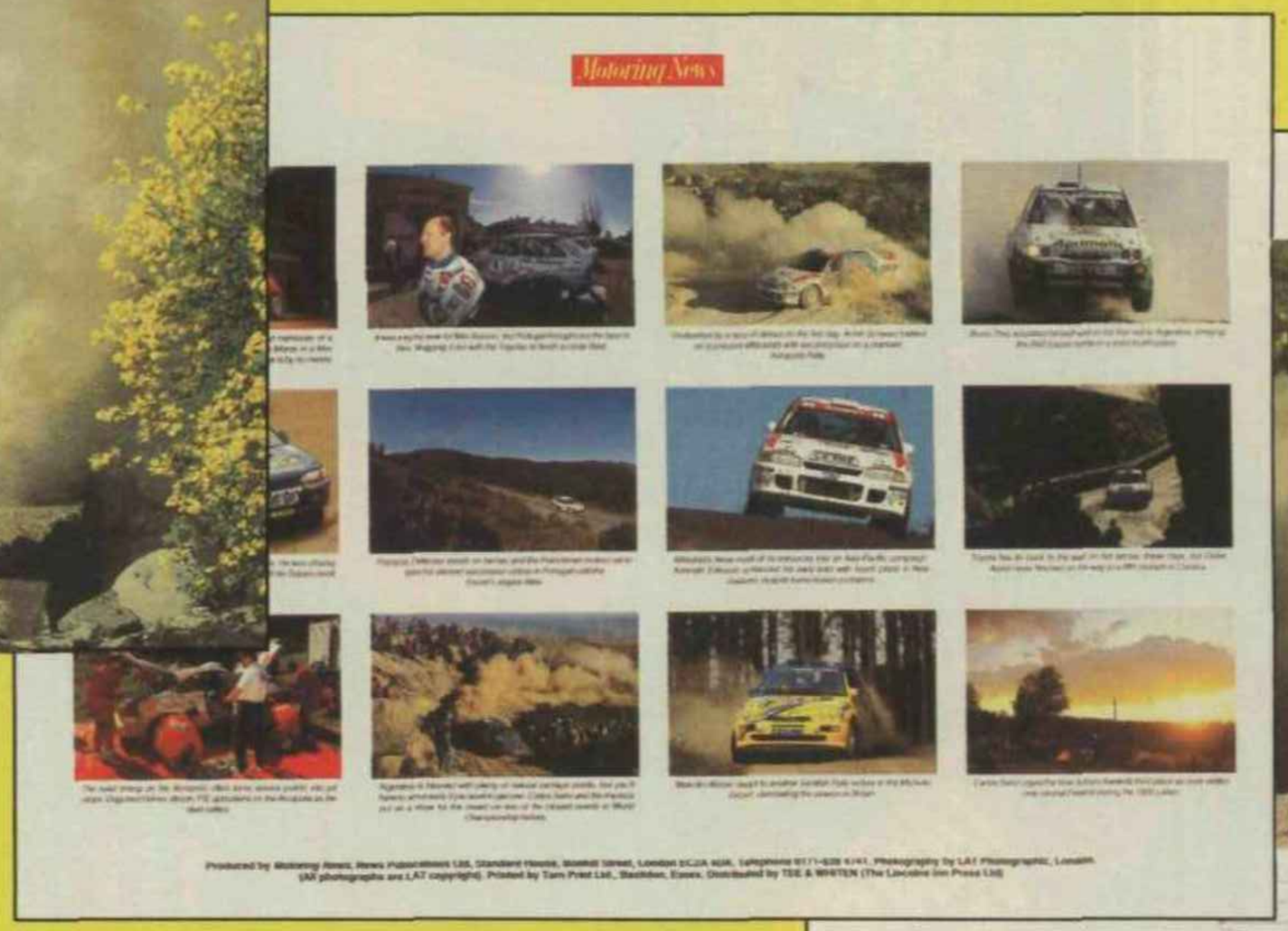
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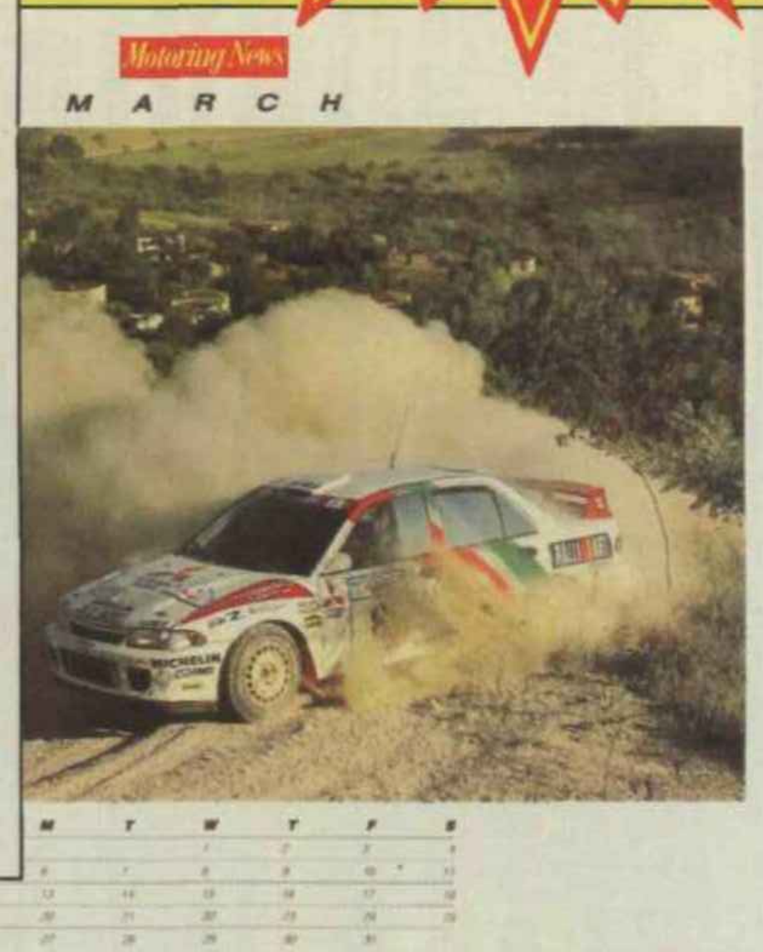
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Main pic: Honda at Le Mans.

1994

THE YEAR IN PICTURES



Closing times for Gerhard Berger.



Roland Ratzenberger: July 4 1962–April 30 1994.

JANUARY

Simtek and Pacific enter the FIA F1 World Championship . . . Mark Blundell signs for Tyrrell . . . Benetton signs JJ Lehto, but the Finn suffers neck injuries shortly afterwards when he crashes in a test session at Silverstone . . . Christian Fittipaldi goes to Footwork . . . Ayrton Senna has his first run in a Williams Renault . . . François Delecour wins the Monte-Carlo Rally, Ford's first triumph since 1953 . . . The first McLaren-Peugeot F1 car is launched . . . Motor sport mourns the loss of André Pilette and Elisabeth Junek . . .

FEBRUARY

NASCAR is rocked by fatal accidents to Neil Bonnett and Rodney Orr in testing accidents at Daytona . . . Nissan wins the Daytona 24 Hours . . . Renault enters British F3 . . .

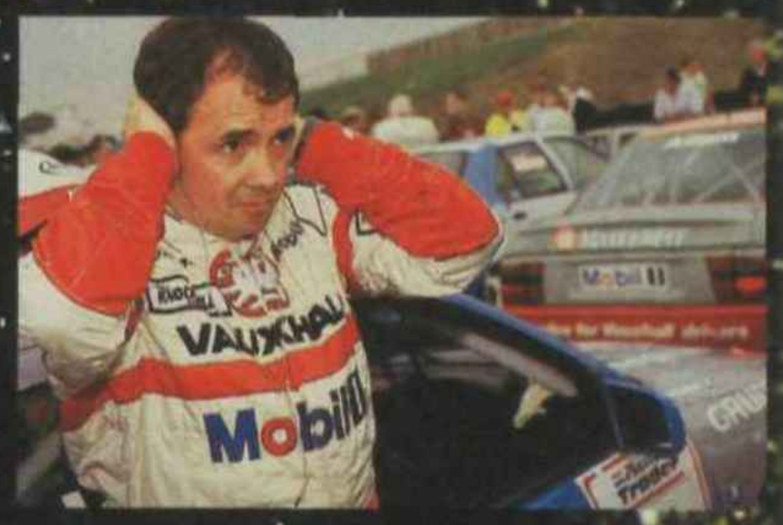
MARCH

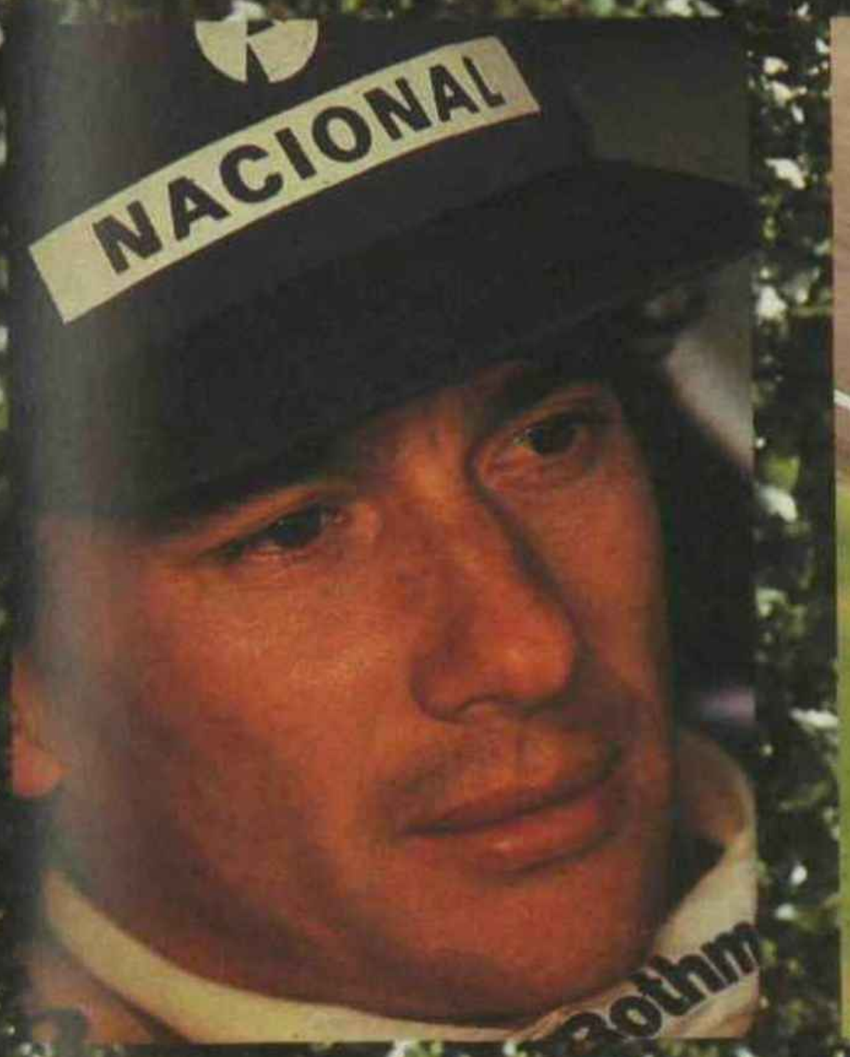
Juha Kankkunen wins the Rally of Portugal . . . Gianni Morbidelli signs to race an F1 Footwork for the reconstituted Arrows Grand Prix team . . . Volvo announces that it will race an 850 estate in the BTCC . . . Alain Prost tests a McLaren at Estoril, but later confirms that he won't be racing in F1 . . . McLaren opts for Martin Brundle instead . . . Benetton announces that Jos Verstappen will make his F1 debut in Brazil, as Lehto is still unfit . . . Michael Andretti gets Reynard's IndyCar career off to a winning start . . . Michael Schumacher wins the first GP of the season at Interlagos . . . Jean Alesi is injured when he crashes his Ferrari during a test at Mugello, forcing him to miss one GP . . .

APRIL

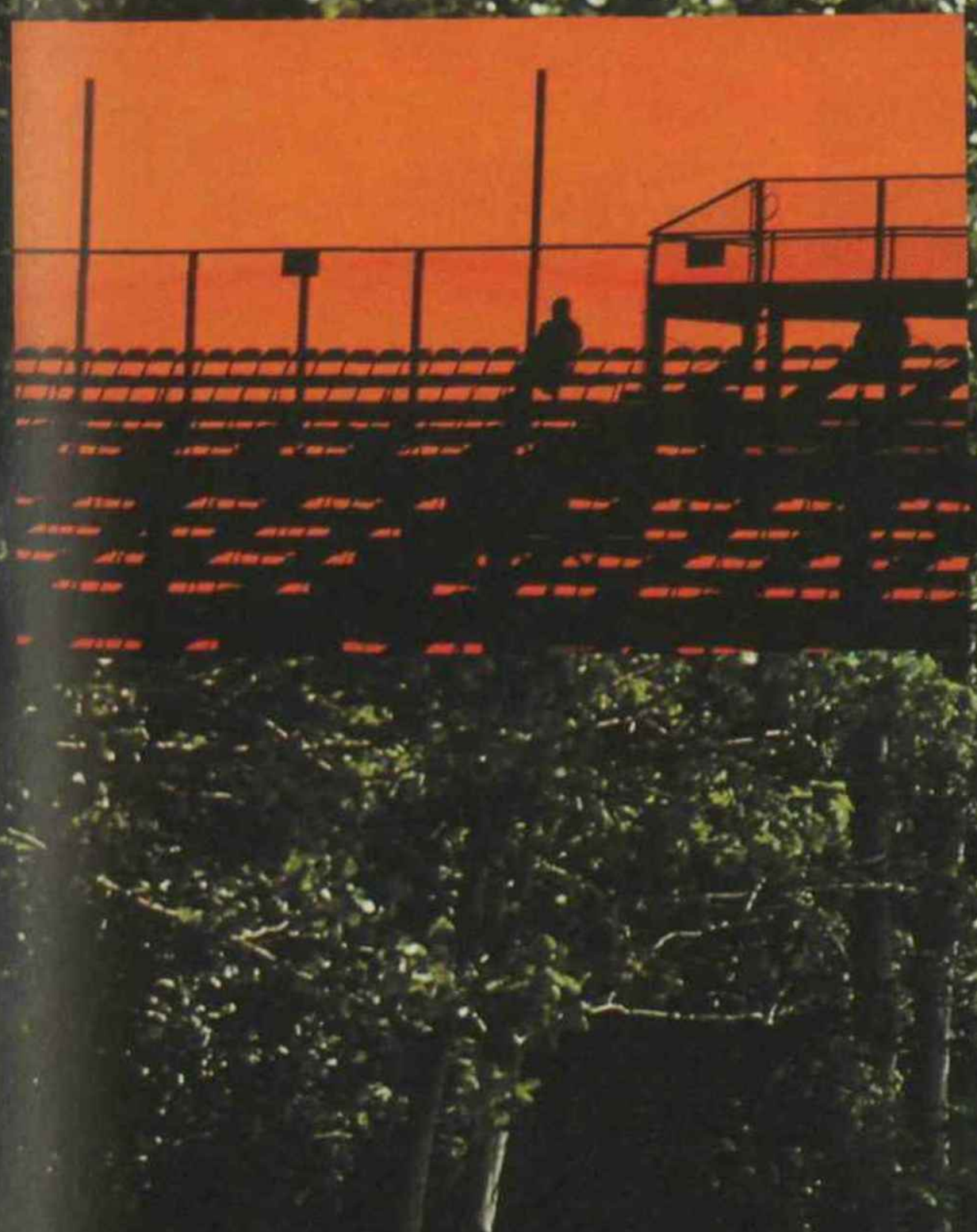
Gabriele Tarquini's Alfa wins the opening round of the BTCC at a gridlocked Thruxton . . . Ian Duncan wins the Safari Rally for Toyota . . . Eddie Irvine is suspended for three GPs for his part in a multiple accident during the Brazilian GP . . . François Delecour sustains serious leg injuries in a road accident . . . Michael Schumacher wins again at TI . . . Roland Ratzenberger is killed at Imola, the Austrian's Simtek crashing at high speed during qualifying for the San Marino GP . . .




VAUXHALL
Mobil

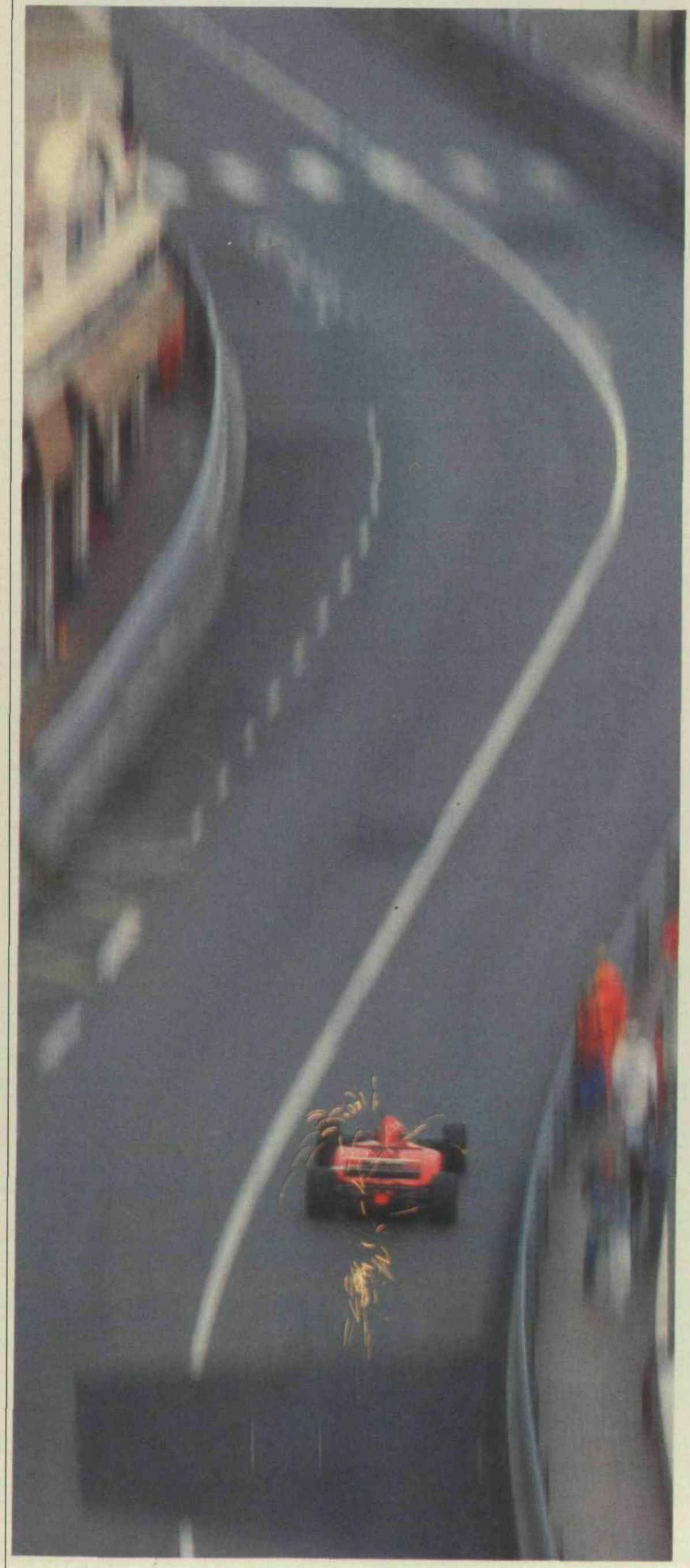


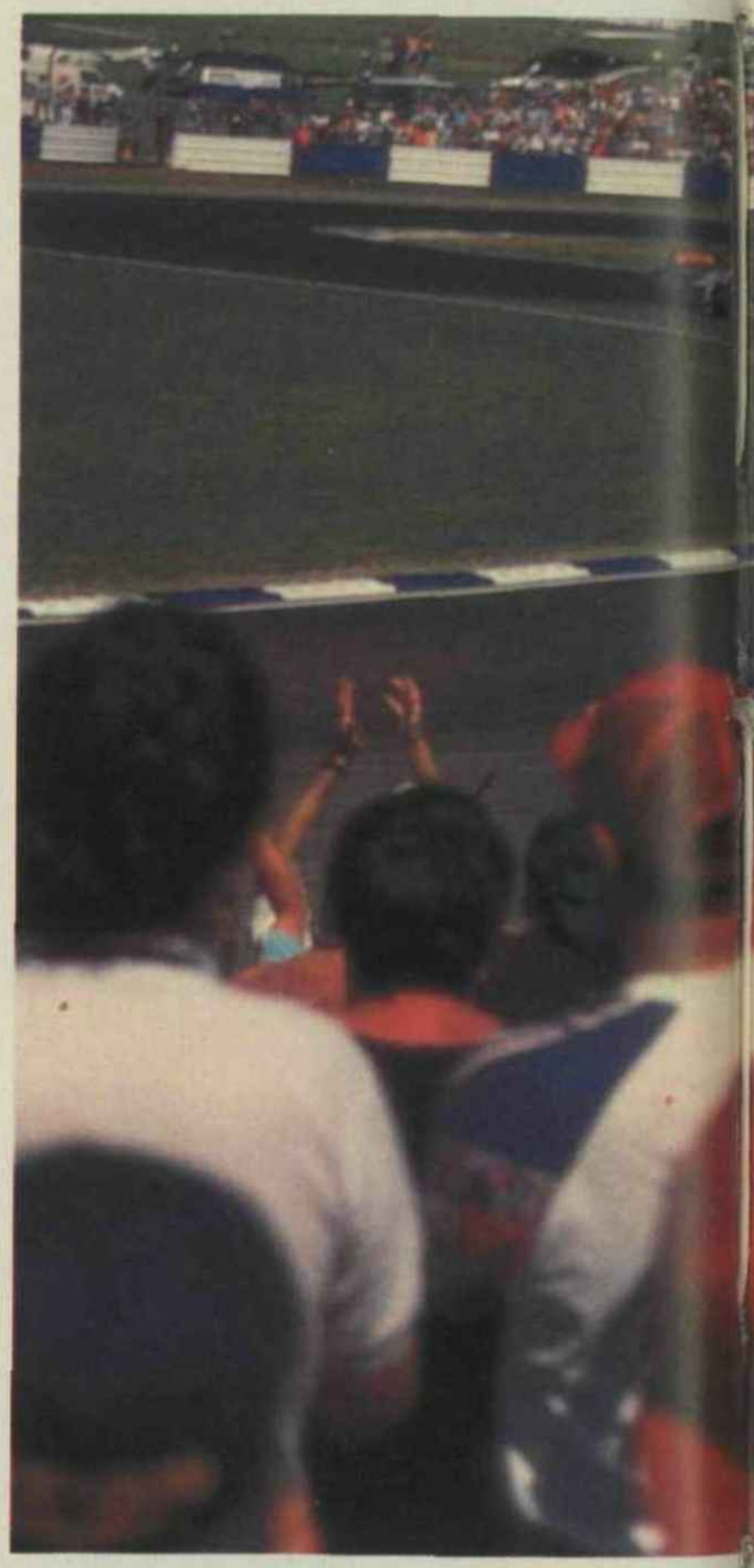






Main shot: Ukyo Katayama, Canadian GP. Insets, clockwise from top left: drivers pay homage in Monaco to ... the late Ayrton Senna, March 21 1960–May 1 1994; FF1800 front-runner Geoffroy Horion attacks Thruxton; Carlos Sainz — WRC quest narrowly failed; Daytona 24 Hours — crowd appeal?; John Cleland seeks peace and quiet.



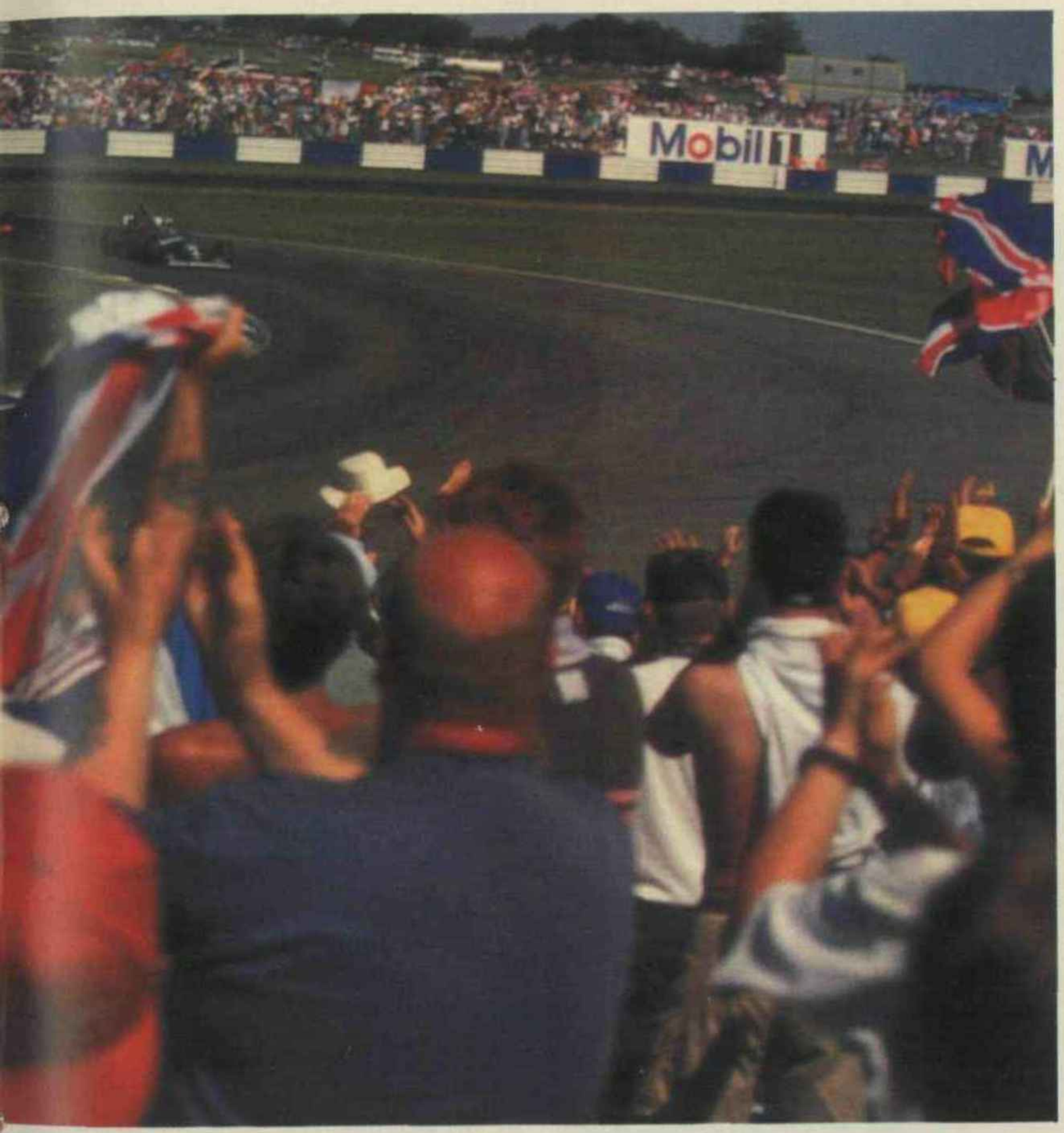


MAY

Still reeling from the shock of Ratzenberger's accident, motor racing is stupefied by the death of Ayrton Senna, who crashes while leading the San Marino GP . . . Michael Schumacher takes a bleak victory . . . Didier Auriol wins the Tour of Corsica . . . F1's unhappy sequence continues at Monaco, where Karl Wendlinger slips into a coma following a practice crash . . . Benetton buys Ligier . . . And wins the Monaco GP, courtesy of Herr Schumacher . . . Al Unser Snr retires . . . Ford beats Alfa at last in the BTCC . . . Duncan Hamilton passes away . . . There's no respite for F1 as Pedro Lamy is badly injured at Silverstone, while testing for Lotus . . . Williams promotes David Coulthard from its test team to replace Senna . . . Damon Hill further boosts Williams morale with victory in the Spanish GP, which had been threatened by the possibility of a drivers' strike, until the erection of a temporary chicane . . . Al Unser Jnr wins the Indy 500 . . . Alfa Romeo withdraws from the Oulton Park BTCC race after a scrutineering dispute . . .

JUNE

Carlos Sainz wins the Acropolis Rally . . . The FIA announces new F1 rules; 3.0 engines return in 1995 . . . Karl Wendlinger stirs from his coma . . . Michael Schumacher wins the Canadian GP . . . François Delecour is fit enough to test again for Ford . . . Silverstone is revised to satisfy the reformed Grand Prix







Ferrari raises the sparks in Monaco (opposite); Damon Hill soaks up the Silverstone applause (left); gone in a puff of smoke — Andy Rouse (above) retired; restored Auto Unions were demonstrated at the Nürburgring in August (below); Steve Soper (bottom) split his time between the UK and Japan.

Drivers Association . . . Williams announces that Nigel Mansell, in the throes of a disappointing IndyCar season, will race in the French GP . . .

JULY

Didier Auriol wins the Rally of Argentina . . . Michael Schumacher wins the French GP . . . Nigel Mansell starts from the front row, but fails to impress in the race . . . September's Italian GP is suspended, on safety grounds . . . Damon Hill wins the British GP, a feat which had always eluded his father . . . Carlo Chiti dies . . . An FIA hearing excludes Schumacher from the results of the British GP, for having ignored the black flag during the race. The German is also suspended for two races . . . He is allowed to race in his home GP under appeal, but Gerhard Berger wins at Hockenheim, Ferrari's first GP success since Jerez 1990 . . . Further troubles for Benetton at Hockenheim: the FIA implies that the team could have used traction control earlier in the season; Jos Verstappen's car is engulfed in flames during a refuelling stop. No one is seriously hurt, miraculously . . . Colin McRae's WRC fortunes improve with victory on the Rally of New Zealand . . .

AUGUST

Niki Lauda suffers broken ribs, while jet skiing . . . Benetton is alleged to have interfered with its refuelling rig, causing the Hockenheim pit fire . . . Michael Schumacher wins the Hungarian and Belgian GPs, but is excluded from the latter when his skidblock is found to have worn away by more than the permitted maximum . . . Leading NASCAR driver Ernie Irvan is critically injured at Michigan, but later astonishes medics with the pace of his recovery . . . Benetton clinches Renault engines for 1995 . . . Williams secures the contract to run Renault's 1995 touring car programme . . . Jan Magnussen clinches the British F3 title . . . Schumacher's appeal against his two-race ban fails . . . Carl Haas confirms that Nigel Mansell will not be held to his IndyCar contract in 1995 . . . NART founder Luigi Chinetti dies . . . Tommi Mäkinen wins the *1000 Lakes Rally* . . .

SEPTEMBER

Touring car veteran Andy Rouse announces his impending retirement . . . Benetton is

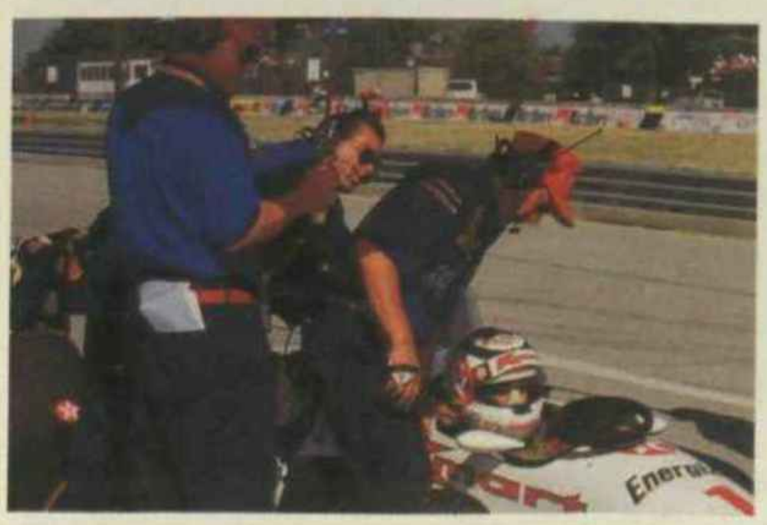




cleared of tampering with its refuelling equipment in Germany, but an appeal against its Belgian GP exclusion fails . . . McLaren is cleared of having run an automatic upchange system on its gearbox earlier in the year . . . Ukyo Katayama re-signs for Tyrrell . . . Damon Hill wins the Italian and Portuguese GPs; David Coulthard finishes on the podium for the first time in the latter, after a run of bad luck . . . Williams confirms that Nigel Mansell will take Coulthard's place for the final three Grands Prix . . . At Monza, Karl Wendlinger attends a GP for the first time since his Monaco accident . . . By finishing second to Jacques Villeneuve at Elkhart Lake, Penske's Al Unser Jnr secures the CART/PPG IndyCar title . . . Gabriele Tarquini clinches the BTCC title . . . Malcolm Wilson wraps up the British Rally Championship . . . Steve Robertson becomes the first Briton to win the Formula Indy Lights title . . . Damon Hill re-signs for Williams . . . Colin McRae wins the Rally of Australia . . . Paul Tracy tests for Benetton at Estoril . . .

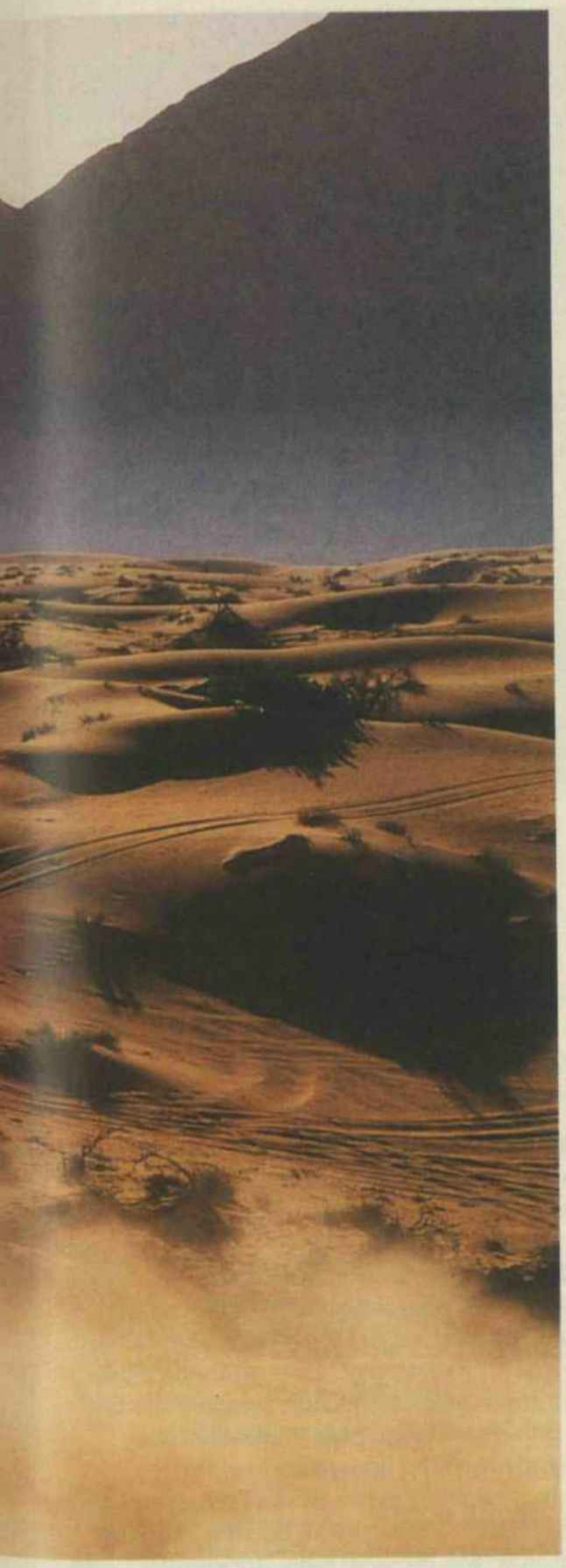
OCTOBER

One point separates three drivers before the F3000 finale at Magny-Cours; Jules Boullion wins the race, and the title . . . Mario Andretti retires from his final IndyCar race . . . As Team

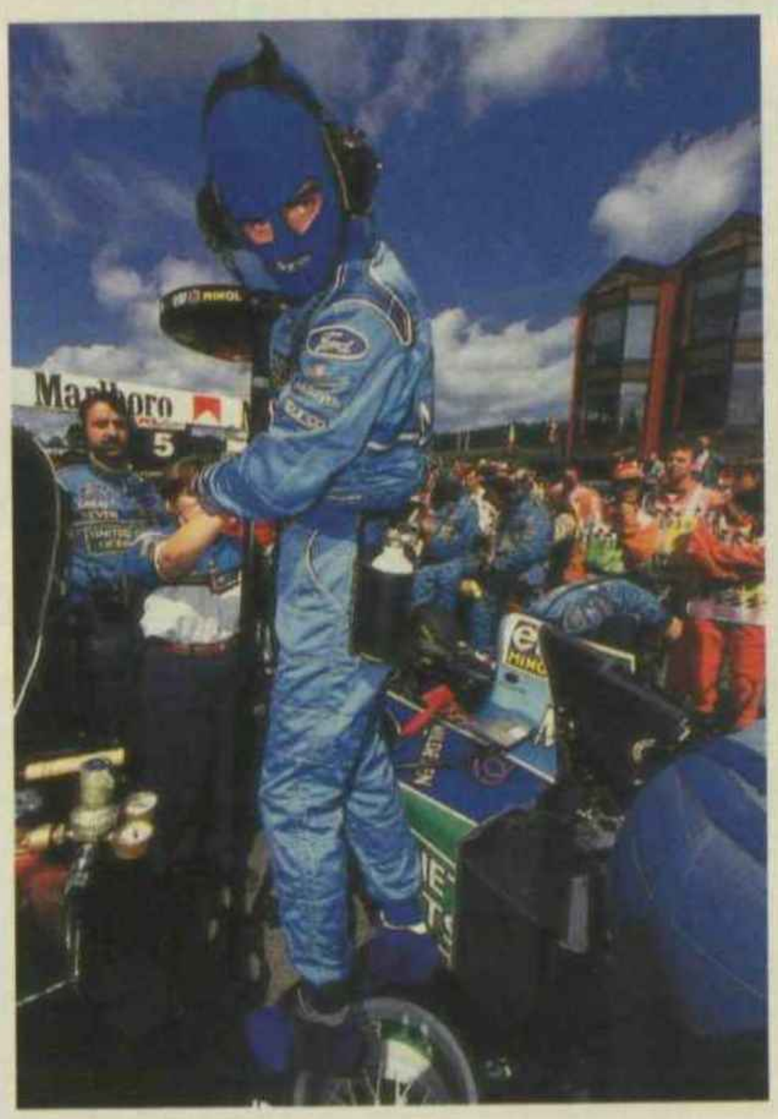








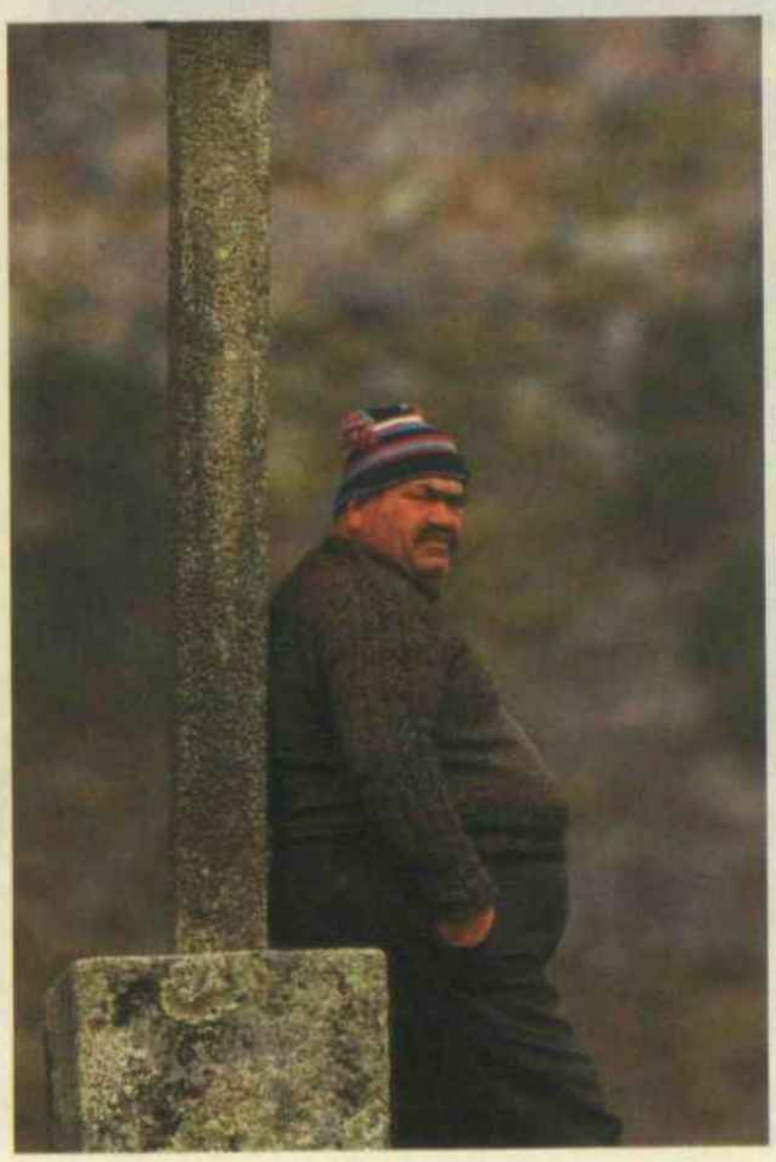




Clockwise, from left: Mohammed bin Sulayem in Dubai; Hockenheim pit fire; Benetton's refuelling kit, post-Hockenheim; Jorge Recalde slips up on the 1000 Lakes Rally; waiting for something to happen on the Portuguese Rally; Damon Hill's qualifying inversion at Estoril was assisted by Eddie Irvine; Alessandro Zanardi escaped his smoking Lotus at Magny-Cours . . . then fell over the front wheel; BTCC pile-up, GP support race, Silverstone; farewell America — it was not a happy season for Nigel Mansell.

Lotus's administrators fight to keep the team afloat, Johnny Herbert is sold to Ligier . . . Didier Auriol wins the Sanremo Rally . . . Returning from suspension, Michael Schumacher wins the European GP at Jerez . . . Paul Radisich retains the FIA Touring Car World Cup, at Donington Park . . . Karl Wendlinger tests a Sauber, and is initially declared fit to contest the final two Grands Prix, though the decision is later reversed . . . After one race with Ligier, Johnny Herbert is switched to Benetton – who had fired him in mid-1989 . . . Dale Earnhardt clinches his seventh NASCAR title at Rockingham, equalling Richard Petty's record . . . Jason Watt wins the Formula Ford Festival . . . A mystery consortium acquires Team Lotus, guaranteeing its participation in the last two races of the season . . . McLaren and Mercedes-Benz team up for 1995, the Peugeot















Anti-clockwise, from above: Al Unser Jnr — Penske's trump card; it was a tricky debut season for Pacific in F1 — this is Bertrand Gachot at Suzuka; Michael Schumacher and fiancée Corinne celebrate in Adelaide; WRC champions Bernard Occelli and Didier Auriol alongside rivals Bruno Thiry and Miki Biasion in Sanremo.

engine contract goes to Jordan . . . Pedro Lamy drives a DTM Mercedes, his first test since his appalling Silverstone accident . . .

NOVEMBER

Damon Hill wins the sodden Japanese GP, reducing Michael Schumacher's World Championship to one point. The two then collide controversially in Adelaide, handing the title to Schumacher . . . Nigel Mansell consequently wins the final F1 race of the year . . . Sauber gets a works Ford engine deal for 1995 . . . Colin McRae becomes the first Briton to win the RAC Rally since Roger Clark in 1976 . . . Didier Auriol becomes France's first World Rally Champion . . . Sascha Maaßen takes aggregate victory in the Macau F3 race . . . Jordan re-signs Rubens Barrichello and Eddie Irvine . . . An accident on the first lap in the final round of the All-Japan F3000 Championship means that Marco Apicella is champion, at Andrew Gilbert-Scott's expense . . .

DECEMBER

McLaren and Williams become embroiled in a legal fight for the services of David Coulthard in 1995 . . . Lola defers its F1 return until 1996 . . . The FIA announces that only one new F1 team (Forti) has entered for the 1995 World Championship . . . Alfa Romeo signs Derek Warwick for its BTCC programme . . . Michele Alboreto quits F1 for the DTM, with Alfa . . . Kenneth Hansen wins the British Rallycross GP at Brands Hatch . . . Ford considers reversing its decision to shut down its Boreham rally HQ . . . Team Lotus lays off its staff, hopefully temporarily.

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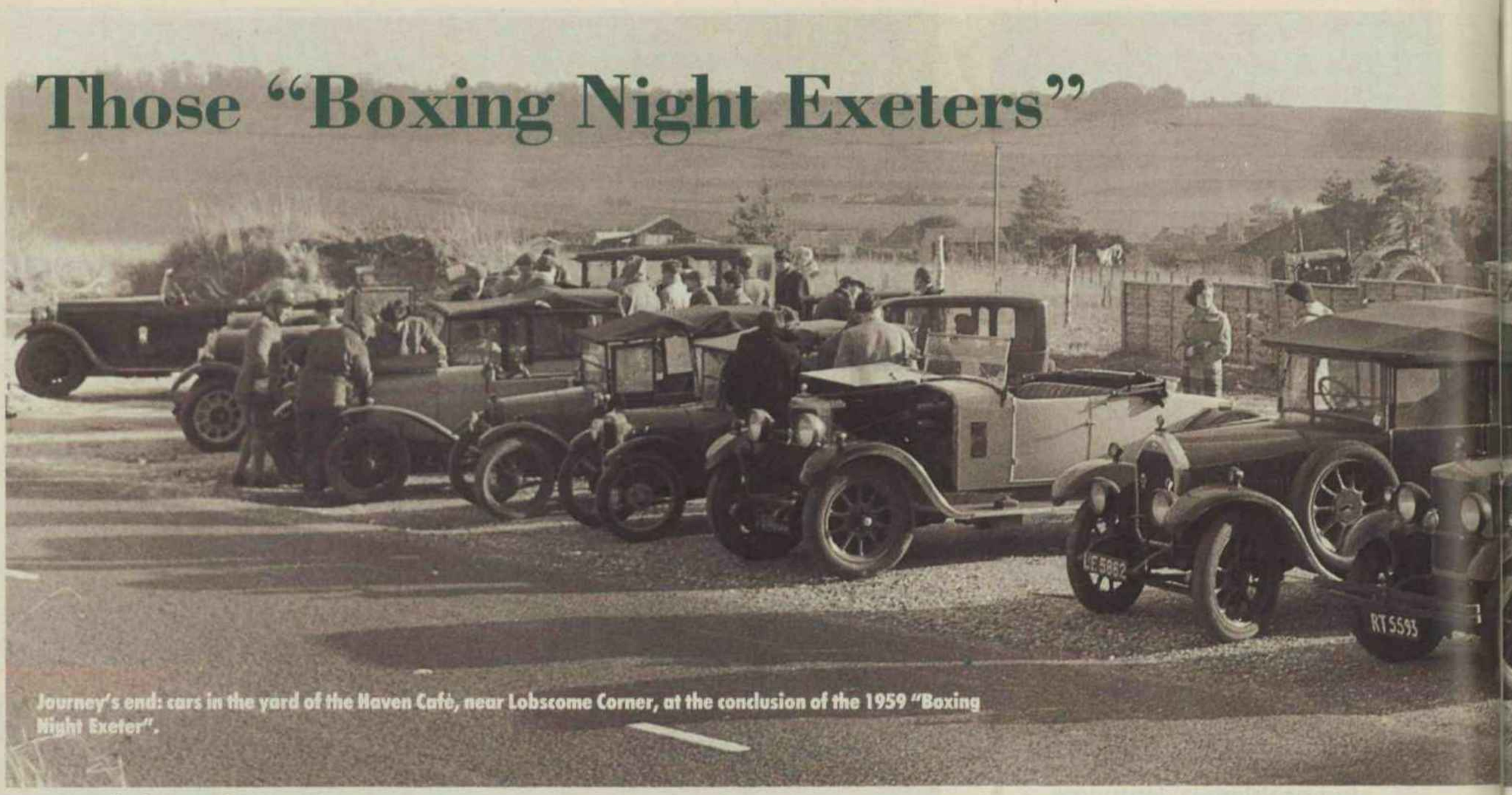
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Those "Boxing Night Exeters"



Journey's end: cars in the yard of the Haven Café, near Lobscome Corner, at the conclusion of the 1959 "Boxing Night Exeter".

I thought that, in this age of a great many highly organised events for the older cars and with the real MCC Exeter Trial approaching, it might be worth recalling some quite unofficial fun in which a few true vintage-car enthusiasts participated some years ago. I refer to the "Boxing Night Exeters" which MOTOR SPORT and I ran back in the 1950s. The idea was to re-enact the earlier Motor Cycling Club Exeter Trials, from a time when these actually started on the evening of Boxing Night (a splendid way of getting over the effects of the Christmas festivities), were regarded as at least mild adventure, received long illustrated reports in the weekly motoring papers and attracted enormous entries. All credit to the MCC that this long-established event, dating back to 1910, along with the Land's End and Edinburgh Trials, continues to take place virtually unchanged, except that the Exeter no longer calls for a domestic sacrifice imposed by starting the evening after Christmas Day. In recent years the hills have changed, along with the route, because all kinds of cars and motorcycles, not just vintage ones, have to be catered for, tested against the MCC, hence today's tougher going.

These thoughts, along with a touch of that now despised "nostalgia", had made me want to drive over some of the older Exeter routes in appropriate cars. "Jackie" Masters, the then MCC Secretary, who ran the Club's long-distance night-section trials so effectively, helped by his wife Bee, kindly searched out appropriate route cards and the game was afoot. I decided that on Boxing Night 1953 I would drive over the terrain of the 1922 trial in my 1922 8hp Talbot-Darracq two-seater, starting correctly from Staines Bridge, of course. The little car was by then long past its original ripeness but had, in 1935, competed in the 1000-mile RAC Rally driven by H Hill, son of its owner, just for the heck of it. It finished the course without loss of marks, which not all the then-modern cars managed, the young driver's father acting as back-up and luggage carrier with his Phantom Rolls-Royce. Knowing that the cars would have to undergo a quick-start test after standing out all night, Hill had removed the car's starter-motor, on the assumption that the battery, and any spare batteries carried, would probably be too exhausted by then to turn over the 970cc engine, whereas he could commence it on the handle. Unfortunately, the officials disallowed this, so marks were lost. He won a third-class award nevertheless.

Having digressed already, I am going to digress again, with something which may just be of use to those running vintage cars with original Delco-Remy coil ignition equipment. As explained, in 1953 I set off for Staines with Tom Lush in the T-D. But we never got there. The engine stopped on the A30 with what appeared to be fuel starvation. Nothing would induce it to run for more than a few miles. We cleared pipes and jets, to no avail. So I took the coil (with porcelain insulator) to the makers, who had a depot on the Embankment, on the way to the MOTOR SPORT offices. Phone rings; "Excellent spark on test-rig; wonderful for such an old coil". I say "Could you try it for a bit longer?" Phones rings again. "You are right; no sparks now". The reason being that, when hot, the condenser, inside the body of the coil, broke down. The symptons suggested a fuel blockage, as the car would run for a while and then stop. The coil cooled as we blew through the petrol-pipes, we ran a few miles, then the trouble re-occurred. (I once abandoned for ever a 1923 Jowett because even the experts were baffled by this problem — fortunately it had cost only £3 with a spare back axle; but I regret it still.) Now, back to those "Exeters".

In 1954 we went again, the T-D with a modern coil, accompanied by Gerry Crozier, of racing fame with his "zipped-up" Ford V8 Special and record bids with a very fast Speed Six Bentley, who wanted to exercise his Trojan. Of the self-observed hills, we stopped on Salcombe when the petrol tap vibrated shut and finally left the T-D at Sunningdale as it had by then no lights. National Benzole had laid on refreshments and free petrol during an outbound night stop. Thus encouraged, the VSCC agreed to run the thing in 1955 if we finished at Hartley Wintney. I took the T-D, with author Tim Nicholson, although it had to use side lamps only due to a "short", the hood blew away, and we failed on Salcombe and White Sheet as the engine badly needed a re-bore — which it got, including a full engine rebuild with Renault 4 piston, many years later. National Benzole again opened the Hazlebury Garage for hospitality and fuel and 17 ventured out on the 327-mile run. Peacock came with a Gwynne 8 just back on the road, and the only retirements were Arnold-Forster's Trojan which broke a spring (made from modern steel), Wayson's 1920 10/30 Alvis that broke its crown wheel and pinion while reversing into a car park, a 1925 Standard with magneto trouble and a 10.8hp Clyno that was never seen again. . . Eddie Wrigley, who had an 8/18hp Talbot with Ford back axle preferred, as Organiser, to use his 1927 Lancia Lambda saloon.

The Suez Crisis petrol rationing called a halt in 1956 but the following year, the VSCC not wanting to repeat the experiment, I thought, why shouldn't we get MOTOR SPORT readers to join me on the Boxing Night folly? The brief was — no entry fees, no prizes, no publicity and no protests. Just a fun-run — I recall how astonished a TV producer was when I refused all his offers to film us. . . After my Christmas Day lunch with the children had been interupted by a



'phone call from Jenks, who had gone off in a F2 Lotus for a 120-mile run but had broken a drive-shaft and needed rescuing, we went off the next night to cover the 1922 Exeter route in Derrek Graham's Trojan. It got up all the "sections", as used on the real trial 34 years earlier, successfully. Five others joined in. (As Jenks said, of all those who asked for where the start would be, only the really keen ones would actually turn up).

The run was to be for vintage cars, preferably of the light variety, as those in Bentleys, Lagondas and the like might find it all too easy. The five in 1957 comprised Peacock in his brougham that had been Trojan's service and test car, Mike Daker, substituting his 2-litre Lagonda as suggested for Peacock's Gwynne 8, Bacon's 1923 Palladium, and Graham's Trojan, which I was soon to learn to drive. For a few miles the Rev Atkinson's 1912 Unic taxi followed us, until its flickering oil lamps were seen no more. The fifth car, Nelm's Chummy A7, joined in at Hartley Wintney. All went well, Jenks with me in the 1927/29 Trojan; its brakes gave out on the steep hill out of Bridport but the epicyclic reverse saved us and adjustment took but a few minutes. From fog to glimpses of the sun glinting off the sea at Sidmouth and Lyme Regis, to darkness as we returned to Staines; as DSJ remarked, in his case from a single-seater 140mph car to the back seat of a 40mph one in two days. . . The final touch came when the Trojan ran out of petrol and a Regent rep got us a gallon of Shell in a BP tin. . .

Having acquired a 1924 12/20 hp Calthorpe two-seater, I decided to cover the 1924 Exeter route for the 1958 "Informal". We now had people joining in from as far away as Wales and Huddersfield (alas, the Trojan from the latter place was then in no fit state to continue) and Miss Teague (A7) deleting the return run only because she went on to holiday at Land's End. We started in rain from outside the Staines' Super Cinema where the traditional Bridge House Hotel once stood, under the eyes of a Police car — but never in all these runs did the Police intervene, even when surprised to see a cavalcade of odd cars, some almost lightless, passing by through the night, during a check for turkey thieves at 4am near Honiton. This time 12 came, to try Peak, Marlpits, Salcombe and White Sheet hills (observed in the real 1924 Exeter) and we did the timed re-start on the last-named, Daniels' 1928 Austin 12 fastest, in 6.2sec. We had a Thames van as rescue car but apart from lighting troubles nothing very dramatic occurred. The Calthorpe got up all the hills but Jenks had to walk behind it up to the top of Salcombe. And after the finish at Lobscombe Corner, having spent the night adjusting the tappets and changing plugs, he had to toil for hours when the magneto expired and the wiring "shorted" on the run home to Hampshire.

By 1959 the "Boxing Night Exeter" had become quite an occasion — 23 supported it. They followed the 1925 route behind the Calthorpe, now feeling its age, the dynamo



R H Redston enjoying the non-competitive atmosphere of the event in his 1929 14/28 Morris Oxford in 1959.



WB's 1924 12/20 Calthorpe was "course car" on three of these informal enterprises, with DSJ as navigator and fixer.

u/s so we took two batteries, the White Sheet re-start taking 15sec instead of the previous 7.8. To make the outward night motoring less boring we included Middledown hill near Shaftesbury, not in the MCC itinerary, but where the Bugatti OC used to have timed night climbs on one of its long-distance Honiton trials; was it the late Jack Lemon Burton who brought a GP Bugatti down on a trailer, just for the fun of a nocturnal speed hill climb?

I had hurried back from the Boxing Day races at Brands Hatch (we were not the only mad ones!) to sign-on the "competitors", some of whom had again come from far afield. Two of the larger cars were Frater's 14/40 MG tourer (with heater) and Richards' 14/45 Talbot, fastest on our 1925-style timed special test on White Sheet (20 steep yards, in 15 seconds or less) with 10sec, closely challenged by Frater and Vincent's 12/50 Alvis. Names familiar today included Franklin (Rover 10), Tarring (14/40 Humber), Abraham (Singer Junior), Hayward (Fiat), Collings (11.9 Lagonda) and Berrisford (12/50 Alvis).

For the 1960 Boxing night I used the 1921 Exeter route, having borrowed from the National Motor Museum a 1921 AC — the NMM does not keep its exhibits in cotton-wool, using them frequently; I had been lent several of its veterans for the Brighton Run. On the occasion in question it was a fiasco, however. The AC boiled, needed a battery change, didn't like the hills, and had clutch-slip at the re-start. After Beaminster it lost middle gear in its back-axle gearbox, needed water from a Coombe Bassett stream and I had to nurse it back in bottom and top cogs. After which the museum engineer lost the transmission completely and had to be taken home in a modern Morris Minor. Ice had caused some havoc at Marlpits but an Armstrong Siddely 14 was among those which got up with a little help and Major Money's £6 1930 Morris Minor gave no trouble on his 500-mile jaunt. We even had a Norton motorcycle among the 36 enthusiasts who started, and J Davy of Standard-Triumph drove the Coventry museum's Standard 9. Hale came in a sporting ABC, B Gray (A7) sounds familiar, two girls rode in Hazek's hood-down Gwynne 8 and Abraham broke the Singer's half-shaft, had another sent out from London, and resumed. Keen, they were!

More variety was provided in 1961, by using the 1928 Exeter route, starting correctly from the Slough Trading Estate and ending at Shaftesbury, the Calthorpe low on compression but more or less willing, given some plug changes. Artic weather prevailed but 22 took part, including many "regulars", led by a 1922 Morris-Cowley. An MG Midget crashed on the ice, the Morris spinning in avoiding it. The CUAC team of A7s was there, with Standard Vanguard support van and Erik Johnson, the Mercedes-Benz PRO, brought a 4WD Auto-Union recovery vehicle. Sadly, this was the last of my "Informal Exeters".

Why? Because, not wanting drivers to come a long way only to get lost and miss the hills and the breakfast stops I had thought to be necessary on later runs (Exeter's Black Horse Caff did not object to bedraggled crews joining the Truckers, and The Turk's Head at Honiton opened at 6.30am for us) I had issued a simple route-card. Hearing of this, the RAC implied that Competition Licences were needed and it would certainly frown on timed tests on public roads, no matter how short or how deserted the location. Although I was advised to ignore this, I was fearful that if drivers were black-listed, later entry into real motoring events might well be jeopardised. I believe that, without MOTOR SPORT's co-operation, a few stalwarts continued to go on the runs for a year or two. But I decided that from my standpoint they must cease, in case a bad accident and other factors bought about the wrath of the RAC. It was great fun while it lasted. But bureaucracy had killed what started out as an enjoyable adventure, *sans* licences, entry fees, publicity, protests or bally-hoo. **W B**

Before The Act



After the 1896 Act had been passed, cars like this early Benz began to appear on our roads — we leave the date and type to the experts. Ellis's Panhard survives in the Science Museum, but may not take part in the Run to commemorate his pioneering journey a century before.

The English are great on anniversaries. Which is why the VCC, encouraged by my learned friend Malcom Jeal, is arranging for Victorian motors to drive next summer over some of the route taken by the Hon Evelyn Ellis, son of Lord Howard de Walden, in 1895 on his 3½ hp Daimler-engined Panhard-Levassor, from Micheldever to Datchet.

I suggested 22 years ago that someone with an appropriate veteran car might like to re-enact it. No-one did. But 100 years after it took place the situation is different. The roads of this country had reverted before 1895 to the peaceful aspect they had known prior to the coming of the the turnpike trusts. The railway had replaced the stage coach. The tramping herds of cattle, sheep and pigs were sent by rail, pack horses had passed silently away, gentleman and commercial travellers alike had ceased to travel on horseback, the ox-teams had gone, dog-drawn vehicles were illegal. Tranquillity had returned — until the bicycle boom. That was bad enough. But obviously country-folk did not want the noise and dust of passing horseless-carriages.

Whether Ellis realised, when he set out on the aforesaid journey with Frederick Simms as his passenger, that he was starting a movement that would revolutionise life in all the civilised countries of the world seems unlikely. More so that he was just enjoying the novelty of his ingenious new toy. If the latter, surely all who have found pleasure in motoring since should acknowledge that pioneering outing? Ellis had bought the Panhard in Paris on June 25 1895 and it arrived via Le Havre at Southampton on July 3. It was presumably railed to Michedever, the nearest station to Winchester, and Ellis drove it on July 5 to his house at Datchet. (The house, *Rosenau*, still stands beside the Thames and the Panhard is in London's Science Museum.) Whether or not Ellis appreciated the significance of his drive, he knew he was breaking the law, for the speed-limit stood at four mph (two mph in towns) and he was running at twice or three times that pace. Ellis was in fact disappointed that the police did not apprehend him, hoping to thus draw attention to motorists' difficulties; but they accepted his normal carriage licence and did not prosecute. Perhaps they were awed by a noble's title.

Malcolm Jeal and others have thoroughly researched the subject and are satisfied that the Panhard was the first car to be imported into this country and that Ellis's was the first motor-drive on British roads. However, in matters of history there is often the proverbial fly-in-the-ointment. In this case a faintly buzzing fly was awakened in 1944, when *The Motor* sought to establish when the British Motor Industry was founded. It commissioned the pioneer motorist Lt Comdr Montague Grahame-White to write about it. He, too, was convinced that the claims made for Ellis were correct. This was contested by St John Nixon, although he was under eight at the relevant time. Nixon said that Henry Hewetson had imported a Benz in 1894, and used it on Surrey roads — but 1903 seems more likely.

The matter became a leading topic of vituperative motoring investigation, with authorities like historian John Shearman and Laurence Pomeroy of *The Motor* going to considerable lengths to get a committee to resolve the matter. To no avail! It was generally conceeded that Hewetson's claim was in doubt, that he may even have forged a date on the Benz invoice. Then an amusing thing happened. Nixon was editor of the VCC magazine in 1945 and he put the Panhard's picture on its cover, captioned as "either the second or third petrol-car to come to England"!

He persisted with the Hewetson claim. But Grahame-White was then the VCC President, and he retorted with his view that the Panhard was definitely the first to be imported.

Any car used here before the new Act was passed on November 14 1896 would have been unable to comply with the absurdly low speed-limits set by previous Acts, although the red-flag or lantern stipulation had, since 1878, been at the discretion of local districts. As few had by 1894 or 95 seen a motor-car, or "light locomotive" as they were then known, it is doubtful whether many would have demanded a flag-man, or drivers have known in which districts they were supposed to provide one. . .

Sir David Salomons had held an exhibition of five autocars at his place in Tunbridge Wells a month before the 1896 Act became law. So towed there by horses or brought on drays? — unless the fact that Salomons was the town's Mayor may have, again, turned away policemen's eyes?

I did my own research into the intriguing Ellis/Hewetson claims. I had a hard task with HO Duncan's *World On Wheels* (1200 pages, no Index!) and found nothing. My *Guinness Book of Car Facts & Feats* contents itself with just a joke about Ellis and his father's distaste of the Panhard. Charles Jarrott, who was there at the time, has it in his classic *Ten Years of Motors and Motoring* that "Mr Hewetson and the Hon Evelyn Ellis had both driven their cars in England (before 1896) on the open road. . .", and implies that a flag-man should have preceded them.

Anthony Bird in *The Motor Car 1765–1914* ignores the matter. But T R Nicholson, in his three-volume *Birth of the British Motor Car*, sides with Hewetson, saying his Benz was here by November 1894 and driven illegally at about that time; but he devotes far more space to Ellis's journey, ignoring the fact that neither car was of British origin! But in his book on museums he backs Ellis! Nixon, of course, endorses the Benz claim. More to the point, Alfred Harmsworth, in *The Badminton Library — Motors* (1902), backs the Ellis date; *Motorcade* says Ellis bought a Panhard after their FTD race time at Bordeaux in 1895, but that J A Koosen imported a Lutzmann that year.

This "chicken/egg" problem is for scholars. It need not concern those contemplating the proposed re-enactment. Already enquiries have been received from 20 owners of pre-1901 veterans, and the Jaguar-Daimler Heritage Trust want to run the ex-Ted Wooley 1897 Daimler, recently so well restored by Tim Moore.

W B

Ellis's 1895 Run

Car: 1895 tiller-steered, solid-tyred Daimler-engined 3½ hp Panhard-Levassor
Driver: The Hon Evelyn Ellis
Passenger: F W Simms
Route: Micheldever (Start 9.26am) – Basingstoke (1hr 24min) – Mapledurwell-hatch (1hr 54min; 30min stop for water and a meal) – Blackwater (3hr 36min; stop of 23min) – Bagshot (4hr 23min) – Virginia Water (stop of over 1hr for luncheon and oiling engine) – Englefield Green (stop of over 30min) – Datchet (Arrival 6.00pm).
Distance: 56 miles
Running time average speed: 9.84 mph
Cruising speed: 8–12 mph (Speed limit on open road: 4 mph)
Horses met: 133 (Only two ponies shied at sight of Panhard)

Out of The Past

In turning out old papers I have come upon a forgotten manuscript, about the *Cedar Tree* tea-rooms in Ripley. The place was discovered in 1918 by two people seeking a fresh way of life. The husband, subject to fevers from serving in the Boer War, had worked on aeroplanes during the 1914/18 conflict, being unfit for active service, and was able to design and build small yachts. Seeking a post-war occupation, he took his wife in the sidecar of his motorcycle combination (make, alas, not divulged) and, having found no premises on the Bath Road, after a night at Chiddingfold, they then explored the Portsmouth Road. Cobham yielded nothing, so a return was made to Ripley.

Here the couple discovered *The Cedar House*, in the High Street, a large Tudor building, formerly The George Hotel. It had been divided into two parts, that on the corner being Grimditch & Webb, the butchers. At the front were four bay windows, at the back four gables, tile-hung walls and a cobbled yard dominated by a giant cedar tree. Motoring? Well, bear with me. The house was thought too beautiful to be used as a garage, which was the husband's idea of finding profitable post-Armistice work. But vetted by some friends, who might have taken the house themselves had it been suitable for breeding Alsations (a period touch here?), the couple leased it themselves, moving in on New Year's Eve, 1919.

Rather than spoil this fine house, with its great staircase, oak panelling, gallery and fine beams, dating back to the 16th century, which had once been a Coaching Inn from which the news-sheets for London and Portsmouth were distributed, an ugly building opposite was leased to make into a garage. The husband ran the garage, obtaining a Jowett agency, which became a main distributorship for Surrey; members of the original Jowett CC apparently visited the *Cedar Tree*. The garage foreman was hard-working Harry Freheck.

One early visitor to this tea-shop run by the wife was Bunty Scott-Moncrieff, prior to his entry into the motor trade. He soon livened the place up and suggested putting packets of Twining's tea and oranges in the windows, to attract custom. The tea-shop flourished, all manner of famous people calling in, from Ramsey MacDonald, the Prime Minister, on his way to watch the Schneider Trophy race, to poets, actors and actresses, writers and painters, whom the proprietress had known when she was living in Kensington, Cecil Audin, Sax Romer, even the Sultan of Johore — what, I wonder, became of the visitors book in which they wrote their names? On the motoring front — we are there at last! — the visitors included the Longman brothers, AJS riders, Claude Temple of OEC fame, the Douglas racer Jack Emerson, Kaye Don, later with his sister Rita Don, Capt "Archie" Frazer-Nash's mechanic Chadwick, Violet Cordery who drove Invictas at Brooklands and Monza, and motor-boat pilot Betty Carstairs. Capt (later Sir) Noel Macklin would arrive in a Stanley steam-car, on which he was to base the Invictas, and, we read, even Henry Ford himself, brought by Sir William Letts. The proximity of Brooklands made this a rendevous for these racing drivers; C A Vandervell came with his nephew Tony, long before the Vanwall was thought of, Nicholson, the yacht designer, was a regular tea-taker, and the old Earl of March would call in on his journeys from Goodwood to London; by then an invalid, he was helped by his devoted chauffeur.

Many handicapped war-victims were among these visitors, including David Drummond, who would come in a small sports car, presumably an Astral, for he was surely the Drummond who drove such a car on the Track in 1923. He came at other times on a motorcycle outfit; in spite of having artificial legs he would carry a similarly wounded sidecar pasenger in to tea. Dr Wyler who had lost a leg at Jutland also came, on a Sunbeam sidecar outfit, with his "spare" leg in a spring-clip on the footboard. A Daimler Double-Six would bring "old Mrs Wireless", so-called because she ran a mail-order radio components business — another period touch. . .

I do not know whether this delightful little *mss* was ever published; it has many splendid anecdotes and snatches of the history of Ripley, close to where Lord Lovelace grew fine cedar trees at Oakham Park. I somehow associate him with the Locke-Kings who built Brooklands Motor Course. I have a selfish purpose in recalling the *Cedar Tree*. I used to know the Portsmouth Road quite well — the Connaught premises at Send, a near-by garage with a 25/50 hp Talbot breakdown truck outside, the *White Lion* at Cobham where S F Edge rested before his 24-hour record run on the Napier at Brooklands in 1907, the barn-like tea place owned by AC record-breaker T Gillett — but I do not remember the *Cedar Tree*. It was taken over by a Miss Mysie Taplin and the garage by a man named Tanner, in the late 1930s. Does it still exist? If I still lived in Hampshire I would get out the Ford and drive over to check. But Wales is rather far away. So will someone please go and see if this fascinating tea-shop has survived? **W B**

V-to-C Miscellany



Tamplins are becoming almost common!

On the cycle-car front, Alan Whitehead of the Classic Bike Show has restored another Tamplin, one of two once in the Smith Collection of vintage light cars and cycle-cars. It is Y 7731, and Mr Whitehead would like to ascertain its full history.

A Canadian reader would like to obtain information about Grevis Parkes, who had a twin-cam 3-litre Sunbeam, black with cycle-type mudguards, during the war and afterwards, when they were together in the Army in Burma and England. Who owns the car now? Information can be forwarded.

The commendable increase in membership of the Rolls-Royce EC continues; in the two months to last October 192 were elected, some with fleets of Rolls-Royces and the later Bentleys, a nice antidote to the Lloyds fiasco and the recession. This year's annual rally at Althrop had a 1,250 entry (in contrast to the score of Royces that graced the first one at Blenheim in 1935) and was subsidised by Sotheby's to offset the £38,995 organisational expenditure. It is reported with fine colour photographs, as is the Round Britain Rally in which nine Rolls-Royces, five of them pre-war, completed the full 3000 miles, in the club's *Bulletin*. The secretary is Peter Baines, The Hunt House, Paulerspury, Northants NN12 7NA.

The Sunbeam MCC's 58th Pioneer Run for pre-1915 motorcycles — the two-wheelers' equivalent of the VCC Brighton Run for cars — will take place on March 19, starting at 8.00 hrs, from Epsom to Brighton. Entries close on January 7, to Marjorie Ayers, 59 Beechwood Road, Sanderstead CR2 0AE (081 657 4647). It is well worth watching.

The Brooklands Society has introduced Newsletters to supplement its much-appreciated *Brooklands Society Gazette*.

The autumn issue of the *STD Journal* contained a long article by John Gray on the surviving 1929-1932 Roesch Talbots and a most interesting comparison between a 1934 20/25 hp Rolls-Royce and a 1932 23.8 hp Wolverhampton Sunbeam, both bought as used cars.

The front cover of the current *Driving Member*, magazine of the Daimler & Lanchester CC, consisted of a fine colour picture of a 12 hp BSA sleeve-valve saloon, seen at the Club's 1994 Easter Rally.

Although we ascribed the 1899 Fiat that ran in the 1994 Brighton Run as belonging to the Fiat Company, it was restored many years ago by the National Motor Museum and is one of their exhibits, and thus represented the Museum on the Run. **W B**

VSCC Lakeland Trial

One of the more demanding of the VSCC's many competitive events is the annual Lakeland Trial, held this year on November 12. It was centred on Buttermore and took in 13 "sections" including the dreaded Drumhouse, others with such appropriate names as Grisedale, Widow Hause, Spout Forge and Buttermere. Heavy rain made things even tougher than usual but 98 drivers and navigators set off into the unfriendly terrain. Nineteen cars had come on trailers, which used to give me hysterics but which I now think excusable, in view of the cost of vintage-size tyres, M-way hazards and so on. Higgins (1930 Morris Minor) found it hard going, but nobody seems to have retired. Time penalties were incurred by the A7s of Bennett, Bee, Williams, Weellock, Uprichard, Simon Price, Rouse, Green, Flann, Marchant, Barnett, Thorpe, Miss Arnold-Forster, Dobinson, McWhir, Bullock, Knill Jones, Sellers and Gosling, the Riley 9 of Firth, the Fiat of Toms, and to show it was not only the smaller cars that the Lakeland trial delayed, Roger and Judy Collings in the 19-litre Mercedes-Maybach suffered a puncture and then grounded the petrol tank. As consolation, their youngest daughter, Sally Collings, drove the 4½-litre Bentley with great determination.

The results were astonishingly close, as they were on the Welsh Trial. On the Lakeland the premier trophy was won by Johnson's 1923 Bugatti, by four points from Geoff Winder's A7, and the third placing was a tie between the A7s of Henry Stringer and James Baxter, with Tony Moy's but another point away. Of the Class 1 third-class award winners, Raymond Pettet's A7 tied with Debbie Diffey's A7, and Dennis Johnson's Frazer Nash was one point in arrears, Davis Lee's Salmson another point behind. In Class 2 the Kirkstile Plate was won by Robin Harcourt-Smith, whose 1929 Alvis was just a point ahead of Adrian Goding's 1925 Morris. Considering the terrible weather, this was quite remarkable. The Roy Patterson Cup went to Ian Hall's Frazer Nash, the MacDonald Audacity Award to J Percival's 1928 Bentley. **W B**

Results: First Class Awards: A Johnson (Bugatti), G Winder (A7), H Stringer (A7), J Baxter (A7), T Moy (A7), R Harcourt-Smith (Alvis), A Goding (Morris), Miss S Collings (Bentley). **Second Class Awards**: Miss J Tomlinson (GN/A7), J Flann (A7), K Hill (Crouch Helix), F Giles (Frazer Nash), D Rolfe (MG-Riley), B Gray (A7/JAP), P Longhurst (Riley 9), R Thwaites (Chrysler), E Peppercorn (1914 Renault), D Marsh (30/98), D Bond (Morris). **Third Class Awards**: R Pettet (A7), Debbie Diffey (A7), D Johnson (Frazer Nash), D Lee (Salmson), N Plevan (A7), B Clarke (A7), S Hirst (Riley), M Joseland (Frazer Nash), J Meeks (Austin 20), N Garland (30/98), S Baxter (Chrysler), R Marsh (Morris).

OBITUARY

Philip Turner

We are greatly saddened to learn that Philip Arthur Turner has died, aged 76. News all the more poignant because he had returned home after a major operation and had been progressing well. Philip was a motoring enthusiast who for a time edited the ERA Club magazine, before becoming a well-known motoring journalist. He was Sports Editor of *Motor News* from 1936 up to the outbreak of war. After that he joined the staff of *The Autocar*. He left in 1948 to become Technical Editor of *The Garage & Motor Agent* and from 1953 to 1988 was on the staff of *The Motor*, attending the major motor races, going to America for them, and becoming a writer respected throughout the Motor Industry. A resident of Sutton Coldfield, Philip retired in 1988 but remained *The Motor's* Midlands Consultant.

I well remember this quiet, friendly person, with whom I once went, in his 12/50 Alvis saloon, to a race meeting after he had stayed with us in Hampshire and who accompanied us when MOTOR SPORT flew to the Spanish GP at Barcelona in a chartered aeroplane. To his wife and son, my sincerest condolences. The Interment Service was held at All Saints Church, Shillington, on November 24. **W B**

V-to-C Miscellany

In Australia the winner of the VSCC of A's two-day Alex Bryce Memorial Rally was an LM Vauxhall, followed by an LMS Delage and a Lancia Kappa. In the Mt Tarrengower hill-climb the vintage class winners were an A7, a 12/50 Alvis and a Type 35 Bugatti; the PVT class winners comprised Riley Lynx, D6 Delage and a Riley Special. G Hood won the Alvis Trophy and an interesting runner was the AC-Amilcar Special, while Peter Gidding had a Monza Alfa Romeo.

The Preston & District Vintage CC runs a number of events for appropriate cars, and issues a magazine called *The Klaxon*. The Secretary is Roger Brown, Ramsgreave Cottage, 5 Isle of Man, Ramsgreave, Blackburn, Lancs BB1 9BW.

There has been an aero-engined car renaissance — not I hope blamed on a recent book? Another of these monsters has been drawn to my attention by David Filsell. It was built in a St Etienne garage in the 1920s, using a war-time vee-eight Hispano Suiza aero engine in a Lorraine-Dietrich chassis. It made FTD at the 1922 Planfoy hill-climb in 4m 49.6s but crashed, killing its driver, Grus, and his young mechanic Rouchouse, at the 1923 Cote de Camp. As is customary in France, a fine memorial was erected to these unfortunates.

The annual dinner of the Historic Rally Car Register takes place at the Nottingham Gateway Hotel on January 21, when the GTA Historic Challenge awards will be presented.

The winner of the MOTOR SPORT Brooklands Memorial Trophy for 1994, awarded on points to the driver with the highest score using a pre-war car at VSCC race meetings, which included the Croix-en-Ternois event, was Duncan Ricketts. The runners-up were A J Seber and T C Llewellyn. It worked out rather well, because Ricketts used mainly the ex-Seaman ERA R1B which was raced at Brooklands by G F Manby-Colgrave and band-leader Billy Cotton, the latter winning the last ever Mountain race there, in 1939, but also ERA R12B which Bira ran at the Track as "Hanuman II". Seber's Wolseley Special could be said to represent the Wolseley Hornet team which won the 1932 LCC Relay Race and Llewellyn's Bentley those 8-litre cars so powered, that were well known on the concrete, although not over-bored or quite as lusty as his. The respective points were 142, 106 and 85. The Trophy will be presented at the VSCC's AGM in March.

A Dinky Toy of a Bentalls' delivery van made a record £12,650 at Christie's recently, beating an earlier sale this year, of a toy Foden lorry at £5,515. A set of nearly 1000 Dinky Toys made £172,972. What price stocks and shares or the National Lottery?!



VSCC DTs at Abingdon

The lofty, spacious but draughty heights of Enstone airfield not being available this year, the VSCC held its winter driving tests at Dalton Barracks, Abingdon, at what used to be the RAF aerodrome there. Malcolm Elder remained the organiser, but any hope that the new venue might prove less exposed was tempered by heavy rain all day, drenching competitors, marshalls, and any intrepid onlookers who braved the storm. . . The tests started quite early, but there was a break for those still there at lunchtime, at the near-by Fox Inn on Boar's Hill or other pubs.

The saddest happening was when Mike Kipping borrowed Tony Jones' well-known A7 Chummy for the tests, and using more pace than its chassis cared for, rolled it, without much personal damage but curtailing the plans of Tony's step-daughter. Another regular and usually very successful A7 competitor, Peter Rosoman, had engine failure that put his 1930 saloon out of contention, but, standing upright among the vintage entry, M Croome's 1904 Wolseley was going well, as it used to do at Enstone, which means splendidly. If anything, the tests, on what proved to be a good location, were trickier than before. **W B**

Results: Overall Winner: C Firmin (1930 A7). **First Class Awards:** Firmin, M Croome (Wolseley), H Colledge (Riley), D Marsh (A7), B Saville (Singer), J Bull (MG), P Bullett (A7), J Baxter (A7). **Second Class Awards:** A Marsh (A7), C Hamilton-Gould (Morris), H Gibson (Rhode), P Weston (A7), R Firmin (HRG), D Robinson (Riley), P Stainton (A7), J Brewster (A7), W Duckett (A7). **Third Class Awards:** R Dames-Longworth (MG), P Livesey (A7), T Hallam (AC), J Muschamp (Lancia), T Tarring (Frazer Nash), J Bullock (A7), M Anderson-Boyd (A7), C Ullman (Riley).

V-to-C Miscellany

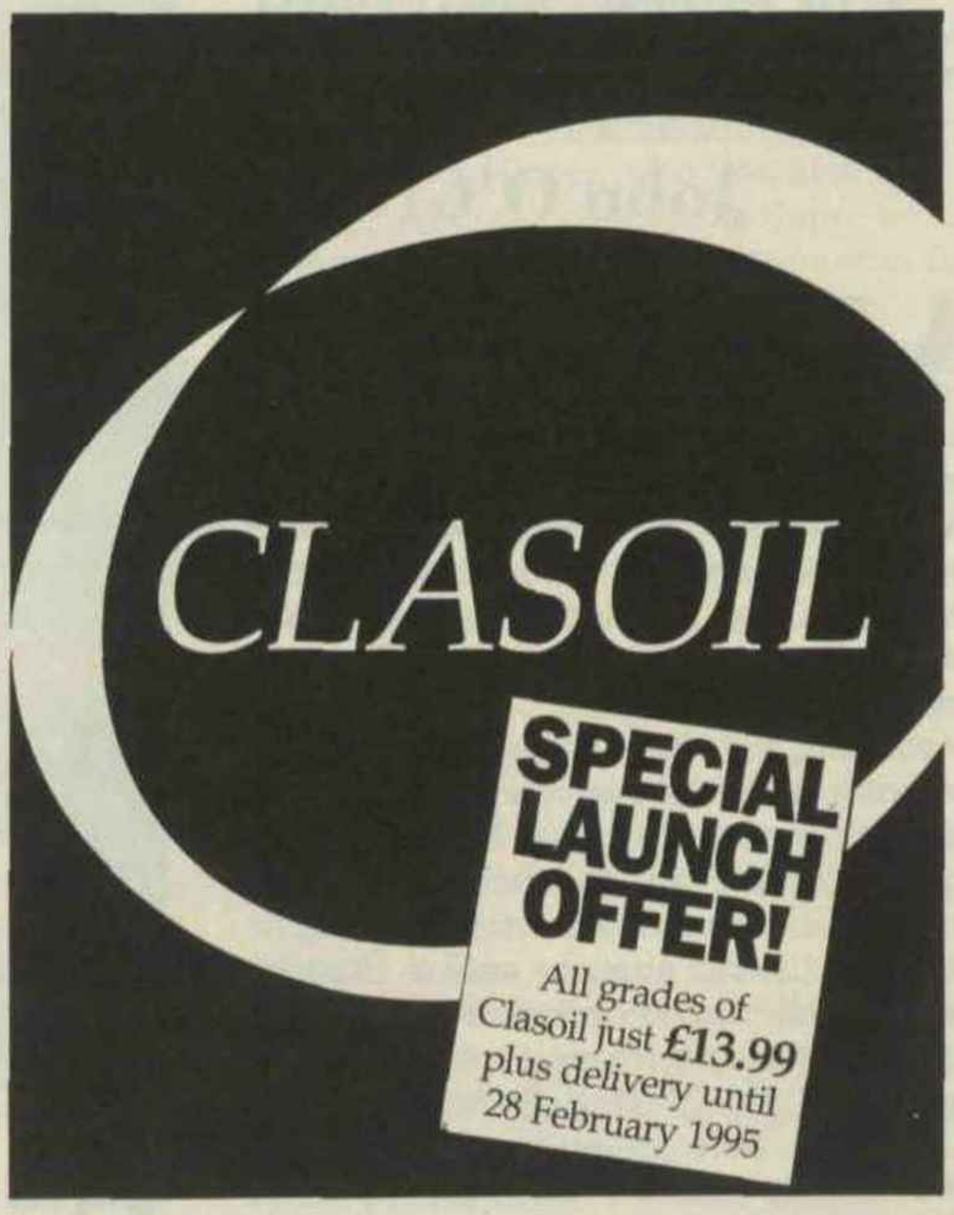
Last October's "Getting It Right" article has caused a reader to point out errors of our own; Margaret Allen should read Allan and Earl Howe drove an Alfa Romeo in the 1933 not the 1935 TT. An error by the Brooklands Society has also been noted; their greetings car with Roy Nockolds' painting of Mays's ERA and Bira's Maserati is titled "The Last Race at Brooklands". But neither drivers nor cars took part in that race, which was won by G L Baker's Graham Paige. And on p1325 of last month's issue an OM became a Frazer Nash.

We regret that in the obituary to John Thornley OBE last month, condolences should have gone to his wife Ann. **W B**

Those who enjoy aviation displays should note that the Shuttleworth Trust has issued its preliminary fixtures for 1995. A VE-Day display is scheduled for May 7, the Military Pageant for June 4, the Summer Display for August 6 and the Shuttleworth Pageant (with vintage cars) for September 3; evening flying on May 20, June 17, and July 22. The Red Cross Flying Display is down for July 16, celebrating their 125th anniversary. The new general manager is Jonathan Peel. The Veteran Aeroplane Society continues to publish its excellent magazine, *Prop-Swing*.

A reader who bought his first MOTOR SPORT as a student in London in the 1930s and went to every Brooklands meeting he could, tells us that his first car was a 1921 GN that cost £12 and was turned into a Special by installing the Anzani engine from John Eason-Gibson's burnt-out Frazer Nash, before John emigrated from Scotland. Our reader's ultimate Frazer Nash was a 1935 Blackburne-engined TT Replica; today he drives a VW Polo and relies on these columns to revive memories. . . **W B**

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LEJOG

After Britain's longest car rally, WB reviews the entry, and Tom Threlfall reports from John O'Groats



James and Joan Cave's 1928 Austin 12, centre, which made a trouble-free trip and gained a Blue Riband. Below, Peter Jones and Michael Ridley seen at Allenheads, Northumberland, in their Volvo PV544 and the rain. Many would argue that the PV544 was the best Volvo ever made.



A month or so after the veterans have had their Run to Brighton comes another event which is becoming a Classic, namely the four-day LEJOG, for pre-1968 cars, with routes of varying distance to cater for the older vehicles, in five classes. The organiser points out that it is longer even than the Network Q RAC Rally, at 1630 miles on the full route — in fact, the longest car rally in Britain.

Accordingly, it brought in a representative entry. Leading the oldest cars was a seemingly improbable 1924 Lanchester 40 tourer, other pre-war cars being a Chrysler 77, Stross's Blower 4½ Bentley, two 12/50 Alvises, a Lancia Augusta and a 1929/36 Riley Special. Those opting for the easier route drove Austin Heavy 12/4, MG 18/80, Lagonda LG45, 20/25 Rolls-Royce and a SS100; they were joined by a few of the more nervous post-war Classics. The main entry was notable for a trio of Jowett Javelins, a Jupiter, and a rare Marauder.

Starting, as the organiser said, from the stormy clifftops of Land's End in the winter's dawn of December 3, drivers immediately took a driving test and were then set a regularity stage along the Penwithick peninsula, and a Le Mans-start acceleration/braking test on an airfield and another timed-test at a Newquay caravan park. After a check on the A39 there came a stop/restart test on a hairpinned hill, then more time checks and a regularity bit, to two timed hill-tests at Porlock. If the drivers (they were not competitors as such; they were competing against the organisers, not against one another) had got that far they had a long haul on the A39/M5 to the supper halt by the Severn Bridge into Wales.

No respite afterwards, as Wales brought regularity tests and tight secret-checks across Army ranges and State forests, often on narrow, winding mountain roads. It was all night stuff, with the breakfast pause 50 miles north of Wrexham, then on up the M6 to Lancashire. After only a brief break the cars were routed up the Pennines to Edinburgh. Again, no easy run, because *en route* came a top-gear flexibility test, 50 miles of timed regularity and six driving tests on Army land. That was Sunday finished. It was just as tough on the Monday, with lappery of Knockhill circuit, a restart on Amulree and much more regularity driving, followed by a sprint up to a private hill, and a 60-mile keep-to-time exercise on narrow roads around Loch Ness. Inverness at around 19.45/21.15 for supper, then a night run over some of Britain's wildest roads in NW Scotland, more regularity checks and a final driving test before the JOG finish!

As a long-established weekly (NOT *Motoring News*) has given up reporting international rallies because it found it too difficult, I accept that with so many tests and stages, one man could not do justice to LEJOG, so I will let T J T add his experiences on the run. **W B**

First away from the Land's End Hotel and into a cone-free driving test on the peninsula were Peter and Sue Noble in their 1924 6-litre Lanchester at 8am on Saturday morning. The Nobles recently drove an S1 Bentley from London to Tibet via Saigon, and have learned to be very economical with luggage. They were followed at one-minute intervals in best M C C style by half-a-dozen vintage cars, eight from the early 1950s, and the rest from the Sixties, with John Bateson's Sunbeam Tiger being the cub of the pack.

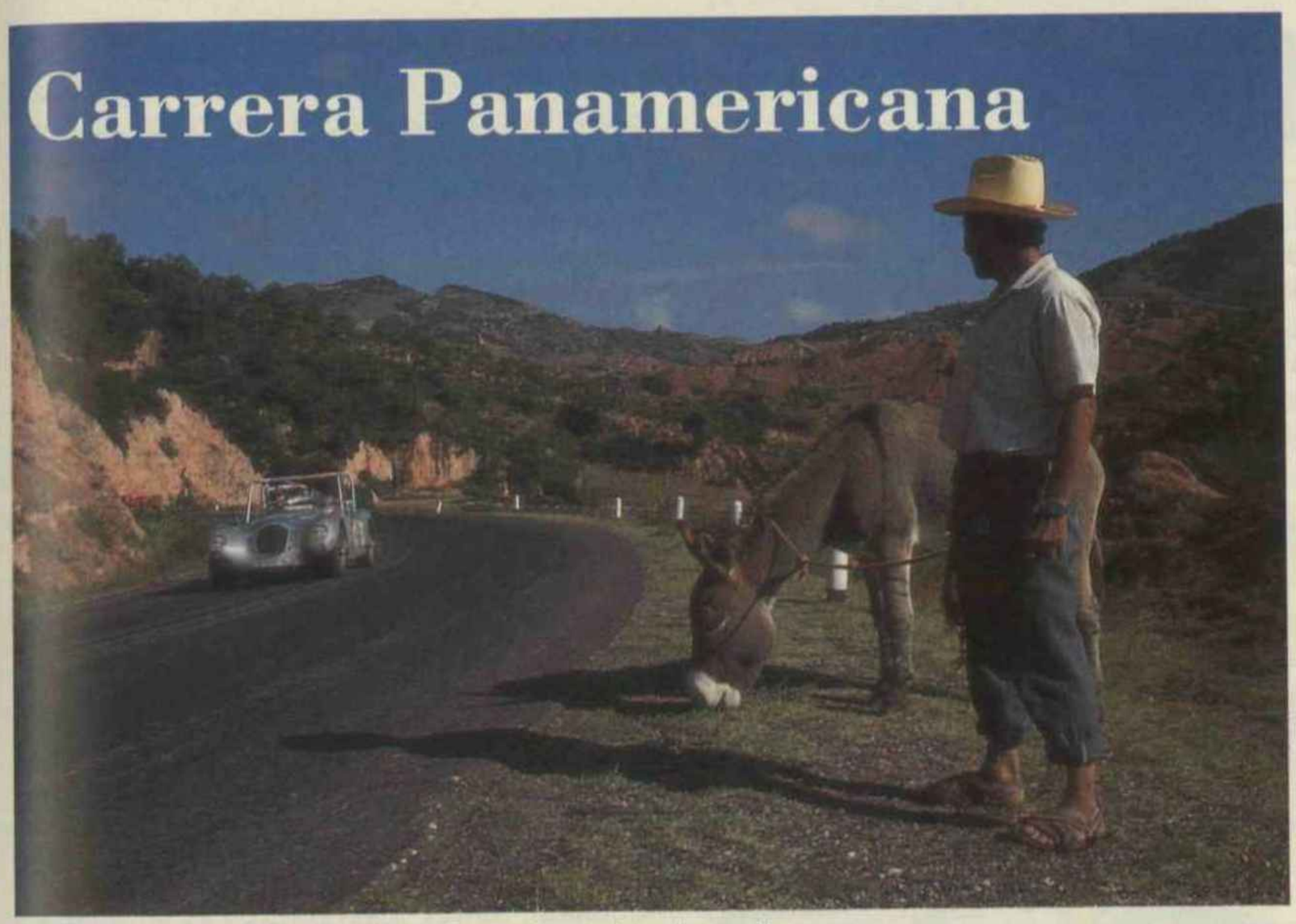
After the Eppynt ranges came the Forest of Bowland and some interesting Pennine villages where the time and passage controls were sited in pubs with warm fires, in Monte Carlo Rally style. Some of the more fancied front-runners (Geoff Breakell's 3.8 Jaguar springs to mind) misrouted during that first night and were not seen again; 19 cars retired in the first three days.

Sunday night was spent just west of Edinburgh whence the players headed at first light for a very windswept Knockhill circuit and a regularity test; then west to Killin and Loch Rannoch to Dalwhinnie and down to a long regularity test entitled "Loch Ness Monster". At the supper stop in Inverness it was becoming apparent that Geoff Awde (1957 MGA Coupé), Bill Ainscough (1929 Chrysler 77) and Ron Gammons (1965 MGB) had been doing the right things and were leading the field. Despite some quite nasty weather around the northwest of Scotland (hail bouncing four feet off the road, lying snow making it difficult to distinguish grass from narrow road, etc) the leaders were unchallenged to John O'Groats.

On Wednesday morning the caravan of elderly cars returned southwards, gathering souvenir haggises from Wick and bottles of local hydrocarbons from Britain's highest distillery at Dalwhinnie. It had been a weekend of which promoter John Brown and his team of Historic Rally Car Register stalwarts could be proud. No doubt the shade of Mr E H Arnott was quite gratified, too; he was the M C C's Club Captain in 1902, and led that club's first End-to-End run in the same year. That one took 65hr 45min to complete. **T J T**

Results:
The awards list runs to pages, so generous are the organisers, but I see that the Lanchester *did* win the award for the oldest car to complete the course, and that 46 finished out of 65 starters. Jo Mumford/Rose Scagrief (MGB) won the **Ladies' Rose Bowl**. The Abingdon Joggers MG team took the **Marque Team Trophy**. **Gold medal:** G Awde/P Ward (MGA). **Silver medals:** B Ainscough/V Fairclough (Chrysler 77), K Burnett/H Milne-Taylor (Alvis 12/50), R Gammons/J Bourne (MGB). **Bronze medals:** J Dresser/Ian Bond (Triumph TR3A), T Dron/C Francis/G Byrne (Ford Zephyr), K Jones/B Owen (VW), A Senior/P Senior/C Forster (1.5 Riley), J Bateson/R Birchill (Sunbeam Tiger). **Club Team Trophy:** Two 12/50 Alvises and the Chrysler 77. **W B**

Carrera Panamericana



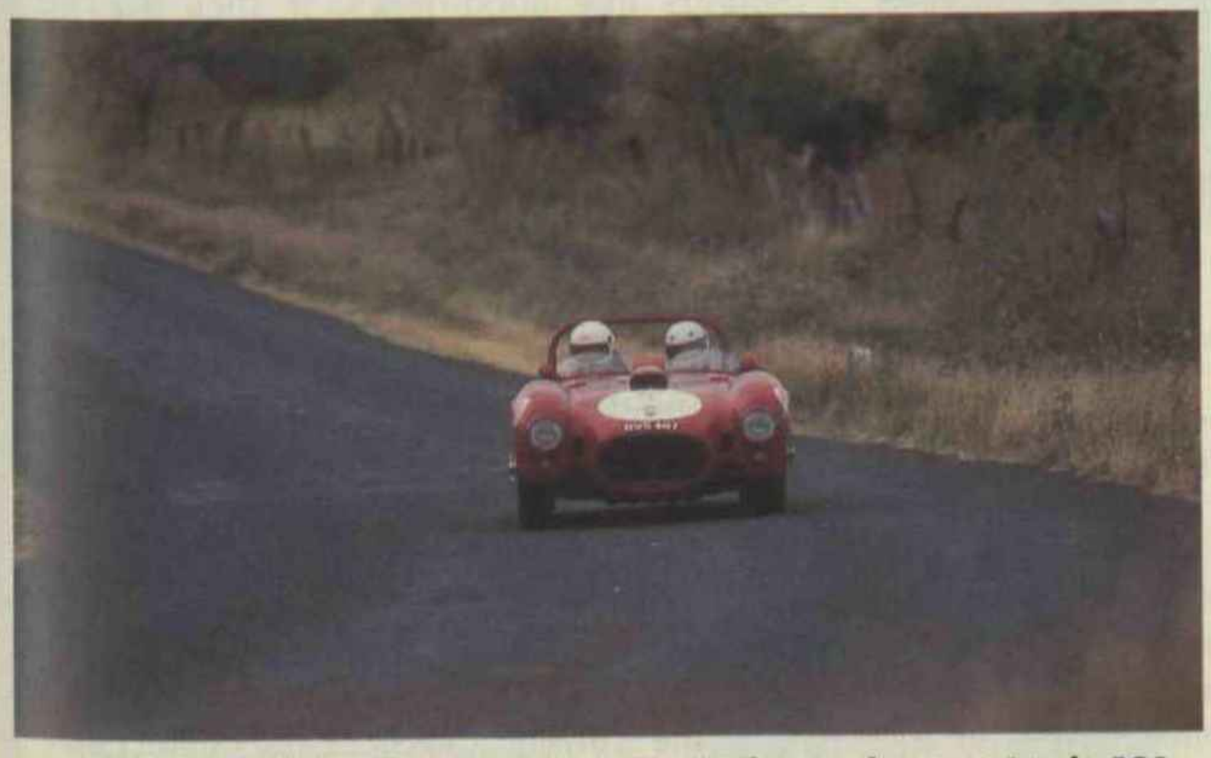
Emil Bessade's Special has MkVI Bentley mechanicals underneath.

Once again, this year's Carrera Panamericana across Mexico in late October was the main battleground for the European sportscar to prove itself against the big American cars. Mexican driver Carlos Anaya took the overall honours for the second year running in his beautifully-prepared Studebaker, but only after a 7-day battle with American-based Englishman Steve Lawrence who was driving a Jaguar XK140. A new class for original, FIA Appendix K cars, known as the Historic Class, was run this year and proved to be very popular both with competitors and spectators alike. Brits Anthony Maclean and Robert Grant brought out the spectacular Lancia D-24 which was driven so successfully in the 1953 Carrera by Juan Manuel Fangio. Carol Spagg and Graham Horder came from England with the stalwart Aston Martin DB2/4, this time also entered in the Historic Class, and showed the drivers of more modified cars that it is possible to be competitive in an original car.

German father and son Wolfgang and Volker Wischnewski fulfilled a 40-year dream by bringing out their showroom-condition Borgward Isabella, just like the ones that competed in the 1954 event. International names like the ever popular Clay Regazzoni, and ex-Monte Carlo Rally driver Heidi Hetzer, who was also entered in Historic Class in a Lincoln Capri, were on hand to impress the locals. Mercedes Benz sent out a group of "observers" from Stuttgart with a view to backing a team of privately-owned Mercedes and Porsches in next year's event.

This year's route was longer than in previous years and competitors covered some 3500kms in seven days of hard and adventurous driving. The number of closed-road racing stages has also increased, and although run to a rally format, the event still firmly retains the flavour of a road-race.

The special magic of the Carrera works its spell again and again. The fiestas, the rapturous receptions in towns and villages all over Mexico, the enthusiastic help of the Mexican police, the cameraderie of competitors, all make for an atmosphere that cannot be compared to any other event. **C S**

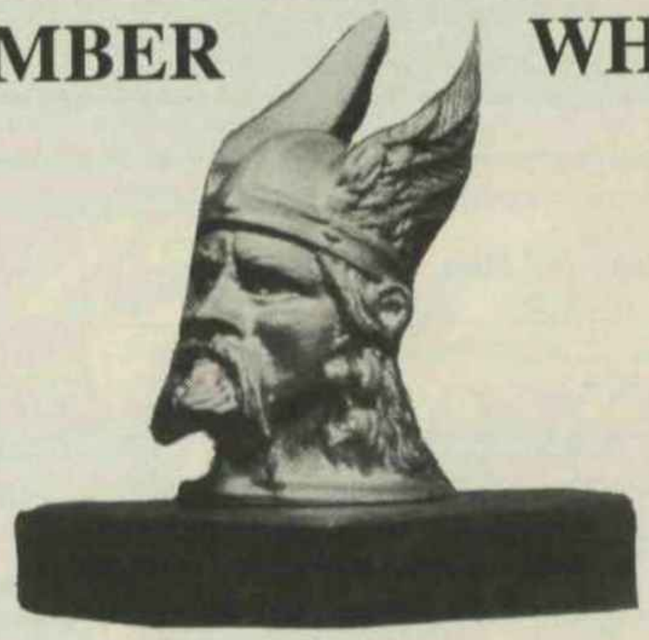


Conceived especially for the Carrera in 1953, Maclean's ultra-rare Lancia D24 lasted the course.



Big yanks are popular, but del Hoyo's '54 Studebaker coupé brought variety.

REMEMBER WHEN?



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A Lot of Fun

I found the new Brooklands Books **Golden Portfolio** of reprinted road-test reports on the 1955-65 Rolls-Royce Silver Clouds and S-series Bentleys a lot of fun. Some will read it for research purposes, others perhaps before buying a used Cloud. But as the present economic climate is not conducive to investing in an old Royce, I regard it mainly as a fun book. The R-R magic comes over from the 59 articles lifted from leading motor papers and it was fun to see what noted motoring writers said of these fine motor-cars. Some took them long distances, like Laurence Pomeroy who wrote a characteristically scholarly report after going to Rome and back in 1955, 3360 miles, on a Cloud; the test which R-R hired racing driver Tony Brooks to make, round Goodwood and then to Le Touquet, is recalled; and I confess I re-read my piece for MOTOR SPORT about a Cloud III, titled "Not So Much A Motor Car, More A Way Of Life". (Price of car then, £5632!).

The Autocar's Maurice Smith drove a Bentley Continental from Le Touquet to Tossa, Gordon Wilkins motored a Royce 2,500 miles in Europe, and we of MOTOR SPORT drove an S-series Bentley quickly through London to Edinburgh, traffic hampered, so averaging only 47.6 mph with two brief stops; Tony was also traffic-strung but on French roads his pace was 52.8 mph, or 46.2 mph with a two-hour lunch pause. (We were not so lucky and drove home from Scotland through the night). So, with a used-Royce test report, an American appraisal, buying tips and a comparison between Bentley-S and Jaguar Mk X, etc, this 180-page book is useful as well as fun. It costs £11.95, or £13.45 from PO Box 146, Cobham, Surrey KI11 1LG. I was surprised that so many magazines permitted Brooklands Books to re-print their material. But thank goodness they did!



"Not So Much A Motor Car, More A Way Of Life"

War On Drivers

The war on road-users has hotted-up! Gatsos, proposed M-way tolls and a tax on vehicle possession, not useage (and blow your rights to your own place, your "Englishman's Castle"), the prospect of £5-a-gallon petrol, increased fees for using an inadequate Severn Bridge, vastly increased, sometimes astronomical fines for non-criminal driving offences, emission checks, sleeping policeman (except when in unmarked Q-cars) clamping, ever more stringent MoT checks, and you could be right in thinking war on drivers is increasing, at a rapid rate. . . The Budget pointed clearly to this.

Of course we want fewer accidents. Of course we don't want the planet ruined by pollution. Of course we want hooligan drivers off the roads. But the car is an essential element of modern civilisation. It has come to stay, and will multiply. Bryan Mawhinney, the Transport Minister, should realise this. So should you, when the time comes to vote for the next Government.

Do you realise that the Home Office has admitted that, because police forces operating Gatsos failed to use correct procedures, thousands of drivers may have been incorrectly taken to Court? Do you realise that if your car fails an emission test you have just 28 days to rectify this or face a fine of up to £2,500, and must also scrap the vehicle, not just leave it idle in the garage? Have you pondered the re-tests you can be made to take, one for each type of vehicle you drive or ride, if you net too many penalty-points on a now-useless licence?

Gatsos may result in what the police call "speed calming"; they also ruin a smooth traffic flow as drivers clap on their brakes on sighting "hidden" cameras, creating a fresh road hazard. Instead of looking ahead, how many of us now peer at car speedometers, knowing that going over the limit incurs a £40 fixed penalty?

The fun is fast going out of motoring for its own sake, without making travel all that much better for the business motorist. We hope your MP, the AA and the RAC (which is keen on costly emission detectors like those Mr Mawhinney had set up in Park Lane recently) and the Motor Trade organisations will heed this, before it is too late.

Longevity

Carbond are said to making instruments for Classic cars to the design of those Smiths' dials once fitted to a great many British makes, using the original tooling. Sounds like good news, if they are as reliable as the Smiths' dashboard clock I have, dating from the early 1920s, (it came from a 1914 Hispano Suiza) or a cheap Smiths' stop-watch which, consigned to a forgotten drawer for in the 1950s, still functions perfectly. . . Also of commendable longevity is my Short & Mason clockwork barograph, used at Brooklands from 1907, no doubt to advise would-be record-bidders about the forthcoming weather, which still performs accurately.

Missing Legend

In the current *Classic Cars*, Mike Lawrence implies that the Teutonic efficiency of the pre-war Mercedes-Benz GP team was a myth as "it was actually a seething hotbed of passions which made Scuderia Ferrari look like a haven of tranquility". Which makes the reputation of the great Team Manager Alfred Neubauer all the greater, in view of the way he controlled his drivers to secure F1 domination! One legend was missing — of how, after the death of Dick Seaman, cadet-driver Brendel was brought into the team. In the 1939 German GP Neubauer flagged him in for replacement by top driver Lang but the young German refused to obey the signal, continued, and slid into a ditch. He is then said to have contacted the pits, asking for a car to bring him back. Neubauer was not amused. "Ze Brendel, he vill valk", seems to have been the gist of his reply. . . **W B**

Brighton Run 1994



Sir,
I know that you like to mention the early arrivals at Brighton, and as I will no doubt be listed as a non-finisher (You were – W B) I thought you might like the following information:

I was driving my 1901 single-cylinder, 7½ hp Type-E Renault again this year. After coming in first and second and being disqualified on my last two runs, I had decided that if I was early, then I would stop short of the Pylons control this year.

However, I forgot about the dual-carriageway, and with there being nowhere to stop I went through the control, first again, at 10.05am. In order to avoid further upset with the RAC, I turned back at the next roundabout and returned to Hyde Park arriving there at about 1.15pm. I am enclosing a photo showing the Renault on Westminster Bridge for the second time that day with the clock showing nearly 1.30pm.

Our day had in fact started at 4.00am, when we landed at Gatwick from an overnight flight from Seychelles which was delayed by 24 hours. We then drove the 12 miles to Hyde Park in the dark, this being the only way to get to the start on time. At the end of the day, we drove home having covered some 130 miles without any problems.
Roger R E Heminway,
Beckenham, Kent.

The Routes Pavée

Sir,
Once again you are responsible for bringing back to my memory old souvenirs. This time the cause is your article on the 'Circuit des Routes Pavées'.

I raced there, on the 20th September, 1925, on a 2-litre Georges Irat. In those days the order of the start was that of the entering date for the event. I believe I was on the third line and after a few hundred yards (was it just leaving Pont à Marcq?) I was faced with a Bignan skidding in front of me (Pilote: Marie or Mary?) To avoid it I had to climb up on the pavement without any apparent trouble. For 28 laps of the 31 I was in second position and then the back axle gve up, very possibly due to the above incident.

Dealing with the 1925 race you state "in later times the winning marque (Georges Irat) used sophisticated rubber suspension." This is rather misleading as it was only at a later date and due to monetary trouble that the production of the 2-litre model was stopped and that a small two-seater with a Ruby engine was produced; this was the one with rubber suspension.

The former Hispano driver you mention was Boyriven, not Boriven.
Edward A Bret,
Mougins, France.
(The rubber-sprung Georges-Irat I drove in 1940 had a 2-litre engine. **W B)**

That Barbara Cartland Race



Dame Barbara Cartland photographed at Brooklands with Will Corry, then MGCC Chairman, and the ex-John Dugdale MG Magnette. (Photo: *Safety Fast*)

Sir,
Recently I have been collating archive material and memorabilia of the late Bill and Ruth Urquhart Dykes for presentation to the Alvis 12/50 Register. *Inter alia*, I came across material relating to that infamous race for women drivers organised by Barbara Cartland. Adam and Joan Chetwynd were close friends and I was present at a lunch party when Joan bemoaned her participation in that event. I remember Ruth saying "You should never have agreed to take part, Joan. They didn't invite drivers like Jill Thomas, Gwenda Stewart or Ivy Cummings". Later, Ruth added "I wonder how many of that lot could have survived one lap of the Boillot Cup course, let alone three hours". Ruth was the only woman driver to complete the Boillot Cup course and was invited to become an Honorary Member of the BRDC in 1928 for that performance.
F E P Lord,
West Wittering, Chichester.

The best of all

Sir,
I must write and say how much I enjoyed your articles in the November issue regarding the Earl Howe and Stirling Moss. I was racing my MG and Bugatti right after the war, and at most events I attended the "Noble Earl" was there, cap cocked at the "Beattie Angle", button-hole, always ready to talk. He was my idea of a true "racing motorist". I remember one time we were on our way to Prescott with my Bugatti on the back of my father's new 2-ton Austin, when up behind us came the Earl in his lovely Bugatti 575C, blowing his horn and waving as he went by; great days.

And Moss: he was already doing wonders in the Cooper 500. I remember the opening day at Goodwood, Reg Parnell's Maserati 4CLT/48 arrived right from Italy and was unloaded by "Wilkie" and started up and Moss came over and sat in it; great things to come. I always thought Moss the best of all. Whatever the car, racing, sports or saloon, whatever the position on the grid, he went out to win. That to me was a racing driver. Oh so different today.
Robert Foster,
Nova Scotia, Canada.



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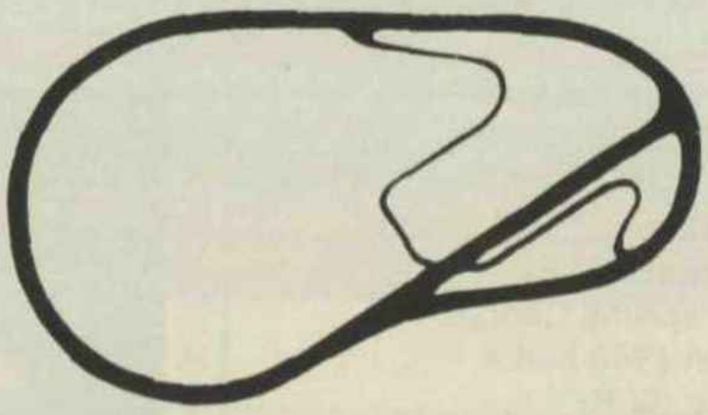








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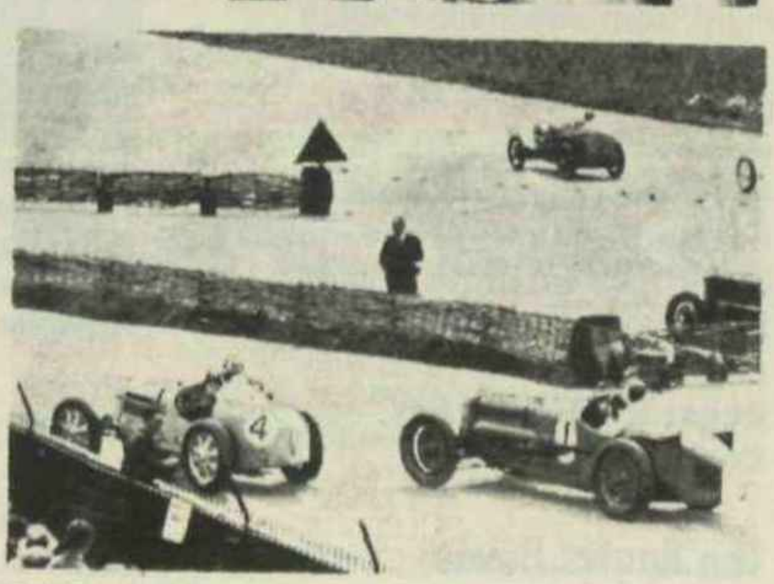












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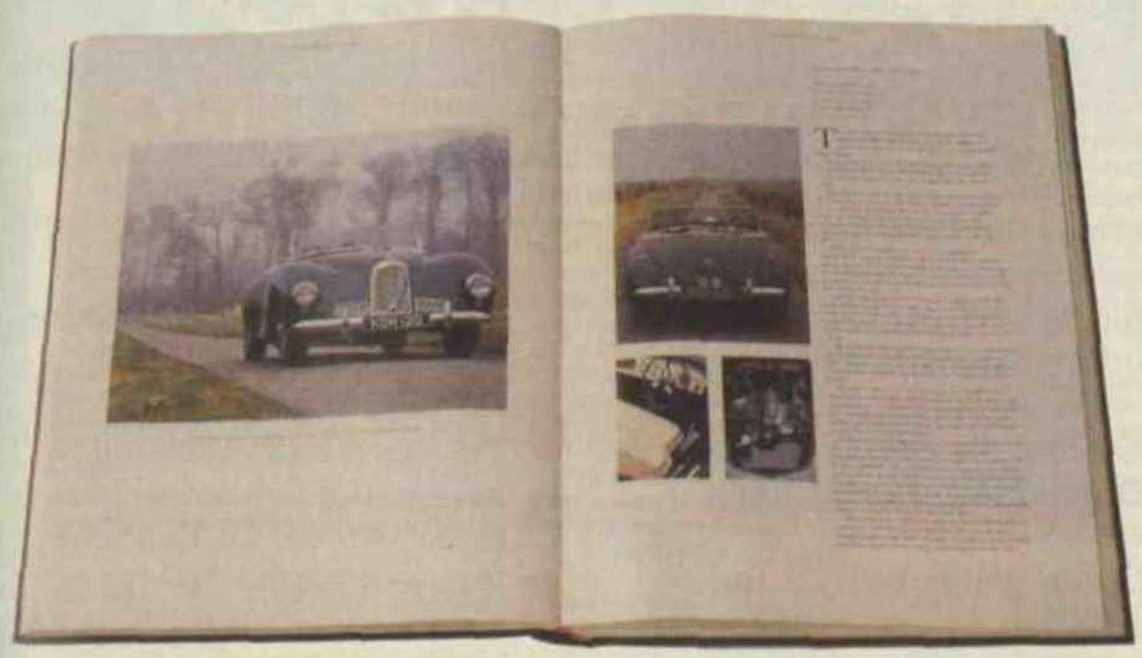
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Aston Martin — The Compleat Car, various authors. Palawan, £250.



£250 for a car book? Surely not. Well, to lean on a well-used metaphor, a Jaguar performs just as well as a Rolls-Royce, but there is something indefinable about the R-R which compels people to spend the extra. So it is when inspecting this enormous volume: it is complete, and it is beautiful. Its creator is Simon Draper, owner of many of the exceptional Astons which appear in it, who started his own publishing outfit to produce it. He has selected all the right authors — Alan Archer and Neil Murray on pre- and post-war cars, Ted Cutting (Aston's one-time Chief Designer) on team cars including his own projects, Richard Williams on AMR1 — while the layout and Richard Newton's photography are exceptional, lovingly illustrating every road and race type and special from Bamford and Martin days up to DB7.

Though the book is huge (339pp, 500 pictures), the text is concise, often only one page per model, and the tone measured and without hype, making it a pleasure to read. The many period photos are superbly reproduced, and the very full spec tables include complete team car records. The edition is limited to 1500 numbered copies (no, ours was only on loan), plus another 150 leather-bound at £600. **G C**

Completely Morgan, Vol 2, by Ken Hill. Veloce, £30.00.
Hill's second volume (the first we reviewed last month) is about the post-1968 models, and is again full of useful tables and data of the most comprehensive kind, these constituting, indeed, nearly 126 of the total 240 pages. However, those who are about to invest £30 should be warned that much of the historical material is repeated from the first volume, as is most of the Clubs' data, the tables and the colour-gallery being the chief differences. I cannot decide whether the man spread over his Morgan in the Tailpiece picture is adoring it or whether, from his expression, he has just discovered that the steering-dampers have sheared again, with the prospect of imminent wheel-shimmy! **W B**

Three more of those **Brooklands Books** packed with performance figures, contemporary comments and nostalgic pictures, etc. are now available: two **Gold Portfolios** on the **Rolls-Royce Silver Cloud** (see page 66) and the **1952–1961 Triumph TR2 and TR3** (£11.95 each) and a **Performance Portfolio** covering the **1986–1994 TVRs** (£9.95). Try good bookshops or order direct, p&p £1.50 per book extra. **W B**

Jaguar, by Paul Skilleter and Mike Cotton. Haynes/PSL, £19.99.
Quite the best definitive history of this great British car, which won the 1980 GMA Montagu Trophy for books in this category, it has been updated into an expanded fourth edition, of 288 pages and 230 pictures which no Jaguar advocate should fail to read. **W B**



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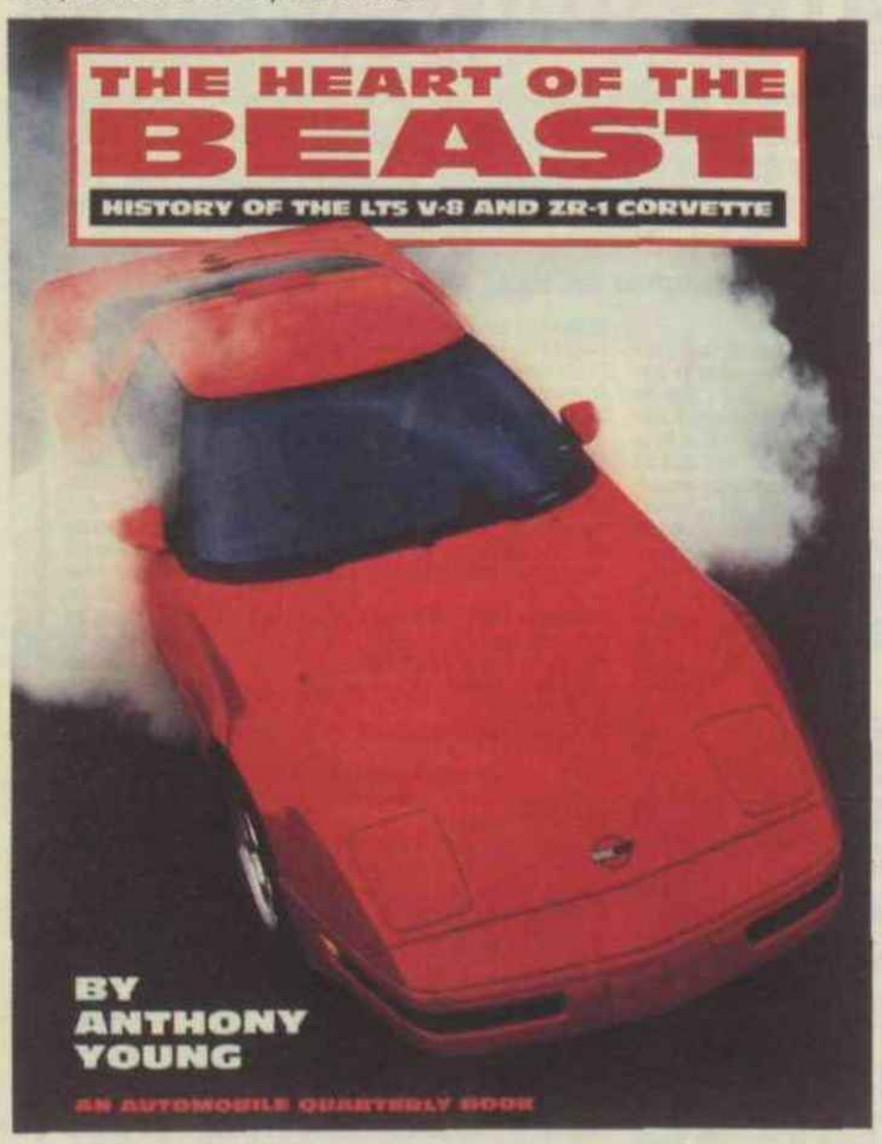
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The Heart of the Beast, by Anthony Young. AQ/Menoshire, £29.95.



Whether or not you agree with the author's summary that the ZR-1 Corvette will be classed as one of the century's ten greatest cars, no-one could deny it hit a peak in the horses-for-dollars stakes. Even in US terms, where cars are much cheaper than here, the hottest "King of the Hill" 'Vette offered Ferrari performance at a fraction of the price, and its genesis, triumphs and troubles are lovingly charted here, all the way from technical facts down to who attended which project meetings. Key figures from Lotus (who designed the LT-5 engine) and Mercury (who built it) have their say, and the politics which first created ZR-1 and then extinguished it as unviable are explored. One model books can be dull, but the conflicts and dramas make this a good read. **G C**

Ferrari Cars, by Giulio Schmidt. Haynes, £12.99 each.
These are two English-edition picture books for Ferrari fans, Giulio Schmidt's presentation of the F1 cars, from the Tipo 125 to the F1–87 with 25 GP models in between, in fine colour pictures, descriptive text and specifications, and his companion volume on the Sports cars and prototypes, from 166MM to F40 Le Mans. Just the right presents for followers of Enzo Ferrari, whom, for some reason that escapes me, Schmidt calls "Drake"; too big for the Christmas stocking but they could be left on the driving seat of the Dino or whatever. **W B**

Donald Healey — My World of Cars, by Peter Garnier with Brian Healey. Haynes/PSL, £16.99.
This tremendously interesting book with a Foreword by Carroll Shelby, first published in 1989, has been reprinted, with revisions. Not only cars — did you know that Donald Healey flew aeroplanes of the Sopwith Pup and BE2c kind when in the RFC and drove ABC, Ariel, Riley Redwing and Fiat 509 as well as Invicta and the Triumph and Healeys. They are all there, among the 124 illustrations. This 216-page book is a splendid history of a great and versatile driver. **W B**

Aston Martin & Lagonda — The V-engined cars, by David G Styles. Crowood AutoClassics, £19.95.
Latest in this well-presented series, Styles majors on the post-Sixties V8s up to the current Virage, but also sheds some interesting light on the Lagonda V12 which went to Le Mans in 1954 and '55, as well as its pre-war Bentley-designed precursor. There are chapters on racing outings from M45 to AMR-1, and on specials from Embassy Ogle to the Vignale Lagonda. I like the useful tables which summarise biographies, model specs and dates, and there are some informative drawings. **G C**

Ginetta, by Bob Walklett. Bookmarque Publishing, £24.95.
Bob Walklett, with his three brothers, formed Ginetta cars in 1958, building these specialist sports cars at Witham Woodbridge and later back at Witham. Here are Bob's memories of 31 years of British specialist car manufacture, the inside story, which while not making for a particularly "deep" book, is a very refreshing read. Before making kit- and complete Ginettas, Walklett, son of an Army officer, served with the 6th Airborne Division in WW2 until wounded and taken prisoner in 1945. He then formed an agricultural engineering company, before making cars. (I found his accounts of glider warfare interesting, because when I was with MAP I wrote handling notes and loading instructions of Hannibals and the like).

Ginetta took the full type-test of a G32, at a cost of £100,000 and 26 tests over 12 months. Bob discusses his pitfalls and successes in the publicity field, looks at other specialist cars, remembers the horrors and joys of motor shows, the engines Ginetta used, their racing days, and much more besides. He does not mention MOTOR SPORT but found *Motoring News* extremely understanding and helpful; so all is well! (But I admired the Ginetta and would have liked one. . .) The idea of a "W B" badge (for Walklett Bros) fell through however, as did an F1 Ginetta, for which "Wilkie" Wilkinson offered a V12 BRM engine for £3,000.

So another book for true enthusiasts' bookshelves, complete with a list of type numbers from G1 to G32, and plenty of pictures. The author was an SMM&T Council Member by 1988.

Incidentally, the Witham works were once Charles Warren's West End Garage, in 1921 agents for Belsize, GN, Essex and Morris cars and which by 1925 displayed the Bean badge, as a picture with an A7 Chummy parked beneath a swing-out BP petrol pump confirms. **W B**

TVR, Volume 2, by Graham Robson. MRP Collectors' Guides, £13.99.
This new Guide is as full of information and good pictures as the earlier volumes. It covers Tasmin to Chimaera, following from Volume 1, Grantura to Taimar, by the same well-informed author. Essential for all TVR followers. Also new in the same series are two volumes on **Porsche 911 and Derivatives**, one covering the 1963-1980 cars, the second those from 1981-1994. Both are by Michael Cotton, who was PRO to the British arm of Porsche for seven years and knows as much about these cars as any author. And James Taylor has written one on the Mercedes-Benz 190, 200, 230 and S-class cars. Volume 4 of the **Mercedes Guides**, it packs in an incredible amount of data. Each Guide costs £13.99. **W B**

Spritely Years, by John Sprinzel and Tom Coulthard. Haynes, £19.99.
Personal reminiscences of participation in motoring sport are usually enjoyable and none more so than this account of his motoring life by John Sprinzel, whom we all remember. It is a book not too far in the past for you to recall the events he competed in, and the cars he and his rivals drove. So many personalities to recall, too. The book is beautifully produced in Haynes/PSL's newest art-paper form, which shows up so well the masses of intriguing pictures.

A nostalgic book most certainly not to be missed! For sprightly Sprite fans it concludes with a long and detailed history of the Sebring Sprite, following a 13¼-page tabulation of the events Sprinzel drove or navigated in, compiled by Tom Coulthard. "An excellent read," as the professional reviewers say, when exuding high praise. **W B**

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Brilliant Moss

Sir,
I was thrilled to read the article on Stirling Moss in your November issue of *Motor Sport*, which a friend had sent to me in Germany because of this very article. Like many of my generation, I have always regarded Moss as one of the top three or four drivers of all time, and it was comforting to read that his bad luck in not winning the world championship at least once is of far less consequence to him personally than it is to his many fans. I was at Stowe School from 1946–50 with Silverstone four miles across the fields, and it was there in 1949 that I first saw Moss at close quarters in the pits. He was then driving some tiny Formula something car and, at the age of 19, already a national figure. Even to a spotty fifteen-year old, the dynamism and professional dedication was plain to see. The last photo in your article is of Moss during the 1000km race at the Nürburgring in an Aston Martin. This was in June 1959 (not 1954, as the caption states). I watched the race from the pits, and one incident alone stands out as truly indicative of Moss' brilliance. It was a Le Mans start, and Moss got away very fast from the pole position. From a photo in my album I see he was already thirty yards down the track as the other cars were beginning to move. I forget how long a Nürburgring lap took in those days, but it must have been thirteen to fourteen minutes. At the end of the lap Moss came screaming past the grandstands completely on his own. We waited an eternity — fifteen seconds to be precise — and only then did the rest of the field come past. To the astonishment of the vast German crowd, Stirling in one lap had taken fifteen seconds off some of the best drivers of his generation, including Tony Brooks, Phil Hill, Dan Gurney, Jean Behra etc. The second photo I have of this race shows Moss leaving the pits for the last time a few seconds down on Hill after co-driver 'Fearless' Jack Fairman had had a minor encounter with a ditch. Stirling, needless to say, went on to win. Another feat, of course, was Moss' great win in the 1955 Mille Miglia with DSJ as navigator, average speed a mind-boggling ninety-nine point something mph. Three years after this I drove several hundred kilometres over the really tortuous part of this Brescia-Rome-Brescia race in the Apennines north of Rome. Unfortunately for the passenger's peace of mind (me), my pal had previously read a piece in MOTOR SPORT about how DSJ in his own Porsche had followed Moss and Behra, also in Porsches, on a journey across France. DSJ had noted that Moss and Behra had hardly used their brakes at all, resorting to far less bourgeois techniques for slowing down their cars when necessary. In other words, my pal (who had done some sports car racing in a Lotus at Mallory Park, Brands Hatch etc) was really trying on this section of the Mille Miglia, and it brought home to me at what an incredible speed Moss must have driven on that famous occasion, even allowing for the fact that the roads south of Brescia are flat and straight and helped to put up the average.
Oliver Wall,
Riemerling, Germany.

Deliberate deliberation

Sir,
How piquant that Michael Schumacher should dedicate his world championship to Ayrton Senna.

After what he judged to be a decent interval Senna admitted that he deliberately caused the notorious crash with Prost. For how long will Schumacher keep us waiting?
Alan Jessop,
Durham.

Old Habits

Sir,
It is pleasing to see that Schumacher has maintained tradition with such style. For those who have not been paying attention; it has become traditional for F1's current 'golden boy' to eliminate another driver by collision in either the final or the penultimate race of the season. In its purest form the venue should be the final race, and the collision should be with the main protagonist to decide the championship; thus Schumacher has satisfied all criteria at the highest level. It may be churlish to be critical but it could be pointed out that the tradition has been upheld, in the past, with far greater alacrity — on occasion not even a whole racing lap has been required.

The main tradition has spawned some satellite traditions. One is with the pundits. The commentators have a problem, since throughout the season they have extolled the virtues of the current 'golden boy', but their live broadcast will include a description of the collision which will inevitably imply that their hero is the culprit. The commentator's function is now to transfer the blame to the other party and, by use of a logic whose basis seems to be that 'golden boy' has absolute right to any part of the track at all times, by the end of their commentary they have usually succeeded, at least to their own satisfaction. There are some minor requirements within this tradition; the commentators will never suggest that the spectators (and all others who have a real interest) have been provided with short measure, or that the eliminated driver's CV and his team's record will probably be short of a result that their performances merit.

It must be observed that the second string drivers have sometimes risen to the occasion and, freed from the provisions of the tradition, have provided us with some excellent motor racing, rather than the high-speed procession that is our usual fare.

The final tradition is in many ways the most important. Officials of the FIA meet several days after the event. It is now that a supply of soft sand is needed; with heads buried and tail feathers in the air the officials will weather the storm, and thus we will probably be treated to a re-run of this unedifying tradition next year.
P J Huston.
Boston, Lincs.

Brighton Facts

Sir,
It is a reflection on MOTOR SPORT's status as the 'journal of record' that I write to make some minor corrections to your otherwise excellent report of the 1994 Tindle Newspapers RAC Veteran Car Run.

The correct number of entries on recent Brighton Runs has been as follows: 1990, 468; 1991, 478; 1992, 473; 1993, 462. The number of finishers this year was 363. I think confusion may have arisen because some entrants, having reached the Pylons before 4pm and therefore qualified as finishers, did not proceed to Madeira Drive, there to be recorded by the eagle eye of WB.

For the record, the following cars listed by MOTOR SPORT as non-finishers did in fact qualify for their bronze medals: D K Harper, De Dion; J Guinness, Clement-Panhard; J Conant, Autocar; R Carr, Northern; D Burgess-Wise, De Dion; R Peek, Pope-Tribune; R Banner, De Dion; M G Rothschild, Rambler; P Beckwith, Crestmobile; M Goding, De Dion; R D Morrison, Cadillac; J Boland, Ford; R V Taylor, Autocar.
Colin Wilson,
Communications Manager, RACMSA.
I took the entries, as distinct from starters, from the official 1990-93 programmes; that for 1994 lists 460. Our list of finishers was given as provisional, but was taken from an RACMSA Press hand-out, supplied very expeditiously I may say. I would certainly not presume to act as a "teller", but if I had been counting them in, Madeira Drive would surely have been the place to be, because another official hand-out said the drivers had to get there by 16.00hrs to qualify for a medal. I noted this change in the rules in my report, the Pylons having previously been the qualifying place. Maybe someone else, not WB, was confused; the discrepancy between the list of provisional non-finishers and the corrections Colin Wilson now provides suggests this possibility? However, apologies to those listed as provisional *non-finishers!*–WB

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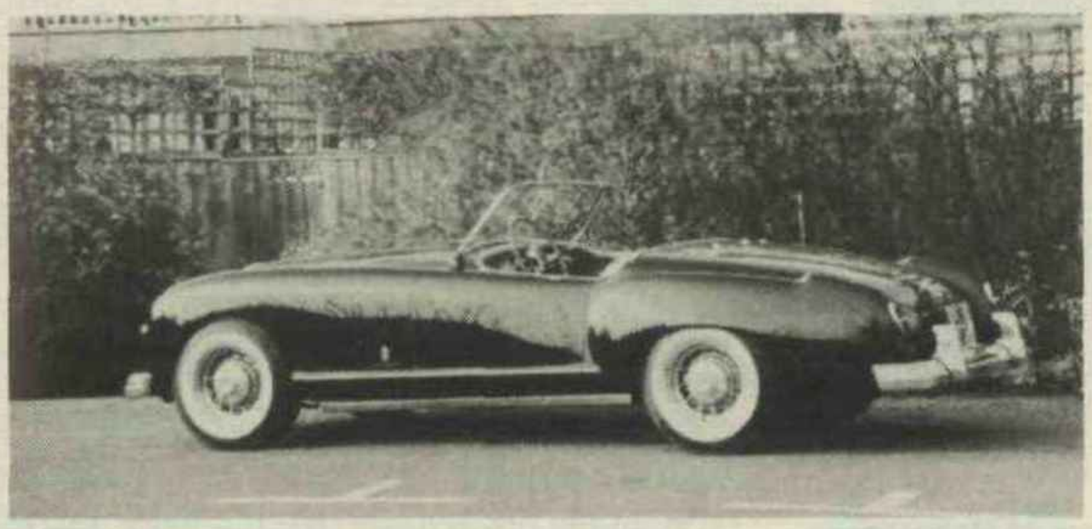
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Motoring Collector's Items

How to start collecting MOTOR SPORT magazines

1952 NASH HEALEY ROADSTER
Rare coachwork by PININFARINA

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ALFA ROMEO 2000 GTV 1975 ONLY
4,000 miles, last owner 15 years

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STORAGE SPECIALISTS
for Classic & Vintage Cars

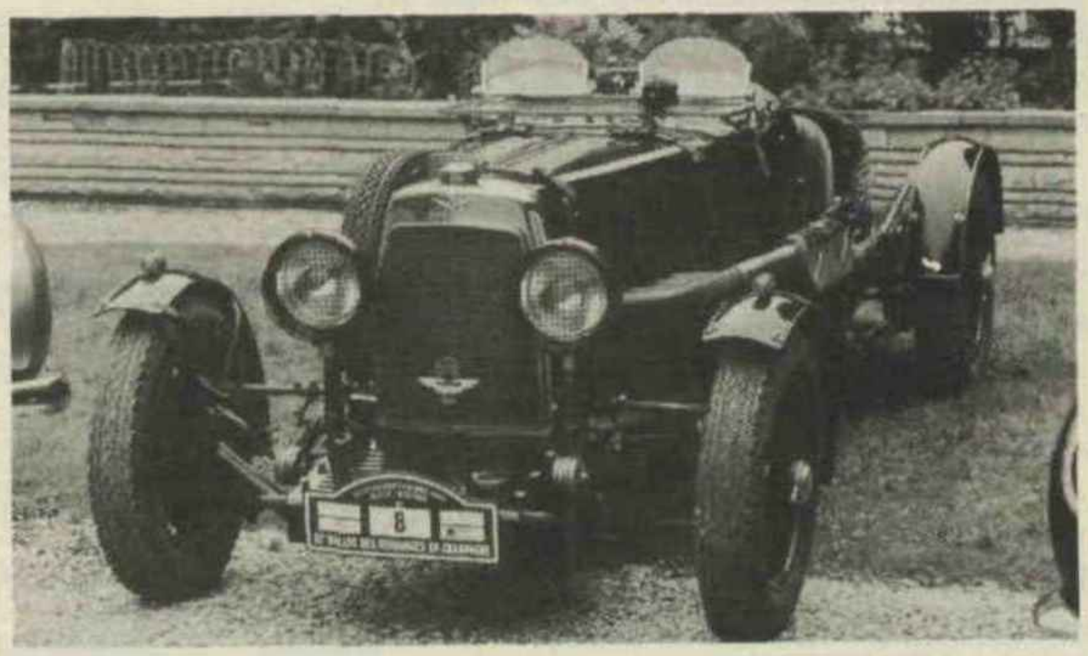
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4 WHEELED MORGANS
The specification changes from 1936–1995 *by John Worrall*

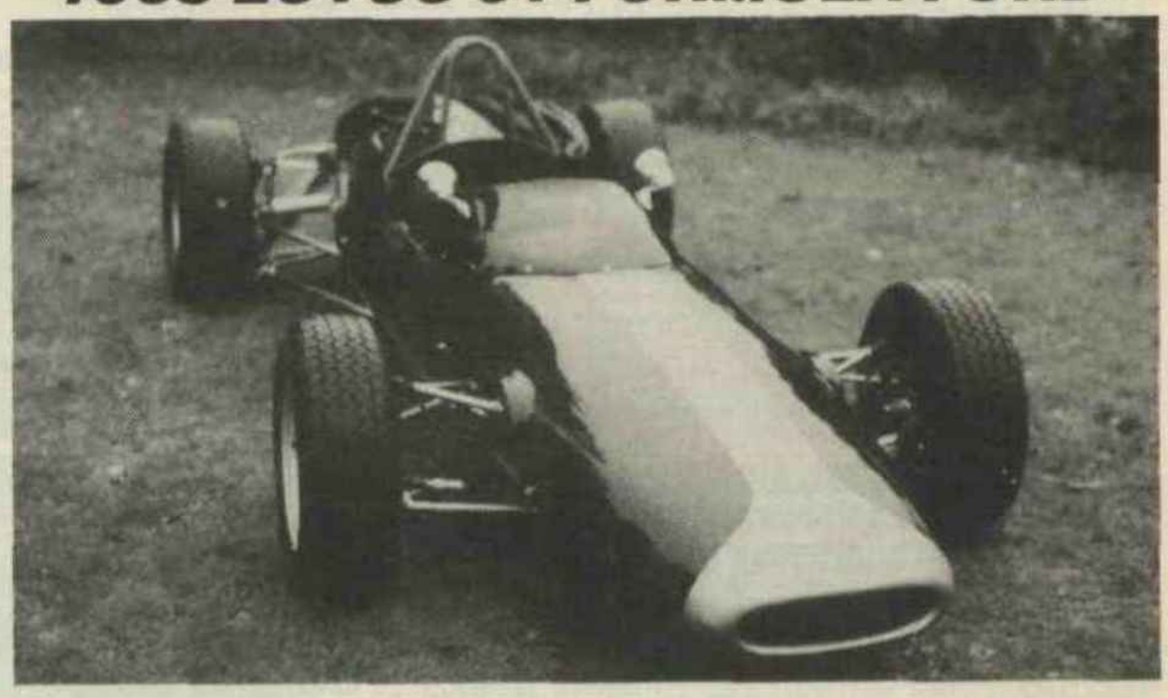


ASTON MARTIN 1½ LITRE 2 seater

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Also
1968 LOTUS 51 FORMULA FORD



PAGE 99

LEA FRANCIS SPORTS 1948



JAGUAR V12 E-TYPE ROADSTER. Finished in attractive Heather

PAGE 100



MOTORING COLLECTOR'S ITEMS

Each month we will feature a Motoring Memorabilia section with editorial on a variety of quality collectable items. This month, where better to begin than with MOTOR SPORT *itself? Next month the topic will be car brochures & catalogues.*

First published in 1924, MOTOR SPORT is the oldest established monthly motoring magazine and is the most desirable to collect. Acquiring past issues of MOTOR SPORT is now a popular hobby, and can be profitable.

First Steps In Building Up A Complete Run:

Assuming you have made the decision to build up a complete run of MOTOR SPORT from 1924 to date, you will need some guidance on where to look, what to pay and, most importantly, what to look for.

Early pre-war copies are keenly sought and are becoming almost impossible to find. First check regularly through the classified pages; occasionally issues are advertised by people who want to dispose of those they have inherited, though the chances are slim. Try Automobilia Auctions, where over the last few years a number of rare complete volumes have been auctioned, but do remember that you will be competing with dealers who are ready to snap them up.

Book Fairs and Autojumbles are also worth attending — some rare finds have been made there.

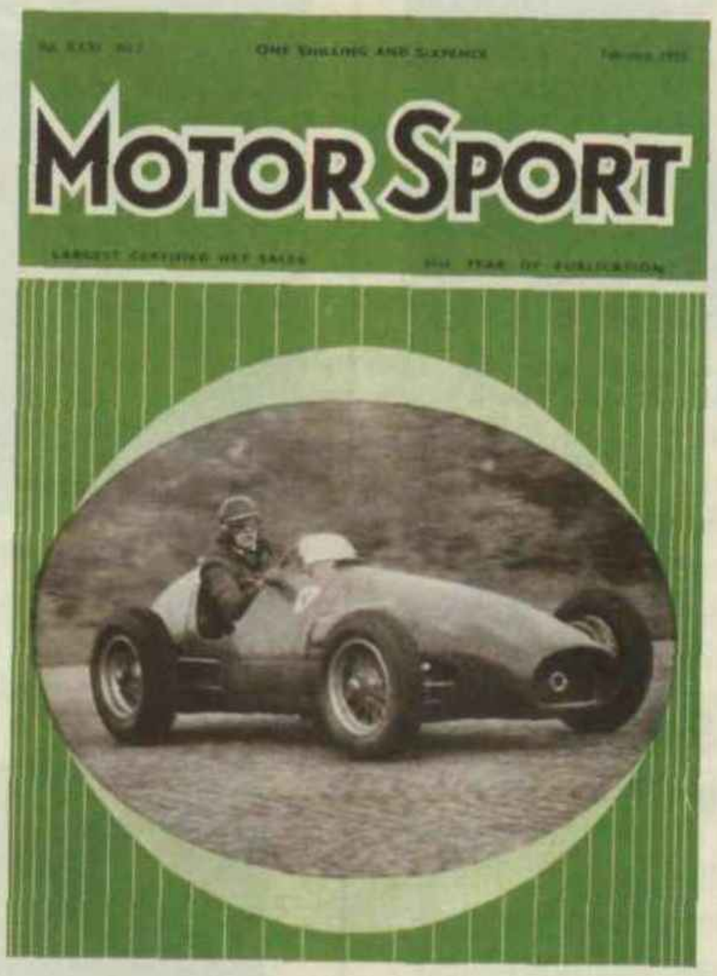
What To Look For:

Pre-1930 copies are almost impossible to buy individually, and are mostly found in a bound volume containing a yearly run. Most of the binding was carried out by the publishers, and it was fashionable to install the magazines without their covers to give them the appearance of an annual, which sadly destroyed many wonderful period advertisements. Volumes with covers are therefore rare, and the most valuable. Avoid DIY binding, as copies have often been cut to fit, thus making official rebinding almost impossible. The state of the magazines is more important than the bindings, as there are a number of companies who offer a binding service (for around £25.00 per volume).

Official binding was in leatherette, available in red with goldleaf, black with goldleaf or black and red with embossed goldleaf or green with ivory lettering.



Vol. V, No. 3, the rarest issue of MOTOR SPORT magazine.



1950s issues, a large quantity of individual copies available.

Price Guide:

Volumes I/II/III/IV (1924-1927): bound, perfect condition £1200-£1500; good condition with some corrosion to staples £800-£1000.

Volume V October 1928-May 1929: the rarest of all. During the economic depression of the late 1920s, the original publisher fell on hard times and was able to produce only three magazines in the year, with a limited production print run. The third of these, June 1929, is the rarest copy of MOTOR SPORT and carries a high premium (£1000-£1500) while the second is valued at around £500 and the first, which is not so rare, at around £250.

1930: bound with covers, perfect condition £2500-£3000; good condition £1500-£2000.

1930-1939: perfect condition £400-£500; good condition £280-£350. All of these were originally printed with front covers, the sole exception being October 1939. No cover was produced due to the start of the Second World War. A total of eight pages had been printed when paper suddenly became too precious a commodity.

1940-1949, individual copies are more commonly available. However, the 1941/42 bound volume is becoming hard to find. Bound, in perfect condition, they will fetch £200-£250; in good condition, expect to pay £180-£220.

1950-1959, plenty of individual copies available: bound, in perfect condition, £200-£250; good condition, £100-£180.

1969-1980. You will find these in plentiful supply; one can pick up a complete 30-year run, unbound, for around £150 — a great way to start.

Happy hunting!

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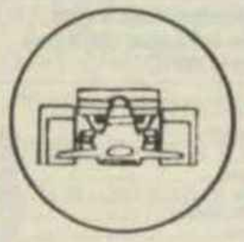
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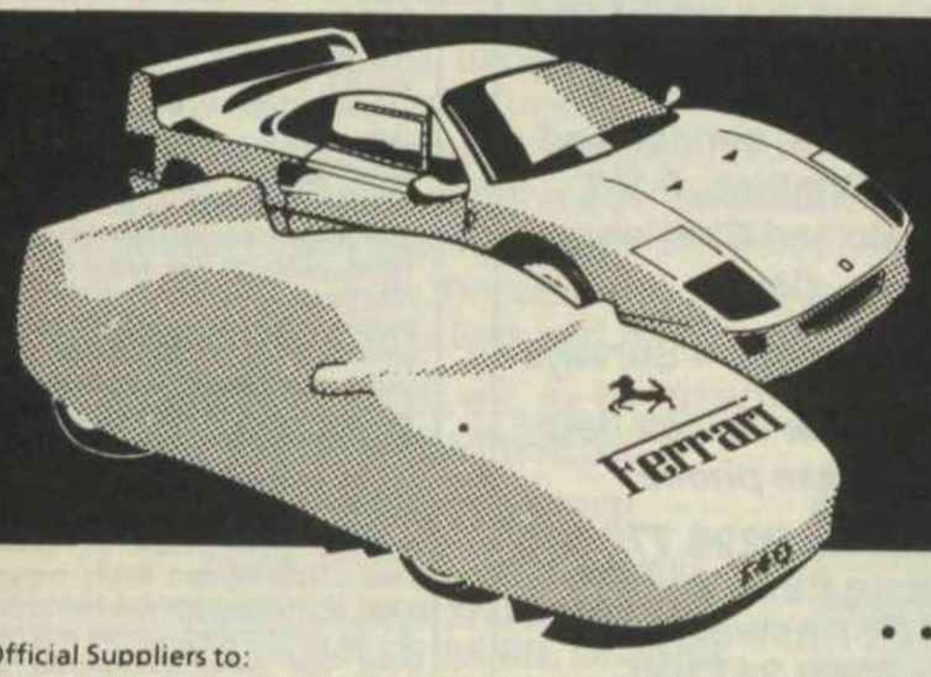
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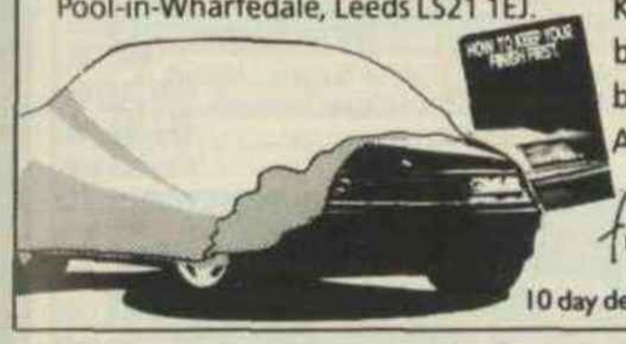
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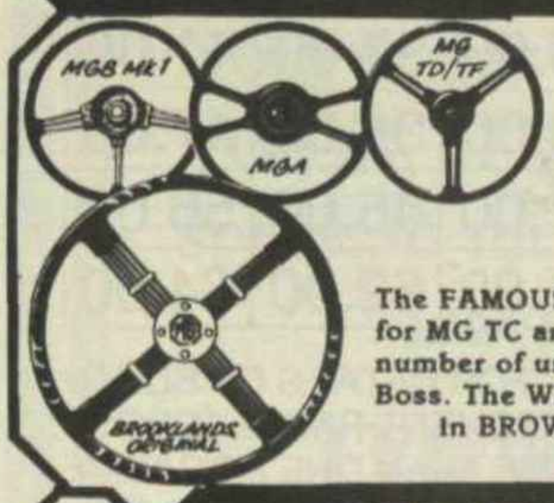


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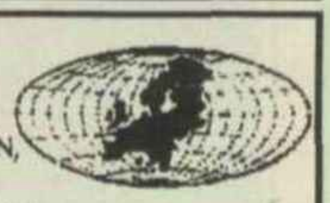
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1993 348 TS	Red	9,000m
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1986 328 GTS	LHD, Pruena	16,000m
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1967 275 GTB/4	Red	45,000m
1971 365 GTC 4	Red	68,000m
1968 275 GTS	Red	68,000m
1983 Boxer 512 BB INJ	Red	24,000m
1981 Boxer 512 BB	Red	22,000m
1978 Boxer 512 BB	Red	15,000m
1974 Boxer 365 GTB4	Red	16,000m
1991 Testarossa	Red	6,000m
1989 Testarossa	Red	9,000m
1985 Testarossa	Red	12,000m
1977 308 GT4	Red	56,000m
1989 412i	Blue	31,000m
1981 400 Auto	Blue	46,000m
1983 308 GTS	Yellow	20,000m
1983 308 GTS	Red	58,000m
1983 308 GTB	Red	29,000m
1977 308 GTB	Fibreglass, Blue	39,000m
1973 Dino 246 GTS	Gold	35,000m
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1973 Dino 246 GTS	Red	21,000m
1973 Dino 246 GT	Sable	23,000m
1973 Dino 246 GT	Red	28,000m
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1961 E-Type 3.8 Roadster	Silver, Concours	200m
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1969 E-Type 4.2 Roadster	Old Eng., White, Con.	Del.m
1965 E-Type 4.2 FHC	Carmen red	58,000m
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1989 911 Carrera SE Targa	Black	24,000m
1989 911 Carrera SE Cabriolet	Blue	33,000m
1989 911 Carrera SE Cabriolet	Red	39,000m
1989 911 Carrera SE Coupe	Blue	59,000m
1989 911 Carrera SE Coupe	White	39,000m
1988 911 Carrera SE Coupe	Red	48,000m
1987 911 Carrera SE Coupe	Red	52,000m
1986 911 Carrera SEE Cabriolet	Silver	41,000m
1967 911 S Concours	Red, SWB, LHD	
1992/3 928 S4 Auto	Blue	5,000m
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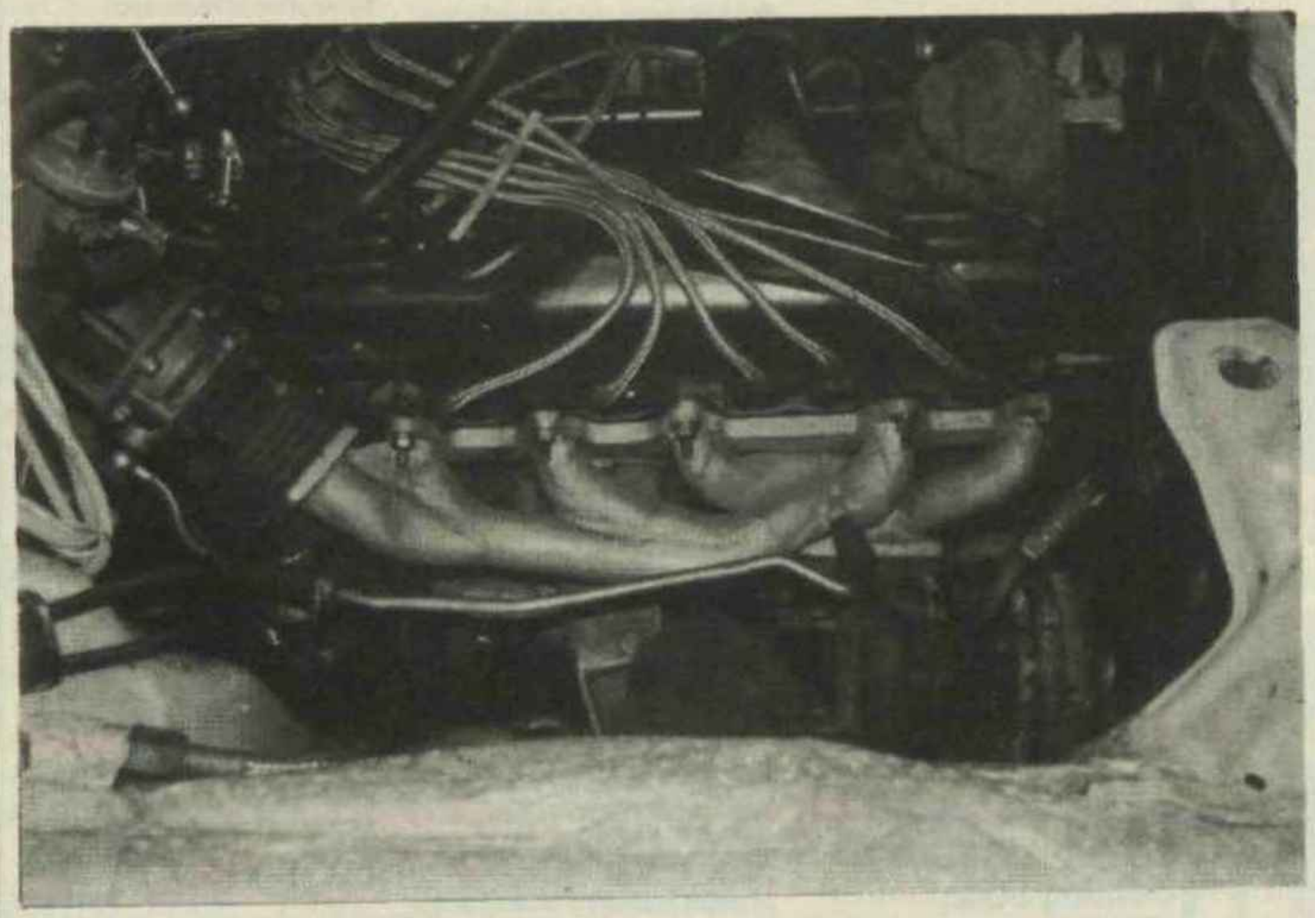
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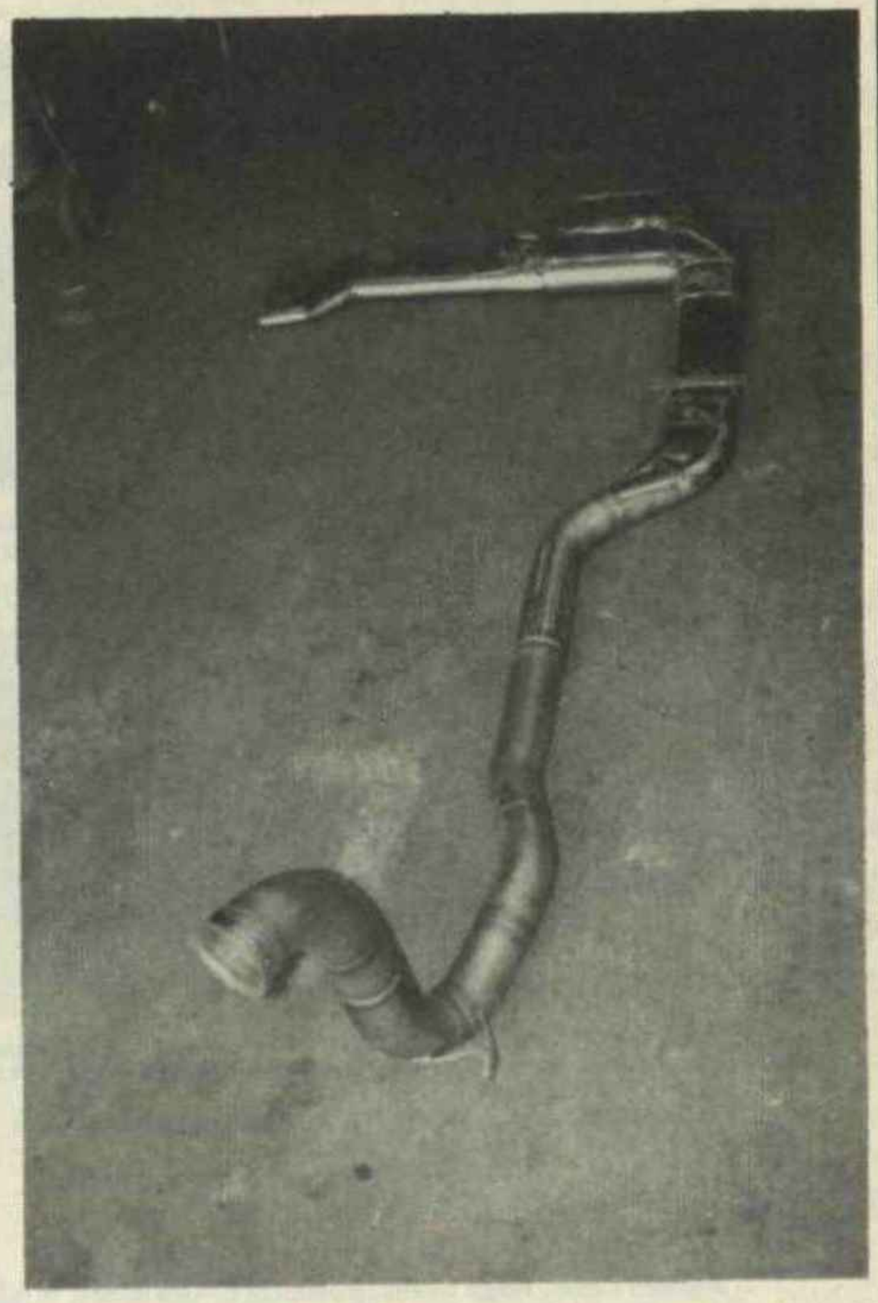
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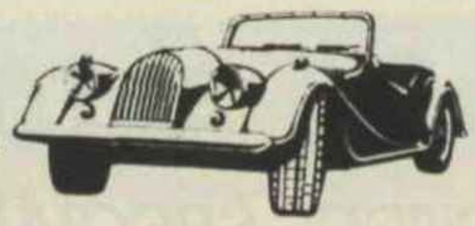


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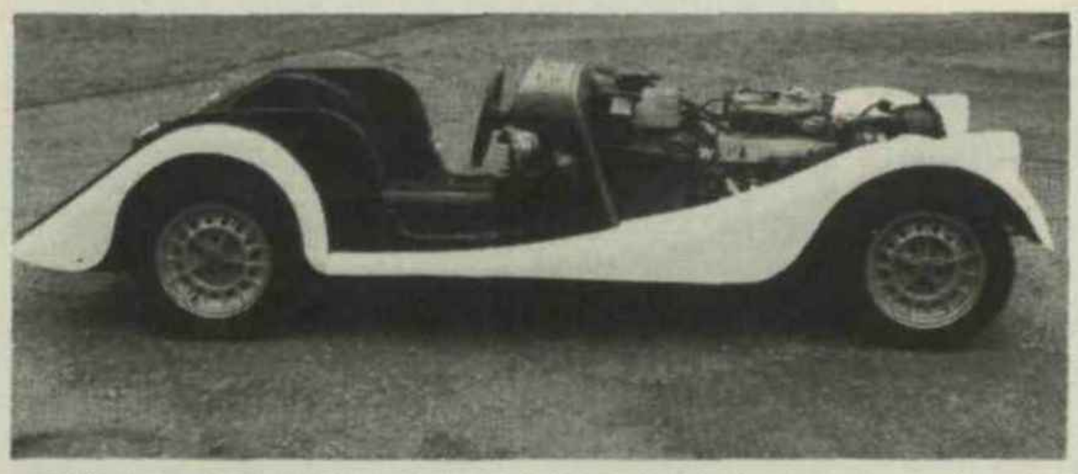
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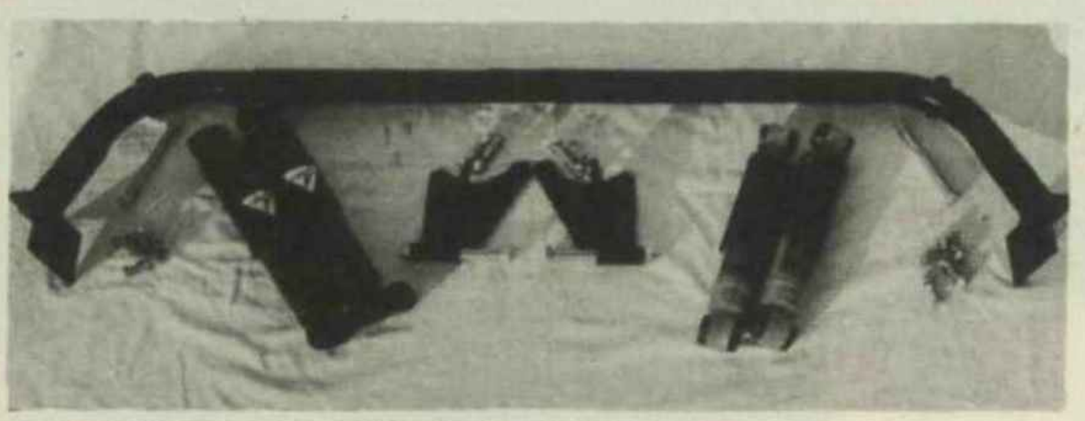
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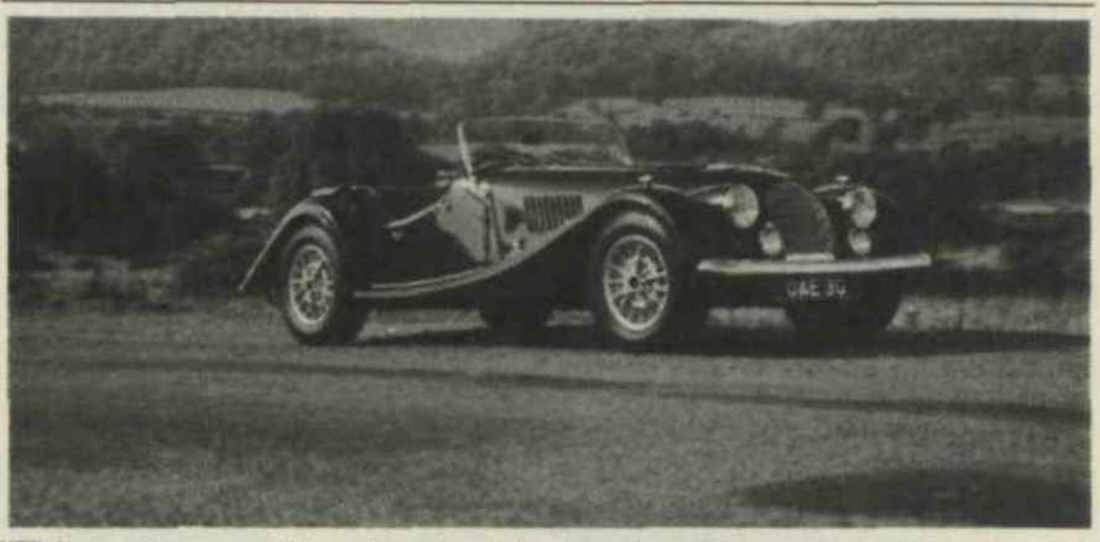
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MORGAN FOUR-WHEELED CARS 1936-1995



The Morgan Motor Company have produced four-wheeled Models for 59 years now on a continuous basis except for the War Years when the Company was engaged in the production of aircraft refueling parts and other work for the Ministry.

The basic construction of the cars has remained surprisingly similar over that time; each car is individually coachbuilt using an ash frame mounted onto a steel chassis with Z-section side-members and tubular cross-members. The front suspension and steering are carried on a separate frame of 'X' section flat steel on tubular cross members mounted onto the front chassis legs. The body frames have been panelled in steel or aluminium over the years.

While the Morgan is now the only truly 'coachbuilt' sportscar in series production, there have obviously been many changes over the years in order to keep the performance and other features of these individual Sports Cars competitive in the market place.

All Morgans produced have always retained the famous 'Sliding Pillar' front suspension, patented by H F S Morgan (the founder) in 1910!

THE FIRST MODEL

March 1936: Introduction of the **4-4** (note the designation which was later changed to '**4/4**' in 1946) 2 Seater Roadster. 1122cc Coventry Climax Engine and Meadows gearbox. The cars have an imposing chrome-plated 'flat-front' radiator with separated chromed headlamps and central pass lamp. The first 50 cars had rearward-hinged doors.

August 1937: Introduction of the **4-seater** version.

March 1938: Moss gearbox replaces Meadows.

August 1938: **Drop-Head Coupé** introduced with folding hood and chromed frames to the sidescreens which have glass sliding windows. The interior of the coupé has polished wood door cappings to the more substantial doors.

March 1939: '**Le Mans Replica**' model introduced fitted with 1098cc Coventry Climax engine, 'cycle' front wings and modified rear panel. Only 3 'Le Mans Replica' were produced, although a total of 62 cars were fitted with the 1098cc engine for competition purposes.

May 1939: Climax engine replaced by 1267cc 'Standard Special' engine. This engine was produced especially for Morgan and had the Morgan name cast into the rocker cover. (713 cars were produced with the 1122cc Climax Engine and 525 with the Standard Special engine).

July 1950: Prototype **Plus 4** (chassis 2038) produced using similar chassis and body design with Standard Vanguard 2088cc engine and Moss gearbox.

October 1950: **Plus 4** launched at the Motor Show. To be available in 2-Seater, 4 Seater and Coupé format.

September 1951: **4-seater Drop Head Coupé** introduced. Only 2 of these were made in 'flat radiator' format, and 27 in the later cowled format.

1952: Rolling chassis supplied to Cooper Motor Bodies for production of the ONLY **Morgan Saloon**. Car is now in the USA.

December 1953: External 'flat radiator' gives way to what is later known as the '**Interim Cowl**', this being a radiator cowl with flat grill and the headlamps placed in tube like 'pods' set low into the front wings. The Triumph TR2 engine was now offered as an option. Only 18 interim cowled models were made.

June 1954: The cowl is redesigned to a more rounded shape, the headlamps are moved to teardrop-shaped nacelles set higher into the wings. The outward shape of the car now bears a closer resemblance to the models of today.

October 1955: An additional (less expensive) model offered, known as the '**4/4 Series 2**' with Ford 100E Side-valve engine and 3-speed gearbox. 349 of these cars were produced between 1955 and October 1960. All were 2-Seater roadsters except for Chassis A553 which was a Drop Head Coupé produced for Miss Skinner who was related to the Morgan family. Car was registered 380 AAB.

March 1956: Triumph TR3 engine now fitted to Plus 4s. Some cars still used the TR2 engine until October 1957.

September 1957: A '**Competition' model Series 2 4/4** was offered using the Ford 100E Engine in tuned form. Only 38 genuine Competition models were made; 37 were 2-Seaters and just one (experimental) 4-Seater, chassis A296 (now in Holland).

October 1958: The last **Vanguard-engined Plus 4** was produced. The road wheel size (previously 16") is reduced to 15" and 60 spoke wire wheels are offered as an optional extra.

May 1959: Front disc brakes are made optional on wire wheeled Plus 4s. (Available on disc-wheeled cars from October).

September 1960: All Morgan Plus 4s have front disc brakes as standard.

October 1960: 4/4 Model becomes '**4/4 Series 3**': fitted with Ford 105E 997cc overhead valve engine and 4-speed gearbox. 61 of this model were made between 1960 and November 1961.

February 1961: Triumph TR4 Engine offered as an option on Plus 4 models.
Plus 4 Supersports introduced using 'Lawrencetune' TR3 or TR4 Engine with extensive modifications to cylinder heads, camshaft and exhaust system with twin 42 or 45DCOE Weber induction and lightweight aluminium bodywork. 72-spoke wire wheels were fitted and an oil cooler was mounted to the underside of the front cowl box. The model was offered until the end of Plus 4 production in 1969 and many were extremely successful in International competition. 40 were produced with TR3 engines, 63 with TR4/4A engines including a special 4-Seater version for the Morgan agent at Cranfield (Eric White).

MORGAN 4 WHEELED CARS 1936-1995

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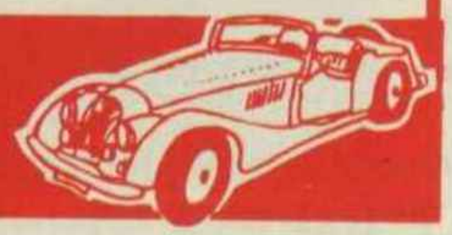
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MORGAN FOUR-WHEELED CARS 1936-1995

November 1961: 4/4 Model becomes '**4/4 Series 4**': fitted with Ford 109E (Consul Classic) 1340cc engine and 4-speed gearbox. Front disc brakes were standard. 206 of this model were produced from 1961 to March 1963 including one 'competition' model (chassis A664).

June 1962: Chris Lawrence wins the 2 litre Class in the Le Mans 24 hour race driving 'TOK 258', a Plus 4 to 'Supersports' specification at an average speed 93.97 mph for 2255 miles! Morgan's finest hour?

March 1963: 4/4 Model becomes '**4/4 Series 5**': fitted with Ford 116E 1498cc engine and 4-speed gearbox. A remote 'Wooler' type gear change was offered as an option. A 'Competition model' was available with the remote gear change, Cortina GT Engine and Armstrong Selectaride shock absorbers. G40 Series 5s were produced between 1963 and March 1968 including 270 Competition models.

November 1964: **Plus 4 Plus** introduced. This was a fibreglass coupé bodyshell (produced by EB Plastics of Stoke on Trent) mounted onto a normal Plus 4 chassis and fitted with the standard TR4 engine and Moss gearbox. Morgan's attempt to modernise — it failed!! 26 were produced before its demise in 1967.

October 1965: **Plus 4 Competition** model introduced. Uses a standard TR4 engine with improved exhaust system by Derrington, and Selectaride rear shock absorbers. Only 42 were produced (all 2-seaters). It was discontinued in November 1966.

The last Triumph-engined Plus 4 to be delivered was Chassis 6853, a Drop Head Coupé; in January 1969. A total of 4584 Standard-Triumph engined Plus 4s were produced including 656 'flat radiator' models and 3 '**SLR' competition aluminium streamlined coupés** built by 'Sprinzel Lawrence Racing' who also built a similar car on a Triumph chassis.

March 1968: 4/4 model becomes '**4/4 1600**': fitted with Ford 'Kent' 1600 Crossflow engine and 4-speed gearbox. A Competition model was initially available with the Ford 1600 GT Engine. The model was offered as a 2 or 4-Seater Roadster. Wire wheels were an optional extra.

October 1968: **Plus 8** is launched at the Motor Show. Fitted with Rover 3528cc V8 engine, Moss gearbox and Salisbury LSD rear axle with 15" cast alloy wheels. Available as a 2-Seater Roadster only. This model will replace the Plus 4 range. 484 'Moss gearbox' Plus 8s were produced between 1968 and April 1972.

May 1971: All 4/4 Models adopt the previous 'Competition' spec of 1600GT Ford engine and the designation 'Competition' is dropped.

1971: Morgans build the ONLY genuine Factory-built **Plus 8 Drop Head Coupé** (chassis R7317). Built especially for Mrs Jane Morgan (registered JM53) and used automatic transmission from the 3500 Rover. The ONLY automatic built by the Morgan Motor Company!

April 1972: Plus 8s now fitted with Rover 4-speed gearbox. 702 of this version were made including the only genuine factory built 4-seater Plus 8 (chassis R7525), again for Eric White, the Morgan Agent at Cranfield.

October 1975: **Plus 8 Sports Lightweight** offered as an option to the standard model. Uses standard Rover (pre-SD1) V8 engine and 4-speed gearbox with wider (6") wheels of 14" diameter and aluminium bodywork with wider wing width to cover the wheels. Very much a 'homologation special', only 19 genuine 'Factory' Sports Lightweights were produced prior to its demise in January 1977. This includes the '**TRACO Plus 8**' (RB112) which was built to race at Le Mans (although it never did); fitted with a Traco Oldsmobile V8 engine with quad Weber 48 IDA carburettors, TR8 gearbox and 7" wide wire wheels. The cars UK registration number was OTN 4 but it is now in Sweden.

October 1976: Plus 8s now fitted with the Rover SD1 V8 engine and Rover Vitesse 5-speed gearbox. The wings are widened to cover the new 6" wide 14" cast alloy wheels and aluminium bumpers replace the previous chrome ones.

October 1981: '**4/4 Twin Cam**' introduced as an optional model, fitted with Fiat 1600 t/c engine and 5-speed gearbox. Only 92 were produced between 1981 and 1985 including 10 fitted with 2-litre carburetter engines).

February 1982: Plus 8s now have 15" × 6½" cast alloy road wheels.

March 1982: 4/4 becomes '**4/4 CVH**': fitted with Ford CVH 1597cc engine and Cortina 4-speed gearbox.

January 1983: 4/4s now fitted with Sierra 5-speed gearbox.

October 1983: Plus 8s are offered with the option of the fuel injection Rover V8 and also with rack and pinion steering in place of the previous steering box. These options become a standard fitting to all Plus 8s from early 1987.

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October 1985: **Plus 4 Twin Cam** introduced as an additional model. Fitted with 2-litre Fiat fuel-injected engine and 5-speed gearbox, together with 'Cobra' style centre laced 15" × 6" wire wheels and wider wings to cover them. Available in 2 and 4 seater format. This 'wider' body style is also offered as an option on 4/4s.
Only 122 Fiat-engined Plus 4s were produced from 1985 to 1988.

May 1988: **Plus 4 M16** introduced: fitted Rover 2-litre M16 engine and Rover 5-speed gearbox. Other details as previous Plus 4. A total of 357 Plus 4 M16 were produced from 1988 to 1992.

January 1990: Wire wheels become standard fitting on all 4/4s.

June 1990: Plus 8 now fitted with **Rover 3.9 litre engine**. UK cars have high compression engine, certain export markets require dual catylists and low compression unit.

March 1991: Plus 8 now fitted with Gabriel telescopic rear dampers . . . the first major change to Morgan's rear suspension! The new 'telescopic' rear suspension is gradually introduced onto the other models.

November 1991: 4/4 becomes '**4/4 1600 EFI**': fitted with Ford 1600 Fuel injection (XR2i) and 5-speed gearbox.
196 of this model were produced from 1991 to February 1993.

December 1992: Plus 4 becomes '**Plus 4 T16**': fitted with Rover 2-litre T16 engine and 5-speed gearbox. The Plus 4 is now built on the same chassis as the Plus 8.
All Morgan cars for all markets are now catalysed.

March 1993: Plus 8 available with the factory option of wire wheels for the first time. (2 Plus 8s had previously been so chrome bumpers replace the aluminium ones.

May 1993: Major changes to the braking system on all models. Front discs now have '4 pot calipers'. A direct acting brake servo integral with the master cylinder is now fitted; 4/4 becomes '**4/4 1800**': fitted with Ford Zetec 1800cc engine and 5-speed gearbox.

MORGAN 4 WHEELED CARS 1936-1995



1953 Morgan Plus 4 Chassis No. P3000. First ever Morgan with cowled in radiator, owned by John Smith (Morgan transmission specialist), driven by Mary Lindsay at Snetterton, 1975.

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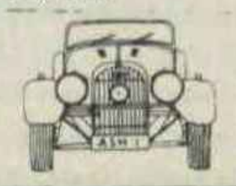
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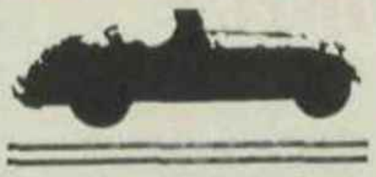


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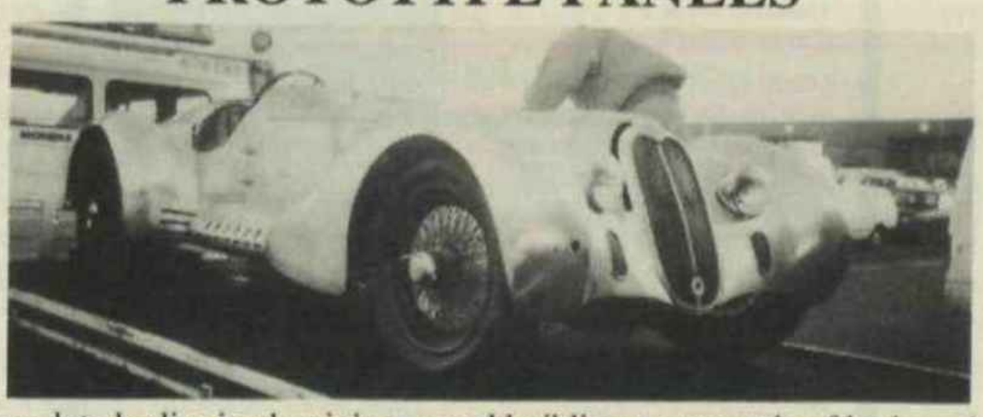


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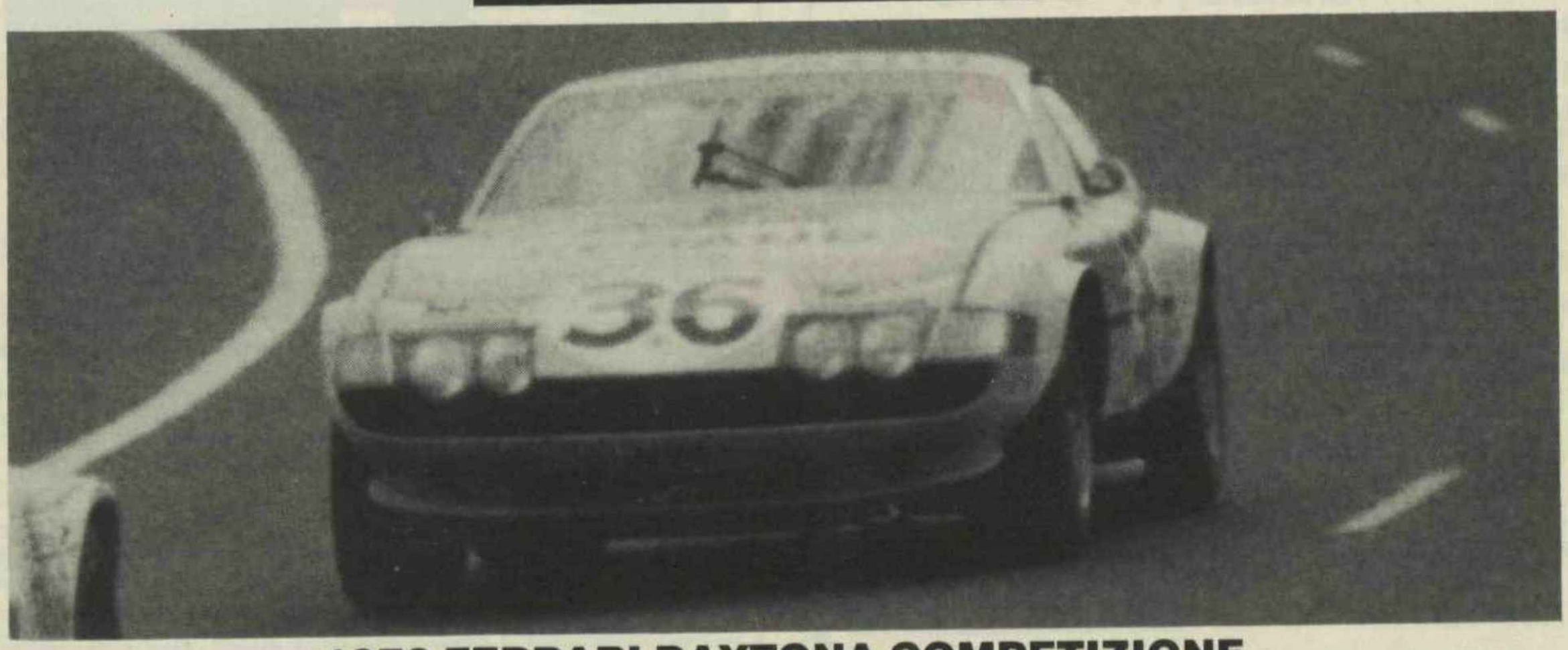
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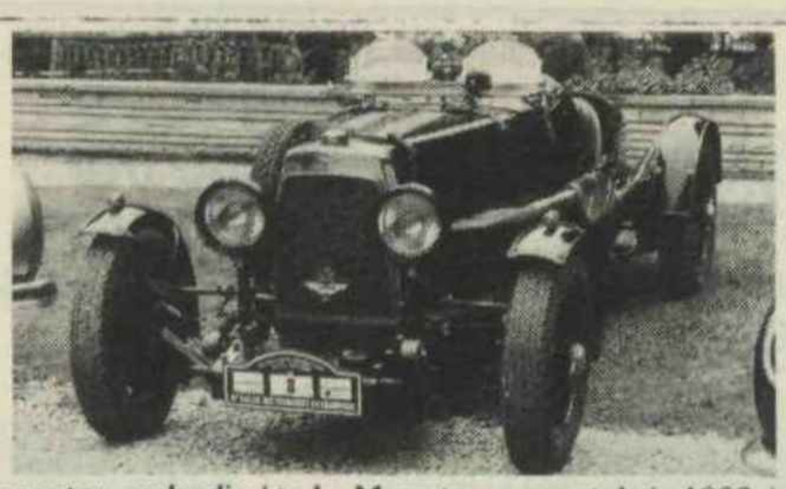


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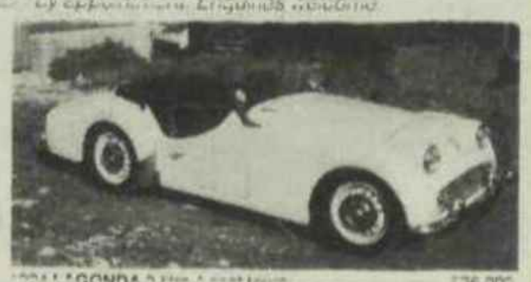
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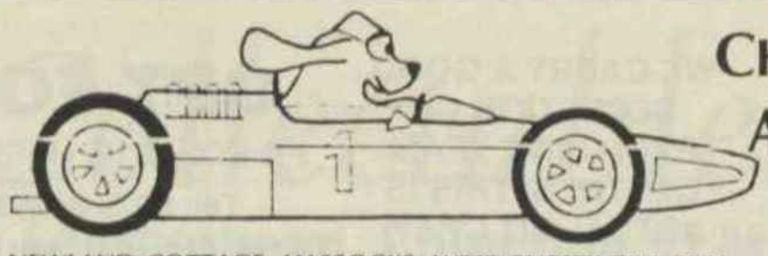




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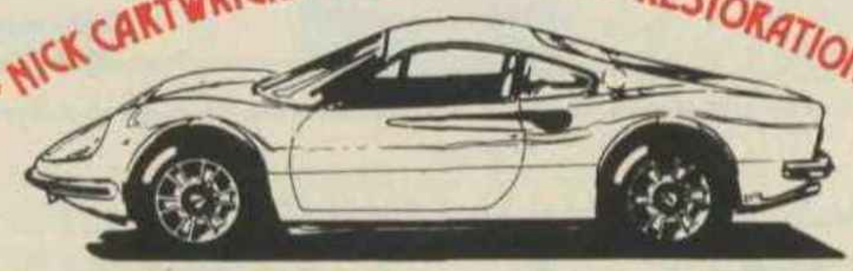
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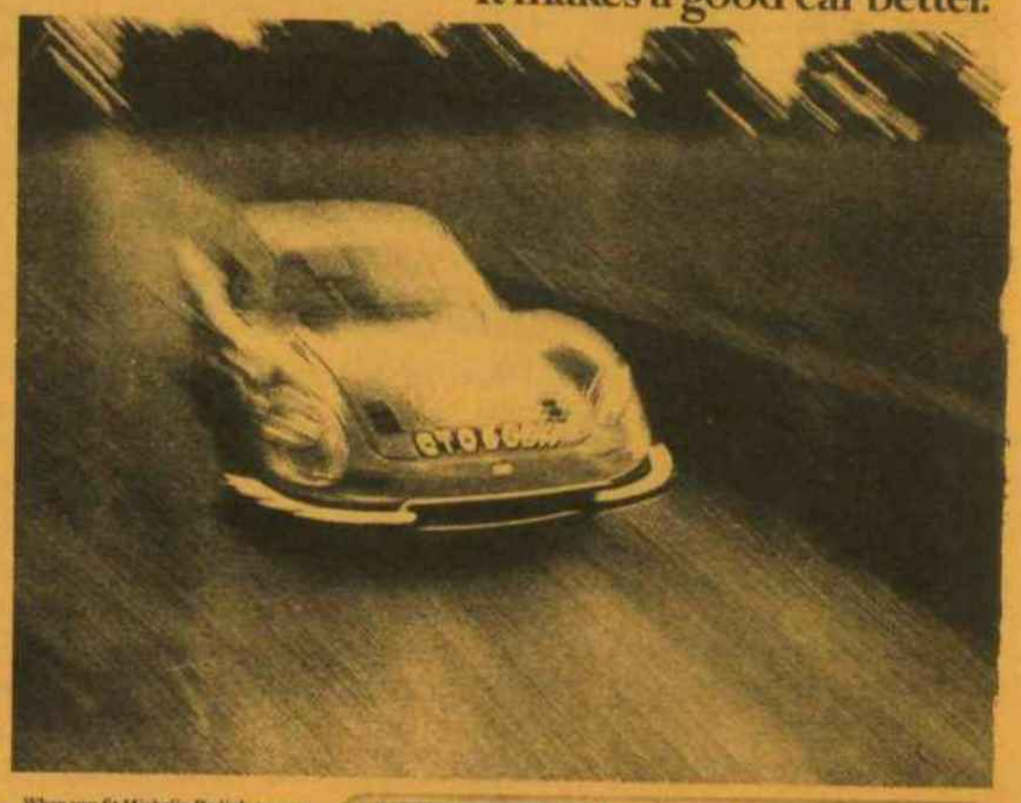
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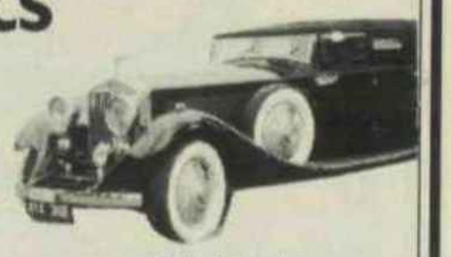
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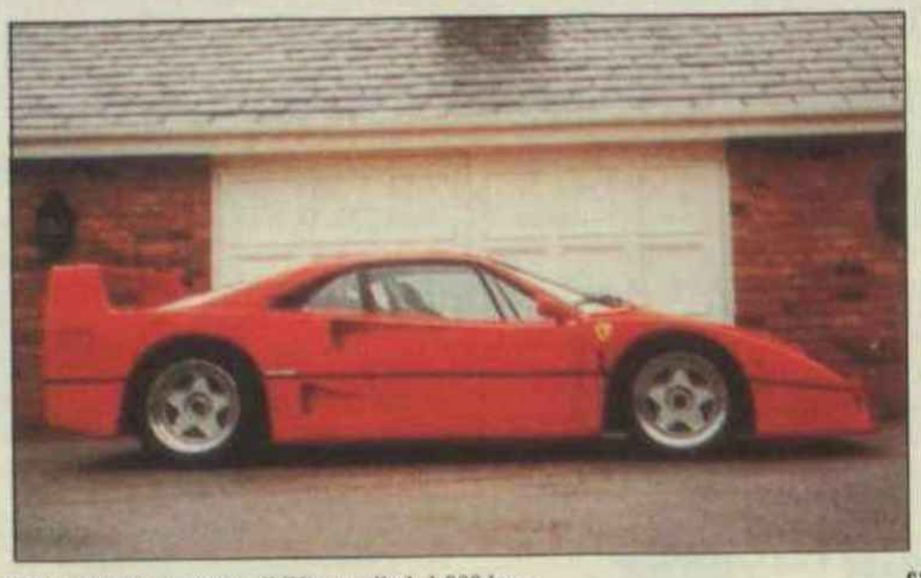
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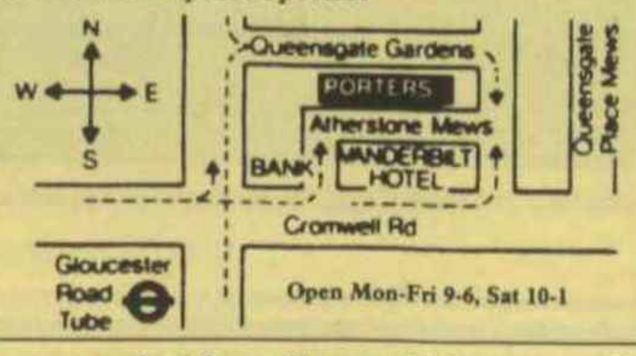
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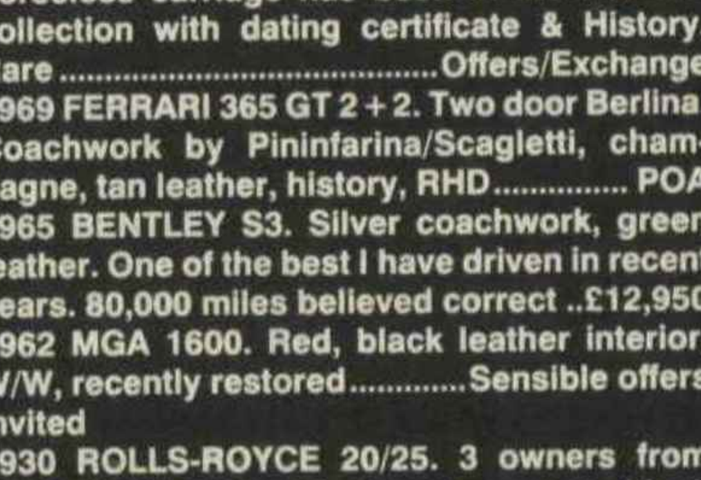
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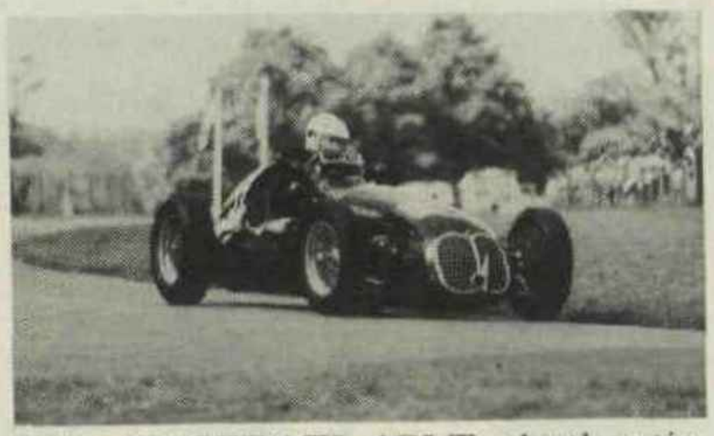
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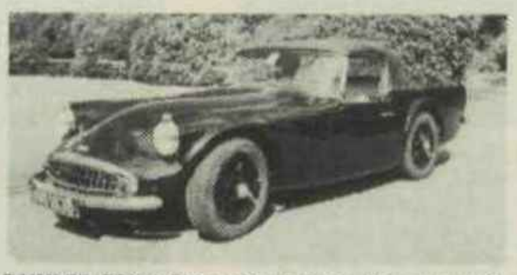
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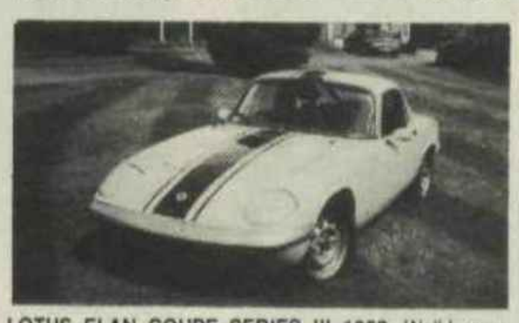
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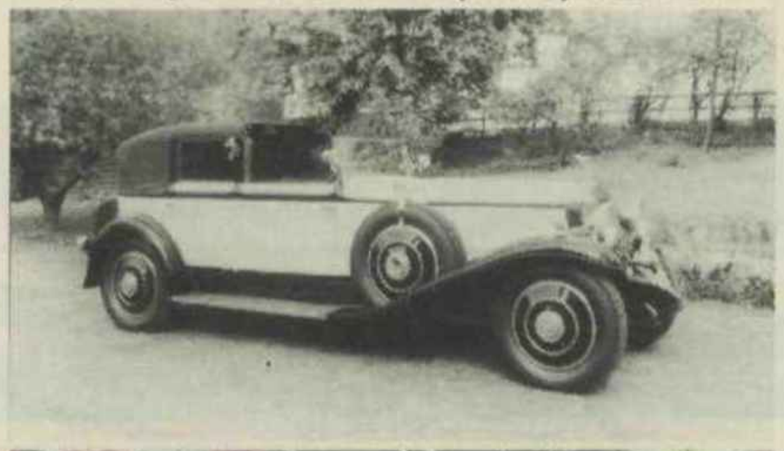
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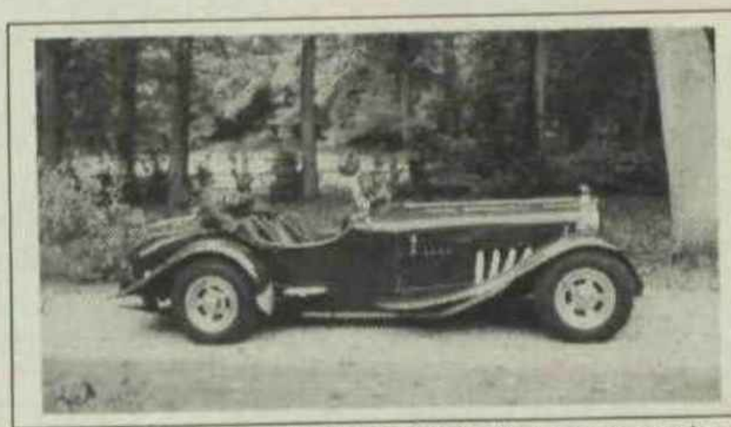
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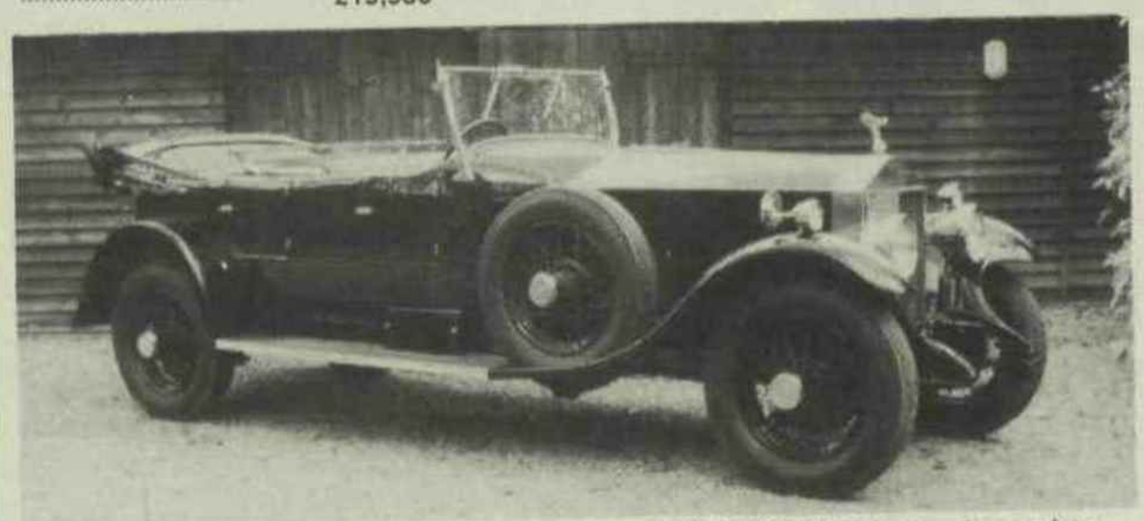


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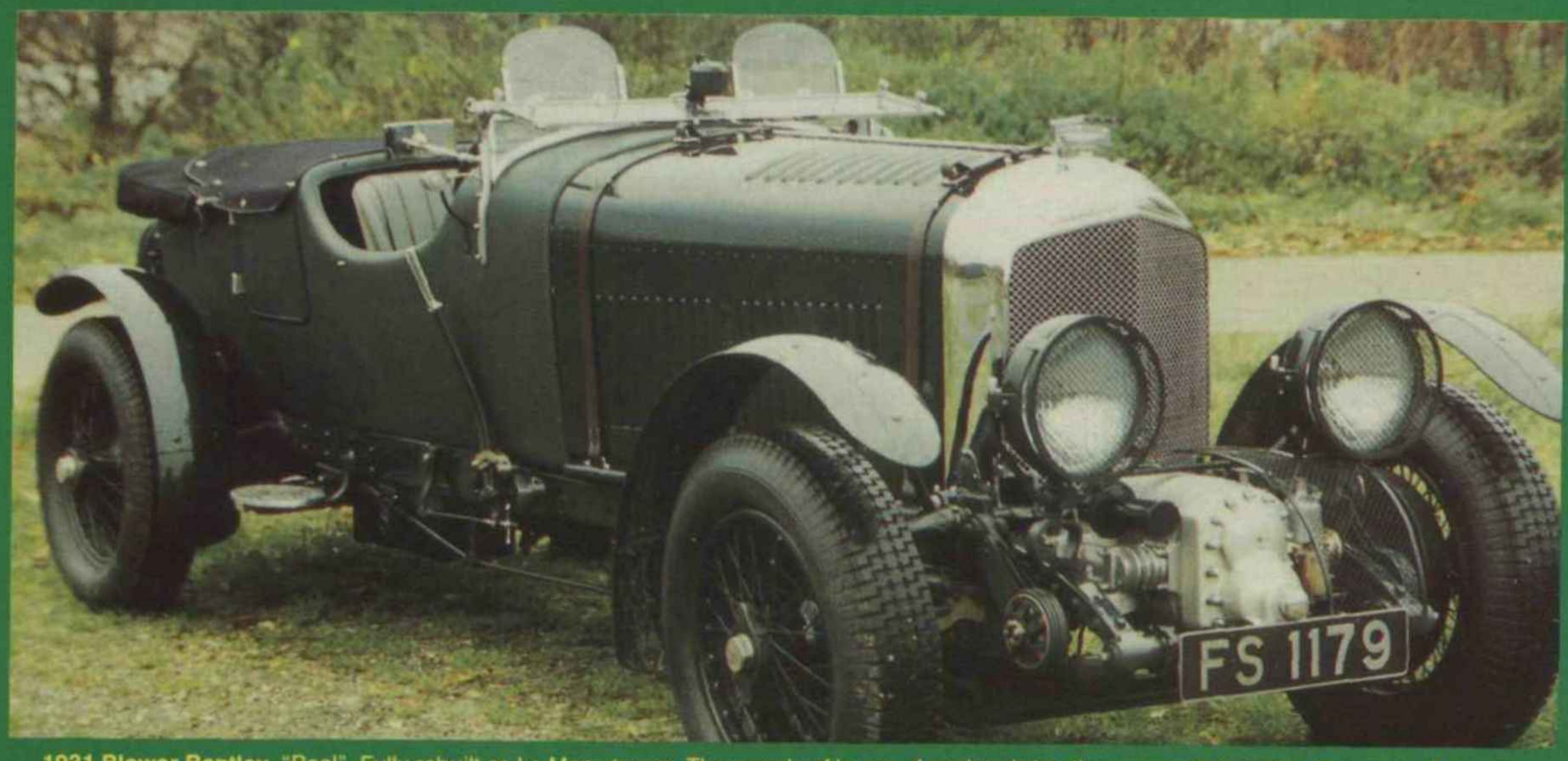
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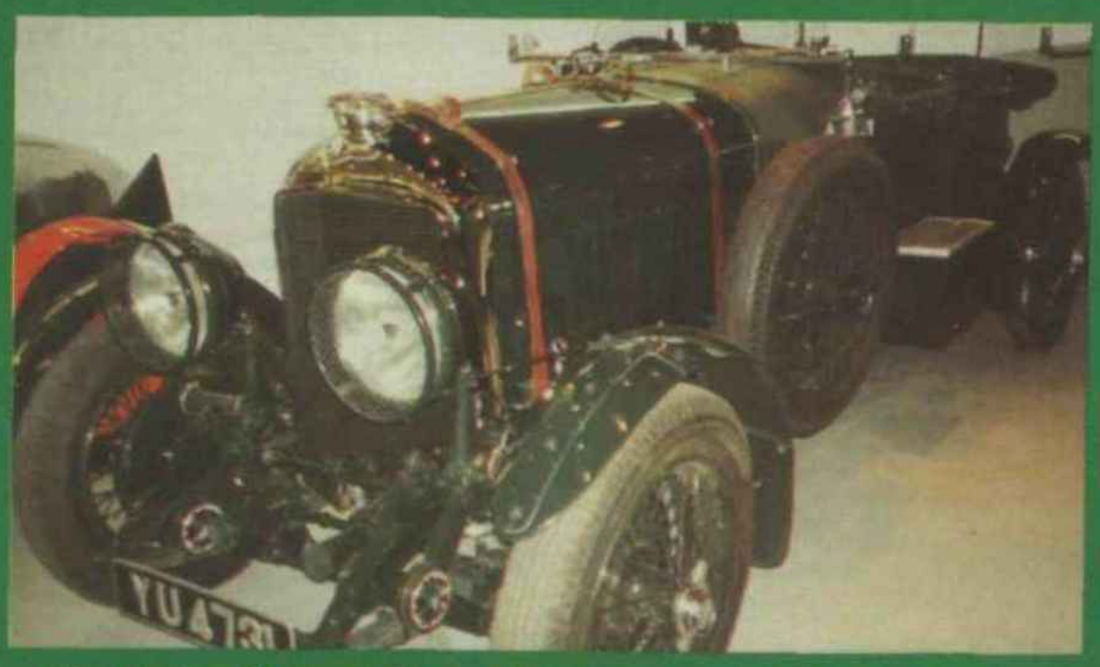
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